The Railway Herald

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The complimentary UK railway journal for the railway enthusiast

In This Issue

Restructuring for FM Rail
Farewell to Class 37s on the West Highland
Class 87s return to WCML services
Successful gala for South Devon

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Issue 40
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Contents

Newsdesk 3
FM Rail restructures. More trains for West of England in December timetable change. Farewell to West Highland Class 37s. Class 185 on public display at York. Rail strike suspended.

Rolling Stock News 8
Class 90 No. 90008 leaves Toton in 'one' livery. Class 66 No. 66025 ventures to France and Class 87s make return to scheduled Class 1 passenger services on WCML.

Preservation View 9
Pictorial look at the South Devon and Vale of Glamorgan diesel galas. Traction problems hit Fort William 'Jacobite'. *Sir Lamiel* for KWVR Autumn Steam Gala. Class 73 reaches Blaenavon and 'Northern Belle' visits Severn Valley Railway.

Notable Workings Pictorial 13
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.

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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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LEFT: Pathfinder's 'Orcadian' Railtour eases through Tame Bridge Parkway just a few minutes down on it's long journey from Swindon to Inverness on 16 June, powered by Class 50s Nos. 50031 *Hood* and 50049 *Defiance*, both of which were carrying an alternative guise on one side. No. 50031 becoming No. 50028 *Tiger* and No. 50049 gaining the *Benbow* name and No. 50012. Both locomotives were also given the old ScotRail 'Highland Stag' emblem on each cab sheet. The tour is scheduled to travel from Inverness to Kyle of Lochalsh on 17 June and Wick and Thurso on 18 June before returning south on 19 June. JOHN WHITEHOUSE

BELOW: On 10 June, the 08.30 Ealing Broadway to Barrow Hill passes Wellingborough with Metronet liveried Class 66/7 No. 66722 at the helm. On the rear was Class 47/4 No. 47832. KEN BRUNT

FRONT COVER: Royal Scotsman liveried Class 37/4 No. 37401 climbs through Achallader on 6 June with Edinburgh - Fort William service. As we report in our news pages, the final Class 37 hauled West Highland 'sleepers' were worked by classmate No. 37405. STEVE PHILPOTT

FM Rail restructures as the *Intercity* brand returns

FM Rail is to undertake a major restructuring after failing to win the volume of charter business anticipated in its 2006 business plan, but the Derby based company is continuing with its expansion plans which will see the development of Coalville as an operating base, the start of regular freight services and the creation of a new charter company under a well known brand name.

Rumours within the industry suggest that there may be a small number of job losses under the restructuring plans. FM Rail admitted to *Railway Herald* that the company is currently undertaking a consultation process with at risk staff with any redundancies to be announced in coming weeks.

Andy Lynch, Managing Director of FM Rail told *Railway Herald*; "Basically we inherited an operational business and this is an opportunity to restructure it in a way that we need it now."

Within the past year, FM Rail has expanded rapidly with the purchase of Hertfordshire Rail Tours and the subsequent co-investment with Riveria Trains, in Pathfinder Tours. Despite this and the well-executed launch of the new luxary 'Blue Pullman' operation with Hertfordshire, the planned business at the start of the year predicted a larger volume of traffic than has occurred.

ABOVE: FM Rail's celebrity Class 47 No. 47145 *Merddin Emrys* stands at Clarbeston Road, near Haverfordwest in West Wales on 7 June. The locomotives, together with No. 47355 on the rear, had worked in from Milford Haven with a SERCO test train and had to wait for one hour before it could access the Fishguard branch. The provision of locomotives for duties such as this provides a vital income for FM Rail and will continue after the restructuring. KEVIN DANCER

New name in the charter business

To address this concern, the restructing of operations will also see the creation of a new company to market a series of low priced tours under the 'InterCity Day Trippers' brand. Yet again, FM Rail is likely to capture the public's attention by recreating an old, but well known brand name, the InterCity title being owned by the residual British Railways Board, from whom FM Rail have licensed the name.

The market places for the Pathfinder and Hertfordshire operations are very specific and with the principal idea of the new operation being to provide cheaper seats with a buffet-only service, a new brand and business was required to be able to market the trains effectively and in the longer term provide a relevant customer base.

'InterCity Day Trippers' will not only provide the company with another charter outlet, but will also give FM Rail full control over the operation without reliance on third parties and the ability to start from scratch and structure the business and the charter programme in the way that they feel can work. The new operation will use the company's existing stock (painted in the distinctive InterCity colour scheme) and locomotives together with existing train crews.

The formation of the stock for the 'InterCity Day Tripper' operation is still to be finalised although it is expected that Mk.2 vehicles will play a major role.

To further address issues that have appeared within the past few months in FM Rail's charter operations, the company is also to appoint a new Head of Charter Services, whose primary aim will be to increate operational reliability.

The new charter operation will remain seperate to Hertfordshire Rail Tours and Pathfinder Tours and there are no plans to move any part of the business around. The popular 'Blue Pullman' operation, which undertakes around a 100 trips per year and is worth £2 million to the balance sheet, will remain with Hertfordshire. Likewise the operation of charter services such as the Cathedrals Express for Steam Dreams and day-trip tours for Nenta Traintours and Compass Tours, to name but two, remain a vital part of the business portfolio.

Railfreight Operations

One of the 'key' areas where FM Rail sees future operations is in the rail freight market. Over the past six months major strides have been taken, with the appointment of Andy Cox as Freight Development Manager and the operation of several trains, mainly wagon movements for other companies.

Numerous discussions continue to be held with prospective clients although FM Rail has confirmed to *Railway Herald* that it has achieved preferred bidder status for at least three contracts, each of which is predomitably an intermodal operations and new to rail. The restructuring of the business goes partly towards ensuring that resources are available and in place for future freight operations.

An interesting area to watch for enthusiasts is going to be the locomotive situation. The whole motive power requirements for the new freight business is currently subject to a review but options are being explored which cover most scenarios from new locomotives through to better utilisation of the existing fleet. One area that will see an increase is that of electric traction. The company is currently procuring a total of three Class 86 locomotives from HSBC Rail which will see use on the freight services.

New dedicated storage and serving centre at Coalville

An area where FM Rail admits its suffers in the hands of the rail industry is the storage of rolling stock and locomotives which do not form part of the present operational fleet. These are currently in store across the country at locations as varied as Meldon Quarry and several Ministry of Defence establishments.

Within the last few weeks the company has signed a lease on the old Coalville depot in the Midlands and this will initially become the main storage facility for the company. The movement of the majority of stored equipment from its present location to Coalville will take place in coming months, allowing FM Rail to increase the viability of the business by not being required to pay storage costs to third-parties.

In the longer term the business plan for Coalville sees the site become the main light servicing facility for FM Rail on both the locomotive and rolling stock fronts. However, the existing site at Derby will remain as the heavy maintenance facility.

Although the majority of both stored and operational stock will be located at either Derby or Coalville, the 'Blue Pullman' set will continue to be serviced and outbased at East Ham Depot in London. There are both commercial and operational advantages to this as it significantly reduces the amount of ECS mileage that needs to be undertaken, while at the same time lessoning the number of train crews required for each trip.

Although the planned programme of charters for 'InterCity Day Trippers' is still being formulated and dates were being finalised as *Railway Herald* went to press, the tours listed below form the basis of the proposed programme:

August 2006
King's Cross - Skegness
(subject to Network Rail approval)
King's Cross - York

September 2006
Cambridge - Bath
East Croydon - Chester

October 2006
Barking - Minehead
(subject to final agreement with West Somerset Rly)
Peterborough - Exeter and Paignton

November 2006
King's Cross - Manchester

December 2006
Two trips are planned to operate for Christmas Markets:
East Croydon - Bath
Watford Junction - York

Work progresses on Waterloo & City

Following on from our report on progress with the rolling stock for the Waterloo & City line (see last issue), enhancement work on the railway itself is progresing well.

The project, which is costing around £40 million is part of Metronet's public-private partnership contract with London Underground. The renewal works will see the entire railway environment greatly enhanced for passengers, from journey times to station facilities. The work will enable London Underground to operate 20-25% more rush hour trains once a new service control system is commissioned in stages, from early 2007. The project will also deliver quicker journey times and a smoother ride for passengers.

Teams of some 80 people are working in each of three shifts a day. Approximately 4,300m of track is being replaced. The existing track, consisting of longitudinal timber sleepers and bull-head rail, is being replaced with transverse reinforced concrete sleepers and flat-bottom rail. The positive traction rail is also being replaced.

Modifications to the signalling system will save valuable seconds by reducing the headway between trains and by allowing them to negotiate the crossover section of track at Bank at higher speed. The modifications will also reduce the time taken to turn trains around at Waterloo. Coupled with a new service control system, the line will benefit from improved service consistency and allow up to five trains to operate at the same time instead of four.

In addition to the track and signals work, the station platforms at Bank and Waterloo are being enhanced to improve station ambience and the trains are being refurbished inside and out.

All of the old track in both tunnels has been removed and its replacement is is on target to complete by the end of July. Conductor rail installation began at the end of May and continues.

The two signalling equipment rooms have been stripped out and new relay racking is nearly complete. Building work has started on the new signalling cabin. This will house the new service control system and is on programme for completion in mid July.

The line will then be handed back to London Underground ready for services to resume on 1 September.

BELOW: The A606/A6003 Oakham bypass is currently under construction with a projected opening of Winter 2006/7. The largest civil engineering work on the road is the new bridge over the Leicester-Peterborough line to the north-east of Oakham. The main beams were installed on 10/11 June in a possession lasting from 21.00 until 12.00 the following day. The last of the 11 concrete sections of the bridge is pictured being lowered in to place at 06.30 on 11 June. Kirsty Cowell.

First Great Western 'tweaks' timetable

First Great Western and the Department for Transport have announced further changes to train services in the West of England, as part of discussions to finalise the December timetable.

Following extensive consultation with customers and stakeholders earlier this year by First Great Western, extra services are to be added to the proposed winter timetable for Ivybridge and the Gunnislake branch.

The changes will provide an additional early morning service from Calstock into Plymouth, and four additional services in each direction at Ivybridge, including services timed for school and college students in the town.

As a result of First Great Western's consultation process, a number of changes have been made to the draft timetable to improve services in the West of England.

These include the reinstatement of semi-fast services between Exeter and London Paddington, the creation of direct London Paddington services to and from Dawlish Warren and Starcross and further Saltash and St Germans trains.

Final timings for the extra workings will be agreed with Network Rail shortly and First Great Western expects to publish the final version on its website late next month.

'Yes' to Waverley Route reconstruction

Members of the Scottish Parliament have approved a bill to restore the Borders rail link from Tweedbank near Galasheilds, into Edinburgh Waverley.

MSPs approved the Waverley Railway (Scotland) Bill by 114 votes to one, with one abstention.

The project, which will cost around £155m should start shortly and the line is scheduled to open to passengers in 2011. Two proposals were voted on, the alteernative one seeing the railway restored in stages, this however was defeated.

The new railway line will run from Newcraighall in Edinburgh and will have stations at Shawfair, Eskbank, Newtongrange, Gorebridge, Stow, and Galashiels, before reaching the end of the line at Tweedbank.

Several MSPs have voiced a hope that the line will be fully extended back to Carlisle in the future.

GNER sponsors race-meeting

The GNER Seaton Delaval Trophy Day was officially launched at Newcastle on 13 June by jockey Dale Gibson and model Jakki Hare.

The GNER Seaton Delaval Trophy Day on 29 June is the first race meeting of the prestigious three-day John Smith's Northumberland Plate Festival at Newcastle Racecourse, which is being sponsored by GNER for the first time.

A unique hat has been specially designed to celebrate the sponsorship and features train tracks and two GNER locomotives 'speeding' along the rim!

Correction

In Issue 39, we managed to incorrectly credit the photograph of Class 47/4 No. 47832 between Dawlish and Dawlish Warren to Brian Garrett. It should have been Sam Felce. Apologies to all concerned for the mistake.

West Highland Class 37s finish on Fort William 'sleeper'

The long running reign of the popular Class 37 (or English Electric Type 3 as they were originally known) on the scheduled services on the West Highland Line have finally come to an end with their replacement by Class 67 traction. The full story on the replacement appeared in our last issue.

Class 37s have operated the Caledonian Sleeper on the Fort William route since 1980. Until 1989 when the route was 'Sprinterised' the class was also to be found at the helm of the Glasgow Queen Street - Fort William, Mallaig and Oban services. Their replacement on daytime passenger service left a contingent in the West Highlands to deal with freight traffic, although this source of employment dissappeared when EWS introduced the Canadian built Class 66s to the route.

The only booked passenger work for the remaining members of the EWS 37/4 sub-class now is now in South Wales working for Arriva Trains Wales out of Cardiff.

The occasional Class 37 should still be seen on the West Highland line into Fort William during the summer with the operation by West Coast Railway Company of the luxary Royal Scotsman train, which is currently employing No. 37214.

ABOVE: Class 37/4 No. 37401 rounds the s-bends at Torlundy on 6 June during the classes final week of operations on the sleeper. Of note is the second Mk. 3 sleeper vehicle, which is one of the coaches recently refurbished by EWS's Axiom Rail division at Toton. STEVE PHILPOTT

BELOW: Class 37/4 No. 37405 arrives at Arrochar station on 9 June with the final Type 3 hauled Edinburgh - Fort William sleeper service. ALASTAIR BLACKWOOD

ABOVE: **An artists impression of the new trains.** BOMBARDIER TRANSPORTATION

Docklands orders more trains

Docklands Light Railway, has taken up an 'option' order with Bombardier Transportation for the construction and delivery of a further 31 vehicles.

The cars, which will cost £50 million, are being funded from Transport for London's £10bn Investment Programme and the Olympic Delivery Authority (ODA). The purchase is a continuation of the £50 million order for 24 vehicles (12 two-car trains) placed last year and includes the 'add-on' option of a further nine vehicles.

The light rail cars will be of the same design as those ordered in May 2005 and will be manufactured at Bombardier's Bautzen plant located in Germany, with electrical equipment being supplied by its facility in Mannheim and the bogies being produced in Siegen, Germany.

Delivery of the new vehicles will commence in autumn 2008 with all 31 delivered by winter 2009. Following testing, the cars will be operational by late 2009.

The Stratford International extension is set to open in 2010. Encompassing existing stations at Royal Victoria, Canning Town, West Ham, Stratford Regional and Stratford International, and new stations at Star Lane, Abbey Road and Stratford High Street, the route will improve public transport accessibility for the surrounding area and act as a key transportation link during the Olympic Games.

Gauging issues stop loaded test run for NRMs Sir Lamiel

Gauging issues have led to the proposed loaded test runs of Class N15 4-6-0 No. 30777 *Sir Lamiel* on 18 June being cancelled.

The locomotive was due to operate on the 'Shakespeare Circle' from Birmingham Snow Hill to Stratford-upon-Avon, outwards via Shirley and returning via Solihull. It is the first occasion that No. 30777 would have operated on the North Warwickshire line, although it has worked through Solihull in the past.

Vintage Trains, which are dealing with the bookings on behalf of the locomotives custodians, The 5305 Locomotive Association, say that No. 30777 may be rostered for the first 'Shakespeare Express' of the new season on 2 July.

The locomotive has been overhauled and run-in on the Great Central Railway.

Problems hit diesel charters

The weekend of 10/11 June proved a challenging one for the West Coast Railway Company with problems at both Fort William and Lincoln.

Troubles with the booked steam traction at Fort William (see Preservation View) were added to early on 10 June as the stock for PMR Tours charter to Holyhead was being hauled from local sidings to Lincoln station. A problem with seized brakes on Class 57/6 No. 57601 halted the ECS movement.

The problem proved to be ongoing and with the train now around two hours late the reluctant decision to cancel was made. West Coast is to rerun the train for PMR Tours on 16 September, again with No. 6233 *Duchess of Sutherland* working the Crewe – Holyhead – Crewe section.

Further issues were encountered when BR green liveried Class 47/4 No. 47851 *Traction Magazine*, heading the return leg of an SRPS Glenrothes - Chester charter (with classmate No. 47245 on the rear) encountered problems at Kirkby Stephen.

The train was pushed into Kirkby Stephen by No. 47245, which then ran round and took the train back north.

BELOW: **West Coast Railway Company Class 47/4 No. 47851 *Traction Magazine* crosses Whalley Viaduct on 10 June on the Blackburn - Hellifield line with the return leg of the SRPS Glenrothes - Chester charter, see 'Problems hit diesel charters' above.** FRED KERR

LEFT: As a preview, Class 185 No. 185111 was on show to members of the public at Blackpool on on 12 June. With the famous Blackpool Tower on the skyline, the unit stands at Blackpool North. FRED KERR

Rail strike suspended

The planned strike action by 5,000 Network Rail signalling and operational staff scheduled for 20/21 June has been suspended to allow consultation with members on an improved pay and conditions offer from the company.

The following planned action on 25/26 June remains on pending the outcome of that consultation.

Implementation of the 35-hour week would mean an extra six days' annual leave for signalling members, with no strings now attached.

RMT general secretary Bob Crow said "The recommendation from the RMT executive is to accept the revised offer, which is now probably the best in the industry this year and has been achieved by a magnificent display of soilidarity and unity by our members."

Four shortlisted for London Rail Concession

Transport for London (TfL) has advised that four companies have been shortlisted to proceed to the next phase of the bidding process for the London Rail Concession, comprising the operation of the North London Railway (formerly Silverlink Metro) and the extended East London Line which is currently under construction and due for completion in 2010.

Following an initial tender process, Govia, MTR Laing, National Express Group and Nedrail have been shortlisted to receive an Invitation to Tender.

TfL now intends to issue these bidders with an invitation later this year, which will conclude with the selection of a successful bidder in spring 2007.

■ Shoreditch station closed on 9 June. The station is to be replaced by the new and completely accessible Shoreditch High Street Station as part of the East London Line extension works now underway.

Crossrail depot scrapped

Local papers are reporting that plans by the Government to build a depot complex on the borders of Chadwell Heath for the £10 million Crossrail project have been cancelled.

Local people have voiced concerns about the noise and environmental damage the building work and depot would cause.

Automatic ticket barriers for Central Trains' Lincoln station

Central Trains is to install automatic ticket barriers and CCTV camera's at Lincoln station.

In particular Lincoln has seen a marked increase in the volume of passengers travelling through it and the station, in terms of passenger numbers, is now the fifth busiest on the Central Trains network.

The new barriers, also involving the installation of a platform side ticket window should be completed for August.

Lincoln is due to undergo major changes over the next two years with two closures planned, one in 2007 and another in 2008 which will result in the station platforms all being bi-directional and colour light signals replacing the wide array of semaphore types.

ABOVE: With Lincoln station tower under renovation on 30 May, the 16.20 service from Peterborough formed of Class 156 No 156414 has reversed and returns to the station to form the 17.49 to Nottingham. In the bay platform, Class 153 No 153364 awaits depature as the 17.18 to Grimsby Town. BRIAN MORRISON

'one' 90008 repainted at Toton

ABOVE: **Class 66/0 No. 66250 drags freshly repainted Class 90/0 No. 90008 past Elford. The locomotive had been reliveried at Toton TMD and was being returned to Willesden before heading to 'one' Railways at Norwich. The locomotive's space in the paint shop has been taken by classmate No. 90012.** MARK BEARTON

Tyne & Wear Metro Car to be named after Michael Campbell

A Tyne & Wear Metrocar is to be named after Michael Campbell – the man credited with bringing the Metro to Tyne and Wear.

Mr Campbell, dubbed the 'Statesman of Jarrow', becomes the seventh person to be honoured with his name on a Metrocar in the 26-year history of the network.

The naming ceremony took place on 16 June at Jarrow station, with his sons Michael, Patrick and John, unveiling the official plaque bearing the name *Michael Campbell*.

The honour, proposed by members of the Tyne and Wear Passenger Transport Authority, recognises Mr Campbell's efforts in winning Government support for Metro in the 70s, without which it could not have been built. It follows Mr Campbell's death, at the age of 90, earlier this year.

EWS Class 66 No. 66022 heads for France

EWS Class 66 No. 66022 has been receiving its European modification at Toton TMD in recent weeks.

The locomotive has gained a yellow and black deflector plate as part of the modifications.

Its move to France commenced on 10 June when it was noted being towed through Clay Cross by Class 67 No. 67025 bound for Doncaster Belmont, from where it was transferred to Wembley and then onto Dollands Moor.

No. 66022 joins classmate No. 66215 in the EWS WBEN European Locomotives pool.

Class 87s return to Class 1 passenger services on WCML

The start of the summer timetable has seen the BREL Crewe-built Class 87s return to working scheduled Class 1 passenger services on the West Coast Main Line.

The class was withdrawn during 2005 having been replaced by new Class 390 Pendolino EMUs. However, the requirement to undertake a number of modifications and fit sanding equipment to the 390s has created a need to reintroduce a small fleet of Class 87s on early morning and evening peak passenger services out of London Euston to the West Midlands.

The diagram for services is as follows:
5R90 03.45 Wembley TC - Rugby (arr. 0609)
1R20 06.20 Rugby - Euston (arr. 0734)
1G21 16.52 Euston - Birmingham NS (arr. 18.27)
1B05 19.00 Birmingham NS - Euston (arr. 20.38)
5B05 21.00 Euston - Wembley TC (arr. 22.00)

In between the morning and evening peak hours the set is due to sit in London Euston on standby. Currently the diagram is being worked by Class 87 No. 87006, which has gained white buffers, together with red crosses, as has the DVT in the set!

The other regular working on the West Coast Main Line, involving Class 87s is the daily postal traffic between London, Warrington and Glasgow. With the problems surrounding Class 325 motor cars having now been rectified and the vehicles reintroduced to their correct sets, all signs are that at least two Class 87s, likely to be the celebrities Nos. 87012 and 87019, will be returned to the leasing company.

RIGHT: **On 12 June, Class 87 No. 87006, carrying a modified version of its previous DRS livery arrives at Watford Junction in bright sunshine, with the inaugural 16.52 London Euston - Birmingham New Street service, complete with St. Georges flag buffers!** JOHN WHITEHOUSE

Successful Diesel Galas

After being hit by several unforeseen problems on the run-up to the gala weekend, the South Devon Railway was able to provide enthuiasts with a high-quality diesel gala event.

Attractions from the Midland Railway - Butterley included Class 20 No. 20227, recently repainted into Railfreight red stripe livery and Class 37 No. 37190 which was specially transformed into 37314 to be paired with the SDR's resident Type 3 No. 37037, which itself had changed identity to No. 37321. The resulting effect was a pair of Motherwell based Class 37/3s back in action!

Unfortunately the A1A Group's Class 31 No. 31108 was unable to make the move south as was the Class 20 Locomotive Society's pioneer Class 20 No. 20001, which resulted in the line's resident Class 20 No. 20110 working on its own for most of the weekend.

ABOVE TOP: The English Electric Type 1s were the stars of the show during the SDR gala. On 10 June, Railfreight red stripe No. 20227 leads similarly liveried resident Class 20 No. 20118 *Saltburn by the Sea* near Hood Bridge with a Buckfastleigh service alongside the River Dart. Brian Garrett

ABOVE MIDDLE: For the event resident No. 37037 was reliveried and renumbered to 37321 Loch Treig to match visiting 37314 *Dalzell*, previoulsy 37190. Here the pair head the 08.35 Buckfastleigh to Totnes goods near Nursery Pool Bridge. Nathan Williamson

RIGHT: One of the first of the repatriated Class 20s to be operated in passenger service, No. 2004, entered traffic on the Vale of Glamorgan Railway on 10 June. Still carrying its French CFD livery and light arrangements, No. 2004 (previously BR No. 20228) prepares to run around at Hood Road on the Vale of Glamorgan Railway having arrived with the 12.48 service from Plymouth Road. It was hoped that Class 73 No. 73133 could be cleared for operation across the causeway to Barry Island. Unfortuantely this wasn't possible and the 'EDs' turns were worked instead by No. 20228. Mark Thomas

First main line locomotive arrives at Pontypool & Blaenavon

The Pontypool and Blaenavon Railway has taken delivery of its first operational ex-main line locomotive, in the form of Class 73 No. 73133.

On 12 June, 'Electro-Diesel' Class 73 No. 73133, recently repainted into 'improved Mainline Blue' livery, moved from the Vale of Glamorgan Railway to the Pontypool & Blaenavon line.

Main line locomotives have graced the railway's metals before, in the form of the three Class 50 locos that were stored for 'Operation Collingwood' but none were in an operational condition.

The ex-Southern Region locomotive will be in action every Sunday on three-coach trains until the end of the running season in October, with Saturday services being worked by the resident Class 108 DMU and 'Thumper' No. 205018.

ABOVE: **Repainted in a Mainline Blue shade of its original Electric Blue colour scheme, Class 73 No. 73133 is pictured shortly after arrival on the P&BR on 12 June.** MARK HENDERSON

The railway is also to hold a diesel gala weekend on 29-30 July, when the star exhibit will be the Class 73. The weekend will give the railway a southern feel with the 'ED' working alongside the 'Thumper' DEMU. It is hoped that the railway's Class 117 DMU will be making its maiden journeys in preservation alongside the usual Class 108.

The line's fleet of industrial diesels has not been forgotten and English Electric 0-6-0 No. 104 will be back in traffic after overhaul. Services operate from 10.00 until 17.00, with a photographer's freight operating on Saturday evening after the finish of the advertised service, weather permitting.

There will also be a 'railwayana' display at Furnace sidings and the buffet and shop will be open with real ale being served on the train.

■ During May the line took delivery of a 1923-built gangwayed Brake Third. Originally No. 1357, the vehicle was renumbered 3193 within a year and found use on the Waterloo- Bournemouth services, until 1959 when it was converted to a Breakdown Train support vehicle carrying tools and equipment. The vehicle was withdrawn from Wimbledon in 1981!

The Railway Herald

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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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Train and bike with DFR

The Dean Forest Railway, which recently extended northwards to Parkend, has announced a new initiative for a day out with a difference.

The railway has joined with local cycle hire company Pedalabikeaway to offer a joint 'Steam and Cycle' package! Passengers will be able to enjoy a ride behind steam from Lydney or Norchard to Parkend where a bike will be waiting.

Visitors can then spend up to four hours exploring the beautiful and historic Forest of Dean on miles of traffic free hard stoned cycle tracks before catching their return train.

There are two suggested cycle routes, around the forest depending on the particular fitness of each visitor and the pace at which they want to ride.

The shortest recommended route is a six mile ride stopping off at the local real ale pubs or a Forest café for lunch. Those with a more energetic outlook can take their own picnic and maximise their time over a 12 mile route. Maps and helmets are provided and most types of bike from trail to trailer through tandem to trike can be booked!

The Steam & Cycle package gives the visitor an opportunity to help the environment - by leaving their car at home for the day. The Dean Forest Railway trains can be joined at Lydney Junction station (located close to the national network station at Lydney which itself enjoys easy links to Newport, Cardiff, Bristol, Gloucester and Cheltenham). Those wishing to drive can park free at the railway's Norchard station and pick up the steam train to Parkend from there.

The Steam & Cycle package is available on Wednesdays in June, July and August and must be booked at least 4 days in advance by phoning Pedalabikeaway on 01594 860065.

ABOVE: LNER B1 No. 61264 is caught by the camera climbing away from the famous viaduct and up to Glenfinnan station on the West Highland Extension on 9 June. Unfortunately on arrival back at Fort William, the B1 was failed with leaking boiler tubes. ALASTAIR BLACKWOOD

'Black 5' deputises for failed B1 at Fort William

Traction problems have caused a minor disruption for the West Coast Railway Company's 'Jacobite' steam operation between Fort William and Mallaig.

The problem manifested itself on 9 June when Class B1 4-6-0 No. 61264 was found to have leaking tubes after completing its 'Jacobite' roster for the week. Initially it seemed that the problem could be sorted out in good time for its next duty on 12 June, but proved not to be the case. As a result WCRC Class 47 No. 47245 was quickly moved from its temporary base on the Bo'ness and Kinneil Railway to Fort William in time to haul the 'Jacobite' service on 12 June.

Furthermore, at short notice Ian Riley prepared and despatched LMS 'Black 5' No. 45407 from Grosmont on the evening of 12 June to Fort William. Its arrival next day being delayed as a result of First ScotRail's Caledonian Sleeper being held in between Arrochar and Ardlui after being struck by a rock.

It looks likely that No. 45407 will stay in the West Highlands for a few weeks, probably awaiting the arrival of K1 No. 62005, whose overhaul is now understood to be complete and awaiting inspection by the Vehicle Acceptance Board before moving to Fort William for the remainder of the 'Jacobite' season.

Another West Coast Railway visitor to Fort William will be celebrity 'Hall' No. 5972 *Olton Hall* in it's 'Hogwarts Castle' guise in order to work a Fort William to Mallaig return charter for American Harry Potter enthusiasts on 8 July.

Mail by Rail

The Nene Valley Railway will be operating its unqiue 'Mail By Rail' weekend over 17/18 June.

Visiting LNER TPO No. E70294E will be performing the lineside exchange at Sutton Cross and Southern TPO No. 4920 will be on display in Platform 4 at Wansford, giving visitors a chance to try their hand at sorting.

Also BR(M) TPO No. M30272M, currently undergoing restoraration at Wansford shed, will also be on display to allow visitors to see how work is progressing.

Keighley gains Railfreight grey Type 1

The Keighley & Worth Valley Railway has outshopped its Class 20 locomotive in a version of Railfreight grey, similar to that applied to No. 20088 at Toton several years ago.

The locomotive, No. 20031, has just undergone major restoration work and to mark its return to traffic, will be working the two early morning return services from Oxenhope to Keighley on 17 June, in place of the booked DMU.

In addition three evening Class 20 hauled services will operate the same day from Oxenhope to Keighley at 18.50, 19.55 and 20.55, returning from Keighley at 19.25 (fast to Haworth), 20.25 and 21.25 not calling Damems or Oakworth.

All trains during the day will carry a Real Ale Bar, with two bars being available on the diesel services! A special reduced rover ticket at £8 is available giving travel on the railway from 16.30 onwards on 17 June.

In addition No. 20031 will also be operating services on the railway on 9, 16, 23 and 30 July, again replacing the booked Diesel Multiple Unit

■ The Railway has also announced that one of the star attractions for its Autumn Steam Gala weekend (13-15 October) will be the National Railway Museum's newly overhauled 'King Arthur' Class No. 30777 *Sir Lamiel*. The locomotive, which should see use on the NRM's York-Scarborough trains this summer, is expceted to arrive in mid-September and will remain for around four weeks.

'Northern Belle' makes first visit to Severn Valley Railway

The arrival of the 'Northern Belle' onto Severn Valley Railway metals on 7 June provided a couple of notable firsts for the heritage line.

The 'Northern Belle' was paying the first of two scheduled visits to the SVR which also meant that the Class 67 train engines became the first of the class to work through to Bridgnorth. The train, which originated at York was worked by Class 67's Nos. 67018 and 67027 in 'top and tail' mode through to Bewdley where No. 67027 was replaced by Class A4 No. 60009 *Union of South Africa* for a spirited non-stop run through to Bridgnorth.

During the layover period, the stock was hauled back to Kidderminster for servicing by No. 67018 with No. 60009 still attached at the rear. Later the stock was returned to Bridgnorth by No. 67027, again with No. 60009 at the rear, in readyness for the return working to York. The 'Northern Belle's' departure from the railway was handled by the Gresley designed A4 from Bridgnorth via Bewdley to Kidderminster Yard where it was replaced by No. 67018 for the return journey to York. The operations on the Severn Valley Railway proceeded without a hitch and the line is now looking forward to the next Northern Belle visit, scheduled for 5 August.

ABOVE: On the outward journey, LNER A4 Pacific No. 60009 *Union of South Africa* makes a brief stop at Hampton Loade station, bound for Bridgenorth.

RIGHT: Class 67 No. 67027 *Rising Star* moves the Northern Belle cautiously onto Severn Valley Metals. No. 67018 was on the rear of the train. BOTH: JOHN WHITEHOUSE

Bury twinned with Datong, China

LEFT: The delegation to the East Lancs Railway from the city of Datong in China is pictured at Ramsbottom during their latest visit to the line. Bury is now twined with Datong. Pictured with Trevor Jones, former ELR Chairman, are the Deputy Mayor of Datong Mr Li Wuzhang, the Deputy Secretary Mr Yin Zhicai, the Deputy Director of Foreign Affairs, Mr Xu Chunsen, and the Railway's Town Crier Barry McQueen. CHRIS DIXON

Kingfisher postpones 6201

Kingfisher's plans to feature LMS 'Princess Royal' No. 6201 *Princess Elizabeth* on three trains working out of London have been postponed until 2007.

The plan included circular trips from Victoria via Redhill and Paddington via Newbury and Salisbury in September.

However, as a consequence it looks like No. 6201 will be available to work the further re-dated Pathfinder charter from Birmingham International via Gobowen to Liverpool Lime Street on 9 September.

The train was originally scheduled to run in March, then postponed further to 8 July with No. 6233 as nominated traction.

ABOVE: Freightliner Heavy Haul currently has two Class 66/4 locomotives from Direct Rail Services on hire, to supplement its own Class 66 fleet. Here No. 66407, making its second appearance in Cornwall, powers away from Liskeard past the classic setting of Bolitho with the empty PCA hoppers from Moorswater to Earles Sidings, Derbyshire. SAM FELCE

BELOW: One flow sometimes forgotten by enthusiasts is that involing the movement of gypsum from Drax and West Burton Power Stations to Kirkby Thore on the Settle & Carlisle route for processing. Gypsum itself is a by-product of the Flu-Gas Desulpherisation Progress (or FGD for short!) On 9 June, Medite liveried Class 66/7 No. 66709 *Joseph Arnold Davies* is in charge of 4M52 West Burton Power Station to New Biggin service as it passes Welbeck near Leeds. JAMES ROSE

TOP: Cotswold Rail operated Class 47/4 No. 47818 is pictured working 0Z37 13.53 Totnes-Gloucester on 13 June past Flax Bourton. In the consist are Class 37/3 No. 37314 (alias No. 37190) and Class 20 No. 20227. The two locomotives had been visiting the South Devon Railway for the diesel gala (see Preservation View) MATT TURNER

LEFT MIDDLE: Pictures of pairs of Class 59 locomotives, although not rare, are not commonplace. On 9 June, Yeoman liveried Class 59/0 No. 59004 *Paul A. Hammond* leads EWS liveried Class 59/2 No. 59204 *Vale of Glamorgan* down Acton Bank with a service from Hither Green bound for Whatley Quarry in the Mendips. CRAIG LEAPER

BELOW: The 11.18 Ditton to Purfleet Intermodal service, operated by Direct Rail Services nears the end of its journey passing Ripple Lane, Barking, on 14 June, powered by Class 37s Nos 37259 and 37218. The train was running one hour late having been held in the Ripple Lane West Yard loop. BRIAN MORRISON

TOP: Several locomotives presently wearing the liveries of their previous operators have now been 'adorned' with large yellow EWS stickets. One such addition has taken place on Cllass 60 No. 60007. The locomotive is pictured at Elmsfield with the 13.28 Carlisle Yard-Basford Hall permenant way working on 7 June. MARK BEARTON

BELOW: No we've not dug into the archives! This really is late evening at Scunthorpe on 15 June! Following repairs to two of the Doncaster based snowploughs, both vehicles needed to undergo a test run. Hence, Class 60 No. 60060 *James Watt* and Class 66 No. 66054 were used to power snowploughs Nos. ADB966096 and ADB966097, seen during the reversal at Scunthorpe and preparing to head back to Doncaster depot. RICHARD TUPLIN