

The Railway Herald

16 March 2007

Issue 76

The complimentary UK railway journal for the railway enthusiast



Front Cover

On the Llanguollen Railway, ex-GWR 2-8-0 No. 3803 heads for Glyndyfrdwy on 7 March with a mixed freight during a photographers' charter. The locomotive is currently using the tender from Toddington-based classmate No. 2807. *David Gibson*



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Submissions

We welcome submissions from all readers, especially digital photographs. Pictures should be sent to the editor at editor@railwayherald.co.uk

Good quality scans of colour slides and prints are also acceptable. Currently there is no financial payment made for photographs published in *Railway Herald*. Where possible we always try to use news photographs taken within the production week of the publication date.

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National Rail Timetable

The entire UK National Rail Timetable is now available as a PDF download from the Network Rail website.

Produced in the same fashion as the printed version and ordered by table number, the current timetable is available by clicking [here](#).

The railway by-laws and information for enthusiasts are also available online from the Network Rail website, by clicking [here](#).



LEFT: On 16 March, BR blue-liveried Class 73/2 No. 73208 *Kirsten* powers the luxury 'Queen of Scots' rake of vintage carriages, with No. 73206 *Lisa* bringing up the rear. The train is passing Cox's Mill on the outskirts or Weybridge on a private wedding charter from London Waterloo to New Milton and back.
Chris Nevard

BELOW: The EWS Class 66/0 fleet are now regularly engaged at work in Northern France on aggregate traffic. On 6 March, No. 66062, now minus its EWS transfers on the bodyside, prepares to depart from Marquise Quarry with a northbound service towards Calais.
Robin Stewart-Smith



Bodmin Diesel Weekend

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Network Rail sets out plans for Humber ports route upgrades

Between them, the Northern Ports handle 34% of the freight that passes through all of the UK's ports and the Humber Ports are one of the busiest railfreight arteries in the country. As a result of this and the continuing demand for moving even more traffic, which, for rail can only be a good proposition, Network Rail has unveiled the first phase of a large project to deal with this increase in growth.

For the ports of both Hull and Immingham, coal plays a major role, with the consumption of over 62 million tonnes during 2005 and a forecast that by 2015 this figure will still remain high at over 50 million tonnes. Of the coal imported during 2005, some 12 million tonnes arrived in the country through Immingham Docks, with a further 1.5 million through Hull. Certainly Associated British Ports (ABP) are looking to increase that tonnage through both ports, with rail providing the short 'hop' to the power station, be it the Aire Valley generators (Drax, Eggborough or Ferrybridge) or the Trent Valley stations of Cottam and West Burton, rather than arriving through the Scottish ports and requiring a long rail journey south that uses valuable freight paths on the network.

For rail, the main problem is network capacity. Immingham already has over 300 rail movements a week (encompassing power station and steelworks coal, petroleum products and Enterprise traffic), while Hull has 52.

On the north bank of the Humber, the main point of congestion is the five-mile long single track Hull Docks branch. Limited paths coupled with severe speed restrictions and opening times of only 16 hours a day, means that only eight trains a day in each direction can traverse the branch. To deal with the increased requirements for paths, Network Rail and ABP are to undertake a major rebuild on the branch, starting with Hessle Road Junction, where the route diverges from the main Hull-Selby line. The layout here is to be replaced by a double track junction, enabling easier access to the branch, plus around 1.5 miles of double track on the branch itself, a quarter mile of which is on the port side of the boundary and is being funded by ABP.

The speed restrictions on the route are to be removed with the entire branch having



ABOVE: Freightliner Heavy Haul, along with EWS, are the prime rail freight hauliers out of both Immingham and Hull. On 3 March Class 66/5 No. 66511 leads a loaded coal service out of Immingham, past the reception sidings for Humber Oil Refinery, destined for one of the Aire Valley power stations. *Richard Tuplin*

a 30mph line speed throughout (with the possible exception of the swing bridge) and being fully signalled under the control of Hessle Road signal box.

With this work completed, capacity will jump to 22 trains a day in each direction, while retaining the current 16 hours a day opening times. This investment and the enhancement to the available operations should provide enough capacity for the proposed increase in freight traffic and will not have a detrimental effect on the passenger service into and out of Hull. Work on the infrastructure should commence from summer this year, with completion due in spring next year.

On the south bank of the Humber, Immingham plays a major part in a number of industries. Currently trains departing from the port run westwards to Barnetby, where two route options exist; continuing westwards through Scunthorpe to Doncaster and the ECML or heading southwards through the semaphore haven of Lincoln (where route options for Doncaster, South Yorkshire and the East Midlands exist). To deal with the expanding traffic out of Immingham, Network Rail is to reinstate the third route out of Barnetby, running South West through the market town of Brigg to Gainsborough Trent Junction. This line is currently only open on weekends (with the exception of occasional

diversions due to engineering work on the Scunthorpe line) for a minimal passenger traffic and the odd freight working. It has the ability to provide eight extra freight paths a day in each direction, while at the same time reducing movements through the key hub of Doncaster and providing a more direct routing of coal services for Cottam and West Burton power stations.

The route is to be opened 24 hours a day, five and a half days a week. The main traffic will be coal, bound for the previously mentioned power stations, plus the Midlands stations of Rugeley and Ratcliffe. It is also likely that the long petroleum workings to Kingsbury in the Tamworth area will be routed this way, to provide some relief to the Lincoln route.

Extra signalling staff are being recruited for the four manual boxes at Brigg, Kirton Lime Sidings, Northorpe and Gainsborough Central, and repair work to embankments and some bridges along the route, along with drainage work in Kirton tunnel is to be undertaken. Currently there are no plans to increase capacity of the route further, by doubling the single line sections from Kirton Lime Sidings to Northorpe loop and Northorpe Loop to Gainsborough. Traffic should commence using the Brigg route from late 2007/early 2008, once the remedial work has been completed.

In the longer term, far more improvements are planned for

both Hull and Immingham. At Hull, ABP are proposing to build the 'Hull Riverside Container Terminal' once customer contracts have been secured. This will allow the current container operation to move from Queen Elizabeth Dock, allowing Finland Terminal, the ports dedicated paper-handling facility, room for expansion. ABP has also identified the need for additional bulk handling capacity for coal imports. As a result a new riverside bulk terminal on the eastern limit of the port, between Queen Elizabeth Dock and the Saltend Chemical Works, is planned for construction. It will include a new jetty into the Humber Estuary and will take smaller vessels than Immingham Humber International Terminals (HIT) one and two. It is estimated that the investment needed for the development will be between £55 and £110 million depending on the final specification.

In the long term, Network Rail is to look at the possibility of additional loops between Hull and Selby, to allow the increasing freight traffic the required number of paths, while not inconveniencing the passenger service or preventing it from being expanded.

An area that is likely to cause operational concerns in the coming years is the semaphore signalling around Barnetby, although Network Rail say it will be 2011 or 2012 at the earliest before this will be considered for replacement.

Intermodal expansion for Southampton Signallers' strike called off

Both EWS and Freightliner have recently commenced new intermodal services out of Southampton.

EWS Network started a new daily return service on 12 February, running to Trafford Park in Manchester and Wakefield Europort. These new trains are part of the expansion of the EWS Network rail freight terminal at the Port of Southampton, a project which commenced late last summer.

The investment in this terminal, involving additional sidings, container storage facilities and container handling equipment, will enable EWS Network to

increase the number of trains operated from four to 10 a day.

Freightliner Intermodal has announced that two extra services from Southampton had been added to its timetable in late January, giving the company a total of 17 trains a day from the port to various destinations across the UK. The new services are combined as far as Crewe, before splitting to serve Doncaster Railport and Trafford Park.

The new trains are 4M55 09.28 Southampton-Crewe Basford Hall (arr. 16.21) which forms 4E75 20.39 Crewe Basford Hall -

Doncaster Railport (arr. 00.20) and 4H34 21.39 Crewe Basford Hall - Manchester Trafford Park (arr. 23.15). The return workings are 4M20 01.56 Doncaster Railport - Crewe Basford Hall (arr. 05.55) and 4R14 04.10 Manchester Trafford Park - Crewe Basford Hall (arr. 05.20). Both services then combine to form 4O35 09.40 Crewe Basford Hall - Southampton (arr. 17.35).

Pathing of freight services out of Southampton to the North West and Scotland will be helped by the double tracking work currently underway on the approaches to Coventry.

Following a constructive meeting between representatives of Network Rail and the RMT union, an agreement was reached on a way to end the dispute over the implementation of the 35-hour working week in certain parts of Scotland.

This has enabled the RMT to suspend its two 48-hour stoppages, which were due to start on 16 March and again on 21 March.

Network Rail's route director for Scotland said: "All rail users will welcome the news that today's meeting has ended with a constructive

way forward, and the suspension of the planned strikes. I am glad our negotiations have found a resolution to this dispute and very much hope that this will be ratified by RMT's National Executive at its meeting".

As agreement was reached, it was again re-stated that implementation of the 35-hour week is a matter for local negotiation.

The RMT gave assurances that these local negotiations in Scotland can now be progressed, in accordance with established national collective bargaining arrangements.

First Capital Connect celebrate award and honour PTU chairman



First Capital Connect named its latest refurbished and reliveried Class 319/4 No. 319435 at Bedford Cauldwell Depot on 10 March.

The ceremony marked the hard work and achievements of Adrian Jackson-Robbins, Chair of the Association of Passenger Transport Users for the past 20 years, who is about to step down after 40 years with the group.

LEFT: The unit is pictured at Bedford Cauldwell depot prior to the naming.

BELOW: Class 319/4 No 319435 at its naming by Adrian Jackson-Robbins (second right) at Bedford Cauldwell Depot on 10 March, accompanied by First Capital Connect Operations & Safety Director, Nigel Holness (on left) and members of the APTU.

Both: Brian Morrison



Award for Downham Market

LEFT & INSET: First Capital Connect has won the Modern Railways Restoration Award, in recognition of the extensive work carried out at Downham Market station. The impressive exterior of the 1846-built Downham Market station is pictured on 15 March, the day the plaque was presented. The station was opened 161 years ago, on the first section of the Lynn & Ely Railway. *Both: Brian Morrison*

Herbie rides again only this time it's a Class 315 on 'one' Anglia!

Newly refurbished 'one' Class 315 No 315845 was named at Ilford Depot on 13 March to mark the retirement after 50 years railway service of Driver Colin Woodward, known to all at the depot as 'Herbie'.

He started his career at Stratford in 1957 and moved to Gidea Park in 1989 before becoming attached to Ilford, from where he retired in November last year. Accompanied at the ceremony by his wife Gwen and two grown-up sons, Herbie was aware that he was to be honoured by naming the unit but had no idea that the nameplate he uncovered would be *Herbie Woodward*.

Cheered by his many friends and colleagues in attendance, slightly damp eyes were soon replaced by typical antics egged on by the local newspaper photographers invited to the gathering.

No. 315845 is the latest in the fleet of Class 315s to be refurbished by Alstom as part of a £60 million programme, consisting of new windows, seating, flooring and door mechanism as well as being fitted with CCTV.

Ilford Depot itself is in a commendably clean condition and the staff of 270 are now undertaking much more work on the units in their care than used to be the case, even changing seating moquette, deep cleaning interiors and polishing exterior paintwork to a degree where the train looks as if it has just emerged from a



ABOVE: Newly refurbished 'one' Class 315 No 315845 in Ilford Depot on 13 March, before being named *Herbie Woodward*.



LEFT: After being presented with a specially mounted presentation nameplate, Herbie is surrounded by 'one' management. From left to right are Stuart Robinson, Southend & Metro Performance Manager, Dave Winder, Southend & Metro Business Director, Andrew Chivers, 'one' Managing Director and Herbie Woodward with the plate.

BELOW: One of the 21 Class 360 Desiro EMUs serviced and maintained at Ilford Depot by Siemens Transportation, No 360108 receives attention.

re-livery. New lighting has also been installed throughout the facility, the depot has a new bogie-drop area and there is a particularly noticeable hard-working friendliness among the staff, a credit to Depot Manager, Dave Lupton, who is responsible for a total of 198 EMUs, consisting of 77 Class 321s, 61 Class 315s and 60 Class 317s. In addition Siemens personnel, service and maintain 21 Class 360s in the depot.



BELOW: The clean and bright interior of Ilford Depot on 13 March, showing from left to right, a Class 360, two Class 321s, a Class 315, another '321', the last Class 317/5 to be refurbished No. 317511 and two Stansted Express Class 317/7s. All: *Brian Morrison*





ABOVE: A rare mainline performer, ex-GWR 'Manor' No. 7802 *Bradley Manor* storms up Pilning Bank on 10 March with Past Time Rail's 'The Cider Express' from Hereford to Minehead, positioning the loco for the West Somerset Railway's Spring Steam Gala. As reported last week, this working was likely to be the locomotive's penultimate mainline charter. *Chris Perkins*

Class 58 returns to charter work in July

After an absence of several years, a Class 58 is again booked to head a mainline charter on 7 July – in the Netherlands!

The train will leave Rotterdam around 09.00 hauled by an ACTS Class 58, connecting out of the first train from Brussels Midi and the Harwich to Hook of Holland overnight sailing, and visit a number of freight and passenger lines. Additionally, it will also feature haulage by ACTS Types 1250 (ex-NS) electric and 6700 (ex-SNCB/NMBS) diesel locomotives in

rare multiple pairings.

Entitled 'That Which Survives', the train is to celebrate Mercia's 10th anniversary of operating charters in both the UK and Europe.

Inclusive travel packages will be available from the UK, either from Mercia or Pathfinder Tours.

For more details of this and other tours, contact Mercia on 01926 887499 (Tuesday-Saturday 10.00-16.00 hours) or email team@merciacharters.co.uk or Pathfinder on 01453 835414 or visit www.pathfindertours.co.uk.

A new name in charter operations emerges

Wheel and Compass is a new name on the railtour scene with current plans for two tours featuring a Class 50 from the Fifty Alliance and Vintage Trains' Mk2 air-braked stock.

The tour commences on 28 May to Wainfleet and Skegness followed on 23 June to Ravenglass. Pick-up points are Bedford, Wellingborough, Market

Harborough and Leicester.

The organisers are David and Linda Woolman who run the Wheel and Compass bus in Weston by Welland, near Haringworth, in Leicestershire. In the past the couple have organised outings for their regulars, one of whom is Graham Campion, better known as the organiser of Vintage Trains

charters. In this way, their attention has moved to railtours and already bookings are accumulating.

In addition to the above tours, the company has outline plans for further trains later in the year, with Minehead and Scarborough likely destinations.

For more information or to make a booking telephone 01858 565864.

A4 to be first for Alloa line

The Scottish Railway Preservation Society has 'A4' No. 60009 *Union of South Africa* lined up to head the first steam-hauled passenger train along the soon to be re-opened Alloa to Stirling line on 18 August.

Linlithgow is the origin for a circular trip via Stirling, with the tour initially heading north over the Forth Bridge and along the Fife Coast to Kirkcaldy. It then doubles back via Thornton South and West Junctions to run via Cowdenbeath and Dunfermline to join the freight-only line presently used by merry-go-round trains via Culross to Longannet Power Station and Kincardine, the current end of the line.

However, by August the old line beyond Kincardine through to Alloa should have re-opened, permitting the tour to continue to Stirling. The return is likely to be via Falkirk Grahamston.

For more details go to www.srps.org.uk/railtours

The Week Ahead

A number of significant tours operate on 24 March, followed by Past Time Rail's 'Cornish and Devon Branch Line Week' from 25-29 March.

The most significant has got to be the first scheduled mainline appearance of a preserved AC electric locomotive on a passenger train. The AC Locomotive Group's Class 86/1 No. 86101 *Sir William A Stanier* was moved from Barrow Hill to Crewe on 12 March, and a loaded test run between Crewe and Carnforth should have run on 16 March, but has been rescheduled for the coming week.

Subject to a satisfactory outcome of the test run, it will head the Carlisle to Crewe portion of a Compass Railtours' charter through to Holyhead. The train was originally intended to be hauled by two Class 86s, but as a second locomotive is not yet available, a Class 47 will be attached at the rear for 'insurance'.

The Crewe-Holyhead section is earmarked for Freightliner 'hit-listed' Class 47 No. 47150 and another, as yet unidentified Class 47 working in multiple.

The tour is reported to be the 'launch event' by an 'international rail company' which has chartered the train, with Compass looking after the limited seat allocation made available to the public. It is believed it will utilise the recently refurbished Mk3 air-conditioned set recently repainted at

Long Marston into the old BR corporate blue and grey livery.

On the steam front, 24 March is a 'big engine' day, with the Railway Touring Company employing both No. 60009 *Union of South Africa* and No. 71000 *Duke of Gloucester* on its Mill Hill Broadway to York excursion. Steam operates both ways between St. Albans and York, with No. 60009 heading the outward leg via Haringworth and Melton Mowbray, while the return will be handled by No. 71000.

Meanwhile, out to the west, No. 6201 *Princess Elizabeth* should have been heading for Shap and Carlisle for Steamy Affairs, which is now part of Cotswold Rail. However, it now seems that instead of operating under the EWS safety case as it is believed was the case, the train is now to be worked under Cotswold's Advenza safety case, which does not include steam operations.

Sources have suggested to *Railway Herald* that the train is to be a pair of Cotswold Class 47s throughout and the 'Blue Pullman' stock. No comment was available from Cotswold Rail as *Railway Herald* went to press.

Hertfordshire has an InterCity Merrymaker to Minehead for the West Somerset Railway steam gala from Sheffield, picking up at Chesterfield, Derby, Burton-upon-Trent, Tamworth and Barnt Green.

Railtour Listings ■ Railtour Listings ■ Railtour Listings ■ Railtour Listings ■

The following table details the latest information available on steam, diesel and electric railtours for the forthcoming two weeks from the date of publication. News from railtour operators is always welcome. Please contact editor@railwayherald.com. **Information is understood to be correct at the time of going to press.** *With the spring period, our weekly railtour listings have been extended to provide details for the next three weeks.*

Date	Operator	Traction	Route
17 Mar	Hertfordshire	2xRiveria 47	Southend Central-Basildon-Upminster-Barking-Stratford-Bath-Bristol TM and return
17 Mar	Hertfordshire	2xRiveria 47	Guildford-East Croydon-Kensington Olympia-Finsbury Park-York and return
17 Mar	Past Time Rail	6201	(Euston-Coventry-B'ham Int-Crewe)-Preston-Shap-Carlisle-Shap-Preston (and return)
17 Mar	RTC	60009	London KX-Potters Bar-Stevenage-Peterborough-York and return
17 Mar	Vintage Trains	6024	Solihull-Dorridge-Didcot (break)-Swindon Worcester Shrub Hill-Kidderminster-Birmingham Snow Hill-Tyseley Warwick Road
18 Mar	Heartland Rail	CR 47	From Gloucester (Luncheon Circular)
22 Mar	Hertfordshire	2xRiveria 47	London Euston-Blackburn-Hellifield-S&C-Carlisle-Shap-Crewe and return
24 Mar	Compass Tours	86101/2x 47	Carlisle-Crewe-Holyhead and return
24 Mar	Hertfordshire	2xRiveria47	Sheffield-Burton-Tamworth-Barnt Green-Minchead and return
24 Mar	RTC	60009&71000	60009:Mill Hill B'way-Bedford-Melton Mowbray-Toton-Barrow Hill-York and return
24 Mar	Steamy Affairs	6201	(Watford Jct-Rugby-Coventry-Stafford)-Crewe-Shap-Carlisle-Shap-Crewe (and rtn)
24 Mar	Vintage Trains	50031	Tyseley Warwick Road-Nuneaton-Leicester-Loughborough-Durham-Newcastle
25 Mar	Past Time Rail	45407/CI 37	(Par-St. Austell-Truro-Falmouth Docks)-(rev)- Falmouth Docks-Truro (rev)- (Truro-Penzance) (rev)- Penzance-St. Ives-(rev)-(St. Ives-Penzance) (rev)-Penzance-Par
26 Mar	Past Time Rail	45407/CI 37	Plymouth-Par-St. Blazey (rev)-(St. Blazey-Par Harbour) (rev)-Par Harbour-St. Blazey (rev)-(St. Blazey-Par)(rev)-Par-Newquay (rev)-(Newquay-Par-Plymouth)
27 Mar	Past Time Rail	45407/CI 37	(Plymouth- Bere Alston) (rev)-Bere Alston-Plymouth Friary) (rev)- (Plymouth Friary-Plymouth) Two round trips
28 Mar	Past Time Rail	45407/CI 37	Plymouth (approx 09.30)-Liskeard-Carne Point (rev)-(Liskeard-Plymouth)
28 Mar	Past Time Rail	45407/CI 37	Plymouth (approx 12.25)-Parkandilack (rev)-(Plymouth)
28 Mar	Past Time Rail	7802	(Bridgnorth-Kidderminster-Birmingham NS-Worcester Shrub Hill-Bristol TM) Bristol TM-Hereford-Worcester Foregate Street-Kidderminster-(Bridgnorth)
29 Mar	Past Time Rail	45407/CI 37	Plymouth-Ivybridge-Buckfastleigh (rev)-Exeter (rev)-(Exeter-Ivybridge-Plymouth)
30 Mar	Hertfordshire (BP)	2xRiveria 47	London KX-Potters Bar-Stevenage-Peterborough-Leyburn (break)-Redmire and rtn
31 Mar	Heartland Rail	2xCR 47	Swindon-Stroud-Gloucester-Cam & Dursley-Yate-Bristol Parkway-Truro and return
31 Mar	ICMM	2xRiveria 47	Bristol TM-Burton upon Trent-Wainfleet-Skegness and return
31 Mar	Kingfisher	850	(Eastleigh-Southampton Central-Romsey-Salisbury-Westbury-Taunton-Minehead)-Minehead-Taunton-Weston Super Mare-Bristol-Bath-Westbury-Salisbury-Eastleigh
31 Mar	NENTA Traintours	tbc	North Walsham-Norwich-Ipswich-Stratford-Bath-Bristol TM-Minehead and return
31 Mar	Pathfinder Tours	2xEWS CI 37	London Paddington-Ardingley (rev)-Blackfriars (rev)-Orpington Bay Platforms (rev)-Cannon Street (rev)-London Bridge LL (rev)-Waterloo (rev)-London St. Pancras

Key to tour listings:

- BLACK** Charters expected to operate as booked.
- GREEN** Tours postponed to a future date by the operator
- P** Hertfordshire Pullman service
- (Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.
- RED** Tours cancelled by the operator
- WCRC** Operated by West Coast Railway Company Traction
- ICMM** Intercity Merrymaker from Hertfordshire Rail Tours

PLEASE NOTE: Not all pick up/set down points are shown. Please check with the operator before travelling any distance.

News In Brief

■ EWS Network has joined forces with Doncaster Racecourse to organise a special train from London King's Cross to Doncaster on 15 September for the 2007 St Ledger meeting at Doncaster Racecourse. There will be a number of travelling options, from premier dining through to a simple buffet service.

■ West Coast Railway's Class 8F No. 48151 worked an empty stock move from Carnforth to Inverness on 12

March, for a private charter to Tain on 14 March, with the stock returning later diesel-hauled. No. 48151 is believed to have remain at Inverness to work the Far North portion of The Railway Touring Company's 'Great Britain' tour on 12/13 April.

■ In last weeks issue, RH reported the Railway Touring Company's plans to go to Blaenau Ffestiniog. Unfortunately the date, the 14 July, was omitted, while

the traction will be No. 45407 from Crewe to Llandudno Junction and back, with '8F' No. 48151 double-heading from Llandudno Junction to Blaenau Ffestiniog and back.

■ Class 52 No. D1015 *Western Champion* looks set to visit Aberystwyth on 10 August at the head of a private charter from Ealing Broadway. It is believed to be associated with a 'corporate launch'. More details will be given when they are known.

Past Time Rail full steam ahead for South West steam

After the disappointment of having to cancel last years scheduled programme due to OTMR issues, it is good to report that Past Time Rail's (PTR) Cornish & Devon branch line week commences on 25 March with visits to Falmouth, Penzance and St. Ives.

Par Docks and Newquay are next in line on 27 March, followed by two trains between Plymouth and Bere Alston on 28 March. The week concludes with an outing to Buckfastleigh on 29 March. The traction is 'Black 5' No. 45407 and an EWS Class 37 operating in top and tail mode. For full details 24 hours a day, go to RH Listings at www.railwayherald.co.uk, visit www.past-timerail.co.uk or telephone them at 01543 411871.

Past Time is very pleased with the level of bookings for these trains, although a limited number of seats are still available. The company will, subject to availability, take pay on the day passengers but advance booking is recommended especially for specific workings.

Also, on 28 March, the company operate the 'Severn Valley Wanderer' from Bridgnorth to Bristol Temple Meads, which will return Severn Valley Railway-based No. 7802 *Bradley Manor* back home after a visit to the West Somerset Railway for its spring steam gala.

The steam section is from Bristol Temple Meads to Kidderminster, running via the Welsh Marches to Hereford and then onwards to Worcester and Kidderminster via Great Malvern. The SVR section of the trip will be diesel hauled.

This is likely to be the last mainline outing for *Bradley Manor* due to the expense involved in fitting TPWS and OTMR equipment. Having worked Past Times inaugural tour ten years ago, it is opportune that the company are running the locomotives mainline farewell trip.

BELOW: Pathfinder Tours ran the 'Twenty-Twenty Vision' from Crewe to East Anglia on 9 March. Although booked for two Class 20s from Crewe, with an additional pair to 'top and tail' in the Anglia region area, the tour ran with three Class 20s at the helm throughout and Class 47/4 No. 47501 on the rear to Saxmundham and Sizewell. Class 20/3 Nos. 20313, 20314 and 20315 ascend Elmswell Bank with the outward leg of the charter on 10 March. *Craig Leaper*





ABOVE: Riviera operated Class 47/4s Nos. 47847 and 47839 *Pegasus* power a Derby to Bishops Lydeard stock move through Creech St. Michael, near Taunton. The stock was to be used by the West Somerset Railway over its forthcoming gala weekend. It is thought the last time No. 47847 visited Taunton was the 19 August 2002 on its Farewell Virgin Tour! *Brian Garrett*



LEFT: Class 57/6 No. 57601 departs from Huddersfield on 10 March with the diesel-hauled portion of a Leeds - Carlisle charter. The train was worked by No. 71000 *Duke of Gloucester* from Preston, travelling out via the Cumbrian coast and returning via Shap and the West Coast Main Line. *Mark Allatt*

Cheltenham Festival Specials



The week has seen additional trains laid on for Cheltenham races.

To cope with the additional passengers Central Trains provided additional accommodation for the racegoers during the four days of the Festival using locomotives and coaching stock hired in from West Coast Railways.

In addition, a number of charter services operated to Cheltenham conveying passengers from further afield.

ABOVE: Intercity-liveried Class 47/4 No. 47826 *Springburn* approaches Norton Junction, Worcester, with the first of the Birmingham - Cheltenham race week specials. No. 57601 was attached to the rear.

LEFT: Class 67 No. 67021 leads Riviera Trains 'The Great Briton' set south of Worcester through Norton Barracks on 13 March. On the rear was classmate No. 67029.
Both: Peter Tandy



ABOVE: On 13 March, InterCity-liveried Class 47/4 No.47826 *Springburn* is pictured at the head of an eight coach rake of West Coast Railways stock, with Class 57/6 No. 57601 on the rear. The ensemble is seen passing Northway with the 09.42 Birmingham NS - Cheltenham. *Don Gatehouse*

RIGHT: Class 57/6 No. 57601 passes Bankers Bridge at Bromsgrove with the 09.42 Birmingham New Street -Cheltenham service on 14 March. *Neville Lee*



BELOW: Class 57/6 No. 57601 is seen south of Worcester on 14 March with the loco-hauled service bound for Cheltenham. *David Guy*





ABOVE: Heritage-liveried Class 73/2 No. 73208 *Kirsten* passes Bedhampton with an Angmering to Eastleigh engineers train on 3 March.

BELOW: GB Railfreight-liveried Class 73/2 No. 73205 *Jeanette* passes New Milton with a Branksome to Eastleigh engineers train on the 11 March. *Both: Phil Marshall*





ABOVE: The Llangollen Railway's recently returned-to-steam 2800 class 2-8-0 locomotive No. 3802 was used on a photographers charter on 7 March. Here, it heads around the curve on the approach to Glyndyfrdwy in perfect spring sunshine. This locomotive will be one of the stars at the railway's 'Steel, Steam and Stars' gala weekend on 20-22 April which should also see 5600 class 0-6-2T No. 5643 visiting from the Lakeside & Haverthwaite Railway and resident 'Manor' class 4-6-0 No. 7822 Foxcote Manor in action. For more details, [click here](#). David Gibson

Barry Island Railway



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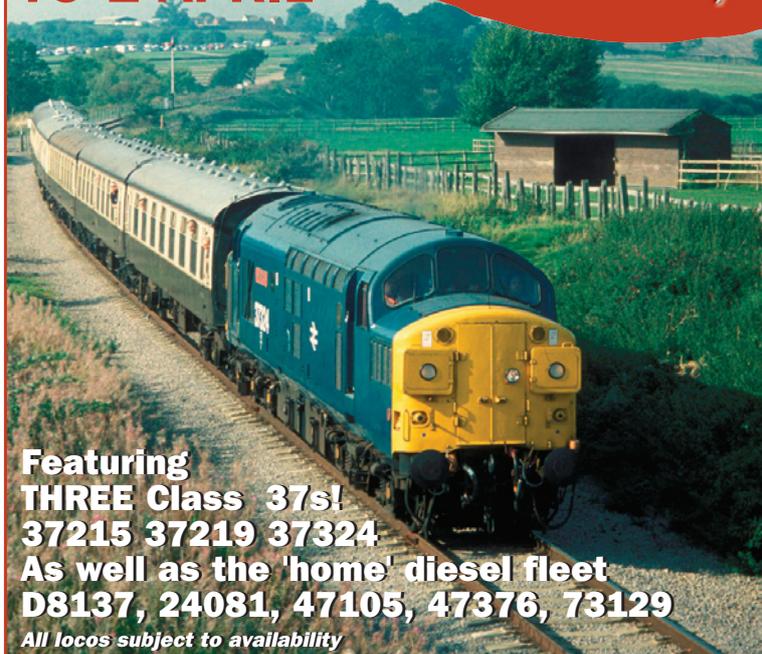
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New model magazine launched

Ian Allan Publishing has launched a new magazine for the railway modeller - the Hornby Magazine.

Despite its name, the publication will cover all companies and aspects of the model hobby, focusing mainly on the OO gauge market. Issue 1 (see cover picture right) was launched on 9 March at the Nene Valley Railway.

RIGHT: Heading the 12.00 Hornby Magazine launch special from Wansford to Peterborough and back, BR Standard 5MT 4-6-0 No 73050 *City of Peterborough* awaits with the return working, on 9 March.
Brian Morrison



E4 Birch Grove to visit Spa Valley Railway

The Spa Valley Railway has confirmed that the Bluebell Railway's E4 class locomotive is to return to Tunbridge Wells West this summer.

Agreement has been reached for No. 32473 *Birch Grove*

to star at the line's Steam Gala on 19/20 May, together with the NRM's Beattie Well Tank No. 30587 and the railway's own fleet. The 'E4' will also be in steam over the following bank holiday weekend.

In addition, after a successful visit last year, ex-LB&SCR 'Terrier' No. 662 *Martello* is to return to the Spa Valley for an extended period, provisionally between 9 June and 29 July, although the dates are subject to change

BELOW: The familiar outline of an A4 lurks in Ropley shed! The long-awaited return to steam of No. 60019 *Bittern* is finally on the horizon, as illustrated here on 4 March. The locomotive is advertised to take part in the North Yorkshire Moors Railway's LNER Steam Gala on 28/29 April and 4-7 May. If the locomotive is ready in time, it will be one of the first, if not the first, occasion in preservation when three working A4s have been together. *Andrew Naylor*





Visitor numbers up for Severn Valley Railway 'Branch Line Gala'

The Severn Valley's 'Branch Line Gala' on 10 March was blessed with good weather, an intensive timetable, a good selection of traction and received an excellent response from the enthusiast community.

The gala had over 2,600 visitors in attendance, a considerable increase over previous years, and fully justifying the expenses of bring in the S&DJR Class 7F No. 88 and Prairie No. 4141 to complement the home fleet.

Progress with the Engine House museum

building at Highley proceeds apace, with an early August opening now planned. In addition to the home fleet, guest locomotive exhibits will feature. Unfortunately costs have risen, in part due to the escalating price of steel and the need to restore the connection to the mainline at Highley, and so the SVR has issued an appeal to members and shareholders for a sum of £300,000 which is the amount estimated to ensure the facility is of an acceptable standard for the benefit of visitors.

Donations can be by cash, credit card or purchase of shares in the SVR. For more details, telephone 01299 403816 or email enginehouse@svr.co.uk

ABOVE: S&DJR No. 88 makes a very distinctive exit from Kidderminster on 10 March with the 13.35 service to Bridgnorth. *John Whitehouse*

BELOW: GWR 2-6-2T No. 4141, on loan from the Great Central Railway, arrives at Bewdley on the same day with the 13.10 Bridgnorth to Kidderminster service. *Dave Pagett*



The latest member of the Cotswold Rail fleet to gain the company's colours, Class 47/4 No. 47810 *Captain Sensible* passes through Burton-on-Trent on 6 March with HST powercar No. 43161, en-route from Brush Traction at Loughborough to Plymouth Laira, following its MTU refurbishment. *Don Gatehouse*

