Railway Herald

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The weekly railway enthusiasts' magazine

Railway Herald

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3rd October 2011

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Putting the pride back into Bounds Green

East Coast is presently operating one of the most intensive timetables to have been seen on the ECML in recent years. Bounds Green Depot in North London, home of the company's Class 91s, is playing a major role in improving reliability of the fleet.

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NXEA has set a new record, having completed the run from London Liverpool Street to Cambridge in just 48 minutes and 13 seconds.
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EC takes off with Falcon
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Pendolino athlete naming
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Severn Valley steam gala
Extended photographic coverage of the Severn Valley Railway's popular Autumn Steam Gala, which once again featured night running.
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The Next Issue of RH ....

Because of an editorial break, there will be **NO** issue on Monday 10th October.

This will mean that our **next** edition, Issue 287, will be published on

Monday 17th October 2011

from which point we will be back to our normal weekly publication cycle.

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Front Cover Caption:

Shortly before midnight on 22nd September, Class 91s Nos. 91125, 91129, 91109 *Sir Bobby Robson* and 91113 are serviced at Bounds Green. Richard Tuplin

London to Cambridge record run in 48 minutes 13 seconds

The Mayor of Cambridge, Councillor Ian Nimmo-Smith, officially named Class 379 No. 379015 *City of Cambridge* **in a ceremony at the City's station on 30th September.**

Prior to the naming, the train had operated from London Liverpool Street to Cambridge in a record-breaking time of 48 minutes and 13 seconds. The previous record, of 48 minutes and 17 seconds, was set by Class 86/4 No 86401 on 26th March 1987, following completion of the electrification of the route.

▲ **Class 379 Electrostar No. 379015 is given a final polish before departing from Liverpool Street on 30th September**

▶ **The Mayor of Cambridge, Councillor Ian Nimmo-Smith, unveils the name on Class 379 Electrostar No. 379015 at Cambridge.**
Both: Brian Morrison

Suppliers encouraged to look outside the box for innovative solutions

A unique approach by Network Rail to use innovative technology to provide a better and more cost effective railway is expected to deliver savings of nearly £40 million by 2014.

Just six months after Network Rail's 'bright ideas innovation portal' was introduced to encourage businesses to provide innovative solutions to rail industry issues, more than 200 submissions have been received to date from national and international organisations. A number of the proposals are now being investigated in more detail and several are being put into practice across the network.

One solution being implemented is a camera that can spot defects on the overhead rail wire 25ft above the operator's head, while another is helping to deliver savings of 90% against the cost of sleepers being used in the Thameslink project. Thameslink required a railway sleeper capable of housing a 53mm conductor rail, as well as signalling and track cables. The original plan was to use a full depth sleeper with baseplates 65mm deeper than adjacent sleepers that would be expensive and difficult to install and maintain. The innovation portal uncovered a solution from Cemex, which has allowed a wider, shallower sleeper with cast-in housings produced, which delivers cost savings of 90% against existing products, expected to be around £4 million by 2014. The OLE cameras can be operated without the need to turn off the power along the wires or close the line, allowing a more efficient and accurate maintenance programme, fewer delays to services and bring a large saving in delay payments.

Two other solutions being investigated in more detail are acoustic curtains, which provide simple, quick and effective noise control to reduce the impact on nearby houses during maintenance, and safety fences. These clip onto the rail during maintenance and provide a safe working environment while still allowing trains to pass on nearby tracks. The innovation portal has four stages - think, explore, prove, do - which when completed help to deliver value and efficiencies to the railway.

To develop the initiative further and encourage a new wave of proposals, Network Rail is encouraging businesses, universities and research institutes to consider how they could have a positive influence on the future of the railway. Steve Yianni, Network Rail's Director of Engineering, said: "As well as working with established suppliers, we are keen to hear from organisations from outside the traditional rail industry, which could help improve the railway".

Applicants need to ensure their proposals fit one of Network Rail's challenges, the list of which is reviewed and refreshed every month. Proposals must be fundamentally new and different, solve a particular problem and have a strong business case. Each proposal will be assessed by a specially assigned innovation supply chain manager to see whether the idea should be taken forward and developed further.

East Coast looks to improve fleet performance with 'Project Falcon' remote monitoring system

'Project Falcon' is intended to assist East Coast in improving the reliability and punctuality of its rail service. One of these is a Remote Monitoring System, based around Nexala software, which is to be introduced across all of East Coast's HST and 225 sets.

The £2 million 'Project Falcon' has been delivered by Interfleet Technology, and builds on a similar system used by National Express East Anglia, but uses the experience gained in that system to look at further details.

On board equipment has a data feed from the OTMR system, as well as monitoring other key equipment, allowing Falcon to take a snapshot of the state of the entire locomotive infrastructure, even down to details such as which setting the power controller is currently on, and which relays are open. One of the big aspects is the fitting of 'Electric Current for Traction' meters that will allow East Coast to move to actual billing with Network Rail, in essence only paying for the electric that they are currently using.

Everytime there is a change on the locomotive, a snapshot of the data is taken, and transmitted back, via the train's on-board Wi-Fi system, in real time to a central server, this then allows engineers both on depots and in control, to log in and look at a real-time view of the train, as well as reviewing historical trends. The latter group of statistics should help engineers to pin-point where possible problems are occurring, both with a specific locomotive or set, as well as across the fleet.

But Falcon does not just benefit the engineering team, the quantity of data being provided means that Operations, Maintenance, Performance, Production and Engineering teams will all have access to the system.

From the Operations viewpoint a UK wide map pin-points the current location of each set, using GPS data provided as part of the information that is being fed back. Through this, and speed information, one benefit will be the ability to identify delay attribution for what is known as lost 'sub-threshold' minutes. Throughout the railway network, a system called Trust Delay Attribution (TDA) tracks every minute lost by services, and the reason for the delay, be that another train, infrastructure problems, or simply extended dwell times at stations. Usually those delays that are below the three-minute threshold are difficult to pinpoint, and identify the reasons and causes behind them. With its accurate data logging, links into the TRUST train reporting system and GPS locators, 'Project Falcon' will enable East Coast to identify and assign responsibility for some of those delays.

But one of the biggest aspects that it is hoped will assist engineers in fault finding is the post-analysis information. Rather like recording a TV programme, the system will allow the playback of events, giving engineers the opportunity to monitor accurate information from the minutes before, to the minutes after, an incident or failure occurred. If the driver is experiencing a technical issue on the move, with Falcon, it becomes possible to notify control, from where one of the team can log on and see a real time view of the drivers control console, the position of the brake, the power controller, the current speed, as well as technical information, such as live electronic schematic diagrams, all of which will aid problem solving.

As an example of how the system can be used, during testing with OTMR data it was recently discovered that one specific DVT vehicle was running with a maximum speed of 122MPH as a result of the speedometer reading low. With the various systems recalibrated, the fault was corrected and the DVT returned to traffic, reducing the journey time between Newcastle and London for that set by three minutes.

Like all good systems once the data is stored, it can be retrieved in a number of ways, and Falcon will allow users and teams to tailor both the flow and amount of information through an extensive 'rules' based approach, as well as system-based rules, which can alert users when different events happen.

Falcon is currently being fitted across the fleet, a process that should be complete by mid-January, with the final version of the software, together with user training, being delivered between October and December. What the future holds for Falcon is unknown. Subject to a viable business case being made, the number of additional monitoring points that the system can be expanded to deal with is immense, and future aspirations already include the Door Control Unit on the Mk4s, as already mentioned, along with the air conditioning units, which are a known problem issue for the fleet.

▼ **Class 91/1 No. 91117, recently named** *West Riding Limited*, **powers down Gamston Bank on 29th September, while propelling the 16.45 Leeds to London King's Cross service. Richard Tuplin**

UK News In Brief

■ Construction work is now underway at Clapham Junction to prepare the station for a brand new cross-London rail service. The work, which is funded by TfL and being delivered by Network Rail, will link the station into the eastern London Overground network. Frequent services of four trains an hour should commence from December 2012.

■ ScotRail is to introduce a new Saturday night service from Edinburgh to Dunbar. The new service, which will call at Musselburgh, will commence from 17th December, departing Edinburgh Waverley at 22.06. The service is some three hours later than the current last train to Dunbar provided by a different TOC. The new service will operate initially for 12 months and be subject to review beyond December 2012.

■ A major milestone in the Thameslink programme, which will ultimately provide more frequent trains to run between Blackfriars and St Pancras International, was achieved over the weekend of 17th/18th September, with the commissioning of the first part of the major resignalling work, which has taken 10-months to complete. The project involved redesigning and modernising the signalling through the Central London core to enable the more frequent, metro-style service that the Thameslink programme will allow. They are due to start running in December this year, with major station redevelopments complete by Summer 2012.

■ The Borders Railway is to be delivered by Network Rail after Transport Scotland had to cancel the original procurement competition for the project, following the withdrawal of two of the three bidders. The new route, which will bring rail back to the borders for the first time in 40 years, is expected to cost up to £295 million, and should open by December 2014.

Virgin honors another UK athlete with '390' naming

Virgin Trains and Alstom have commemorated another prize winning athlete with the naming of Pendolino No. 390007 after Long Jumper Abigail Irozuru at Wolverhampton on 28th September.

Virgin Trains has continued to highlight its sponsorship of the travel for a number of sportsmen and women who hope to represent their country in upcoming major sporting events. The sponsorship initiative is supported by Alstom.

Abigail has competed as a junior, and now an adult, in competitions across the nation. She is also a seasoned international competitor and has racked up several overseas appearances for the UK.

◀ **Abigail Ironzuru is pictured beside No. 390007 at Wolverhampton. Chris Dixon**

£1.5 million upgrade completed and opened at Southend East station

The Mayor of Southend-on-Sea, Councillor David Norman, officially opened the upgraded c2c station of Southend East on 29th September.

The work took nine-months to complete and cost £1.5 million under the National Stations Improvement Programme. Construction of a brand new ticket office on the south side of the station has been undertaken, together with improvements to station platforms, lighting and signage, enhanced CCTV equipment and customer information systems, and improved pedestrian and cycle access from Ambleside Drive.

▶ **The new concourse at Southend East station. The area once contained a two-road parcels bay. The platforms are on the left, the other side of the glass panelling. Brian Morrison**

The Irish Angle

▲ 8111 Class No. 111 is seen on the return trip of a ballast working from Portrush to Antrim on 28th September, as the train passes Juniper Hill Caravan Park, near Portrush. **Chris Playfair**

◀ On 10th September, the staff of Laois Train Care Depot held a 'train pull' to raise money for charity. Laois Offaly Families for Autism is a local support group by parents for parents and families of children and adults with Autism Spectrum Disorder. As the Group receives no external financing, they are continuously required to fund raise. To facilitate this, Tom Skelly, a LOFFA member and Iarnrod Eireann employee, arranged the first charity train pull in Ireland at Laois Train Care Depot. €5,500 was presented to the Laois / Offaly Families for Autism on the day. **Neil Dinnen**

▲ Forming the 09.22 CrossCountry service from Birmingham New Street to Stansted Airport, Class 170/1 Turbostar No. 170116 arrives at Cambridge on 30th September, and is illustrated with the new footbridge between the present through platform and the new platform under construction. **Brian Morrison**

Cambridge upgrade work progresses

The installation of a new 15-tonne footbridge at Cambridge station, connecting to the new lift shafts and stairwells, has been completed.

The 18-metre covered walkway connects the station entrance and existing platforms with the new island platform, which will provide extra capacity when it opens in December. Andrew Munden, Network Rail Route Director, said: "The pace of change at Cambridge over the last few months has been quite astonishing. These improvements are part of an investment programme that will see the station and surrounding area transformed over the coming years.".

Adding two new 270-metre bi-directional Platforms 7 and 8 also means that trains can arrive and depart in either direction, freeing up vital capacity on the existing platforms and ensuring that the station can cater for additional services in the future. The next major stage of the project took place over the weekend of 1st/2nd October, relating to signalling, track and overhead line alterations.

The work at the station is part of the West Anglia upgrade project that will make the line to London Liverpool Street capable of running 12-car trains by December.

Under this plan, platforms are also being extended at Cheshunt, Broxbourne, Sawbridgeworth, Stansted Mountfitchet and Stansted Airport.

Station Improvements Round-Up

▲ With extensions to both platforms underway at the London end of Honor Oak Park station, the 15.01 London Overground service from Crystal Palace to Highbury & Islington passes on 25th September, formed of dual-voltage Class 378/2 Capitalstar No. 378234. **Brian Morrison**

Eurostar awards contract for Wi-Fi on Class 373s

Following a competitive procurement process, Eurostar has awarded Nomad Digital Ltd, the contract to supply Wi-Fi connectivity and state-of-the-art infotainment for its Class 373 fleet.

Over the next three years, Eurostar is making a £700 million investment in its fleet. This includes the complete overhaul and refurbishment of the existing trains, as well as the purchase of 10 new e320 sets from Siemens. The investment will ensure that Eurostar will be able to expand its operations and provide passengers with the best possible travel experience and service. When the refurbished trains and the new Siemens-built e320s enter service in 2013/2014, passengers will have access to high-speed broadband internet on board. They will also be able to view and/or download pre-loaded entertainment/infotainment to their own devices via a Secure Wireless LAN. The quality of the Nomad technology is such that users will enjoy a high-speed connection to the internet at all times throughout their journey, a seamless switchover at international borders and connectivity whenever it is required.

IDEAL GIFTS FOR RAILWAY CHILDREN
(2-9 years)

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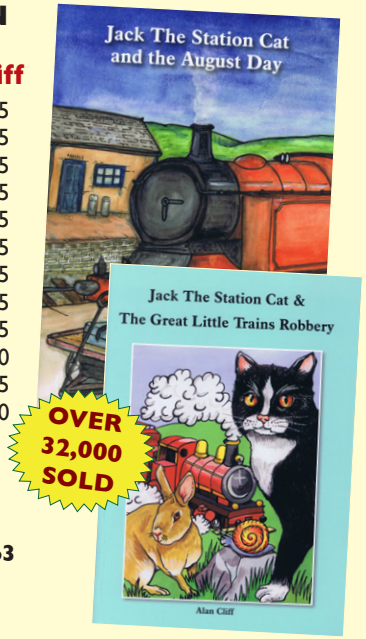

Cover, CD, and all books (signed) post free

Cheques payable to:
Jack the Station Cat Limited,
38 Clifton Park Road, Rhyl. LL18 4AW (01745) 344963
www.jackthestationcat.co.uk

Trade Enquiries Welcome

◀ Class 67 No. 67003, recently painted into its Arriva Trains livery, has charge of the Warrington to Sinfin petroleum tanks. Here, it is pictured shortly after joining the main Birmingham to Derby line at North Staffs Junction on 29th September. **John Tuffs**

◀▼ Arriva Trains Wales Class 150/2 No. 150282 is currently on hire to Northern Rail. Here, it departs from Blackburn station with the 09.00 service from Manchester Victoria to Clitheroe on 26th September. **David Felton**

▼ On 27th September, ex-Virgin Trains 'Thunderbird' Class 57/3s Nos. 57301 and 57305 pass Lidlington en route from Brush Traction at Loughborough, to Tonbridge Yard, prior to commencing work for their new operator, Network Rail. **Lorenzo D' Aniello**

UK Steam & Modern Traction Railtour Listings

Monday 3rd October 2011

WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return

Tuesday 4th October 2011

WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return

Wednesday 5th October 2011

Compass Tours	tbc	Holyhead-Bangor-Llandudno Jct-Crewe-Bath Spa-Westbury-Salisbury & return
Railtourer	2xWCRC 47	Lincoln-Sheffield-Doncaster-Leeds-S&C-Carlisle-Hexham-Doncaster & return
Torbay Express Ltd	70000	Poole-Bournemouth-Southampton Central-Bath Spa-Bristol TM & return
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return

Thursday 6th October 2011

Cheshire Cat Tours	tbc	Stafford-Paignton-Kingswear & return	**Cancelled**
Cruise Saver Travel	DRS Class 47	Edinburgh Waverley-Newcastle-Leeds-Basingstoke-Southampton Docks	
Steam Dreams	34067	London Victoria-Salisbury-Bath Spa-Bristol Temple Meads & return	
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return	

Friday 7th October 2011

Statesman Rail	2xWCRC 47	London KX-York-Berwick upon Tweed-Edinburgh-Crianlarich-Fort William
UK Railtours	tbc	London Euston-Rugby-Chester-Bangor and return as outwards
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return

Saturday 8th October 2011

Statesman Rail	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return
Railway Touring Co.	46115	(Leicester-Grantham-Leeds-)Hellifield-S&C-Carlisle-Hexham-(York-Grantham-Leicester)
SRPS Railtours	2xWCRC 47	Linlithgow-Drem-Cramlington-York-Sheffield-Buxton-Stockport-Stalybridge-York & return
Steam Dreams	6024 & 60163	(London Paddington-Swindon-)Hereford-Severn Tunnel-Oxford-Leamington Spa-Solihull-Birmingham Snow Hill-Solihull-Oxford-London Paddington (60163)
Railtourer	2xWCRC 47	Cleethorpes-Scunthorpe-Sheffield-Carnforth-Ravenglass-Carlisle-S&C-Doncaster-Cleethorpes

Sunday 9th October 2011

Statesman Rail	2xWCRC 47	Fort William-Edinburgh-York-Peterborough-London King's Cross

Monday 10th October 2011

WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return

Tuesday 11th October 2011

WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return

Wednesday 12th October 2011

Compass Tours	2xWCRC 47	Telford Central-Shrewsbury-Crewe-Preston-Beattock-Dundee and return
VSOE	60163	London Victoria-Bath Spa-Bristol Temple Meads & return
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return

Thursday 13th October 2011

WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return
UK Railtours	EMT HST	London St.Pancras-Bedford-Leicester-Derby-Duffield-Barrow Hill and return

Friday 14th October 2011

Spitfire Railtours	Unspecified	Preston-Wem-Shrewsbury-Abergavenney-Bristol Taunton	**Postponed**
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return	

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
(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

▲ The first steam-hauled special on the Scarborough to Hull line for many years operated on 28th September. The Railtourer charter was diesel-hauled from Skegness to York, where '8F' No. 48151 took over the train for the run to Scarborough, returning to Goole, via Bridlington and Anlaby Road Junction. Here, the '8F' passes Speeton, on the climb away from Hunmanby. **Paul Braybrook**

▼ LMS 'Black 5' 4-6-0 No. 45305 arrives at Shildon on 25th September, with the first shuttle of the day from the NRM at York. WCR Class 37/7 No. 37706 was on the rear. **Alex Thorkildsen**

Further details of all charter operations beyond 14th October, can be obtained on our website at www.railwayherald.com/railtours or by clicking here.

Railtour Spotlight

by John Whitehouse

As an editorial holiday is being taken next week, this Spotlight covers a busy two weeks of railtours.

Headlining the forthcoming week should have been the Steam Dreams' organised 'Help for Heroes' charity train on 8th October, which was to celebrate the 40th anniversary of the return of steam to the National Network, following the ban after BR's steam finale in August 1968. Unfortunately, due to reported gauging issues with GWR 'King' No. 6024 *King Edward I*, the train has been postponed until 25th February next year.

Elsewhere, the Railway Touring Company has a three-train programme to manage, commencing on 8th October with 'The Hadrian' from Leicester, steam-hauled from Hellifield through to Carlisle, and then back to York by way of the Tyne Valley, with No. 46115 *Scots Guardsman*. The remaining two trains each operate on 15th October. 'The Swanage Belle' former operates out of London Victoria with No. 34067 *Tangmere*, while the 'The Weardale Railway'. initially heads out of Newcastle for a visit to the 'Blyth & Tyne' before heading south to reach Stanhope, via Darlington, with '8F No. 48151 in charge.

Other steam workings concentrate around Bath and Bristol, with 'The Bath Spa Express' from Poole, most likely with No. 70000 *Britannia*, on 5th October, the VSOE British Pullman from London Victoria with No. 60163 *Tornado* on 12th October and 'The 'Aquae Sulis' for Vintage Trains from Solihull with No. 5043 *Earl of Mount Edgcumbe* on 15th October.

PMR Tours take No. 6201 *Princess Elizabeth* from Crewe to Carlisle, over Shap, the same day with its 'Royal Scot' charter that starts diesel-hauled from Milton Keynes Central.

The period under review also contains some quality modern traction tours, with Pathfinder and Spitfire originally planned to be going head-to-head on 15th October, as both were aiming to visit the Monk Bretton branch during the day. Pathfinder was the first to express an intention to go to Monk Bretton as part of its 'Ousing Dove' tour from Bristol Temple Meads, which will pick up through to Birmingham New Street, ahead of wending its way through South Yorkshire to the Goole line, nearly as far as Hull Paragon. A series of junctions will be used just west of the city to turn the train, which then heads back via Goole to Monk Bretton, before heading homewards. DRS Class 37s will haul the main train from Birmingham, with a DBS Class 66 south of Birmingham, while in Yorkshire a DBS Class 60 will provide 'top and tail' assistance. Meanwhile, Spitfire's 'Jorvic Explorer III' from Taunton to York, has been postponed until 5th November, as a result of crewing and coaching stock difficulties. As a result of this, the planned positioning working for the train, south from Preston to Bristol Temple Meads and Taunton on 14th October, has also been postponed.

▲ **SR 'Battle of Britain' Pacific No. 34067** *Tangmere* **passes Wandsworth Road with the outward bound 'Sussex Belle' on 28th September. Barry Taylor**

UK Railtours has, as always, a contrasting programme, which commences on 7th October from London Euston to Llandudno Junction and Bangor for a run over the Ffestiniog and Welsh Highland railways. This is followed on 13th October with an option to visit either Barrow Hill, or by alighting at Duffield for a visit to the Ecclesbourne Valley Railway and Wirksworth. Its 'Four Summits' charter on 15th October involves, as the name suggests, a fair amount of hill climbing, covering Blea Moor, Ais Gill, Shap and Copy Pit to be exact. Of note, each tour uses a different London terminus and associated main line, being Euston, St Pancras International and King's Cross respectively.

Bath and Salisbury are the dual destinations for Compass Railtours' 'Western Cathedrals Express' on 5th October, which originates at Holyhead, and picks up along the North Wales coast through to Chester and Crewe. A week later, on 12th October, Compass set out from Telford Central, picking up through to Crewe, via Shrewsbury, to visit Dundee, the highlight of which will be crossing both the Forth and Tay Rivers on the way. Prior to this, heading south from Scotland on 8th October will be the SRPS, in association with North East Railtours, for a visit to Buxton, which includes a trip over the Hope Valley line. Railtourer's autumn programme is now well under way, and the company has three trains operating during the next two weeks. Firstly is its 'Settle & Carlisle and Tyne Valley' excursion from Lincoln, followed by a 'Peaks and Fells Explorer', which takes in both the Cumbrian Coast and Settle & Carlisle from Cleethorpes. Finally, on 15th October, there is a 'Cumbrian Mountain Circular' from Huntingdon, which again works out around the Cumbrian Coast and returns by way of Shap and the Pennines.

To conclude a very busy period, Statesman Rail will be operating a 'West Highland & Jacobite Statesman' over the weekend of 7th-9th October from London King's Cross, which will include a return working between Fort William and Mallaig, utilising one of the 'Jacobite' pool of steam locos.

Network Rail confirms steam ban over the East Coast Main Line on weekdays

Network Rail has confirmed to *Railway Herald* **that it has instigated a steam ban on the East Coast Main Line as a result of the debacle in early September.**

BR Standard 7P Pacific No. 70013 *Oliver Cromwell* and SR 'King Arthur' 4-6-0 No. 30777 *Sir Lamiel* operated 'light engine' from York to Southall, the latter of which is believed to have been the cause of several lineside fires between York and Newark, where the movement was terminated. While *Sir Lamiel* was removed by road to Loughborough, *Oliver Cromwell* was towed by a Class 47 the following day to Southall.

As a result of the lineside fires, and the subsequent closure of the route to allow attendance of the Fire Brigade, the incident caused several thousand minutes of delay, and numerous cancelled services, the net result of which, was that the performance related payouts by Network Rail to train operators, were in the region of £1 million. Network Rail's view is not surprising, given the substantial payouts that it was forced to incur for a problem that was not its fault or within its control! The restriction only applies to steam operations on the East Coast Main Line, and does not affect heritage diesel workings, nor does it affect steam operations on the West Coast route out of London Euston.

Following the incident, the network operator has instigated a restriction on operations from London King's Cross along the ECML to the Scottish border, with no steam movements being allowed Mondays to Fridays. Network Rail Customer Relationship Executive for Charter Operations, Rachel Gilliland, told RH: "Those steam operations that just touch the East Coast route will be looked at on an individual basis", which potentially means that cross-country workings such as those that only operate on the ECML between Colton Junction and York station could be allowed, although what the future holds for the regular summer steam operations will not likely be known until next year.

Main line steam operations out of London on weekdays have been problematic since the introduction of the new East Coast timetable in late May, the higher frequency service providing extremely limited opportunites to path a steam charter, which has slower acceleration and a top-speed of 75mph rather than the 100mph+ of most other services.

Network Rail has confirmed that no trains for which 'operational bids' have already been submitted, have been cancelled, although future workings, such as the occasional King's Cross to York steam charters will not be permitted on weekdays.

The provision of steam services brings with it a higher risk than modern day diesel and electric operations. In addition to the age of the locomotive, the possible problems are also potentially higher, such as the fire risk. These risks have to be evaluated by Network Rail, as the infrastructure owner, on the potential for delay and disruption caused to other franchised and open-access operators on the route.

It should be remembered that Network Rail's primary aim is to provide reliable, efficent and safe access to the network for all operators. The long period of development for new timetables, and the commitment to operate those services on WTT paths, quite rightly, comes ahead of charter companies that may operate one or two services a month on short-term paths.

While some commentators may argue that this is simply Network Rail driving another nail in the coffin towards the end of steam on the 'big' railway, it has to be accepted that running heritage locomotives on the National Network is a totally 'different ball game' today than it was in the steam era, or indeed in the 1970s when the full steam ban ended.

However, the lineside fire problems in early September were not representative of the entire main line steam scene, and despite the huge disruption caused, the question does need to be asked of Network Rail as to whether this is an over exaggerated response to a single, and apparently 'one-off' problem, and equally, whether it is fair to tar all steam locomotives with the same brush?

▼ **LNER A4 No. 60019** *Bittern* **currently running as No. 4492** *Dominion of New Zealand* **is pictured passing Colton Junction in early July. This charter, which operated 'out and back' from London King's Cross to York, is one of those that on weekdays will be declined permission to operate under the new rules. Peter Styles**

Class 47/4s Nos. 47832 *Solway Princess* **and 47790** *Galloway Princesss* **pass Horbury Cutting on 25th September, in 'top and tail' formation with a Blackpool to Wakefield Kirkgate 'Northern Belle' excursion. Neil Scarlett**

BR Standard 7P Pacific No. 70000 passes through Westbury on the outward journey of the 'Bath Spa Express' to Bath and Bristol on 28th September. **Richard Blunden**

In perfect weather, DRS Class 37/6 No. 37603, with Class 47/4s Nos. 47802 and 47841 both dead in tow, powers through Stafford on 28th September, with an empty coaching stock move bound for Crewe, after the two Class 47s had worked one of the Cruise Liner charters to Southampton. **Frank Richards**

WCR Class 57/6 No. 57601 has charge of an Exeter St Davids to Fort William charter over Dutton Viaduct, Warrington,on 23rd September. **Neil Scarlett**

Rebuilt 'Royal Scot' 4-6-0 No. 46115 *Scots Guardsman* drifts into Warrington Bank Quay on 1st October, with the 'Train of Hope', which ran to raise money for the charity CLIC Sargent. The former Longsight engine had departed Crewe 64 minutes down, but the spirited run that followed recovered most of the delay. **Chris Dixon**

Flying Scotsman repairs progress at Ian Riley works

The National Railway Museum has announced that the latest work in connection with the restoration of *Flying Scotsman* **is expected to be complete by late spring 2012.**

The return to steam of the 'A3' received a setback during the summer when several additional defects were discovered, relating to cracks in the loco frames. Remedial work is currently underway at Riley & Son (E) Ltd in Bury and the NRM says these are focusing on ensuring that the locomotive is in a condition to be able to run for decades to come.

The work includes the fabrication and installation of a new mid-stretcher, the machining of the axle boxes, the manufacture of a new middle motion bracket and the repair and installation of the horn guides.

▲ **Work is currently taking place on the frames of LNER 'A3' No. 502** *Flying Scotsman*, **within Riley & Son (E) Ltd's workshops at Bury.**

▼ **With its certificate ticking away, the boiler awaits the call to be reunited with the frames. Hopes are that the 'A3 ' will be steaming again from spring next year. Both: Ron Cover**

1930s 'art-deco' reigns supreme at NRM

With LMS 'Princess Coronation' Pacific No. 6229 *Duchess of Hamilton* **having been streamlined and on display within the NRM York since 2009, the Museum has taken the opportunity to pair the Pacific with a matching carriage.**

Helen Ashby, Head of Knowledge and Collections at the National Railway Museum, said that the "LMS event will present a spectacular sight not seen since the 1930s. *Duchess of Hamilton* has only ever been seen coupled with a matching carriage when it famously took part in the New York World's Fair in 1939".

No. 6229 *Duchess of Hamilton* became the most famous of its class when the loco was shipped to America to take part in the New York World's Fair in 1939, renamed and numbered as *Coronation*. It was selected as the best example of British engineering, based not only on power and speed, but the striking Art Deco design that oozed elegance and glamour.

Recognising the opportunity, the Museum has selected a 1937 3rd Class brake corridor carriage to be taken from the National Collection and transformed to match the Art Deco locomotive. Restoration work has been carried out on the vehicle's roof and the Crimson Lake livery applied. The iconic gold speed lines, which start from the nose of the streamlined locomotive are continued along the sides of the new vehicle.

The 'Duchess' and matching coach were displayed during the 'LMS Steam Weekend' on 24th/25th September.

▼ **LMS Princess Coronation Class No. 6229** *Duchess of Hamilton*, **together with its newly-paired LMS coach, stands in the South Yard at the NRM, during a preview event on 22nd September. Ron Cover**

Bodmin & Wenford Railway to host 1960s week

Following completion of the 'new' signalling installation at Bodmin General earlier this year, the Bodmin & Wenford Railway will be running a two-train service from 3rd-7th October during its '1960s Week' gala.

The re-signalling project marked a significant milestone in the development of the railway, which celebrated its 25th Anniversary this year, and has reintroduced semaphore signalling at Bodmin General for the first time in 44 years.

Star attraction will be the railway's auto train, comprising GWR 6400 Class 0-6-0 PT No. 6435 and auto-trailer No. W232W. In addition to this, the railway's Class 108 DMU will work some services during the event. The two-car set was built for British Railways at Derby and dates from 1958-61. It returned to service on the line in 1994, and has been used regularly, principally on off-peak services, since then.

On all five days of the event, there will be a regular timetable of trains, with 10 departures from Bodmin General, situated near Bodmin town centre, at 10.50, 11.30, 11.40, 12.25, 13.15, 14.05, 14.10, 14.55, 15.10 and 15.45.

◀ **The Bodmin & Wenford Railway recovered well from the failure of the NRM's GWR 'City' 4-4-0 No. 3717 *City of Truro*, with the use of LSWR 'T9' 4-4-0 No. 30120. On 15th September, the locomotive, together with GWR Prairie No. 5521, is pictured climbing the bank past Charlie's Gate, in 'top and tail' mode, with the 12.20 Bodmin Parkway to Bodmin General service. Stuart Warr**

▼ **With just a week to go before entering the workshops for a ten-year overhaul, GWR 0-6-0PT No. 5786 heads for Buckfastleigh with a Worcester Locomotive Society Members Brake Van Special on 24th September. No. 5786 is expected to be back in action on the South Devon Railway in April next year. Brian Thomas**

▲ Wainwright SE&CR Class H 0-4-4T No. 31239 approaches Dunton Green on 26th March 1953, with the 09.54 branch train from Westerham. **Brian Morrison**

Westerham branch returns to life .. for one weekend

Drummond Locomotive Limited's Swanage Railway-based L&SWR M7 class 0-4-4T No. 53 (BR No. 30053) will be visiting the Spa Valley Railway's 'Westerham' themed Autumn Steam Gala on 28th-30th October.

The event falls 50 years to the weekend on which the Dunton Green–Westerham branch ran its last train on 28th October 1961. Following closure, a preservation society took leases on its stations, and the last remaining 'H' class 0-4-4T (synonymous with the branch) was purchased, together with rolling stock. In 1963, with financial backing in place, terms of sale for the preservation of the entire branch were agreed with BR, but it subsequently broke off negotiations once it became apparent that Kent County Council might use compulsory purchase powers, as it was interested in the railway land for road improvement schemes. Most of the trackbed is now beneath the tarmac of the M25, west of Junction 5.

Class M7s were rare visitors to the line, but those allocated to Tonbridge shed did work the route in 1960, one being fired by one of the Spa Valley's current drivers. For the October gala event, three locomotives will be in steam.

Eridge, as the junction station, will become Dunton Green, Groombridge will be Brasted, High Rocks Halt will be Chevening Halt, and the Tunbridge Wells West terminus will become Westerham. The original order of the intermediate stations has been transposed to be more fitting with the character of the Spa Valley's stations! Using the 'M7', a two coach 'Westerham Flyer' will be recreated between 'Brasted' and 'Dunton Green'. The Westerham Brewery will be brewing 'Westerham Flyer Ale' for the event, and there will be archive film shows and photographic and model displays.

It is hoped that the visit of No.53 will include two operating days in advance of the event, visitors being advised to check the railway's website closer to the date.

In an ironic twist of fate, the M7's journey by road from Swanage to Tunbridge Wells will traverse the section of the M25 beneath which the Westerham branch is buried!

Co-Bo restoration enters next phase of progress

The next chapter in the restoration of the unique Co-Bo No. D5705 commenced on 24th September at Bury.

Utilising the ELR's 75-ton rail crane and a 70-ton hired-in road crane, the empty bodyshell was lifted from its bogies at Baron St Works on the East Lancashire Railway, and now sits safely on accommodation stands.

Work will now begin on overhauling the bogies and underframe. The traction motors will shortly be removed and sent away for assessment, prior to the three-axled 'Co' bogie moving undercover for work to commence on renovating the frames, brake rigging, brake cylinders and axle bearings. Once complete, the two-axle 'Bo' bogie will be dealt with.

Vital items on the underframe will be removed before lightly shot-blasting and priming of the entire underframe is carried out by contractors, thus saving hours of volunteer labour time which can be better utilised. It is hoped that No. D5705 can be put back onto its bogies in around 18-24 months' time subject to progress and funding.

Of course the majority of the above requires funds to happen, and the Class 15 Preservation Society, which is custodian of the locomotive, have recently launched a bogie appeal, details of which can be found on their website

Donations, by cheque/postal order made payable to COBO locomotive Group, can be sent to 8 The Oaks, Trevor, Wrexham, LL20 7TX.

▼ The empty bodyshell of Co-Bo No. D5705 is lifted off its bogies and placed onto accommodation stands in the yard at Baron Street Works on 24th September. **C15PG**

NRM holds LMS Steam Weekend

Over the weekend of 24th/25th September, the National Railway Museum at York held its LMS Steam Weekend.

The event presented the opportunity to line up several different types of locomotive including the first 'Princess Royal' and Streamlined 'Princess Coronation' line-up for many years.

◀ **The two Stanier Pacifics stand side-by-side during the photographic event at the NRM York.**

▼ **During the same event, the opportunity was taken to create a line-up of LMS tank locomotives, in the form of the NRM's Stanier 2-6-4T No. 5000, Fairburn 2-6-4T No. 42085 and Ivatt 2-6-2T No. 41241.**

▼◀ **Fairburn No. 42085 was used on the demonstration shuttle, seen here in the sun between duties. All: Ron Cover**

Class 59s venture into Norfolk for diesel gala

▲ **The Mid Norfolk Railway 'Autumn Diesel Gala' featured two Class 59s. Here, Nos. 59001** *Yeoman Endeavour* **and 59101** *Village of Whatley* **approach Kimberley on the 11.00 Dereham to Wymondham service on 25th September.**

◀ **Class 56/3 No. 56302 passes Crownthorpe on the same day, with the 09.00 Dereham to Wymondham service. Both: Steve Harper**

Severn Valley draws in the crowds for its 'Autumn Steam Gala'

Caledonian Railway 0-6-0 No. 828, visiting from the Strathspey Railway, arrives at Bewdley on 23rd September, with the 14.30 service from Kidderminster. **Ian Williams**

◀ Presenting an image of power and strength, BR Standard '9F' 2-10-0 No. 92212 restarts its train from Highley on its journey south, while working the 14.02 Bridgnorth to Kidderminster service on 23rd September. **John Stretton**

▼◀ GWR Prairie Tank No. 4160 leads the 16.22 Bridgnorth to Kidderminster service across Oldbury Viaduct during the SVR's Autumn Steam Gala Weekend on 25th September. **Donald Taggart**

▼ GWR 'King' class No. 6024 *King Edward I* makes a spirited start away from Arley on 23rd September, with the 10.32 Bridgnorth to Kidderminster service. **Paul Braybrook**

◀▲ In the early hours of 24th September, LMS 'Mogul' No. 42928 awaits its next duty at Kidderminster. **Alan Perryman**

▲▲ Ivatt Class 2MT No. 46443 and visiting Caledonian Railway No. 828 stand on Rock Siding at Bewdley, during the late evening of 23rd September. **Ian Williams**

▲ Lit by the glow of their fire, the crew of Caledonian Railway 0-6-0 No. 828 rest between turns at Kidderminster during the evening of 24th September. **Mick Rogers**

◀ BR '9F' 2-10-0 No. 92212 is at the forefront of locomotives stabled for the night on Bridgnorth Shed, on 24th September. **Fred Kerr**

The past and the present? Class 66/0s Nos. 66046 and 66139, plus Class 67 No. 67020 are stabled at Didcot on 26th September, along with DB-liveried Class 66/0 No. 66097, which is stabled out of sight, but reflected in the mirror! **Frank Richards**

With two of the new NACCO Rail bogie timber carriers immediately behind the locomotive, Colas Rail Class 66/8 No. 66848 powers the Carlisle Yard to Chirk loaded timber south, near Clitheroe on 27th September. **Paul Manley**

On 27th September, Powerhaul-liveried Class 86/6 No. 86637 presents an unusual sight as it heads north through Chelmscote with the 09.20 Felixstowe to Crewe intermodal service. With the exception of Class 86/5 No. 86501, Freightliner '86s' are normally, only to be found working in pairs. **Lorenzo D' Aniello**

Having recently taken over the contract from GBRf to move gypsum from Fiddlers Ferry Power Station, DB Schenker Class 66/0 No. 66168 eases the Newbiggin to Warrington Arpley empty working past Barrow, near Clitheroe, on 29th September. **Paul Manley**

Class 60 No. 60049 heads through the autumn tints of rural Cheshire at Mobberley, with the late afternoon 15.19 Tunstead to Oakleigh loaded Brummer Mond hoppers on 28th September. **John Wade**

This week has seen the start of the annual RHTT season. DB Schenker Class 66/0s Nos. 66199 and 66006 are pictured passing along the Dawlish Sea Wall on 29th September, in 'top and tail' mode on the Cornish RHTT set. During daylight hours, this diagram works from Westbury to St Blazey. **Stacey Thew**

Putting the pride back into Bounds Green

East Coast is presently operating one of the most intensive timetables to have been seen on the ECML in recent years.

The high number of trains, currently over 150 per day, the majority operating between London, Leeds and Edinburgh, is bringing possibly the highest demand for motive power and rolling stock that any franchise operator has seen. The East Coast fleet comprises of 31 Class 91 locomotives based at Bounds Green, with an additional 34 HST powercars maintained by Craigentinny in Edinburgh.

Bounds Green depot, in North London, handles the day-to-day and long-term maintenance for the fleet of Class 91s and Mk4 coaches and driving van trailers (DVTs). The 16-acre site has four servicing roads and two maintenance roads, each of which is covered and can hold a complete set. In addition, there are 15 pit berths in the repair shop for individual vehicles. The 225 members of staff at the depot, cover all aspects including shift production teams, shunting, traincare and maintenance.

East Coast has a requirement for 26 Mk4 sets to be in traffic every day, plus an additional 'hot spare' standby set, that is usually kept at Bounds Green. Out of these 26 sets, 11 are dealt with in London every night at Ferme Park, eight of which then go onto Bounds Green for further servicing.

As part of the timetable improvements introduced in May, additional sets are now dealt with overnight and extensive computer modelling has taken place at both Bounds Green and Craigentinny to ensure that the additional workload can be handled by the depots, both in terms of timescales and physical capacity. Part of this modelling highlighted issues at Bounds Green, which has resulted in investment taking place at Ferme Park, to allow three of the trains to be serviced and dealt with, without having to visit Bounds Green. Ferme Park also services Grand Central and Hull Trains sets overnight, along with undertaking some work for GB Railfreight.

▲ **Class 91/1 No. 91122 stands outside the depot building at Bounds Green on 22nd September. The locomotive had just returned from works attention at Wabtec Doncaster, but was experiencing problems with one of its traction motors. All: Richard Tuplin**

▶ **The late afternoon team briefing takes place at Bounds Green, with (l to r) Michael Hermanstyne Class 225 Team Leader, David Crafts, Class 91 Co-Team Leader, Phil Clifton, Technical Team member, and Depot Manager, Adrian Rowe.**

Overall £1.5 million has been spent on East Coast's three depots at Aberdeen, Craigentinny and Bounds Green, to accommodate the new timetable and part of this has involved building in spare capacity to accommodate changes as a result of any disruption that may have occurred on the ECML, to ensure that everything is back to normal the next day. Work has also included the installation of a new washing plant at Craigentinny , and creating additional stabling capacity on the depot.

There is an internal overview of the current situation relating to rolling stock on the depot at 16.05 each afternoon. This presents an opportunity for team leaders to update each other on the work that has been taking place during the day, any problems that may have arisen, and also provides the ability to confirm that the depot is on track for meeting its deadlines.

On the day of our visit, the technical team had completed work on BN01 set, which involved undertaking a 'S' exam, solving an operational issue with one of the toilet doors, and completing electrical work on the DVT. An 'S' exam is a daily check that is carried out on all vehicles against a set of specified safety functionality checks of the train. This would include checking the driver's report and vehicles defect books, confirming that the OTMR system is 'healthy', checking emergency equipment and testing the trains communication system, ensuring that all doors and CCTV cameras are working as are the head, tail and marker lights, and topping up the windscreen washer and sanding equipment.

While the locomotive team had completed the UAT on Class 91/1 No. 91116, classmate No. 91124 had a traction issue solved during the day and had returned to service by 16.00, and the team had been assisting the technical team with fault finding on No. 91122, which has just returned from works attention at

◀◀ One of the wheel lathe team checks the wheel profile against a 'standard' template.

◀ Mk4 DVT No. 82210 undergoes tyre turning at Bounds Green.

▼ Sets are moved around at Bounds Green shortly before midnight. BN13 set arrives in the shed propelled by Class 91 No. 91108, while on the adjacent roads are (l to r) classmates Nos. 91125, 91129, 91109 and 91113.

Doncaster, with a traction motor problem.

Elsewhere, the 225 team had been working on BN01 set, and the reliability team had been undertaking work on No. 91112 and assisting with investigations on No. 91122. Also within the reliability team's sights for the early evening was work on No. 91109, which was due to arrive on depot around 17.30.

Both the Mk3 and Mk4 sets are now operating some of the most intensive diagrams that the fleet has seen since the introduction of the Mk4s in the late 1980s. As a result of this, the overnight period is the only time that the operator gets to work on, or improve the trains. In the words of Andy Cope, Non-Executive Director for Directly Operated Railways, "Every time a train is in a depot, we should be adding value to it in someway, otherwise we are not using the fleet effectively". Adding value to the train, can be everything from repairs and general maintenance, through to installing reliability modifications or undertaking cosmetic improvements.

One of the main aims is to get the engineering responsibilities back at the forefront of operations. One of the examples of this, when DOR took over it was not uncommon for several Class 91s to be operating with traction motors isolated, that situation has now been reversed, and it is rare for locomotives to be running with any traction motors isolated.

While the HST fleet is currently achieving 42,500 miles per casualty, the highest recorded figure for the fleet, the reliability of the 225 sets is far from satisfactory, currently around 16,774 for the last reporting period – although it should be acknowledged that even this figure is better than when the fleet was originally introduced!

On the 225 fleet, there are over 300 single points of failures on each set, as there is little or no redundancy, such as spare pantographs or a second air brake bike, built into the 225 fleet. Each of these points of failure can and will bring a '91' and Mk4 set to a stand, and one of the biggest issues for the engineering team is 'keeping ahead of the game' given a fleet that is getting older, employs 1980s electronics and technology, and quickly has issues when problems arrive.

▲ **Class 91s Nos. 91022 and 91008 are pictured in the maintenance shed at Bounds Green shortly after 23.30 on 22nd September. Overnight, the designations of the six covered servicing and maintenance roads change, with all six purely being used for servicing and set preparation.**

Additionally, over the years a significant amount of knowledge and experience on the Class 91s and Mk4 stock has been lost from the railway network, partially due to engineering not always being seen as a high priority . Trying to get that knowledge back is one of the uphill battles that East Coast are facing, and to this end the company has recently restarted the apprenticeship programme at the depot. Other aspects are being changed and/or challenged from the way that things have traditionally been done. One example, being that the changing of pantographs can be undertaken at Craigentinny, but the locomotive then has to be moved to Bounds Green for testing! Good engineering practices are being put in place to take the franchise forward, to ensure that from an engineering point of view, the company can deliver a reliable and robust service to the passenger.

Reliability for the Class 91s peaked following the overhauls undertaken at Doncaster around ten years ago. This involved completely stripping and rebuilding each loco, and the work brought with it a substantial improvement in reliability. Seven years down the line however, and the gains seen following the completion of those overhauls are starting to be lost. The result is that East Coast and Eversholt Rail are constantly looking at what modifications can be made to improve the miles per casualty figures and to get the best of the fleet.

The Mk4 fleet suffers from problems with the power pack on the coaches and DVTs. A £160,000 investment has been undertaken in an attempt to improve the reliability of this equipment, known as the 'stat con'. The Falcon remote monitoring project is seen in many ways as the key to going forward, it can be expanded past the locomotive to the include the other vehicles within the set as well. One current consideration, subject to a suitable business case for the funding being

created, is to design a new door control panel, which would link into Falcon and provide vastly more information than the basic set doors open, set doors close that is presently available through the OTMR system. In some circumstances, this would then allow engineers to move into a proactive, rather than reactive maintenance procedure. For example, if a particular door or set of doors is taking more pressure to open/close than usual, the system can provide an alert for the problem to be examined, hence providing an advanced indication of a possible future fault.

Mk4 air conditioning is another known area of concern, and East Coast has taken steps to improve the availability of the spares pool for these items. The units are removed from the coaches when overhaul is required and replaced with a spare set. The original set was then dispatched to Wabtec at Doncaster for overhaul, before being returned. The key problem being that the spare sets were generally in transit to or from Doncaster, when they were required for service. Now however, the original HVAC reconditioning workshop, that was closed by GNER, has been reopened at Bounds Green, but because the original staff have now moved onto other work, the facility is currently being operated in partnership with Wabtec, and their employees are currently overhauling the equipment without it having to leave Bounds Green – the one exception being where a gas leak or pressure problem is detected, and due to needing specialised equipment and procedures, those units are transferred to Doncaster. The result is that the spares pool of HVACs has been increased, which in turn is providing a better ability for the depot to solve air conditioning problems on the trains.

Bounds Green is an established and competent depot, capable of handling every maintenance issue for East Coast's fleet. The bigger components, such as traction motor changes, are still sent to Wabtec at Doncaster however, as the works environment is better equipped to handle those kind of repairs. Outside of the 'one-off' issues that occur, '91s' currently go to Wabtec for either bearing overhauls or their eight-year and 15-year exams, which currently results in two out of the fleet of 31 being at Doncaster at anyone time. A new maintenance regime, developed between East Coast, Eversholt Rail and Wabtec, is currently being introduced, which will result in just one rather than two locomotives being at Doncaster on overhaul. The additional locomotive will improve the time Bounds Green staff have to work on product improvements and more thorough fault investigation, which should reduce the instances of 'no fault found'.

Traditionally, the depots have not generally had a great knowledge about the condition of the vehicles heading its way for overnight repairs. A heads up from control on the fault details has generally been the most information received. But a big part of the grand plan to improve reliability, is the soon to be introduced 'Project Falcon', which will enable engineers to look at a locomotive or vehicle in the live environment and, to some extent, be able to undertake active diagnoses of the fault. This will mean that the overnight maintenance crew should have more of an insight into the fault, or even an accurate understanding of whats gone wrong, prior to the set arriving on depot.

Bounds Green is not just about reactive maintenance though, the depot is, where possible, undertaking proactive work on the fleet, and in some cases this is as a direct result of having a spare Class 91 in the fleet, usually based at Bounds Green. This allows the spare loco to replace one which is performing at less than the optimum level, allowing that vehicle to be brought on shed and the problems investigated and repaired.

The availability of a 'spare' Class 91 in the fleet, allows Bounds Green to monitor those locos which are performing at less than optimum efficency, which may be for a variety of reasons. With the 'spare' loco in the pool, the depot has the ability to swap out locomotives and investigate possible issues before returning it to traffic. The addition of another 'spare', rather than being on overhaul

▼ **Class 91 No. 91009** *Sir Bobby Robson*, **and BN08 set stand in one of the servicing roads at Bounds Green on 22nd September, while alongside is one of the resident Class 08 depot shunters, No. 08571.**

▲ **Having worked a late evening train into London King's Cross, Class 91/1 No. 91110 and its Mk4 set is serviced at Ferme Park Depot shortly after midnight on 23rd September, while alongside is Grand Central HST powercar No. 43484** *Peter Fox 1942-2011* **with classmate No. 43468 out of sight on the rear.**

at Wabtec, should improve this situation further. However, an engineering assessment is presently being undertaken to investigate the feasibility of being able to replace an HST powercar on a Mk3 set with a '91' and vice-versa with an HST powercar on a Mk4 set. While there are no current aspirations to specifically diagram sets in this way, the ability to be able to operate a set in such a way, would provided added flexibility if needed.

One of the aims of East Coast is to reintroduce a pride in the depot at Bounds Green, showing staff across all levels, that everyone can make a difference the service that is provided out on the railway. The focus is on enhancing the reliability and punctuality of the service for passengers, and the procedures and projects underway put the company on a clear track to do that.

Without doubt, the next operator of the Intercity East Coast franchise is going to face questions over the future of the 225 fleet, although its fair to say that a number of options exist, from a further heavy refurbishment or replacement of the locomotives, through to a complete renewal of the entire fleet. Many of these questions will subsequently rely on funding and on the final decision over the Intercity Express Project (IEP), although it is clear that IEP is not the only option, a locomotive-hauled solution, that can adapt easily to handle services that go 'off-the-wires' to the likes of Harrogate, Hull, Aberdeen and Inverness, remains a clear alternative. Whatever the outcome, the '91' and Mk4 sets are here to stay for the foreseeable future, any replacement rolling stock is likely to concentrate on the HST fleet first, and it is unlikely that the 225 sets would be replaced any earlier that 2018, at a conservative estimate.

Our thanks go to the depot team, together with Ian Stewart, Engineering Director, Adrian Rowe, Depot Manager, and Andy Cope, Non-Executive Director for Directly Operated Railways, and John Gelson, East Coast Media Relations Manager, for their help and assistance is compiling and facilitating this article.

3rd October 2011

North Yorkshire Moors Railway (Northallerton)
Northallerton Town Cricket Club, Farndale Avenue, Northallerton. 'Mainly Scottish Steam' by Ken Falconer. Starts 19.30. Admission £1.50. Contact Ian McInnes on 01642 767233 for further details.
** REVISED DATE **

RCTS (Ashford)
The Elwick Club, Church Road, Ashford. 'That Was the Year that Was 1965' by Geoff Plumb. Starts 19.30.

RCTS (Birmingham)
Christ Church Community Hall, Burney, Ward End. 'Carlisle - A Railway Mecca and Football Outpost' by Colin Briggs. Starts 14.00

Stafford Rly Society
St Leonards Social Club, St Leonards Avenue, Stafford. 'Engine Sheds - Part 4, Eastleigh to Frome' by Chris Banks. Starts 19.30. Contact Mick Horton on 01785 840622 for details.

4th October 2011

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. 'World Ship Society' by Jimmy Poole. Starts 19.45. Contact Bob Poole on 01474 326232 for further details.

Locomotive Club of Great Britain(Bedford)
The Kings Arms, St Mary's Street, Bedford, MK42 0AS. 'Peter Bland Collection Part 2' by Bryan Cross. Starts 19.30. £1 Admission. Contact B.Cross on 01525 750149 for further details.

Permanent Way Institution (Wessex)
The Freemantle Club, Waterloo Road, Southampton. 'Eastleigh Works - Phoenix Rising from the Ashes' by Bruce Knight. Starts 18.00. Contact the Secretary, Richard Workman on 01426 645771 or at richardworkman@tiscali.co.uk.

RCTS(Watford)
St.Thomas's United Reformed Church, Langley Road, Watford. 'The Rail Scene in the USA' by David Walker. Starts 19.30.

Southern Electric Group (South Hampshire)
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'A to Z of Signalboxes' by Ted Goodman. Starts 19.30. Admission £2. Contact John Goodrich on 02380 670028 for details.

Weston super Mare Railway Society
Function Room, Conservative Club, Alexandra Parade, Weston super Mare. 'Main Line Steam in England and Germany' by Peter Doudney. Starts 20.00. Contact Lionel Jones on 01934 628289 for further details.

4th October 2011

North East Essex Railway Association
1st Floor, The Community Centre, The Triangle Centre, Frinton-on-Sea. 'BR Branch Lines in Colour' by David Soggee. Starts 19.45. Admission £1.50. Contact Roger Harvey on 01255 677165 for further details.

5th October 2011

Permanent Way Institution (Thames Valley)
Network Rail RSAR Site Office, 80 Caversham Road, Reading. 'Trainborne Infrasucture Inspection' Speaker TBA. Starts 17.45. Contact the Secretary, Malcolm Pearce on 07967 667019 or at malcolm.pearce@bbrail.com for details.

Stephenson Loco Society
Garden Room, Old Schools Buildings, Hayes Street, Hayes, Bromley. 'Members' Evening'. Start 19.30. Contact the Secretary on 0208 289 9935 for further details.

Warwickshire Rly Society
Lamp Tavern P.H., Barford Street, Highgate, Birmingham B5 6AH. 'Asian Miscellany of Steam' by Mike Squires. Starts 19.30. Contact Don Taggart on 01746 710676 for details.

6th October 2011

Permanent Way Institution (York)
Marriott Room, York Central Library, Library Square, York. 'The Crossrail Project' by Graham Reid. Starts 18.00. Contact Ken Aiston on 07787 512227 or at kaistonyork@btinternet.com for further deal

RCTS(Milton Keynes)
The Crown, Market Square, Stony Stratford. '1,000 Eggs on a Bicycle' by Colin Boocock. Starts 19.30

Scottish Rly Preservation Society (Edinburgh)
Quaker Meeting House, 7 Victoria Terrace, Edinburgh. EH1 2JL. 'A Baptism of Fire' by Professor John Hume. Starts 19.30. Contact Dr. Peter Howell on 0131 3345232.

Stephenson Loco Society
St John Ambulance Centre, Sandes Avenue, Kendal. LA9 4LL 'Twixt Tyne & Tees' by Jim Young. Starts 19.15. Contact the Secretary on 01539 720706 for further details.

7th October 2011

Cambridge Rly Circle
Arbury Community Centre, Campkin Road, Cambridge CB4 2LD. 'AGM & Life as a Traffic Apprentice' by David Ward. Meeting commences at 19.30.

RCTS(Bristol)
St Peters Church Hall, Church Road, Filton. 'The Somerset and Dorset Rly' by Keith Barrett. Starts 19.30.

RCTS(Carnforth)
County Hotel, Lancaster Road, Carnforth. 'First TransPennine Express' by George Thomas & 'Rebuilding Arnside Viaduct' Network Rail Presentation. Meeting commences at 19.00.

Stephenson Loco Society
The Friends' Meeting House, Mount Street, Manchester M2 5NS. 'Local Transport Nostalgia' by Nick Carter. Starts 19.00. Contact 01642 313451 for further details.

8th October 2011

Bournemouth Rly Club
Winton Methodist Community Centre, All Purpose Room, Junction of Alma Road & Heron Court Road, Winton, Bournemouth BH9 1DE. 'Southern Steam in the Sixties' by Roy Brough. Starts 14.30. All welcome, £2 donation. Contact the Chairman on 01202 742099 for details.

RCTS(Exeter)
Conference Room, Great Western Hotel, Exeter. 'British Railways in Black and White' by Mike Goldfield. Meeting commences at 19.00.

Stephenson Loco Society
Kidderminster Railway Museum, Kidderminster. DT10 1QX 'Railways of Singapore' by Gerry Nichols. Starts 14.00. Contact the Secretary on 01242 582152 for details.

10th October 2011

Driffield & East Yorkshire Rly Society
The Sidings, Middle Street South, Driffield, East Riding of Yorkshire. YO25 6PX. DVD Show by Jim Smith. Meeting commences at 19.30. All Welcome. £2 donation. Contact the Secretary on 01377 254068 for further details.

Lincoln Railway Society
St Hugh's Church Hall, Harewood Crescent, North Hykeham, Lincoln LN6 8JG, 'Steaming Around With Alex' by Alex Hurd. Starts 20.00, All welcome, £3 entrance. Contact Publicity Member on 01522-705365 or email graham@the-st.fsnet.co.uk for further details.

Plymouth Railway Circle
St. Edward's Church Hall, Home Park Avenue, Peverell, Plymouth. 'British Industrials In Colour' by Maurice Dart. Meeting commences at 19.30. Visitors Welcome. £2 Admission.

RCTS (Ipswich)
Bride Ward Social Club, 68 Austin Street, Ipswich. 'Great Plains Drifter' by Gordon Davies. Meeting commences at 19.30.

RCTS (Northampton)
St Crispin Social Club, Berrywood Road, Duston. 'The Midland Reborn' by John Downing. Meeting commences at 19.30.

RCTS(Sheffield)
S Mathews Church Rooms, Carver Street, Sheffield. 'The LMS 5MT 4-6-0s - its Origins and Service' by Paul Abell. Meeting starts 19.30.

Southern Electric Group (Sussex)
Deall Room, Southwick Community Centre, Southwick. 'Guilty Tickets' by Brian Boddy & Les Dench. ' Meeting commences at 19.30. £2 Donation. Contact the Secretary, Bruce Cakebread on 01273 462094 for further details.

Stephenson Loco Society
Lauriston Hotel, 15 South Crescent Road, Ardrossan. KA22 8EA. 'The Evolution of Diesel Traction in the USA' by Graham McLachlan. Starts 19.30. Contact the Secretary on 01294 822303 for further details.

York Railway Circle
The Library, Archibishop Holgate's School, Hull Road, York YO10 5ZA. 'Tyne Dock to Consett' by John Midcalf. Meeting commences at 19.30. £2 donation requested. Contact Robin Patrick on 01904 412232 or at locopatrick@aol.com for further details.

Should your society information be listed on this page?

If so, then please email the details to the editor, remembering to include the date, starting time and location, together with details of the event, speaker and entrance charges if applicable. It is not necessary, but helpful to people, if you can also include a contact name and phone number/email address that can be published.

Railway Herald reserves the right to edit details entered in this section, which may also be displayed on our online events diary. The information is believed to be correct at the time of publication.

Web Links
Links to the various society websites can be found by clicking here. Is yours missing? Send the details to the editor.

▼ **Class 20s Nos. 20189 and 20142 pass Gainsborough Trent Junction, while working 'light engine' from Barnetby to Doncaster RMT, via Lincoln, on a route learning trip on 26th September. Steven Craig**

11th October 2011

Abergavenny and District Steam Society
Upper Room, The Hen and Chickens, Flannel Street, Abergavenny. 'Reflections of a Rail Enthusiast' by Jef Morgan. Starts 20.00. Contact the Secretary, Ken Mumford on 01793 335862 for further details.

Great Western Society (Bristol)
BWAW, 589 Southmead Road, Filton, Bristol BS34 7RG. '140 Years of Westinghouse Signalling' by Tim Maynard. Meeting commences at 19.45. Visitors Welcome. Contact the Secretary on 01454 323230 for further details

Meon Valley Locomotive Society
St Peter's Church Hall, Free Street, Bishops Waltham. 'Aspects of Southern Steam & Golden Arrow' by Mike Pym. Meeting commences at 20.00. Non-members admission £2. Contact John Barrowdale on 02392 640951 for further details.

Permanent Way Institution (Croydon & Brighton)
Mott MacDonald House, Sydenham Road, Croydon CR0 2EE. 'Timetable Planning' by Jonathan Tyler. Meeting commences at 17.45. Contact the Secretary, Martin Cresswell on 07815 968245 or at mcresswell@tinyworld.co.uk for further details.

Permanent Way Institution (Lancaster, Barrow & Carlisle)
Carnforth Royal Station Hotel, Carnforth. 'The Waverley Line - History and Reopening' by David Spaven. Starts 18.00. Contact the Secretary, Philip Bull on 07964 103202 for further details.

RCTS (Chester)
'Observation at Newport/Cardiff". Contact Alan Turton on 01606 854227 for further details.

RCTS (Nottingham)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'J.G.Robinson, another Railway Artist (and GCR CME) - Part 1' by Ken Grainger. Starts 19.30.

Scottish Railway Preservation Society (Motherwell)
Vestry Hall, Trinity Church, Avon Street, Motherwell. 'The 1960s Digitised' by Keith Sanders. Startsn 19.30. Contact Fred Landery on 01698 457777 for further details.

12th October 2011

Basingstoke & District Railway Society
Wote Street Club, New Road, Basingstoke RG21 7NG. 'Society Photographic Competition'. Meeting commences at 20.00. Contact the Secretary on 01256 819401 for further details.

Oxfordshire Rly Society
Seacourt Day Centre, Seacourt Road, Oxford OX2 9LD. 'The Midland & Great Northern' by Max Wilkinson. Meeting commences at 19.30.

RCTS (Cardiff)
Old Church Rooms, Radyr. 'Railtour of Wales' by John Spencer Gilks. Meeting commences at 19.30.

RCTS (Hitchin)
Hitchin Christian Centre, Bedford Road, Hitchin. 'The Question is Why - 35 Years of Railway Photography' by John Tomlinson. Starts 19.30.

Stephenson Loco Society
YMCA, Bridge Street, Guildford. GU1 4SB. 'Bulgarian Railways Today' by Peter Worsley. Starts 19.30. Contact the Secretary on 01372 379216.

Swiss Railways Society (London)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. (near Kings Cross station) 'An Evening with Ron and Allan Dawes'. Starts 19.00. £3 donation. Contact Ron Dawes on 0208 660 3532 for further details.

13th October 2011

Bath Railway Society
Bath Green Park Station Meeting Room. 'The Lynton and Barnstaple Railway - Its Rise, Fall and Rebirth' by Dave Tooke. Starts 19.30. Contact Kevin Plummer (Evenings) on 01225 312564 for further details.

Continental Rly Circle
St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ 'North American Railways' by Mike Walker. Starts 19.15. Admission £2. Contact Adrian Palmer on 01932 850624 for further details.

Ffestiniog Railway (Bristol)
BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG. 'Archive 8mm Cine Film From the 1960's and 1970's' by Jon Marsh. Starts 19.45. Contact the Acting Secretary, Tim Maynard on 01275 341889 for further details.

Grantham Rly Society
St. Wulfram's Church Hall, Church Street, Grantham, NG31 6RR 'Steaming through Britain' by GB Productions. Starts 19.30. Admission £2. Contact Phil Mason on 01476 407569 for further details.

PW Institution (Manchester & Liverpool)
SQ1, Network Rail Offices, Manchester. 'Stafford and Norton Bridge Remodelling' by David Lawrence. Starts 13.00. Contact the Secretary, Rob Cummings on 07798 858784 for further details.

PW Institution (North Wales)
The Town Crier Inn, City Road, Chester. 'The North West Electricification Scheme' by John Fry. Starts 18.30. Contact the Secretary, Lynne Garner on 07771 672274.

PW Institution (South & West Wales)
Newport. Venue TBA. 'Rail Milling' by Paul Baker. Starts 18.00 Contact the Secretary, James Hepburn on 07919 307726 for further details.

RCTS(Newcastle)
The Brunswick Methodist Hall, Newcastle. 'Edinburgh Suburban Line in the Steam Days' by Steward Sellar. Stars 19.30. Contact jimbrick@fsmail.net for further details.

14th October 2011

Altrincham Electric Rly Preservation Society
Altrincham Methodist Church Hall, Barrinton Road, Altrincham, WA14 1HF. 'Railway Cine Films from the 1970s' by Richard Greenwood MBE. Starts 19.30. Admission £3. Contact Andrew Macfarlane on 0161 928 9394 for further details.

GCR Leicester Area Group
St Bartholomews Church Hall, Church Lane, Quorn. 'On Parallel Lines' by Ken Horan. Starts 19.30. Contact John Calton on 07714 546163 for further details.

Great Western Society (Swindon)
Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon, SN3 1JE. 'A Railway Experience in the Isle of Man' by Mike Smith. Starts 19.30. All Welcome. Contact the Secretary on 01793 495976 for further details.

RCTS (Edinburgh)
Quakers Meeting House, 7 Victoria Street, Edinburgh. 'Yesterday's Railways in Edinburgh' by Douglas Yuill. Starts 19.00. Contact the Secretary at evanwilliams@talktalk.net for further details.

Shropshire Rly Society
The Gateway, Chester Road, Shrewsbury. 'Railways of Sri Lanka' by Les Nixon. Starts 19.30.

Stephenson Locomotive Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. NE1 1SE. 'The Future Direction of The National Railway Museum' by Steve Davies. Starts 19.00. Contact the Secretary on 01434 688946 for further details.

15th October 2011

Great Western Society (South West)
Parish Centre, Church End Road, Kingskerswell, Torbat, TQ12 5LD. 'The Great Western Evolution Legacy' by Steve Andrews. Starts 18.30. Visitors Welcome. Contact 01803 336329 for further details.

17th October 2011

NYMR (York)
New Earswick Sports and Social Club, New Earswick,YO32 4AG. 'A Pot Pourri of Britains Railways' by Tim Cooper. Meeting commences at 19.30. Contact Bryan Blundell on 01904 764648 for further details.

RCTS (Chester)
The Town Crier, City Road/Station Road,(opposite station entrance), Chester. 'Great Railway Photographers' by Brian Stephenson. Starts 19.30.

RCTS (Coventry)
Maudslay Hotel, 190 Allesley Old Rd, Coventry. 'Chiltern Railways Progress' by Adrian Shooter. Starts 19.30.

RCTS (Oxford)
West Oxford Democrats Club, 1 North Street, Osney. 'Milepost 82.5 - The History of the WCML at Rugby' by Stephen Weston. Starts 19.30.

RCTS (Roade)
Roade Village Hall, Bailey Brooks Lane, Roade. 'The Lancashire and Yorkshire Railway in LMS Days' by Noel Coates. Starts 14.00.

RCTS (Shenfield)
Shenfield Parish Hall, 80 Hutton Road, Shenfield. 'On and Off the Footplate' by Bill Davis. Starts 19.30.

Stafford Rly Society
St Leonards Social Club, St Leonards Avenue, Stafford. 'Years of Blue' by Mike Richards. Starts 19.30. Contact Mick Horton on 01785 840622 for further details.

18th October 2011

Monmouthshire Rly Society
Room A10 UWCN City Campus, Usk Way, Newport NP20 2BP. 'Lynton & Barnstaple Railway' by P. Gower. Start 19.15. £3 Admission.

Back Issues

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Rear Cover Caption

The Severn Valley Railway's Ivatt 4MT 2-6-0 No. 43106 passes Dead Man's Hill, near Weybourne, at sunset, during a photographic charter working on the North Norfolk Railway on 9th September. Nigel Pitt

Magazine Information

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