The Railway Herald

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The complimentary UK railway journal for the railway enthusiast

In This Issue

GBRf locomotives break new ground
Major investment announced by FGW
Liverpool South Parkway ready to open
Steam festival success for G-WR

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9 June 2006

Contents

Newsdesk 3
GBRailfreight traction breaks new ground. Liverpool South Parkway station unveiled. First through train planned to Minehead. Major investment by First Great Western announced.

Rolling Stock News 7
Celebrity Class 37/4s to be stored? Class 450 No. 450101 enters traffic. Class 66/4 No. 66413 makes National Network debut. EWS stores Class 67s.

Preservation View 8
Gala news from the East Lancashire and South Devon Railways. First class sleeper single to Minehead. Transport Festival at Barry Island and Terrier steams at Spa Valley.

Preservation View Special 12
A special look at the recently highly successful festival held to celebrate the 100th anniversary of the Gloucestershire Warwickshire Railway.

Notable Workings Pictorial 14
A look at some of the rare and notable workings over the past week.

Submissions

We welcome submissions from all readers, especially photographs from those enthusiasts with a digital camera! Pictures should be sent to the editor at editor@railwayherald.co.uk

Good quality scans of colour slides and prints are also acceptable.

Please note that as the Railway Herald is free and compiled on a voluntary basis, we are unable to offer any financial return.

Once the 'new-look' Railway Herald is launched, a reproduction fee will be paid to photographers.

Where possible we always try to use photographs taken within the production week (i.e. the next issue will, where possible, only include images taken between the publication date of this issue and the following Friday.

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Yorkshire Coast Charters!

RIGHT: On 3 June, the Class Forty Preservation Society's BR blue liveried Class 40 No. 40145 headed for Whitby from Crewe. With DRS Class 37/0 No. 37229 *Jonty Jarvis* attached to the rear on the outbound run to save a run-round at Battersby Junction on the Whitby branch, the ensemble passes Church Fenton shortly after 8pm running 55 minutes early! RICHARD TUPLIN

BELOW: The classic location of York station plays host to LMS 'Jubilee' 4-6-0 No. 5690 *Leander* on 27 May. The locomotive was working a Tyseley to Scarborough charter for Vintage Trains. NIGEL COCKBURN

FRONT COVER: InterCity liveried Class 47/4 No. 47826 *Springburn* heads south on the Settle & Carlisle line on 3 June with the return leg of a King's Cross - Carlisle charter. The train was worked north from Doncaster to Carlisle by LMS No. 6201 *Princess Elizabeth*. HUGH GIBSON

GBRailfreight locomotives break new ground

GBRailfreight continues to develop and expand its business activities.

The week commencing 5 June saw GBRf operate the first train of a new aggregate contact, moving 30,000 tonnes of limestone from Rylstone, north of Skipton, to Bury St. Edmuds.

The train, which is using CAIB JNA bogie box wagons is scheduled to work two or three times a week over the next 12 weeks.

The stone is destined for ultimate use at Stansted Airport.

The first two trains on 5 June and 7 June have both used one of the recently delivered Metronet Class 66/7 locomotives, Nos. 66719 and 66718 respectively. Departure from Rylstone has been around 08.50 with the train stabling overnight at either Peterborough or Whitemoor before being discharged at Bury St. Edmunds the follow day.

Operationally the train can use one of three paths from the quarry depending on traffic levels from Rylstone for other destinations.

The first pairing of GB Railfreight Class 66/7s into Cornwall also occurred on 5 June, when Nos. 66715 Valour and 66703 Doncaster PSB 1981-2002 headed into the county to power overnight engineering trains on 6-8 June. The locomotives ran light engine from Willesden to Westbury, before working a civil engineers service to St. Blazey.

ABOVE: Metronet liveried Class 66/7 No. 66718 meanders along the scenic Rylstone branch in West Yorkshire with the 08.47 Rylstone - Whitemoor aggregate service on 7 June. The train will go forward to be discharged at Bury St. Edmunds the following morning. FRED KERR

BELOW: Heading for the West Country, GBRf Class 66/7s Nos. 66715 and 66703 climb Whiteball Bank between Taunton and Exeter on 5 June with a long-welded rail train, bound for St. Blazey. The locomotives were used in Cornwall on overnight possesion work around Penzance, returning to St. Blazey each morning. Most if not all of the original 18 Class 66/7s have now gained the standard First Group branding on the cabsides. BRIAN GARRETT

Class 37 locomotives finally ousted from Highland sleeper

Following on from the story in our last issue (see Issue 38, P.8) First ScotRail has confirmed that the Fort William sleeper service will transfer to Class 67 haulage from the start of the summer timetable on 11 June.

The change brings a major era in the West Highland Line's history to an end. The Class 37s were employed on all duties from general freight services to the passenger service between Mallaig, Fort William and Glasgow Queen Street until 1989, when the latter went over to Sprinter operation, leaving the Type 3s with the overnight sleeper and freight services.

The arrival of the General Motors Class 66s has seen the Class 37s use on freight traffic cease, with the exception of occasional civil engineers trains for the West Highland Extension from Fort William to Mallaig.

It is hoped that the main benefit to passengers of the new traction will be an increase in reliability giving better punctuality, despite the Class 67s being subjected to more than 100 speed restrictions across the route between Craigandoran Junction and Fort William.

The implecation of the latter statistic being the extending of the London Euston - Fort William journey time by nine minutes, giving a slightly later arrival in the Highlands.

New Liverpool South Parkway station opens

The newest station in Liverpool opens its doors on 11 June for the first time. It is hoped that the new £32 million Liverpool South Parkway Interchange will transform public transport in South Liverpool, providing fast and efficient links to Liverpool John Lennon Airport as well as access for up to 11,000 jobs planned for the area.

The eco-friendly modern interchange has already won awards and accolades for its design, use of building techniques and its potential contribution to the regeneration of the Speke and Garston Pathway areas.

The new futuristic looking station replaces the two older stations of Allerton and Garston and brings together a single integrated booking office and passenger information point for bus, rail and airport journeys, features a high frequency bus shuttle service to Liverpool John Lennon Airport and provides a free 240 space park and ride car park for passengers.

Funding for Liverpool South Parkway includes £6 million from the Department for Transport, a European Regional Development Fund (ERDF) grant of £11m, with a further £1 million from Liverpool City Council and the remainder from Merseytravel's own resources.

The entire station complex has been designed to be environmentally friendly both in its construction and continued operation. The buildings themselves were constructed from waste blast furnace slag rather than cement, the roof uses over two tonnes of recycled aluminium and solar photovoltaic cells on south facing windows which provide some of the electricity for the station.

As with all modern day development, accessibility is a key factor in the design of any public facility. The new Liverpool South Parkway station is no exception, with easy access doors, colour contrast design features to assist people with low vision, variable height ticket counters, wheelchair accessible toilets, high visibility signage, induction loop systems for people with impaired hearing and a highly visible staff presence to assist all passengers.

The half-hourly service from Manchester Oxford Road to Liverpool Lime Street will call at the new station, in addition to the hourly service from Liverpool to Crewe and Birmingham and the regular Merseyrail network services. Later this year, services to Sheffield and the East Midlands will be introduced and Merseytravel will be exploring further routes in advance of the 2008 European Capital of Culture Year.

From December this year, it is envisaged that there will be additional peak time services to and from Manchester and beyond with additional services on Merseyrail into the evenings. Plans are also being developed to operate a new stopping shuttle service from LSP to Liverpool Lime Street.

From May 2007, the aim is to introduce additional stops into the existing Trans-Pennine Scarborough - Liverpool services, with further service enhancements with each timetable change.

VoG celebrates first birthday

On 12 June, the passenger service over the Vale of Glamorgan line from Bridgend to Cardiff via Barry celebrates its first birthday.

In that time, over 225,000 passenger journeys have been made, proving that the railway has become a vital link for commuters and leisure travellers. The route also provides a link, via Rhoose and a seven minute bus journey, to Cardiff International Airport.

The project to restore the Vale of Glamorgan railway line and introduce a link to Cardiff International Airport won the Chartered Institute of Logistics and Transport Cymru National Award for Best Integrated Travel Project in May 2006.

WCML Trent Valley Four-tracking project moves forward

Network Rail has opened a new bridge over the River Tame, as part of the company's £350m investment in the Trent Valley Four Tracking Project (TV4).

The River Tame part of the project started back in May 2005. It involves the construction of two new bridges over the River Tame in order to allow four tracks to run simultaneously through the area.

In order to minimise disruption, the work is being completed in two phases:

Phase One was completed over 3/4 June and saw the second of two existing tracks moved from an existing bridge onto the new bridge. The first track being moved across the previous weekend.

The existing bridge over the river will be demolished as part of Phase Two with a second new bridge being built and craned into posision. Two additional tracks will then be constructed on this bridge, taking the total number of tracks crossing the River Tame to four.

ABOVE: The signal box at Lichfield Low Level will be demolished as part of the works, along with the crossing control signal box at Hademore crossing.

BELOW: Work on the Trent Valley Four-Tracking Project is proceeding apace. Preparation of the ground has begun at Coton Lane works, which involves building of a new road bridge and the slewing of the road to match. Tracklaying here is expected to begin early in 2007 for the 14-mile section of four tracking. Both: WILLIAM F. ROOST

Bombardier win multi-million pound refurbishment contract

First Great Western has announced that a multi-million pound contract to refurbish its coaching stock has been awarded to Bombardier Transportation.

The company will be investing £63 millon over the coming months in new, high quality, interiors for more than 400 carriages in the most significant and wide ranging overhaul of Britain's High Speed Train fleet.

The new carriages, which will will enter service over the next 18 months, will increase the number of seats on some trains by more than 10 per cent and offer a radically improved environment for customers.

As well as an improved overall ambiance, the new-look carriages will incorporate a number of new features designed to make customers' journeys safer, more productive and more enjoyable. The work is in addition to more than £100m which has been invested in reliability improvements.

Seating throughout the trains will be replaced, with at-seat power points, new luggage racks and provision for an at-seat trolley service in Standard as well as First Class.

New toilets and vestibules are to be fitted, along with new carpets and the outside of every carriage will be given the new First standard 'dynamic lines livery'.

To improve safety, the existing windows will be replaced by double glazed, laminated glass and new emergency lighting will be installed. First Great Western's investment follows extensive research and development, including the creation of two full-size prototypes of the carriages which have been on display at the STEAM museum in Swindon.

Hundreds of customers, stakeholders and staff have viewed the carriages at special exhibitions and provided their feedback on the designs to First Great Western.

This latest announcement is part of a £200 million investment in trains stations and customer service from First Great Western over the next two years. The most significant part of that being the re-enginging of the HST fleet at Brush Traction in Loughborough with more reliable, environmentally friendly MTU engines.

First Great Western has also signed a second, £85 million contract with Bombardier Transportation for bogie overhaul and technical development work to be undertaken throughout the life of the new Greater Western franchise.

The first of the new-look carriages will be in service in November 2006, with all 405 carriages completed by December 2007.

Consulations start on new franchises

The Department for Transport launched consultations on the specifications for the new East and West Midlands and New Cross Country franchises on 8 June.

The consultations seek views on proposals for the minimum levels of service that future operators must deliver. The three new franchises will start operating on 11 November 2007. Proposals for the new franchises will address over-crowding, with additional trains operated in each of the franchise areas.

The consultations mean that new operators will expected run an extra 40 daily services on the new West Midlands franchise and around 20 additional services each day on the new East Midlands franchise. In addition, the New Cross Country franchise will be expanded to include services to Nottingham, Leicester, Peterborough and Stansted Airport.

The proposals would require bidders to support further growth by increasing capacity. They will be expected to explore extra services and operate longer trains on the busiest routes.

New franchise contracts will set targets for year on year performance improvement. The modernisation of the West Coast Main Line will also allow more and faster journeys on the New Cross Country and West Midlands franchises.

In the East and West Midlands franchises, where the operators will be responsible for stations, the busiest stations will achieve secure stations accreditation.

Responses are invited by 7 August and the Department for Transport will give the pre-qualified bidders an Invitation to Tender in Autumn 2006. The closing dates for receipt of bids is February 2007 and the winners will be announced in Summer 2007.

BELOW: In brilliant sunshine, Class 40 No. 40145 powers Pathfinder Tours Crewe - Whitby excursion through Welbeck on 3 June, bound for the coastal resort of Whitby. On the rear of the train, out of sight, is DRS Class 37/0 No. 37229 *Jonty Jarvis*. WARREN ARMSTRONG

ABOVE: **Subtle changes continue to take place across the network. On 6 June, Class 92 No. 92002 *H G Wells* works through Atherstone with 6L48 Garston Yard - Wembley Yard empty Cartics service, a train which has traditionally been booked and worked by a Class 90. This is believed to be the first working of a Class 92 on the train.** WILLIAM F. ROOST

Through train to Minehead

Destination Somerset is the title for the through working of a First Great Western Class 158 onto the Minehead Branch.

The train is due to operate on 28 June, subject to the final signing off of work at Norton Fitzwarren by Network Rail.

Day Ranger price cuts

First Great Western is urging holidaymakers and locals alike to travel by rail this summer using the company's Devon Day Ranger and Cornish Day Ranger fares, most of which will come down in price from 11 June.

Day Ranger tickets are available for Cornwall (including Plymouth) and Devon; as well as for individual branch lines in Cornwall and the Tarka Line (between Barnstaple and Exeter) in North Devon.

Vehicle access barrier tests for London Waterloo & Victoria

Trials are to take place at London's Waterloo and Victoria stations to test new vehicle access barriers at the main vehicle entrance to each station's concourse.

The purpose of the trial is to assess the impact that the barriers may have on the day-to-day operations of each station.

The trials and the stations chosen to host them, are purely to assess future analysis about the appropriateness and value of such barriers and are not direct measures to enhance security at each station.

It is expected that both trials will last for around three months.

The barriers are about a metre in height and will prevent access by vehicles but still allow passengers to walk past to and from the platforms. The barriers will be opened to allow vehicle access when necessary, for deliveries onto the concourse for example and can also be opened at very short notice to allow access for the emergency services.

Merseytravel unveil plans for two more station refurbishments

Merseytravel has unveiled plans for the refurbishment of two major stations on the Merseyrail Electrics network at a cost of over £8 million at part of the Local Transport Plan.

The £4 million worth of refurbishments at Bootle Oriel Road will include a new ticket office and booking hall and a footbridge with stairs and lifts to the platforms. The subway will remain open but only for pedestrian use between Oriel Road and Canal Street.

The station will also be equipped with CCTV to ensure the comfort and safety of passengers.

Other improvements include a new shelter on the Southport platform to match the recently added shelter on the Liverpool platform.

Detailed plans have been submitted to Sefton Council and work on the 12-month contract is planned to start before the end of this year.

The other station, which will see improvements is one of the most heavily used on the Merseyrail Electrics network - Sandhills. Almost three quarters of the 4,000 plus daily passengers use the station as an interchange point. Like Bootle, over £4 million will be spent on providing lift access from street level to the platform with extra capacity to cater for passengers using the Everton and Liverpool soccer buses.

At the same time, a new ticket office will be created at ground level adjacent to the interchange. A resurfaced platform with full length glazed canopy will provide improved protection for waiting passengers, while a dedicated interchange area for buses, taxis and cars dropping off and picking up will be created.

Merseytravel also plan to provide for a retail outlet at platform level together with a unisex disabled toilet at platform level.

BELOW: **An artists impression of how the newly refurbished station at Bootle Oriel Road will look.** MERSEYTRAVEL

ABOVE: **Recently delivered SWT Desiro 450101 is seen here on one of its first passenger carrying runs, flanked between 450015 and 450007 on the 10.14 Alton to Waterloo on 6 June.** CHRIS NEVARD

Class 67s go into store

EWS has placed a further three Class 67 locomotives into store at Toton on 7 June.

Nos. 67002 *Special Delivery*, 67004 *Poste Haste* and 67024 all join Nos. 67010 *Unicorn* (at Toton) and 67026 (at Motherwell) in the stored pool.

Further Class 185 deliveries

The latest Siemens Class 185 'Desiro' DMU No. 185119 arrived at Longsight International on 29 May, behind Class 67 No. 67015, bringing the total number of units delivered to 20.

Heritage 50s to Fishguard

Arriva Trains Wales is to return to locomotive hauled trains for a small number of scheduled services over the summer.

The company is to use The Fifty Fund's Class 50s Nos. 50031 *Hood* and 50049 *Definance* on the 10.55 Cardiff Central - Fishguard Harbour and 13.35 return service during the summer timetable. The train runs Saturdays only 24 June - 22 July then Monday - Saturday from 24 July until 9 September.

It is likely that 24-27 July will also see a Class 50 working from Cardiff Central to Llandrindod Wells in connection with the Royal Welsh Show.

Celebrity *Caerphilly Castle* likely to be stored

After a slight reprieve, celebrity 'green' liveried Class 37/4 No. 37411 *Caerphilly Castle* looks likely to be placed into the stored pool at Margam LIP within the next few days.

As reported last issue, the locomotive toured several branch lines in Devon and Cornwall on charter duties, working in 'top and tailed' mode with BR Standard 4MT No. 76079.

Following the last of these, the celebrity Type 3 headed for London, with 5Z28 12.30 Exeter Riverside - Old Oak Common on 2 June with the empty stock. Following which it moved to Willesden in preparation for inclusion in the consist of 6V00 23.49 Wembley Yard - Margam on 4 June.

A repreieve however, saw the loco heading for the Midlands as 0Z98 09.45 Wembley Yard - Bescot on 5 June from where it tripped two coaches from Bescot the following day to the Birmingham Railway Museum at Tyseley, returning light engine. On 6 June, the Type 3 was back on revenue earning freight workings, in charge of 6W55 20.36 Bescot Yard-Dovey Junction engineers trip, returning to Bescot the next day.

The loco then ran 'light engine' from Bescot to Newport ADJ later that day, before its final move, an overnight trip to Margam.

The storing of No. 37411 would leave an active EWS Class 37 fleet of five locomotives, although this is likely to be further reduced within the week to just four, with the expected move of large-logo liveried No. 37425 *Pride of the Valleys* into the stored pool.

New DRS 66 ventures out

Following their offloading and transfer from Newport Docks to Carlisle Kingmoor on 30 May, the latest batch of three Class 66s for Direct Rail Services have been undergoing commissioning at Kingmoor depot.

Class 66/4 No. 66413 made its maiden solo run on the national network on 8 June, when it worked a 'light engine' test run on the West Coast Main Line from Carlisle Kingmoor to Carnforth and back.

BELOW: **A hybrid Class 170 Turbostar twin departs from Cromer on 28 May, forming the 16.36 'one' service from Norwich to Sheringham. The unit, which is officially No. 170207, is comprised of the driving car from unit No. 170101 in Central colours and a similar vehicle from unit No. 170207 in 'one' livery. The other vehicles of both sets having been damaged in seperate incidents. The set is likely to remain a hybrid unti late summer.** BRIAN MORRISON

ABOVE: **A regular performer on the North Norfolk Railway is WD 2-10-0 No. 90775. Here the locomotive approaches Weybourne on 28 May with the 15.45 Sheringham - Holt service. This loco, together with N7 0-6-2T No. 69621 and J15 0-6-0 No. 65462, are currently the mainstays of the line's motive power fleet. SR 'Battle of Britain' No. 34081** *92 Squadron* **is out of traffic until early next year with firebox problems and the flagship of the railway, Class B12 4-6-0 No. 61572 is currently out of service with axle box problems, although it is expected to return to traffic within the next six weeks.** BRIAN MORRISON

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Other special events later in the year include:
Vintage Vehicle Weekend - 8th & 9th July
Music on the Moors - 27th & 28th August
Day Out With Thomas - 9th & 10th September
Wartime Weekend - 13th-15th October
Wizard Weekend - 28th & 29th October

Watch the railway and local press for details!

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ABOVE: The Churnet Valley-based American built Class S160 2-8-0 No. 5197 is to visit the North Norfolk Railway from August. The locomotive, which was built for the US Army Transportation Corps in 1944 was shipped to Britain before moving to China in 1946, where it remained until the locomotive was repatirated in 1995. Recent weeks have seen the S160 as a guest on the Swanage Railway. Here No. 5197 steams away from Corfe Castle in damp weather conditions with a Swanage to Nordon service. ANDREW P. M. WRIGHT

Work starts on RSH tank

The Avon Valley Railway has started work on replacing the boiler tubes in the resident RSH 0-6-0T No. 7151.

The locomotive has been an active member of the railways motive power department for several years, having returned to service in the mid-1990s after the completion of a major restoration project and became the 'key' steam locomotive during the railway's 2005 running season.

With the Ferrum 'Karel' No 4015, one of several of the type imported from Poland, now back in service, time is available to remove the boiler from No. 7151's chassis and begin work on removing the tubes.

Recent locomotive movements

Class 26 No. 26024, normally resident on the Bo'ness & Kinneil Railway has moved to the East Lancashire Railway for three months. The locomotive is booked to appear at the railway's main Diesel Gala (5-9 July) and also on 1-3 September. It is also hoped that the loco will see use on at least one normal weekend running day between the events.

Class 56 No. 56040 has been moved from Immingham TMD to one of the docks sidings to await road transport to its new home on the Mid-Norfolk Railway.

Following its short visit to the Swanage Railway, the Gloucestershire Warwickshire Railway's Class 37/3 No. 37324 *Clydesbridge* has returned to its usual home at Toddington.

BELOW: Class 37/3 No. 37324 *Clydesbridge* is pictured on a low-loader having arrived at Toddington from the Swanage Railway on 2 June. DOUG JOHNSON

Diesel Fleet Update

In the first of a new occasional look at the current 'status' of a specific railway's locomotive fleet, we turn the spotlight on the diesel locomotives in the care of Colne Valley Diesels Ltd.

BR Class 31 No. 31166

Based on the Wensleydale Railway, No. 31166 is out of service awaiting repairs to its cylinder liners.

BR Class 31 No. 31188

Also based on the Wensleydale Railway, the is locomotive currently being prepared for service during the summer and is expected to be back in traffic during July.

BR Class 31 No. 31235

No. 31235 is presently out of traffic at the Mid Norfolk Railway, Dereham, while repairs are undertaken to the cylinder valves and liners. It is hoped that the locomotive will return to traffic during July.

BR Class 31 No. 31255

The locomotive is currently in a serviceable condition and based on the Colne Valley Railway in Suffolk. No. 31255 sees use on the railway's 'Pullman' dining trains which operate twice a month and retains its mock EWS livery.

BR Class 31 No. 31270

Serviceable and based at Peak Rail.

BR Class 31 No. 31421

Currently awaiting a decision on its future and located at Midland Railway - Butterley.

Four Class 20s for SDR Gala

The South Devon Railway will hold its annual diesel gala weekend on 10/11 June with Class 20s being at the forefront of operations!

The Class 20 Locomotivve Society's Nos. 20001 and 20227 are both being moved south from the Midland Railway - Butterley for the event and will join with the railway's resident Class 20s Nos. 20110 and 20118 *Saltburn by the Sea*.

In addition the line-up sees a pair of large logo liveried Class 37s, the debut appearance of a Class 31 on the line and the final workings of No. 25901 in its current guise.

Joining the Type 2s from Butterley will be A1A Locomotive Group's Class 31 No. 31108 and the Class 40 Appeal's Large Logo liveried Class 37 No. 37314 *Dalzell*.

Work is currently in progress at Buckfastleigh in order to repaint the South Devon's resident Class 37 No. 37037 *Loch Treig* into the large logo colour scheme, as No. 37321, a number that the loco carried in the 1980s during a period based at Motherwell. The railway is to be commended for taking the opportunity to pair together two large logo liveried Class 37s, for what could well be the first time in preservation and should be a very positive move with enthusiasts.

The railway's collection of diesel shunters, both ex-British Rail and industrial should be on show along the line over the weekend and resident Class 127 DMU will see use as a loco-hauled set over the weekend.

A frequent passenger service will be in operation, together with a steam diagram on the Sunday of the event. The organisers are also hoping to operate a demonstration freight service at the start and end of each day.

A 32-page full colour guide is available for £2.50 plus a large SAE from Buckfastleigh station.

First class sleeper single to Minehead!

Special report by Ian Coleby

The West Somerset Railway has recently gained a superbly restored, original Great Western First Class sleeping car, thanks to the efforts of volunteers from the West Somerset Steam Railway Trust.

The coach was officially launched by into traffic in mid-May, Lady Acland-Hood-Gass, President of the Trust and Lord-Lieutenant of Somerset, who cut the ceremonial ribbon at Bishops Lydeard station. The coach was then included in the consist of the 10.25 Bishops Lydeard to Minehead service train, hauled by another prime example of WSR restoration, 'Mogul' No. 9351.

The sleeping car was constructed in 1897 and was used on the Paddington to Fishguard service, linking with the Irish ferry. After it was deemed surplus to operational requirements, the coach was withdrawn from service and sold for use as living accommodation in 1933, being built into a bungalow that was aptly called 'Journey's End' at Stogursey, near Bridgwater.

The coach itself has 8 single berths and seating for 6 people in a centre compartment. The sleeping berths have connecting doors so that couples could be accommodated.

Restoration of the coach has been a 20-year project by a small dedicated band of volunteers based at Wiliton.

When the remains of the sleeping car were recovered in 1985, the coach was structurally sound but the interior has required much work. In particular, some of the sleeping berth dividing partitions had been removed, and were replaced by similar woodwork from sister coach No. 9039 which was scrapped at Didcot. The exterior has been restored to 1920s livery and signwritten by Bob Timmins.

Major expenditure has been required for a replacement underframe and replacement window blinds, for which, the material had to be specially woven. New gas lamps were also manufactured by the company of Sugg which had also supplied the originals to the Great Western Railway in 1897!

Although now mostly complete, the Trust is still waiting for several replacement tip-up washbasins to be supplied to complete the job.

It is the intention that the coach should evenutally be placed on display in the Gauge Museum at Bishop's Lydeard, but until then will be returned to its home in the Tarmac shed at Williton where most of the restoration work has been undertaken.

RIGHT: The inside of the vehicle has been perfectly restored to its former glory, even down to small details such as the pictorial views and the blankets on the beds. IAN COLEBY

BELOW: The end result! Twenty years of careful, painstaking restoration brings these superb results. GW First Class Sleeping Car No. 9038 is pictured in the sidings at Minehead in early May, just a few days before it's official rededication and entry into service. BRIAN GARRETT

'Lizzie' to star in ELR gala

The East Lancashire Railway at Bury will be holding a steam gala weekend on 24/25 June.

The weekend will feature LMS 'Princess' No. 6201 *Princess Elizabeth*, LMS 4F No. 44422, LMS 'Jinty' No. 47324 and BR '9F' No. 92214 all working trains. Subject to mainline commitments, BR 8P No. 71000 *Duke of Gloucester* and LMS 'Jubilee' No. 5690 *Leander* may also be working services.

A normal timetable of frequent passenger services will operate and some double-heading is likely to feature!

Terrier in steam at Spa Valley Line

The ex-LB&SCR 'Terrier' No 662 *Martello* has arrived at the Spa Valley Railway for a six-week visit.

The locomotive, which it is hoped will enter service on the railway on 10 June will remain on the line until 16 July when it will take part in a special 'Wings, Wheels and Steam' event.

Lord Nelson in steam in June?

LN Class No. 850 *Lord Nelson*, currently located at Eastleigh Works and nearing the end of a length overhaul by the Eastleigh Preservation Society, could be in steam on running-in trials on the West Somereset Railway later this month.

Discount NYMR travel for Seniors

The North Yorkshire Moors Railway has introduced discounted travel for Senior Citizen's in June.

The offer applies only on Friday afternoons after 1pm and allows any senior to purchase an all-line return ticket for just £7 per person.

Barry Transport Festival on Vale of Glamorgan line

The Vale of Glamorgan Railway will be holding its Transport Festival event this weekend (10/11 June) with a wide array of motive power, both steam and diesel in action joining a range of road vehicles which will be on display.

On the steam front, resident 0-6-0ST Austerity *Pamela* will be in action, along with visiting GW 0-6-0PT No. 4612 from the Bodmin & Wenford Railway.

Class 14 No. D9521, Class 20 No. 20228 and Class 73 No. 73133 *The Bluebell Railway* will all be in traffic. No. D9521 should be working most service trains, 'topped and tailed' with other traction, while No. 20228, which still retains its French CFD orange livery will be hauling passenger trains with the railways rake of 'Gatwick Express' stock.

The Class 73, which has recently been made operational, is expected to see use on brake van rides between the Heritage Skills Centre and the EWS platform, although, subject to confirmation of the locomotive's route availability, No. 73133 may be able to venture across the causeway with the 'Gatwick' set.

Also in traffic each day will be the resident Class 108 and 117 DMUs. The railway's Class 115 DMU, which has limited passenger capacity, will be used on the first train of each day.

Services start at 10.00 and run until 18.00 between Barry Island and Woodham Halt.

Restaurant coach restored for Mid-Hants diners

One of the Mid-Hants Railway coaches, Mk.1 RBR No. 1973 has recently returned to the line from CTMS Cranmore.

The vehicle has undergone a body refurbishment over a three month period which included new ends and lower bodyside panelling. In addition, all window frames were removed and refurbished.

The coach has been painted in a 'simplified Pullman' livery of umber and cream and will be sign-written RESTAURANT CAR in a panel along the bodysides.

The coach is privately owned by a group of MHR members, who have been working over a period of six years re-wiring and refurbishing all the interior kitchen and pantry fittings together with purchasing and restoring 23 loose chairs to replace the fixed polypropylene ones as fitted in the saloon during its service days.

The coach is to be fitted with steam heating equipment by the railway so that it is compatible with other MHR stock, specifically the 'Watercress Belle' Wine & Dine Train.

ABOVE: The Mid-Hants Railway Mk 1 RBR No. 1973, which is now in traffic is pictured in its 'simplied' Pullman livery at Alresford. CLIVE WARNEFORD

BELOW: LoadHaul liveried Class 56 No. 56003 powers out of Consall Tunnel on the Churnet Valley Railway with a train to Leekbrook Junction, during the railway's diesel gala weekend on 4 June. Acting as stock for the train is the Churnet Valley Railway's ex-Southern Region 'Slam-door' 4VEP unit. Also in action over the gala weekend were resident diesels Class 08 No. D3991, Class 20 No. D8007, Class 33 No. 33102, Class 47 No. 47192 and Class 73 No. E6016. DAVID GIBSON

ABOVE: Recreating a scene from yesteryear, Didcot Railway Centre's 'Castle' Class No. 5051 Earl Bathurst arrives at Winchcombe, proudly displaying 'The Cornishman' headboard and reporting number, with a Cheltenham-Toddington service. RON COVER

100 years old and steam steaming onwards!

To celebrate the 100th anniversary of the opening of the Honeybourne - Cheltenham line, plus the 25th Anniversary of the start of the volunteer effort to rebuild the line, the current operators of the route, the Gloucestershire Warwickshire Railway held a grand steam festival from 27 May to 4 June.

A wide array of Great Western traction was gathered together for the event ranging from the smallest 14xx auto-tank up to the 'Castle' class. All the locomotives were representative of the different types of motive power that have worked over the route since its opening in 1906.

In action over the festival were: GW 14xx No. 1450 and Autocoach No. 178, GW 'City' No. 3440 *City of Truro*, GW 'Castle' No. 5051 *Drysllwyn Castle*, GW Prairie No. 5542, GW 'Modified Hall' No. 7903 *Foremarke Hall* and BR 9Fs Nos. 92203 *Black Prince* and 92212. Three diesel locomotives also joined in the festivities, in the form of Class 20 No. D8037, Class 37 No. 37215 and Class 47 No. 47105.

A last minute agreement with the Great Central Railway also saw GW 'Large Prairie' No. 4141, which was a Cheltenham or Gloucester engine all of its working life taking part in the event.

Two planned locomotives failed to make the event, repair work to the Mid-Hants based SR 'Merchant Navy' No. 35005 *Canadian Pacific* over-ran resulting in the

BELOW: Great Western 'Prairie' Tank No. 4141 stands beside the water column at Winchcombe station on 4 June with a Toddington bound service. DOUG JOHNSON

arrival of the locomotive being delayed until mid-July. Co-operation with the MHR however allowed 9F No. 92212 to appear in its place. The other non-arrival was the National Railway Museum's 'Wesrtern' hydraulic No. D1023 *Western Fusilier* which was withdrawn from the festival after a significant amount of white asbestos was found under the cab floor.

For visitors there was also the chance to climb aboard and explore the cabs of GW Pannier No. 9642 and BR Class 47 No. 47376 *Freightliner 1995*. In the case of the latter, a member of the railway's diesel group was along on hand to answer questions from visitors and to provide entry into the locomotives engine room.

In addition to the regular passenger services, three period freights were operated over the week, which proved to be popular with the numerous photographers that were at the lineside over the entire nine days.

The festival week was a huge success for the railway with 9,053 visitors travelling across nine days of running and the event being in profit by the fifth day! All in all, combining to give the Gloucestershire Warwickshire Railway its best ever gala.

ABOVE: The National Railway Museum's Great Western 'City' 4-4-0 No. 3440 City Of Truro was one of the star attractions over the course of the festival. Here the 103-year old locomotive passes the site of Hailes Abbey Halt, between Toddington and Winchcombe, with the 16.50 Toddington to Cheltenham Racecourse service on 3 June. MARTIN CREESE

BELOW: Becoming the first steam locomotive to cross Stanway Viaduct, north of Toddington station, GW '14xx' No. 1450 and Autocoach No. 178 are pictured on the viaduct during an early morning photographic charter on 1 June. Passenger services over this section will resume once the railway has completed the northwards push from Toddington to the tourist haven of Broadway. RON COVER

ABOVE: The last week has seen some excellent photographic conditions with wall to wall sunshine on several days! Virgin has once again put several summer Saturday services to the South West in the hands of hired-in HST sets. On 3 June, GNER HST Class 43 No. 43113 *The Highlands* leads classmate No. 43120 northwards on the 10.32 Paington - Newcastle Virgin Cross Country service, seen here on the well known sea wall between Dawlish and Dawlish Warren. This was the first appearance of the GNER HST set in the South West for the 2006 Summer Season. BRIAN GARRETT

BELOW: On 2 July, Freightliner Heavy Haul Class 66/5 No. 66515 on an Immingham bound rake of empty HHA bogie hopper wagons approaches EWS Class 60 No. 60046 *William Wilberforce*, itself heading for Santon Ore Terminal with a loaded iron ore service from Immingham Docks. The two trains, which were approaching each other at a closing speed of approximately 90mph, prove that the ellusive passing shot is occasionally possible! RICHARD TUPLIN

ABOVE: **On 3 June, Cotswold Rail-operated Class 47/4 No. 47813 *John Peel* and Class 47/7 No. 47714 power through Euxton with a Stafford - Edinburgh charter service for Compass Tours. Of note is the Mk.3 Driving Van Trailer No. 82134 included in the consist and the ex-First Great Western Mk.3 Sleeping car, which was included for crew accomodation.** FRED KERR

BELOW: **The same day, saw FM Rail head into Devon with a Norwich - Kingswear charter for NENTA Railtours. The unique-liveried Class 47/4 No. 47832 *Driver Tom Clark OBE* powers the train of ex-Virgin Cross-Country Mark 2 vehicles through Dawlish Warren on 3 June during the outward run. Class 47/7 No. 47703 was attached to the rear of the train.** BRIAN GARRETT