The Railway Herald

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Issue 147 - 15th September 2008
ISSN 1751-8091

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Front Cover

Three Class 58s have been moved out of Eastleigh for transfer to Europe over the past two weeks. EWS Class 66/0 No. 66088 passes Trumps Mill Lane on 11th September, with Class 58 No. 58047 in tow on the Eastleigh to Wembley 'Enterprise' working. **Chris Holt**

Rear Cover

An afternoon SWT service, formed of Class 159/0 No. 159005 from Bristol Temple Meads to London Waterloo, leaves Bradford Tunnel and heads for Westbury. **Ian Docwra**

Narrow Gauge Supplement

Available at the rear of this issue.

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.

Website

Our website contains all the back issues of the magazine together with a host of new features which will be online soon!

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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.

Newsdesk

Arriva in discussions to invest in LNWR?

Rumour is circulating within the rail industry of a potential change at LNWR, Crewe. Sources within the industry suggest that the rail division of Arriva is looking to invest into LNWR, which was originally created in 1993 by Pete Waterman.

The site, just south of Crewe station, deals with modern traction and rolling stock stabling, servicing and overhauls and has grown to accommodate a number of TOC servicing contracts in recent years, including London Midland Class 350s and Virgin Trains 'Voyager' units.

An Arriva plc spokesman said that the company are "not prepared to comment on rumour or speculation." However, when asked for comment, Alan Lee, Operations Director for LNWR also declined to comment on the rumour but added, "LNWR does not intend to remain static as a business given the current growth in the rail sector".

With the renewal of the Class 175 maintenance contract apparently on the horizon, together with the start of a loco-hauled service operated by Arriva Trains Wales for the Welsh Assembly (see separate news story), due to commence with the December timetable change, the situation could be advantageous to Arriva's rail division to be involved with the company.

ATW begin driver training with Class 57/3s

After several months of negotiation, it is likely that a loco-hauled service will commence between Cardiff and Holyhead from the December timetable change.

The new service is being funded by the Welsh Assembly Government which has promised a faster train than the current Arriva Trains Wales service that takes around five hours from Holyhead to Cardiff, allowing people living in North Wales to undertake a full day's business in Cardiff and return in the evening.

Rolling stock for the service is being supplied in the main by the fleet of Mk2 vehicles previously used on the Cardiff Valleys' service and now languishing at Long Marston. All 16 vehicles are to be moved in two trains on 18th September by DRS to Eastleigh for overhaul and preparation.

Motive power for the scheduled service, due to commence in December, will be provided by 'topped and tailed' Virgin Class 57/3 locomotives for the first twelve months with, it it understood, an option for a further year. A Virgin Trains' spokesman confirmed that the company had bid for the service, but although funding had not yet been secured from the Welsh Assembly, it was anticipated. In view of the expected announcement, driver training along the North Wales coast is to commence from 15th September, using several Mk2 and Mk3 vehicles from Cargo-D.

According to industry sources, the scheduled service will also include a Mk3 RFM from one of the leasing companies, allowing a dining service to be provided on the train.

When asked about the service, Arriva Trains Wales Head of Franchise and Stakeholder Liaison, Michael Vaughan, said: "Arriva Trains Wales has been requested by the Welsh Assembly Government to consider an option for an additional train between Holyhead and Cardiff. A number of options are being evaluated."

It is understood that the paths for the new service will be the 06.10 Llandudno Junction to Cardiff, arriving at 10.49 and returning at 19.05 from Cardiff to Holyhead, arriving at 23.52, both services are believed operating via Crewe.

▲ ***DRS Class 20/3s Nos. 20302 and 20312 head a Crewe to Sellafield flask service past Kents Bank on 10th September. Also in the consist is Class 66/4 No. 66411 being transferred to Crewe. Class 20/3 No. 20312 is the first of the class to have the DRS Compass livery recently applied.*** **Michael Dalgleish**

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Railway Herald is produced by Railway Herald Ltd (Registered as company number 05837609 in England)

Registered office: Hobarn House, 12 Brompton Road, Northallerton, North Yorkshire, DL6 1DY

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DRS launches rebranded 'Malcolm Rail' Class 66

▲ *The new look Class 66/4 No. 66412 stands at Elderslie on 10th September at its official photo-call.* **Ian Lothian**

Direct Rail Services has unveiled a new livery on one of its Class 66/4 locomotives.

No. 66412 has been outshopped wearing an impressive livery for one of the company's customers WH Malcolm. The 'Malcolm Rail' branded locomotive, together with classmate No. 66405 (which carries the Malcolm Rail Logistics) are to be employed on the intermodal services out of Grangemouth. DRS has been providing intermodal transportation for WH Malcolm for many years and the successful business relationship has grown from one to five services.

Freightliner name Class 66 at Ditton

Low emission Freightliner Class 66/5 No. 66593 was named this week as *3MG Mersey Mutimodal Gateway* at the Widnes-based Ditton rail and road warehousing and logistics site.

Freightliner presented the 3MG plaque in recognition of the site's aim to maximise the use of transport by rail to reduce congestion and pollution in the region.

Peter Maybury, Managing Director Freightliner said: "Freightliner recognises the rail freight terminal operated by Stobart Ports as a key location for its customer base, moving from four to five trains a day will increase the number of containers to around 87,000 a year, close to 10% of Freightliner's total carryings".

Tony McDermott, Leader of Halton Borough Council said: "The Mersey Multimodal Gateway is committed to providing sustainable logistics solutions and can offer bespoke solutions to companies wishing to invest here. It's great that we'll have a train carrying the 3MG name and brand across the UK and continuing to build awareness of this location."

'On yer bike!' says Eurostar

Eurostar has announced that it has had a 300% increase in the number of bikes it carries following the introduction of a new bicycle reservation system in April.

The new system enables cyclists to reserve a place for their bikes on the same train they are travelling on, simply by calling 08705 850 850. The new service costs £20 for a one-way journey and is available between London, Paris and Brussels.

The new reservation system was introduced following discussions with the CTC, the UK National Cyclists' Organisation, and after calls from other cycling groups to make it easier for passengers to plan a cycling holiday using Eurostar.

Borders Rail Link business case has 'significant mathematical errors' says London consultancy

The plans to rebuild the new rail link from Edinburgh to the Borders have been reported as being deeply flawed, an analysis concluding that the business case for the proposed £295 million Waverley Line was 'very poor, having significant mathematical and methodological errors' and was founded on 'inappropriate application of economic techniques'.

The 35-mile line was proposed by the former Labour and Liberal Democrat executive, and has been endorsed by the SNP government. A half-hourly service was scheduled to run from the centre of Edinburgh to Tweedbank, near Galashiels, from 2013.

The report was compiled by a London-based international construction and property consultancy in August 2007, and have just been released in response to a request under freedom of information legislation. The report says that the costs of the project had been underestimated, the management had been inadequate and that much vital information was missing. Transport Scotland officially took over management of the project in August from the Waverley Rail Partnership, set up by local authorities, and the report was part of a review by the agency before it took control.

❖ A project, aptly titled 'The Box' will follow a specially branded 40ft. shipping container across the globe over the course of a year. The box arrived in Southampton on 8th September and was loaded onto the 07.25 service to Coatbridge, hauled by Freightliner '66/5' No. 66594. Upon arrival, the box was put onto a road vehicle as it continued to its UK destination, to be filled with whiskey. Freightliner's Peter Maybury said: "We are delighted to have commenced the first rail leg of this exciting project. 'The Box' is an excellent way of highlighting the logistics involved in the transportation of deep-sea containers. Freightliner look forward to future involvement in this project." Progress of the box can be followed using GPS tracking on the BBC News website www.bbc.co.uk/thebox Over the course of the year it is expected to reach as far afield as China as it continues on as a fully operational shipping container.

❖ Transport Minister, Jim Fitzpatrick, has announced a £67 million boost to the 'Sustainable Distribution Fund' that will help the freight industry reduce costs and cut emissions. The money will be targeted at increasing the use of rail and water transport where current schemes support the removal of over one million lorry journeys each year. It will also be used to help hauliers and freight operators cut costs and be more fuel efficient, reduce emissions and cut road congestion.

❖ A further 11 Southeastern stations have been awarded the Secure Station status, which is managed by the Department for Transport in partnership with the British Transport Police. The stations are Bickley, Chislehurst, Clock House, Eden Park, Elmers End, Elmstead Woods, Hayes, Petts Wood, Ravensbourne, St Mary Cray and Sundridge Park..

❖ Improvement works are underway at Guildford station to provide a new, larger ticket office, refurbished toilets, increased cycle storage and a wider platform entrance. Work started on 13th September and is expected to be complete by mid October. From today, 15th September, work to extend the booking office will mean the introduction of a temporary ticket office, providing two, rather than the normal four windows. The improvements, which follow a recent repaint of much of the station, will also result in an enlarged WH Smith and several new food outlets. There are also plans for a Marks and Spencer Simply Food outlet.

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▲ *The Cairngorm Funicular Railway, at Aviemore, in June 2005, before its financial problems came about.* **Chris Dixon**

Cairngorm Railway could be dismantled at taxpayers expense

Due to a drop in the number of visitors, the Cairngorm Mountain Railway is reported to have made a loss of £167,000 in the year to 30th April 2007 and a further £193,000 loss between 1st May and 26th August 2007.

Liabilities of the company that ran the railway, Cairngorm Mountain Ltd (CML) at the end of April 2007 stood at £6.3 million. Seemingly the financial problems could result in a heavy cost to taxpayers, as Scottish government ministers are likely to be asked to pay the bill for dismantling and removing the funicular from the mountain, near Aviemore. It would appear that it was on the verge of going bankrupt before it was taken over in May by the government agency, Highlands and Islands Enterprise (HIE).

When the railway was originally given planning consent in 1997, a legal condition was imposed obliging HIE to remove the entire facility and reinstate the land if the funicular was closed for more than two years. Since then, as the mountain railway has tried to weather a series of worsening financial problems, the risk of closure has appeared ever likely. HIE now estimate the cost of reinstatement at between as £30 million and £50 million, which is very much higher than the £6 million previously estimated by the government's Forestry Commission, which had also considered taking over running the railway.

The HIE has explained that the estimate is so high because equipment might have to be carried by helicopter in order to avoid damaging the Cairngorm's sensitive habitat. Helicopters also had to be used during construction and also resulted in cost escalations.

Newspaper recycling bins to be introduced at London Waterloo

A joint initiative, between South West Trains (SWT) and Network Rail has introduced facilities to recycle newspapers when passengers arrive at Waterloo station each morning.

A three-month trial started on 8th September, providing newspaper recycling bins on Platforms 1,2, 3 and 4 and on Platforms 15, 16, 17, 18 and 19. With more and more free papers being distributed at stations, there is a real need for facilities to make recycling easier. About 75,000 issues of the Metro are handed out at SWT stations per day, which is around 12 tonnes of paper, the equivalent of a fully loaded Routemaster bus! Andrew Fairbank, SWT Head of Stations, said: "We are calling on all passengers to dispose of their newspapers at the designated recycling bins. An indirect benefit, which is not only to our passengers but also to the whole world, is that less waste goes to landfill therefore reducing the adverse affects to the environment. The vast majority of our passengers are responsible and help keep our trains and stations clean, but by adding this facility it can only improve this further and help the environment at the same time." To make the facility as easy as possible for people to use, there will be a designated member of staff at each recycling bin, who will be more than happy to take passengers' newspapers and dispose of them. Once the trial is complete, the companies will measure the success and consider extending the scheme on a permanent basis.

Class 08 shunter named at Heaton Depot open day

Northern Rail held a successful open day at Heaton Depot on 14th September, with a variety of attractions on display.

Included in the line-up were LNER 'A4' Pacifics Nos. 60007 *Sir Nigel Gresley* and 60009 *Union of South Africa* and Class 55 'Deltic' No. 55022 *Royal Scots Grey*. The resident Class 08 pilot No. 08502 was named *Lybert Dickinson* during the day, the name having previously been on Class 08 No. 08578 which was also named at Heaton depot back on 10th November 1990.

▼ *Class 08 No. 08502 shortly after being named Lybert Dickinson by Jim Harbutson (right) who worked with Mr. Dickinson at the depot. He is joined by Gary Tremble District Maintenance Manager North (left) and Geoff Smith Shift Production Manager.* **Carl Gorse**

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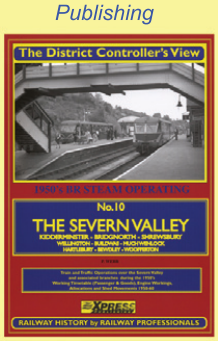

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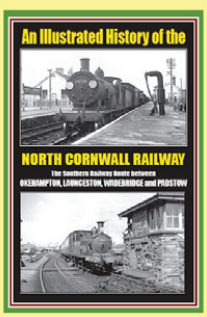

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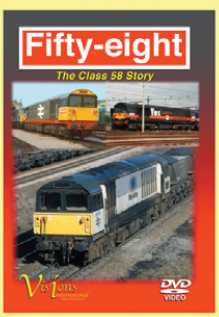

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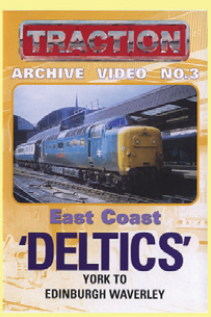

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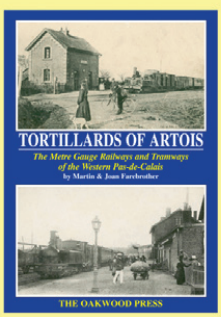


Major new scheme announced to redevelop Reading

Proposals to deliver the biggest ever investment at Reading station have been revealed by Network Rail.

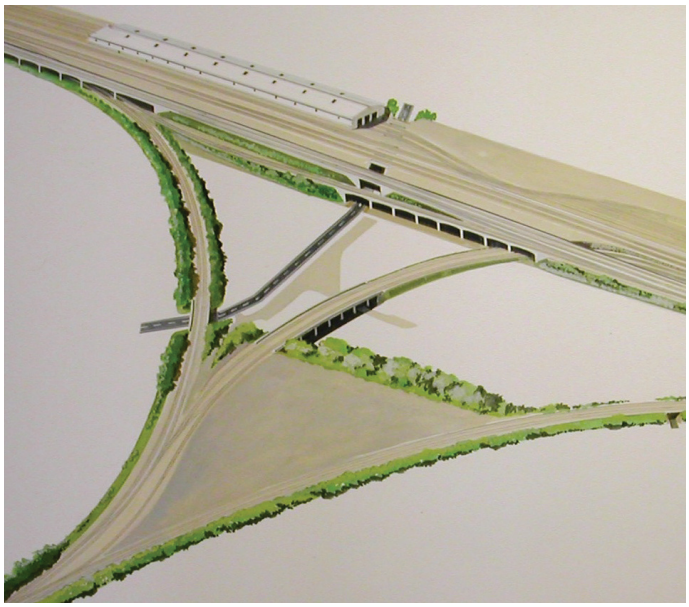
Backed by the Department for Transport, the scheme aims to boost performance and expand the railway. Five new platforms, an elevated railway, a new station entrance and a new train depot are among a host of improvements.

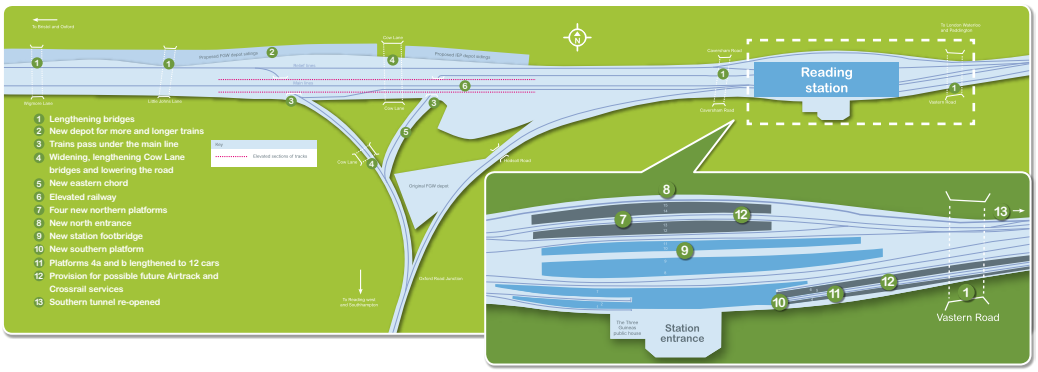
Preliminary work is underway, and construction is expected to be in full swing by 2010. Once it is completed in 2015, the scheme is set to enable more trains to run through Reading; reduce delays on the Western route; ease overcrowding at the station and help foster economic growth.

Of the five new platforms, four are to serve passengers travelling on express and local services to and from Paddington and ease overcrowding by boosting station capacity, and one will be a lengthened Platform 4a/b to enable additional and longer trains travelling to and from Waterloo.

In more detail, the massive project has:

- an elevated railway west of Reading station to untangle the paths used by freight and passenger trains and to allow more trains to run to and from London.
- wider Cow Lane bridges, with two carriageways, cycle way and pavement, making it easier for cyclists and pedestrians.
- provision for a new entrance to the north of the station, which will improve accessibility and provide a link for pedestrians from Reading town centre to the River Thames.
- a new station footbridge with step-free access to link all platforms and the new northern entrance.
- a scheme to reopen a railway tunnel at the east of the station for Gatwick rail services and to allow potential for rail services to Heathrow Airport in the future.
- a new train depot that can accommodate more units and potentially new Inter-city Express trains in the future.





▶ ***An artists impression and overview diagram of how and where the work will take place at Reading.*** **Both: Network Rail**

Wabtec Rail opens new vehicle paint facility at Doncaster Works

Wabtec Rail has invested more than £1 million in two new facilities at its Doncaster Works.

The first of these, a state-of-the-art paintshop costing £750,000, was officially opened on 12th September by the Rt Hon Rosie Winterton MP, Minister of State for Transport and MP for Doncaster Central.

The paintshop, which took five months to build, complements Wabtec's existing vehicle painting facility and more than doubles the company's current painting capacity. It has been designed to accommodate the most modern production techniques and uses the latest environmentally friendly products. Features include permanent access platforms and travelling cradles to give unrestricted access to all vehicle areas.

At the same time as building the paintshop, Wabtec has installed a 25kV overhead line to allow the testing of electric locomotives and multiple units. Both this and the paintshop are the latest in a series of investments by the company that have helped turn Doncaster into a leading centre for rail vehicle overhaul and refurbishment, attracting work from all over the country and creating employment for more than 800 staff.

▲ ***Class 43 powercar No. 43302 bursts through the banner to officially open the new facility.*** **Wabtec Rail**

The opening of the paintshop coincided with the handing over of re-liveried passenger coaches to National Express East Coast (NXEC), as part of a £21 million refurbishment contract started in 2006 and scheduled for completion in 2009. In addition to the re-livery and corrosion repairs of 122 NXEC HST trailer coaches, the refurbishment programme includes the complete re-finishing of the coach interior. This requires the fitting of new seats throughout, with 240-volt power sockets at each seat position, the design and supply of new lighting in the saloon and vestibule areas, the fitting of new floor coverings, the installation of new universal access toilets and new buffet bars.

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New uniform for Virgin Trains staff

All 3,000 Virgin Trains staff that attend to the public will be sporting a new look from 14th September, following the delivery of a new uniform range.

Its introduction follows a two-year series of workshops and wearer trials conducted jointly with the supplier Wensum to ensure full involvement by those will wear the new uniform.

Although Virgin-red continues to feature widely, dark blue jackets and silver grey shirts and blouses will be worn by train managers, station team leaders, and catering managers to assist identification when people need assistance or wish to make an enquiry. A degree of flexibility is encouraged with items such as waistcoats, cufflinks, tie clips and hair bands all supplied as optional items.

The current Virgin Trains uniform had been in place since 2002 and was said to be in need of an update and modernisation, combined with the fact that the existing contract was up for renewal. The new look will now last through until at least 2012, when the West Coast franchise will be up for renewal.

Staff have been asked to take their old uniforms back to depots where they will be sorted and sent back to the supplier for recycling.

Improvements made at Cambridge station

A number of improvements have been undertaken at Cambridge station, including a new Travel Centre for passengers making advance purchase ticket bookings and general enquiries.

National Express East Anglia and First Capital Connect have opened the facility jointly, and the new office also houses the Trainseurope and Hertz car rental desks.

On the station itself, the waiting room has been refurbished and upgraded in partnership with AMT Coffee to provide a more pleasant and comfortable environment.

Also, there is now a new station clock situated outside the station entrance and the toilets have been improved and upgraded.

▲ *Lafarge Cement held a successful open weekend at Hope Works on 13th/14th September. Recently repainted Class 20 No. 20168 Sir George Earle was used with Class 14 No. D9534 on passenger services along the branch. The event was held to celebrate the conclusion of major rail expansion works at the site.* **Iain C. Scotchman**

Could hourly Lowestoft to London trains be possible?

The dream of hourly direct trains running between Lowestoft and London, via Ipswich, have moved a step closer to reality after Network Rail (NR) gave its backing to a scheme to build a passing loop at Beccles.

Train users have been calling for a passing loop to be put in place for nearly 30 years, and now NR has agreed that the £5 million scheme makes good business sense. At the moment, there is only a single length of track between Beccles and Lowestoft, meaning that trains cannot pass one another until they are about 20 miles down the line. A passing loop would mean that the frequency of the service could be doubled to offer hourly direct trains to Liverpool Street from stations including Oulton Broad, Beccles, Brampton, Halesworth and Darsham.

NR has now completed a £25,000 feasibility study into the project and confirmed that the passing loop would benefit train users in north Suffolk. A spokesman said: "The passing loop would give us the ability to double the services on this route. We are still in the early stages of the project, but we have a preferred option that potentially involves utilising our own land and a redundant platform at Beccles station. We are now in talks with stakeholders to discuss the possibility of finding funding for it."

Network Rail moves a step closer to new 'high frequency' WCML timetable

The introduction of hundreds of new services a day on the West Coast Main Line route has become a major step closer as a programme of major work by Network Rail nears completion.

The £9 billion project is due to finalise in December, providing facilities for a huge increase in services across the route and faster and more comfortable journeys through the introduction of a new timetable across the entire 400 miles of the west coast. Peter Strachan, Network Rail route director, said: "The end is now in sight for the project and the prize of a bigger, better railway for passengers and freight users is only a few more steps away. December will see a massive increase in services along the West Coast Main Line and a dramatic cut in journey times." Over 4,000 engineers have been working since August Bank Holiday at seven major locations, covering over 130 miles of the west coast route. At Lichfield, Tamworth, Rugeley and Atherstone, there has been new signalling, lengthened platforms, new track and points and overhead line work; at Nuneaton, there is new signalling, new track and new points; in the Stoke area, new track and overhead line and signalling work has been completed; at Rugby, two new platforms have been opened, as well as a new subway, refurbishment of 450 metres of flyover, new track, new points and signalling and overhead line work; Milton Keynes has new track and a platform extension; and Berkhamsted has had the subway refurbished and has new track and a new sets of points. Work continues on the project during weekday nights and at weekends with the key remaining piece of the scheme being to bring into operation a new signalling and track layout in and around Rugby during November.

The new timetable will be introduced on 14th December, with almost 375 new services. Initially 95% of these will be implemented from 14th December, with the remaining 5% being phased in at the end of January 2009 to help deliver a smooth introduction of the new timetable, taking the total number of new services to 390. From December, the new timetable will have three Virgin trains per hour to Birmingham and three to Manchester and there will be a 50% increase in Sunday services, with the number of weekend services closely resembling today's weekday schedules. In addition, there will be new London Midland trains to Liverpool and London and cuts in journey times, including Birmingham New Street reduced from 1hr 43min to 1hr 23min, Manchester from 2hr 41min to 1hr 58min, Liverpool 2hr 53min to 2hr 07min and Glasgow from 5hr 06min to 4hr 09min.

Fire closes Channel Tunnel to all traffic

At least six people were slightly injured and thousands of others left stranded on 11th September when a fire in the Channel Tunnel at approximately 15.00 led to the suspension of all rail services on the undersea route.

The fire started on a lorry being carried on a freight shuttle travelling from Folkestone to Calais some three miles from the French exit and spread to two other vehicles on the carrier. Everyone on the train was evacuated to safety through the centre service tunnel as both British and French firefighters tackled the blaze. There were no Eurostar trains in the Channel Tunnel when the fire broke out but some 2,000 passengers were on board five Eurostar trains between London and Paris or Brussels at the time. All returned to the stations from where they started. Travellers arrived at St Pancras International station to find their journeys had been cancelled and queues snaked through the station as passengers tried to find out what was happening. Cross-Channel rail traffic will be disrupted for several weeks while repairs are carried out, although the line from France has not been affected and from 13th September, Eurostar operated a restricted, temporary timetable through the tunnel, using the single bore. Freight is also using the single lane, the Ford 'Blue Train' being reported in operation. Eurostar says that travellers should check in as normal for the train times given on their tickets, and it will seek to carry them on the first available train. However, there will be significant delays before boarding their train and there will be crowded departure lounges. Also, journey times will be longer than normal. On 14th September, some 10 trains each way between London and Paris ran as well as five each way to and from Brussels and the one daily service each way between London and Disneyland Resort Paris. Trains also called at Ashford International, Ebbsfleet International, Lille and Calais. Anyone who has a ticket for travel between 13th and 16th September, who has a non-essential journey, will be able to exchange the tickets for a later date, or get a full refund. It should be noted, however, that check-in at St Pancras International will close at 18.45 (GMT) until further notice and that at Paris Nord at 20.00 (CET) and Brussels Midi at 20.30 (CET).

Eurostar says that there will be continuing alterations to the timetable as it adjusts its services to manage high levels of demand and the reduced tunnel capacity. The Eurotunnel passenger car shuttle services restarted early on 14th September. The first shuttle leaving Folkestone at 06.18 local time, followed by a second from Coquelles at 08.03 (CET). In order to facilitate the restart of the shuttle services they will, initially, only be available to those who already have a reservation for travel. Less than three days after the fire, all Channel Tunnel services are once again operational, running 80 truck and passenger shuttles, 24 Eurostars between London and Paris, 12 between London and Brussels and, on average, six rail freight trains every 24 hours.

▲ *The 12.13 Paris Nord to London St. Pancras Eurostar service descends Nashenden bank, near Rochester, on 27th July with Class 373 No. (37)3020 leading.* **William Turvill**

Air France to launch high-speed Paris service

On the day prior to the Channel Tunnel problems, Air France announced that it intends to compete with Eurostar by running a rival high-speed rail service through the tunnel.

Eurostar's monopoly comes to an end at the start of 2010 when new 'open access' rules come into operation. Rising fuel costs and the general economic downturn have hit airlines hard, while the popularity of travel by train has been increasing, with Eurostar having announced an 18% rise in passenger journeys in the first half of this year.

A spokesman for Air France-KLM in Paris has announced that it is going into business with Veolia, a French transportation company, to provide the new London-Paris service. It hopes it will be up and running by October 2010, along with a new Paris-Amsterdam service, but the likelihood of a fleet of new trains being ready in such a short span of time appears unlikely. Both Eurostar and Air France are interested in the new generation of Alstom AGVs, which can carry up to 900 passengers at a speed of 224 mph - 38mph faster than the current 186mph speed that the Eurostars can attain on the present tracks.

❖ Proceeds from East Midlands Trains special train to Scarborough to celebrate the last of the Paxman Valenta HST engines in use on its route are to be donated to The Railway Children Charity. Money was raised not just through tickets sales but also by the company auctioning a ride in the driver's cab, selling the headboard from the service on eBay and by donations received from passengers and staff on the day. The final total for the charity was £7,630.93.

❖ Northern Rail advised its passengers on 14th September not to travel between Newcastle and Carlisle due to the severe weather conditions. Flooding at a number of locations along the route meant that train services between the two cities were temporarily suspended.

❖ There will be no Eurostar services stopping at Ashford International on Sunday 21st September. The one-day closure is due to essential maintenance work being carried out by Network Rail to the station infrastructure. All other Eurostar services on the day between St Pancras International, Ebbsfleet International and Paris, Brussels, Lille and Disneyland Resort Paris will operate normally.

❖ Network Rail has introduced the largest advertising billboard ever installed at its managed stations - free of charge. The advertisement for the company's charity of choice, NSPCC, is six-times bigger than a regular 48-sheet billboard, is as wide as the length of two London buses, a train carriage or a cricket wicket. The advertisement will be in place on the main concourse at London Bridge station for at least one month.

❖ The Government's White Paper 'Delivering a Sustainable Railway' published in July 2007, forecasts significant growth on the Great Western Mainline (London via Reading to Cardiff) route, with demand forecasts in 2008/09 for 11,500 peak hour passenger arrivals at Paddington rising to 12,900 by the end of 2013/14, a 17% increase. Forecast growth for morning peak arrivals into Reading is predicted to rise from 2006 levels by 15% by 2016 and 31% by 2026.

❖ Taxpayers could have to contribute more than £1 billion to make up a funding shortfall on improvements to London Underground, Transport for London (TfL) has warned. The arbiter of the 30-year public private partnership (PPP) to upgrade the Tube, estimates improvements to the Jubilee, Northern and Piccadilly lines will cost up to £5.5 billion between 2010 and 2017.

by John Whitehouse

◀ *The Southern Railway, deep in Great Western territory! Battle of Britain Pacific No. 34067* **Tangmere** *coasts through Newton Abbott bound for Kingswear with a 'Torbay Express' charter on 7th September. The old locomotive sheds and workshops being long gone and this scene bearing little resemblence to the same location in the 1960s.* **Chris Wilson**

UK Steam & Modern Traction Railtour Listings

The following table details the latest information available on steam, diesel and electric railtours for the forthcoming weeks from the date of publication. Information is understood to be correct at the time of going to press.

		15th September
Royal Scotsman	2xWCRC 47	**Classic Tour (Day 1)** Edinburgh-Montrose-Aberdeen-Keith
		16th September
Royal Scotsman	2xWCRC 47	**Classic Tour (Day 2)** Keith-Tain-Dingwall-Kyle of Lochalsh
		17th September
Railtourer	2xWCRC 47	Barrow in Furness-Dalston-Ulverston-Grange over Sands-Arnside-Carnforth-Lancaster- Penrith-Hexham-Berwick upon Tweed-Edinburgh (break)-Edinburgh-Carstairs-Carlisle-Lancaster & return
Royal Scotsman	2xWCRC 47	**Classic Tour (Day 3)** Kyle of Lochalsh-Inverness-Boat of Garten
		18th September
Royal Scotsman	2xWCRC 47	**Classic Tour (Day 4)** Boat of Garten-Blair Atholl-Perth-Dundee
UK Railtours	2xEWS 67	London KX-Potters Bar-Stevenage- York-Scarborough & return
		19th September
Railway Touring Company	tbc	**The Autumn Highlander (Day 1)** London KX-Stevenage-Huntingdon-Peterborough-Grantham- Edinburgh-Perth-Inverness
Royal Scotsman	2xWCRC 47	**Classic Tour (Day 5)** Dundee-North Queensferry-Edinburgh
Royal Scotsman	2xWCRC 47	**Western Tour (Day 1)** Edinburgh-Spean Bridge
		20th September
NENTA Traintours	2xWCRC Cl47	Norwich-Diss-Ipswich-Stowmarket-Bury St.Edmunds-Cambridge-Ely-March-Peterborough-S&C-Carlisle-Hexham-Durham-ECML-Peterborough & return
North East Railtours	tbc	Newcastle upon Tyne-Cramlington-Morpeth-Alnmouth-Berwick upon Tweed-Pitlochty-Aviemore-Inverness & return
Past Time Rail	5690	(Hereford-Leominster-Ludlow-Church Streeton-Shrewsbury-Crewe-Warrington Bank Quay-Hellifield)-Hellifield-S&C-Carlisle-Shap-Carnforth-(and return)
Pathfinder Tours	40145	Tame Bridge Pky-Stourbridge Jct-Kidderminster-Droitwich Spa-Worcester Foregate St-Great Malvern-Ledbury-Hereford-Abergavenny-Severn Tunnel Jct- Paignton-Kingswear and return
PMR Tours	6233	(Peterborough-ECML-Doncaster)-Milford Loop-York-Durham-Hexham-Carlisle (break/rev)-S&C-Hellifield-Leeds-York-(and return)

Regular Scheduled Steam Operations

Services detailed below, do not appear in the main listings above, being regular itinery operations.

Dates	Operator	Train	Route	Loco Pool
15-19 Sep	WCRC	Jacobite	Fort William-Mallaig and return	62005 or 45407
15-18 Sep	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool
20 Sep	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool
22-25 Sep	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool
22-26 Sep	WCRC	Jacobite	Fort William-Mallaig and return	62005 or 45407

Not all pick up/set down points are shown. Check with the operator before travelling any distance.

BLACK Charters expected to operate as booked. **RED** Tours cancelled by the operator
GREEN Tours postponed to a future date by the operator **BLUE** Provisional excursion
WCRC West Coast Railway Company
(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

The Week Ahead

Steam each way on the Settle & Carlisle featuring different trains must be the highlight of the coming weekend.

PMR Tours opens its autumn season with the 'Citadel Express' from Peterborough, which features No. 6233 *Duchess of Sutherland* from Milford Loop via York, Durham and Hexham to Carlisle for a break. The train then heads south over the Settle & Carlisle to York, where steam gives way to diesel for the return to Peterborough. This was due to be the first of two such workings, but the 4th October train from Manchester Victoria offering the same steam itinerary has now been cancelled. Meanwhile, heading north over the S&C will be Past Time Rail with the 'Pennine Limited' from Hereford with 'Jubilee' 4-6-0 No. 5690 *Leander* making a welcome visit to the Northern Fells. The steam section commences at Hellifield outwards, and the return is via Shap. Past Time report a fully booked train.

The third steam tour is also well worth a second glance, as it features No. 70013 *Oliver Cromwell* on Steam Dreams 'The East Anglian' throughout from London Liverpool Street to Norwich and return. This was the second 'overspill' train which was originally planned for July, but postponed due to Cromwell's overhaul over-running. The first train ran to excellent reviews last week, and in any event, a 'Britannia' on the Great Eastern is one of those classic 'right engine, right route' charters.

Class 40 No. 40145 *East Lancashire Railway* has the modern traction tour of the day, heading for Pathfinder's 'Torbay Whistler' to Kingswear from Tame Bridge Parkway. The route is a good one, running via Kidderminster, Worcester Foregate Street for rare locomotive haulage across the Malverns to Hereford and then along the Welsh Marches to the final pick-up point at Severn Tunnel Junction. Then it is mainline all the way, through Bristol Temple Meads and onwards to Whiteball!

There will be modern traction activity on the Settle & Carlisle also, as Nenta Traintours operate their 'Settle & Tyne Valley Circular' from Norwich which runs northbound over 'The Drag' to Carlisle for a break and then home via Hexham, Durham and York. Meanwhile, North East Railtours will again be utilising the SRPS maroon set from Newcastle upon Tyne via Berwick upon Tweed to Pitlochry, Aviemore and Inverness. WCRC Class 47's should feature on both trains.

There are also a couple of mid-week tours, with UK Railtours heading to York and Scarborough from London Kings Cross, most likely with Class 67's on 18th September, whilst Railtourer and WCRC combine forces on 17th September with a Barrow in Furness to Edinburgh working, which picks up at stations to Carnforth, and then reverses at Lancaster to head north over Shap, along the Tyne valley and then ECML via Berwick upon Tweed. The return is a little more direct, running via Carstairs, Beattock and Carlisle.

Useful Weblinks

- Online railtour listings
- Tour operators contact details
- Current fire-risk status info
- Email the railtours editor

Minehead & West Somerset

Rail-Blue Charters

Saturday, October 18th

The charter train will be hauled by 2 x Class 50 locomotives throughout. 50044 Exeter will be making a welcome return to the mainline after OTMR fitment and will be partnered by 50049 Defiance. This machine will then be stood down for a bogie and wheelset overhaul. This presents a great opportunity to travel behind a pair of Class 50 locomotives. Thanks are due to the Class 50 Alliance for providing the locomotives.

Come with us for a jaunt down to Somerset and a meander along the beautifully picturesque West Somerset Railway. This picture postcard railway boasts immaculate stations, wonderful scenery and adds to the whole day out by emphasising what an easy day it will be.

We depart from Manchester Piccadilly and pick up at Stockport, Wilmslow, Crewe and Shrewsbury before heading down through the Welsh Borders along the Welsh Marches route via Ludlow and Hereford to Newport. Then the train passes under the Severn Estuary through the longest tunnel on the mainland rail network, the Severn Tunnel. Calling at Bristol Temple Meads for those who wish to alight here, we carry on to Taunton and onto the West Somerset Railway to our destination, Minehead.

Finally, for those of you who want to 'ride the trains' we can offer tickets to use the WSR at the discounted rate of £6.80. WSR are happy to sell these on our train before we get to WSR, so you can alight at Bishop's Lydeard or wherever you wish on the line and travel on WSR trains!

We have Standard, First and First Premier Dining seats available. There will also be a buffet for first and standard class passengers serving hot and cold meals and snacks. We also have a bar selling a range of alcoholic and non-alcoholic drinks.

Expected Timings:

Manchester Picaddilly	d. 06.30	a. 22.35
Stockport	d. 06.45	a. 22.00
Wilmslow	d. 07.10	a. 21.55
Crewe	d. 07.30	a. 21.35
Shrewsbury	d. 08.05	a. 21.00
Bristol Temple Meads	d. 10.30	a. 18.30
Minehead	d. 12.00	a. 17.00

Timings, which are presently provisional, will be confirmed when travel tickets are dispatched, approximately two weeks prior to travel.

Visit http://www.rail-bluecharters.co.uk/tour_list for details of any of our future charter trains.

All bookings for travel on our charter trains are subject to the standard terms and conditions of booking and travel with Rail-Blue Charters. A copy of these can be obtained through our website on http://www.rail-bluecharters.co.uk/tour_list/terms_and_conditions.

Fares:

Premier Dining: Adult £129
First Class: Adult £74 Child £59
Standard Class: Adult £54 Child £39
Bristol-Minehead only: Standard £20 First Class £30

Premier Dining includes a full English breakfast and a three-course meal.

A group booking for four adults can take advantage of a 10% discount. For booking information or reservation of your seats, please **CLICK HERE** to book online or call 0161 850 0559.

Our phone lines are open from 09.30 to 18.00 Monday to Fridays, with an answerphone service available outside these times.

For details or to book online, please visit our website or for enquiries and to book, call **0161 850 0559** now

Rail-Blue Charters, PO Box 246, Sidcup, DA15 0DX

www.rail-bluecharters.co.uk/tour_list

by John Whitehouse

▲ *A 'Britannia' made a welcome return to the Great Eastern main line on 9th September with Steam Dream's re-dated 'The Northfolkman' charter from London Liverpool Street to Norwich, via Colchester and Ipswich, which BR Standard 7P Pacific No. 70013* **Oliver Cromwell** *worked throughout and performed faultlessly. Here, the locomotive passes Bow Goods, on the approach to Stratford, shortly after departure from the Capital. A relief train, entitled 'The East Anglian' is booked to run on 20th September and there is very limited seating available. Contact Steam Dreams for further details.* **John Whtehouse.**

BLS Autumn trips announced

The Branch Line Society has announced two autumn tours, the first of which to Shirebrook on 5th October raises the question that it could be the last daylight locomotive-hauled passenger working over the Robin Hood Line.

The train originates at Alexandra Palace and runs East Coast Main Line to Peterborough, before diverging to Lincoln and on to Shirebrook via Retford and Worksop. It is scheduled to work to the Network Rail boundary at Welbeck Colliery. The return will be via Kirkby-in-Ashfield, Hucknall and Loughborough.

The second tour is on 8th November from Finsbury Park and running ECML again throughout to the Low Fell Royal Mail Line, before diverging for a comprehensive tour of North Blyth, including Bedlington, Cambois, Battleship Wharf siding and North Blyth Alcan (to the Network Rail limit). The tour will then continue north to Berwick-upon-Tweed down goods loop before returning south along the ECML throughout. A comprehensive itinerary is the feature of both tours, with the intention of taking in rare junctions and goods loops being a prime objective of the organisers.

For more details, including the full itineraries and booking details, go to www.branchline.org.uk. or telephone 0114 275 2303. Bookings should be addressed to Mr. N.J. Hill, 73 Norfolk Park Avenue, Sheffield S2 2RB

Earl of Mount Edgcumbe mainline debut approaches

Vintage Trains recently announced autumn programme revolves firmly around its new 'star' locomotive, Castle 4-6-0 No. 5043 *Earl of Mount Edgcumbe*.

On 19th October the loco will have charge of two round trips to Stratford-upon-Avon from Birmingham Snow Hill, which essentially will be running-in exercises ahead of the main programme that is due to get under way on 25th October with an outing, again from Birmingham Snow Hill, through to Didcot and return. The following day it will be the centre of attention at the Tyseley Open Day, when the locomotive will be formally rededicated.

A doubled-headed working with GWR Hall 4-6-0 No. 4965 *Rood Ashton Hall*, which will be the Hall's penultimate mainline working, follows on 8th November under the title of 'Great Western Echoes' from Solihull, Dorridge and Banbury to Gloucester.

In December, *Earl of Mount Edgcumbe* is booked to work to Melton Mowbray for the Christmas Fayre on 7th December from Dorridge and then on a Christmas Shopper to Kensington Olympia from Solihull on 13th December - and finally, there is *Rood Ashton Hall's* final working on 22nd November from Tyseley Warwick Road via Wolverhampton to Chester.

Having worked out it's six-month extension to it's ten-year boiler ticket, the engine will be the subject of a general overhaul, which considering the reported excellent condition of the locomotive could mean a quick return to mainline duties.

▼ *Class 59/1 No. 59104* **Village of Great Elm** *and Class 59/0 No. 59005* **Kenneth J. Painter** *pass Bunbury on 13th September with the return leg of Pathfinder Tours' 16.13 Crewe to Cranmore 'The Chester Explorer' charter, which utilised the pair throughout.* **Nigel Capelle**

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▲ *With the closure of Bradway Tunnel, between Chesterfield and Sheffield, for 13-weeks all passenger services are being diverted onto the freight line, adding approximately 10 minutes to journey times. Here Edinburgh-bound CrossCountry-liveried Class 220 No. 220005 has just left Chesterfield, while in the background is East Midlands Meridian Class 222 No. 222003 bound for London St Pancras International.* **Mick Glaves**

▼ *At Standish Junction, near Gloucester, First Great Western's Class 43 powercars Nos. 43092 and 43025 are signal checked while working the 13.48 London Paddington - Cheltenham Spa service, while CrossCountry Class 221 'Super Voyager' No. 221137 heads south with the 11.25 Newcastle-Bristol Temple Meads service on 10th September.* **Ken Brunt**

▲ *With one of the newly converted ex-Anglia Mk2 DBSOs in tow, Class 31/1 No. 31233 approaches Preston with the 06.50 Carlisle - Derby test working on 2nd August.* **Mick Langton**

▼ *In cloudy but bright conditions, Network Rail-liveried Class 43 No. 43062* **John Armitt** *leads the NMT on 10th September with power car No. 43089 on the rear. The train is pictured passing Northway, south of Worcester as the 06.33 Derby RTC-Cheltenham, via Kemble and Swindon. Later, it returned to Derby, operating via Cardiff Central.* **John Stretton**

▲ *Network Rail's Class 150 unit No. 950001 approaches Ashchurch station on 12th September, with the 05.53 Ponsandane (Cornwall)-Derby RTC working. This must be one of the longest trips by a DMU of this type, the passenger versions of which are generally used on more local duties!* **John Stretton**

▼ *Network Rail's Plasseur & Theurer Eurailscout Test Train, comprising vehicles Nos. 999701 and 999702, is pictured stabled at Willesden London Overground Rail Operations Limited (LOROL) Depot on 8th September.* **Terry Whitton**

▲ *The Mid Hants Railway held it's Big Four Steam Gala on 12th-14th September, with representatives from all four companies. One of the highlights of the event was the pairing of LMS Ivatt 2-6-2Ts Nos. 41241 and 41312. Here, the pair depart from Ropley on 12th September.*

▼ *The resident Standard Class 5MT 4-6-0 No. 73096 approaches Medstead and Four Marks on the same day with a breakdown train.* **Both: Stuart Chapman**

An evening tale from Tanfield

▲ *A timeless scene inside Marley Hill shed on the Tanfield Railway on 12th September, during the line's 'Legends of Industry' gala. From the front, Furness Railway 0-4-0 No.20, Robert Stephenson & Hawthorns 0-6-0ST No.49 (previously of NCB Backworth Colliery) and finally, on the right, Hudswell Clarke 0-6-0ST* Renishaw Ironworks No. 6 *all pose for photographs after the day's operation.*

▶ *Further back in the shed at Marley Hill are Robert Stephenson & Hawthorns 0-6-0ST No.49 and another Robert Stephenson & Hawthorns product in the form of 0-4-0ST* Sir Cecil A. Cochrane.

▶ *Posed for images outside are visiting 0-6-0WT* Bellerophen, *built at Haydock Foundry, Newton-le-Willows, and resident Hudswell Clarke 0-6-0ST* Renishaw Ironworks No. 6. Bellerophen *and Furness Railway No. 20 are both presently undertaking a tour of the North East and will be in steam at Beamish Open Air Museum on 27th/28th September - a rare opportunity to see working steam in the 1913 station area.*

All: Nick Wise

Feast of events approaches on Bodmin & Wenford line

The Steam Gala & Real Ale Festival on the Bodmin & Wenford Railway (B&WR) on 5th-7th September was a resounding success, with over 1,300 people visiting the line to enjoy three days of Cornish steam.

Six steam engines were in action during the event, with 'guest' engine GWR 1366 class 0-6-0PT No. 1369 from the South Devon Railway joining the newest locomotive in the B&WR steam fleet, GWR 6400 class 0-6-0PT No. 6435 and four other members of the line's resident steam fleet, GWR '5700' 0-6-0PT No. 4612, GWR '4200' 2-8-0T No. 4247, GWR '4575' 2-6-2T No. 5552 and the LSWR Beattie tank No. 30587.

The Bodmin & Wenford Railway's Autumn Diesel Weekend on 27th-28th September will again feature a strong line up of heritage diesel traction from the resident fleet. Locomotives planned to be in action at the event will be Class 47 No. 47306 *The Sapper*, Class 37 No. 37142 and Class 08 No. 08444, together with the two-car Class 108 DMU. The first trains of the day, the 08.25 from Bodmin General and the 09.05 from Bodmin Parkway, will feature the unusual opportunity to travel behind Class 08 diesel shunter No 08444. This will be a short freight train, with passengers being conveyed in the brake van. Rover tickets are valid on the train, but accommodation is limited and therefore places should be reserved in advance.

The DMU will also be used on one service train each morning to convey 'tail freight', bringing back memories of what was once a regular sight on branch lines in the West Country.

The only two surviving Beattie well tanks, built for the London & South Western Railway in 1874, will be reunited again on the Bodmin & Wenford Railway at its Branch Line Gala Weekend on 11th/12th October. The two veterans of the Victorian steam age survived in service from the late 19th Century until September 1962, hauling clay trains on the line between Wadebridge and Wenfordbridge, to which work they were ideally suited.

At the Branch Line Weekend, No 30587 will be joined by classmate No. 30585, from the Quainton Railway Centre in Buckinghamshire, which will be based at Bodmin from early October for the remainder of the year. Both Beattie well tanks are restored in British Railways unlined black livery, which they carried in their later years working out of Wadebridge shed.

▲ ***In early morning dappled light , a single autumnal leaf shade appears on the trees in the background as GWR '1366' 0-6-0PT No. 1369 climbs up-grade on the Bodmin & Wenford Railway through Dreason Wood, on the banks of the River Fowey.*** **Sam Felce**

▲ *Class 20 No. D8001 approaches the station limits at Wirksworth on 8th September , while propelling Sperry Rail International's rail flaw detector vehicle, which will shortly be shipped to France for service on the Paris Metro. On the right is Trans Plant Schoma Diesel L10* Clementine *undergoing trials on the Transmission Based Train Control test section.* **Martin Miller**

▶ *A close up of the Sperry Rail Flaw Detector vehicle.* **Martin Miller**

Growler Group becomes custodians of 37248

Another milestone for the Growler Group has been reached with the signing of an agreement that sees the Group become custodians of Class 37 locomotive No. 37248, owned by three Growler Group committee and working members, and currently on hire to West Coast Railway Company through the venture 'Type Three Traction'.

By placing the locomotive formally into the care of the Growler Group, it will be looked after into the future by an established group of people who care about Class 37s and which has a proven track record of quality restoration and care for its locomotives. It will also give the Group an opportunity to promote itself more widely and remain at the forefront of Class 37 preservation by, in the short term at least, having the only 'preserved' Class 37 currently operating on the Network Rail system.

In recognition of this, and to mark the 10th operational year of No. 37215 in preservation, which was one of the first '37s' bought for preservation in 1994, the Group has also re-vamped its website available at www.thegrowlergroup.org.uk where full details of all three Class 37s and the Group's news and activities can be found.

FSA gives Bluebell the green light for share issue

After a year-long enquiry, the Bluebell Railway has finally received the go-ahead from the Financial Services Authority (FSA) to proceed with a £1.8 million share offer to raise funds to extend its line to East Grinstead by 1.8 miles.

The City regulator held up the long-planned share issue, Bluebell said yesterday, by creating "obstacles at every turn". "They even asked some questions that were completely outrageous, even demanding proof that Bernard Holden, president of Bluebell, was a captain in the Royal Engineers in the Second World War!" The Bluebell Railway also said that the FSA required proof of its history and that in spite of it issuing shares twice before, "we did not have to go through this process either time". The FSA would not comment.

The Bluebell had originally scheduled the capital raising for 2005, but was delayed by complications concerning the ownership of land along the route and, more recently, by the FSA's probe. Bluebell's prospectus states the shares issued will not be quoted nor will they generate dividends. "For investors, there will be a variety of benefits related to the number of shares held, ranging from return travel tickets on the line to meals on the 'Golden Arrow' Pullman dining train and free lifetime travel," it states. The current share issue, which was launched about four weeks ago, has so far raised about £300,000.

US operator buys into Weardale

Iowa Pacific Holdings L.L.C. (IPH), which operates six passenger and freight railways in the USA, has bought a 75% stake in County Durham's troubled Weardale Railway, taking over from the London-based ECT Group, which has off-loaded all its railway operations.

ECT will transfer its rail holdings to British American Railway Services Ltd, a new company that IPH has established in Great Britain. The holdings include RMS Locotec and its subsidiary Dartmoor Railway CIC.

The American company is reported to be keen to extend the Weardale line to Bishop Auckland, establishing a link with mainline services and creating a heritage loop with Darlington and the Locomotion rail museum at Shildon. At present the railway covers a five-mile route between Wolsingham and Stanhope.

Ed Ellis, president of Iowa Pacific, which owns and operates six U.S. short lines said: "We believe in the community rail model and look forward to developing freight, tourist and passenger services on the two railways, and to sustained, profitable growth in the services RMS provides".

■ Pete Waterman and a BBC production team spent some time on Peak Rail recently, filming for a new TV programme called 'Down the Line', which looks at railway lines axed by Dr. Beeching. The episode is due to be broadcast on BBC TV East Midlands on 26th October.

■ 'Jubilee' Class 4-6-0 No. 5690 *Leander* is to make it's first ever visit to the Great Central Railway at the end of this month and will stay through October. Highlight of its visit will be an appearance at the line's Steam Railway Gala on 10th–12th October. It will be part of an impressive line-up that includes 'Britannia' Pacific No. 70013 *Oliver Cromwell* and Britain's brand new steam engine, Peppercorn A1 class Pacific No. 60163 *Tornado*. The Great Central's 'Year of Express Engines' has so far featured visits from 'Hall' 4-6-0 No. 4953 *Pitchford Hall* and 'Lord Nelson' 4-6-0 No. 850 *Lord Nelson*. In November, the GCR will welcome another star exhibit from the National Railway Museum, GWR 'City' 4-4-0 No. 3440 *City of Truro*, another engine that has never visited the line before.

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Tornado testing continues with GCR 'jumbo train' trial

▲ *During the evening of 10th September, new 'A1' Pacific No. 60163* **Tornado** *underwent further testing, this time at the head of a 'jumbo-train' between Loughborough and Leicester North, consisting of 11 Mk1 coaches with Class 45 No. D123 positioned at the rear. The diesel provided extra weight to the train and was also to draw the ensemble back to Loughborough from Leicester North. The draw back being required as the length of the train prevented the use of the run-round loop at the southern terminus of the line. In all, three non-stop round trips were made, planned to be graduated from 25mph, through 35mph and with the latter train booked to operate at 45mph. It is reported that over 2,000 equivalent draw horsepower (edhp) was achieved during the test runs, and the exercise was generally regarded as a further positive step towards eventual mainline running. On the first run of the evening,* **Tornado** *leaves Loughborough with it's mega load in tow!* ***LATE NEWS:*** *On 15th September, HM Railway Inspectorate gave approval for the locomotive to be used on passenger services on heritage railways, bringing the 'A1' one-step closer to mainline operation. This has now cleared the final hurdle for the locomotive to operate public passenger services for the first time on 22nd September.* **John Whitehouse**

Grant for Chatham

Better public access to the steam and diesel railway at the Historic Chatham Dockyard has been given a £175,000 cash boost.

The funds came from the Government and the Wolfson Foundation and will be put towards a £500,000 railway engineering project, Trust chief Bill Ferris said that the railway was currently at one end of the dockyard without access, but the charity would use the cash to develop a railway engineering workshop at the centre of the site. The award was made for 'interpretation and collection care' of the dockyard's railway.

The nearby Royal Engineers Museum, also in Chatham, was also given £75,000 for a museum, library and archive transformation project.

▶ *Sunrise on 13th September finds SE&CR O1 Class 0-6-0 No. 65 and C Class 0-6-0 No. 592 at the head of an 06.00 photographic goods departure from Sheffield Park approaching Town Place on the Bluebell Railway.* **Paul Pettitt**

▲ *Visiting 'Warship' No. D832* **Onslaught** *was in action on the West Somerset Railway on 13th September, working two return services from Bishops Lydeard to Minehead, where a CAMRA Real Ale Festival was taking place. Here, the 'Warship' approaches Doniford in superb autumn lighting with the 16.45 service from Bishops Lydeard.* **Glen Batten**

Diary

The editor welcomes details of forthcoming events, talks, slide shows, conferences, model railway exhibitions and club meetings for inclusion within this section.

Details should be sent via email to ***editor@railwayherald.co.uk*** and should include a brief outline of the event, including the speakers name if appropriate, date, time and location, together with contact details (either telephone, web or email). *Railway Herald* cannot accept any responsibility for any inaccuracies or events which are amended, cancelled or postponed. Information, such as advance programmes and club meeting line-ups can also be sent through the post to the editorial address.

15th September 2008

Locomotive Club of Great Britain (Dorking)
Pethick-Lawrence House, 85 South Street, Dorking, Surrey.
'Channel Tunnel Rail Link - Section 2' by Phil Bassett. Meeting commences at 19.30.

RCTS (Brentwood)
Shenfield Parish Hall,
80 Hutton Road. 'A selection of Railway Films' by David Barker. Meeting commences at 19.30.

RCTS (Chester)
The Town Crier, City Road/ Station Road.
'British Railways in the 1960s' by Hugh Ballantyne. Meeting commences at 19.45.

RCTS (Northampton)
St Crispin Social Club, Berrywood Road, Duston.
'By Mountain and Valley with Iron" Peter Juffs. Meeting commences at 19.30.

The Great Central Railway Society (Spinkhill branch)
The Angel Hotel, College Road, Spinkhill.
'The Settle & Carlisle : England's most scenic railway' by Paul Beardsley. Meeting commences at 19.30. Contact the society secretary on 01909 473927 for further details.

16th September 2008

RCTS (Cheltenham Area)
Victory Club, Burlington House, Lypiatt Road, Cheltenham GL50 2SY. '1960s steam trains - Gloucester and beyond' Cine and Stills by Michael Clemens. Meeting commences 19.30.

16th September 2008

RCTS (Eastleigh)
Eastleigh Railway Institute, Romsey Road. 'The Office of the Rail Regulator' by David Brace. Meeting starts at 19.45.

17th September 2008

Permanent Way Institution (Glasgow)
Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow.
'Gretna to Annan Doubling' by Les Fox, Network Rail, Preston. Meeting commences at 17.30.

18th September 2008

Locomotive Club of Great Britain (North West)
The Kirkfield Hotel, Church Street Newton-le-Willows, Merseyside.
'Italy for Railfans' – 40 years of railway scenes by John Sloane. Meeting commences at 19.30.

Barrow Hill Engine Shed Society
Barrow Hill Roundhouse.
Steaming Through Britain. A DVD presentation by GB Productions. Preserved steam at work all around the country, both on the main line and at heritage railways. Doors open 19.00, show commences 19.30. Admission, £2.00 non members.

Marlow & District Railway Society
British Red Cross Society, Victoria Road, Marlow.
"More Classic British Transport Films" by Alan Willmott. Doors open at 19.45, Meeting commences at 20.00 Non-members entrance fee £2.

Permanent Way Institution (Nottingham & Derby)
The Midland Hotel, adjacent to Derby Station.
'Surveying and setting out railway track for the 21st Century' by David Coles, Scott Wilson Railways, Swindon. Meeting commences at 18.30.

RCTS (Darlington)
The Scout Building, Widdowfield Street.
'Northern Rail, Community operator' by Dr. Paul Salveson. Meeting starts at 19.00.

RCTS (West Riding) Branch
Pudsey Civic Hall.
'Grand Central Trains'. Commences 19.30.

19th September 2008

Great Western Society (Taunton Group)
Stoke St. Mary Village Hall, near Taunton.
'Steam in the 1960s' by Alan Reeve. Meeting commences at 19.30, Contact Peter Triggs on 01823 334188 for further details.

Locomotive Club of Great Britain (Central London)
Keen House, Calshot Street, London. N1.
'East Anglia & North-East England in the 1960s' by Chris Hurricks. Meeting commences at 19.00.

Stephenson Locomotive Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle Upon Tyne.
'North American Steam 1940-1994 (and some diesels!)' by Ian McInnes. Meeting commences 19.00. Contact 01434 688946 for further details.

20th September 2008

Locomotive Club of Great Britain (Bedford)
St John's Church Hall, St John's Street, Bedford. 'Branch 50th anniversary open day. 10.00-16.30.

RCTS (West Riding)
Visiting to signal boxes on the Selby to Hull Line. Contact Malcolm Riley on 07887 908501 for further details.

24th September 2008

Basingstoke & District Railway Society
Wote St. Club, New Road, Basingstoke. 'Working the ballast trains' by Brian Denton. Commences 20.00 Contact 01256 326096 for further details.

25th September 2008

Locomotive Club of Great Britain (Croydon)
United Reformed Church Hall, Addiscombe Grove, East Croydon.
'Branch Photo Competition and Members Slides'. Starts 19.15.

Mid-Hants Railway Preservation Society (Thames Valley Group)
Church House, Church Street, Caversham, Reading.
'Zimbabewe Railways' by Simon Bowden. Meeting starts 19.30. A donation is requested.

RCTS (West Riding)
Two day oberservation at Eastleigh station with two nights B&B at Eastleigh. Contact Malcolm Riley on 07887 908501 for details.

27th September 2008

Bournemouth Railway Club
All Purpose Room, Winton Methodist Community Centre, Bournmouth. '50 years of Railway Photography' by Hugh Ballantyne. Meeting starts at 19.30. Entrance £2 to members and non-members. Contact Martyn Thresh on 01202 742099 for further details.

28th September 2008

RCTS (Northampton)
Weston Favell Parish Hall, Booth Lane South, Weston Favell. 'View from the Footplate' by Brian Bell. Meeting starts at 14.00.

West Lancashire Light Railway
'Railways on the Air'. The WLLR will be participating in this event with members of the Bolton Wireless Club, who will set up a radio station on site - see the website http://www.westlancs.org for further details.

29th September 2008

RCTS (Welwyn Garden City)
The Methodist Church, Cole Green Lane, Ludwick Green.
'Memories of Ipswich Loco and its men' by J. Humphrey. Meeting starts at 14.15.

1st October 2008

Burton Railway Society
Marston's Social Club, Shobnall Road, Burton-upon-Trent.
'20 years of mainline steam', a slide show by Malcolm Ranieri. Contact Mark Ratcliffe on 01283 221537 for further details. Starts 19.30.

2nd October 2008

Great Central Railway Society (Rotherham)
The Three Horseshoes, Bawtry Road, Wickersley. 'Railways Across the Pond' by Ken Horan. Starts 19.30. Contact 0114 254 0275 for further details.

Permanent Way Institution (Glasgow)
IET Teacher's Building, St. Enoch Square, Glasgow. 'Airdrie to Bathgate and Edinburgh' Hugh Wark, Project Manager, Network Rail and Clair Keggie, rail Policy, Transport Scotland, Glasgow. Meeting commences 17.30.

Scottish Rly Preservation Society (Edinburgh Area)
Quaker Meeting House, 7 Victoria Terrace, Edinburgh.
'The Northern Belle - Cruising in style with the LNER' by P (Sam) Woods. Meeting commences at 19.30 and a donation is requested from attendees. Contact Fred Landery, on 01698 457777 for further details.

3rd October 2008

Gloucestershire Warwickshire Railway (Birmingham Area)
Northfield Library, Church Road, Northfield, Birmingham.
'Nostalgia of Steam on 16mm Cine' by Chris Pratt. Doors open 19.00 for 19.30 start.

3rd-5th October 2008

Manchester Model Railway Society
New Century Hall, Corporation Street, Manchester. Open from 5pm-9pm (3rd October), 10am-6pm (4th October) and 10am-5pm (4th October) Adult £6, Pensioners £5, Junior (5-16) £3 and Family (2+2) £15. Advanced tickets available.
Discounts available on advance purchases. Exhibition guide available.

▲ *Class 121 No. 121032 stands at Cardiff Queen Street on 10th September, while awaiting departure time for its journey to Cardiff Bay. The guards van has been converted to allow easier travel by disabled passengers.* Mick Rogers

4th-12th October 2008
LCGB Overseas Tours
Tour to Industrial Steam in Serbia. Further details are available on www.lcgb.org.com. Note: LCGB membership is compulsory due to insurance reasons.

5th October 2008
West Lancashire Light Railway
Narrow gauge gala weekend with all locomotives in steam, - see the website http://www.westlancs.org for further details.

7th October 2008
Locomotive & Carriage Institution
London Underground Ltd HQ, St. James Park Station, London. Presentation by Doug Lindsay on 'Pullman Coaches Pt 2'. Meeting commences at 18.00

Permanent Way Institution (Darlington & North East)
Railway Athletic Club, Brinkburn Road, Darlington. 'Rail/Wheel Interface Issues' by Mark Burstow, Network Rail. Meeting opens at 18.30 for an 19.00 start.

Permanent Way Institution (Edinburgh)
The Scots Guards Club, 2 Clifton Terrace, Opposite Haymarket Station, Edinburgh. 'The Upper Forth Crossing' by John Osborne, MVJV. Meeting commences 18.00.

Southern Electric Group (South Hampshire Branch)
Eastleigh Railway Institute in Romsey Road, Eastleigh. 'The tramways of Bournemouth and Poole' by Richard Pennell. Meeting commences at 19.30.

Permanent Way Institution (Wessex)
The Rose and Crown, Columbo Street, Blackfriars, London. 'Reading Remodelling' by Nick Millington, Network Rail. Meeting commences 18.30.

Yeovil & District Rly Society
Yeovil Sports & Social Club, Johnson Park, Yeovil. 'Castleman's Corkscrew: The First Railway in Dorset' by Brian Jackson. Meeting commences at 19.30. Contact Roger Marsh on 01935 814367 or www.ydrs.org.uk for details.

8th October 2008
Basingstoke & District Railway Society
Wote St. Club, New Road, Basingstoke. 'Kent & East Sussex Railway' by Graham Baldwin. Commences 20.00 Contact 01256 326096 for further details.

Grimsby & Cleethorpes Railway Group
RAF Association Club, Alexandra Road, Cleethorpes. 'Trainspotters' Memories' by Geoff Beacroft and David Cowell. Meeting commences at 19.30. Contact the secretary on 01724 341358 for details.

Swiss Railways Society (London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross station) Show title to be confirmed. Presented by Martin Fisher. Meetings commence at 19.00, Refreshments available. A £2 donation is requested. Contact Ron Dawes (0208 660 3532) for further details.

9th October 2008
Continental Railway Circle
St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. A talk on 'Germany - the changin scene' by Brian Garvin. Admission £2, Meeting starts at 19.15. Contact Adrian Palmer on 01932 850624 for details.

10th October 2008
Altrincham Electric Railway Preservation Society
Altrincham Methodist Church Hall, Barrington Road, Altrincham, Cheshire. 'Steam on shed' and illustrated presentation by Alan Ashurst. Admission £3 for non-members Meeting commences at 19.30. Contact Andrew Macfarlane on 0161 928 9394 for details.

11th October 2008
Bournemouth Railway Club
All Purpose Room, Winton Methodist Community Centre, Bournmouth. 'Members' colour slides. Starts 14.30. Entrance £2 to all. Contact Martyn Tresh on 01202 742099 for further details.

Internet Links
Further contact details for the clubs and societies list in this column can be obtained from our website by clicking here.

Cornwall Railway Society
The Community Centre, Foundry Row, Redruth. 'Steam in South West Wales 1958-2002' by Martin Davies. Meeting commences at 18.30. Contact the club secretary Derek Buttivant on 01637 860627 or derekbuttivant@onetel.com for further details.

13th October 2008
Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln 'Steaming around in 2006/2007' by Alex Hurd. Meeting commences at 20.00. Please contact the secretary on 01522 705365 for details.

York Railway Society
Archbishop Holgate's School, Drama Studio, Hull Road, York ' Sir Vincent Raven', last Chief Mechanical Engineer of the North Eastern Railway an illustrated talk by Andrew Everett. Meeting commences 19.30. Contact Robin Patrick on 01904 412232 for details. Visitors £2 entrance fee.

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The Railway Herald

on the narrow side

www.railwayherald.co.uk

September 2008

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Front Cover

Re-living the 'Summer of '68' on the Isle of Man Railway, Beyer Peacock 2-4-0T No. 10 G.H. Wood, sporting an Ailsa period spring-green livery (based on that of the LNER) hauls a rake of 'blood & custard' bogie carriages on the short section of line between Castletown station and Mill Road crossing on 8th September. This section of line on the remaining Douglas to Port Erin route, which runs next to the Castletown by-pass is a a popular location for railway photographers. The Mill Crossing, which was manned until very recently, is now sadly fully automated - in the name of progress. **David Lloyd-Jones**

Rear Cover

The overhaul of the Ffestiniog's Double-Fairlie Earl of Merioneth concluded earlier this year and the Earl returned returned to service for the start of the 2008 season on the railway. Still with its unique design and again in lined-green livery, it restarts a late morning Blaenau Ffestiniog to Porthmadog service from Minffordd station on 14th April. **John Stretton**

Publication

The Railway Herald is published every Monday and is available on e-mail subscription or from our website at www.railwayherald.co.uk

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* or any related supplements

Website

Our website contains all the back issues of the magazine together with a host of new features which will be online soon!

www.railwayherald.co.uk

Newsdesk

The joining of two Welsh Highland Railways

On 31st August, the long anticipated end-on meeting of the WHR (Caernarfon) and the WHR (Porthmadog) took place, as the WHR(C) Head of Steel reached the limit of WHR(P) train operations just south of the former Traeth Mawr loop.

The two were not linked immediately, a short overlap being created, to be cut back later following fettling and tamping of the brand new track from the north. Although an impromptu 'Golden Rail Clip' ceremony was held by volunteers, this did not mark the end of track laying, sections remaining to be laid on the Porthmadog Cross-Town Link, plus two passing loops further north. A formal ceremony will be held at Porthmadog once the Cross-Town Link has been laid through to Harbour station.

▲ *On 7th September, at Pont Croesor the track is fully over the bridge, across the road and over the new entrance to the Osprey Centre. On the next stretch, track is down on the ballast, with the turnout for the proposed loop in place and all awaiting final alignment.* **All: John Stretton**

▶ *During August, track was put in place at the site of what was Porthmadog New station, for the first time in nearly 70 years. This view on 7 September, shows the original water tower base still in situ, with the new track alongside now awaiting ballast and tamping. The gates protecting the flat crossing with the Network Rail line can be seen in mid-distance.*

▼ *With the rails now fully laid into the roadway over Britannia Bridge in Porthmadog, attention has moved to completing the 'cross town link'. Here, the rails curve away from the road and head for the site of the old Porthmadog New station. Note the 'rumble strip' paving, to deter wandering pedestrians!*

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Railway Herald is produced by Railway Herald Ltd (Registered as company number 05837609 in England)
Registered office: Hobarn House, 12 Brompton Road, Northallerton, North Yorkshire, DL6 1DY

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Could *Mannin* finally be about to return to steam?

Healthy rumours abound in regard to the proposed restoration of the Isle of Man Railway's largest Beyer Peacock 2-4-0T No.16 *Mannin* by a group of local Manx railway enthusiasts.

Mannin was the last and largest of the IoMR's fleet of 15 2-4-0 tank locomotives that arrived in 1926 to haul the heavy boat trains without the extra expense of double-heading or banking on the steeply graded south line between Douglas and Port Erin. The engine was withdrawn from service in 1964, totally worn out.

Since the 1970s, *Mannin* has been in retirement on permanent display in Port Erin museum. However, possible plans involve the engine being completely overhauled and returned to service hauling trains on its old haunt of the South Line. Initial estimations in the region of £250,000 are reckoned to be the amount required to totally restore the locomotive, which was the ultimate enlargement of the Manx Beyer Peacock 2-4-0T design, which originally dated back to 1873 with No.1 Sutherland.

The Beyer Peacock designers had to shoe-horn the extra large boiler and enlarged side tanks into the 2-4-0T chassis, while keeping within the restrictions of the 3ft gauge Isle of Man Railway's loading gauge. The resulting 'beast', beefed up on psi steroids, with its large cab and short stumpy dome and chimney is a unique locomotive that simply exudes power. No.16 still carries its original 1926 boiler, which obviously will need totally replacing, but the boiler makers will have the original to use as a pattern to fabricate a new one. Below the footplate, the engine was reputed to be thrashed to death before its demise, so a good deal of work will be required, but not until the engine is stripped can a final assessment be made.

The locomotive is unique and has always been very popular with railway enthusiasts worldwide. Its proposed restoration is expected to be funded entirely by donations

▲ ***The largest of the Isle of Man Railway's fleet of 2-4-0Ts, Mannin, has stood on static display in Port Erin museum since the 1970s. Could a return to steam now be a possibility?*** **David Lloyd-Jones**

Farewell to No. 740

The Leighton Buzzard Railway's long association with ex-Matheran Light Railway No. 740 came to an end on 5th July, when a special operating day was arranged to give it one last chance to show its capabilities on gradients as steep as 1 in 25 (4%).

Later in the year, it will be returned to its owners, Railworld, Peterborough, from whom it had been on a long-term loan agreement that has now expired. Meanwhile, another big engine, *Elf*, is due back on the railway this month from a major overhaul, which has been financed entirely from the proceeds of the passenger trains. After final reassembly during the winter, it should be in service for the 2009 season.

The Leighton Buzzard Railway's oldest original locomotive, *Festoon*, will be returning to within yards of its birthplace on 20th September, probably for the first time since it was built. The occasion will be an event to celebrate the 50th anniversary of the Bedford branch of the Locomotive Club of Great Britain, which is being held in Bedford. *Festoon* will be on outdoor display, a short distance from Elstow Road, where the Motor Rail & Tramcar Co Ltd had its works from 1918 to 1987.

The 20hp petrol-engine loco was built in 1929 to the First World War "bow-framed" design, and was quite possibly re-engineered from one or more war-surplus machines. It was hired out on contracts until 1931, when it was bought by the Leighton Buzzard sand quarry owners, George Garside (Sand) Ltd.

Contract for study into the reinstatement of the Glyn Valley Tramway awarded

The Board of the Glyn Valley Tramway Trust has announced that the contract for the High Level Study into the possibility of reinstating the line of the former Glyn Valley Tramway from Chirk to Glyn Ceiriog as a heritage railway has been awarded to Thirty Inch Railways of Chard Junction, Somerset.

David Dilnot, the Chairman of the GVT Trust Project Team said: "Of the four tenders submitted, that by Thirty Inch Railways met all the criteria set down by the Welsh Assembly Government and Northern Marches Cymru". He continued by saying that the contract will also have Thirty Inch Railways undertaking the Detailed Technical Design for Phase 1, envisaged as Chirk station to Pontfaen and the preparation of the associated Detailed Business Plan.

The fourth and last part of the contract commits Thirty Inch Railways to the creation of a Public Event, which it is envisaged will take place in February or March 2009, when the outcome of the High Level Study together with the Detailed Technical Design for Phase 1 and its associated Detailed Business Plan will be placed on public display.

❖ Five volunteers celebrated 40 years on the Talyllyn on 26th July. Paul Shuttleworth, Gareth Jones, Dale Coton, Rod Hannah and John Hague hosted an evening train hauled by No 2 *Dolgoch* up the line for those who wished to come along and celebrate with them.

❖ Ramsey received its first Manx Railway tram of the 2008 season on 17th July, two weeks before the first phase of track repairs was due to finish. Isle of Man Tourism and Leisure Minister Adrian Earnshaw, who invited dignitaries to join him on the first test of the new trackwork, said afterwards that, "it had been a 'smooth ride". Trams will run to Ramsey on the refurbished inside line until 14th September, after which the work to repair the outside line will begin in time for services to resume for Easter 2009. Initially it was planned to close the MER line between Laxey and Ramsey for the entire summer for essential repairs, but following an outcry from protestors, the arrangements were altered and tourism chiefs pledged to have one of the lines up and running by August. However, it re-opened a fortnight ahead of schedule, coinciding with a railway enthusiasts' weekend. At the re-opening ceremony at Laxey tram station, Mr Earnshaw said it was, " a fine achievement to have laid 2,000 new sleepers and 1,300 tonnes of ballast in three months".

❖ Flooding at Castell Cidwm overbridge on the Welsh Highland Railway on 18th August meant that locomotive No. K1 had to propel its 'down' train back to Rhyd Ddu, from where passengers were taken onwards by bus. For the remainder of the day and on the 19th, services ran between Caernarfon and Waunfawr only.

❖ Pendre staff and volunteers have made steady progress on Talyllyn locomotive No. 7 *Tom Rolt*. The boiler has returned to Pendre after repairs and will be reattached to the frames for refitting and testing of mud hole doors and washout plugs. Once the boiler has been tested, the cladding will be put back on and No.7 will start to look like an engine again.

❖ The Manx Electric Railway suffered a minor derailment at Ballafayle, Maughold on 20th August , involving tram No. 19 and trailer No. 48. Head of railways, John Kennaugh, said: "It came off at the rail joint – it wasn't going particularly quickly as it had just come across the Ballafayle crossing". The MER line between Laxey and Ramsey had only reopened a few weeks earlier after a repair programme.

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Loco failure hits Welshpool gala weekend

The Welshpool & Llanfair Railway's recent steam gala weekend was hit by the failure of its newest 0-8-0T, No. 19 *Resita*, after the locomotive sustained a broken axle.

The incident occurred on the leading axle as the locomotive was climbing Sylfaen bank towards Welshpool around 15.00 on 31st August, resulting in the line being blocked.

Reports from passengers and enthusiasts suggest that the railway should be commended and credited for the way its incident plan was put into force in the shortest possible time, a combination of volunteers and a vintage coach being used to shuttle passengers back to their appropriate starting stations.

It is understood that the axle that broke was of a type known as the 'Klein Linder', a complicated mechanism with a fixed outer axle casing within which the actual carrying axle can move radially. Locomotives with the 0-8-0 wheel arrangement usually had two of these axles to allow them to negotiate sharp curves.

To move the engine the connecting rods had to be removed from each side along with the coupling rods from between the first and second axles. Considering the lack of room at that point of the line and the gradient, it is remarkable that the work was completed around 20.00, and the loco propelled carefully and at very low speed down the bank to Sylfaen by No. 2 *Countess*, which had been marooned 'light engine' at Welshpool by the failure.

Once in the loop, *Countess* ran round No. 19, and now hauling the stricken loco, set off to Llanfair at a sedate 2mph. However, due to the late hour, *Resita* was stabled at Castle Caereinion overnight, before being returned to Llanfair the following day.

Resita is one of 150 locomotives built to this design by Romania's Resita works in the 1950s, and incredibly a further12 were built in the 1980s at the same time as the works were building the bogies for the British Rail Class 56 diesel locomotives!

▼ ***The locomotive in question! Shortly after arriving on the railway, No. 19* Resita *stands at Welshpool in September last year, during a run-round movement.* Eddie Bellass**

Standard Gauge MoD personnel carrier finds new narrow gauge home

Mike Hart, Director of the Ffestiniog & Welsh Highland Railways, recently rescued two Baguley-Drewry standard gauge personnel carriers for preservation.

Capable of carrying 14 passengers each, the two-axle railcars were built in 1976 for military use at MOD Longtown, Cumbria. Despite being standard gauge, a width of less than 8ft led to thoughts of conversion to narrow gauge, and discussions with Terry Turner, General Manager of the Welshpool & Llanfair Light Railway, resulted in the re-gauging of Railcar No. 9150 by RMS Locotech, followed by a period of trial-running on the W&LLR.

The trials proved so successful that the W&LLR sought outright purchase of the railcar, having received approval from HM Railway Inspectorate for the vehicle's use as a track personnel carrier, along with occasional passenger use at special events and the like.

Terry Turner commented:"The railcar will greatly aid track refurbishment and maintenance, allowing personnel and tools to be quickly and easily conveyed to remote worksites. We are very grateful to Mike for this initiative". The second railcar, No. 9120, awaits restoration to standard or, perhaps, an even narrower gauge.

Mike Hart commented that the second railcar is in storage at present and its future has not been determined. He added:"Having driven the railcar at Welshpool, I can say that it looks at home there. I'm really pleased to have rescued the railcars and delighted to have found 'The Wasp' a new home and purpose at the W&LLR".

▼ ***The new acquisition saw service on passenger duty during the gala weekend of 30th-31st August, being used on shuttle services between Llanfair and Cyfronydd. The vehicle is pictured on display at Llanfair on 31st August after completing its duty.* Fred Kerr**

Welshpool Gala Weekend

The Welshpool & Llanfair Light Railway held its annual steam gala over the weekend of 30th/31st August.

The resident locomotive fleet were in service, alongside the recently arrived MoD personnel carrier - see previous page.

▲ *W&L No. 19, the Romanian Resita 0-8-0T No.764.425, built in 1954, enters Llanfair Caereinion with a passenger train on 30th August. On the right by the water tank is the ex-MoD Baguley-Drewry personnel carrier acquired only a few days earlier and immediately named 'The Wasp'!*

▶ *One of the W&L's original 0-6-0T locomotives, GWR No. 822* **The Earl** *waits at Cyfronydd, one of the crossing stations, on a train bound for Llanfair Caereinion, again on 30th August.*
Both: Eddie Bellass

50 Garratts attend WHR's Garratt Fifty celebrations!

By John Stretton

The Welsh Highland Railway's 'Superpower Weekend' has now become a traditional part of the late summer programme.

Previous years have seen some spectacular weather to match the events on display, but this September's celebration of the railway's 'super power' Garratts running through stunning scenery in Snowdonia, was marred by very damp and dull conditions.

Entitled 'Garratt Fifty', in recognition of the 50th birthday of the very last Garratt locomotive emerging from Beyer Peacock's Works in Manchester in 1958, the weekend also planned to have 50 Garratts present. Inevitably this meant locomotives of varying sizes, down to 16mm, but, sadly not standard gauge as the logistics of this were beyond even the 'best laid plans'. However, the actual number of models, with at least seven in steam, was actually slightly over 60!

Most were inside the large marquee in Dinas yard, while special tracks were laid in the yard to allow the 15" and 7 1/4" examples to show off their paces and give rides. Also present and giving cab rides on a short running line at Dinas was the standard gauge Beyer Peacock works shunter that was visiting from the Foxfield Railway.

Up at Caernarfon, a 5" gauge miniature railway was in place to give rides in the car park and at Rhyd Ddu and Dinas, there were displays of photographs, numberplates and books all relevant to things Garratt, as well Welsh Highland memorabilia.

Despite the weather, the attractions were sufficient to draw the crowds and the trains, tents (beer and otherwise) all saw brisk trade. The WHR Society's Annual General Meeting on the Saturday added to the general appeal, by having presentations by Dr Richard Hills, who has written extensively about Garratt and his locomotives, and Nick Lera, ex-BBC cameraman, who demonstrated his filming techniques past and present in South Africa.

Everywhere there were smiles, old and new friendships were forged and renewed all adding to yet another successful 'Superpower' event.

▲ *The real thing. The world's first Garratt, built in 1909, pauses at Caernarfon between duties, on 6th September, for water and some judicious oiling. The plaque on the front celebrates the newly received IME 'Engineering Heritage Award'.* **All photographs by the author**

▼ *Throughout the weekend, the 7 1/4" model of K1 gave rides on specially laid track in Dinas yard. On the same, both driver and lady brave the elements for this trip.*

▼ *The smaller Garratt models were displayed on a separate table and inside the large marquee at Dinas, the foreground is taken up with an example of the LMS versions, while other variations surround it.*

▲ *Adding variety the theme but retaining authenticity,* **Prince**, *which worked to Dinas on the original WHR, stands in the wet on 6th September at Dinas before reversing to form the slightly delayed 11.40 shuttle to Caernarfon.*

▶ *A close-up view of the 7.25" version of No. K1 in Dinas yard.*

▼ *Although neither a Garratt or narrow gauge (unless compared to Brunel's broad gauge!) standard gauge 0-4-0ST No. 1827 was built at Beyer Peacock's Gorton Works in 1879, and was the works shunter. It gave cab rides on specially laid track in Dinas yard over the weekend.*

▲ *Also on display and in steam, was this 7.25" model of an East African Railways Class 59. No. 5928* **Mount Kilimanjaro** *stands ready with coach for rides in Dinas yard on 7th September.*

▶ *South Africa was a great user of Garratt locomotives and this model of No. 512 depicts one the many variations in design, not least in the tanks fore and aft.*

▼ *The WHR owns both the first and last Garratts built at Manchester's Beyer Peacock factory. The last, No. 143, completed in 1958, is seen arriving at Dinas with the 10.05 train from Rhyd Ddu, on 6th September, in pouring rain.*

▲ *The WHR's first operational Garratt No. 138 is currently out of service for, among other things, its 10-year boiler certificate. It is seen inside the engine shed at Dinas on 6th September with, quite obviously, no water!*

▼ *In conditions more akin to midnight than midday, Funkey-built* **Caernarfon Castle** *departs from Rhyd-Ddu with the 11.52 shuttle departure for Waunfawr on 7th September. The marker lights shine brightly in the gloom and on the very wet rails before it.*

ML