The Railway Herald

30 June 2006 No. 42

The complimentary UK railway journal for the railway enthusiast

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Deltic event moves to Barrow Hill!
Weardale Railway to reopen this summer

The Railway Herald

Issue 42
30 June 2006

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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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FRONT COVER: In full sun, one of the Mendip Rail fleet of Class 59/0s No. 59002 *Alan J Day* powers through the 's' bends at Woolhampton on 24 June with a rake of empty Yeoman-liveried JHA hoppers in tow from Theale, bound for Merehead. MARK CHANDLER

BELOW: Star attraction of the Churnet Valley Railway steam gala over the weekend of 23-25 June was the appearance of ex-Southern Railway Merchant Navy No. 35005 *Canadian Pacific* making a rare appearance away from its base at the Mid-Hants Railway. The Pacific was in action on all three days, sharing services with ex-GWR 'Manor' No. 7821 *Ditcheat Manor*, BR Standard 4MT 2-6-4T No. 80098 and USA Class S160 No. 5197 on Saturday and Sunday. Here *Canadian Pacific* pulls away from Consall with the 14.15 Froghall-Cheddleton on 24 June. JOHN WHITEHOUSE

New £31M Desiro depot opens at Kings Heath Northampton

All photographs by Colin J. Marsden unless otherwise stated

Siemens officially opened the new state-of-the-art train maintenance facility near Northampton on 27 June. The large complex has been constructed on what was previously spare railway land.

The depot, named Kings Heath, is the fourth Siemens-owned maintenance depot in the UK, the others being located at Ardwick in Manchester, Northam near Southampton and at Old Oak Common, London, known as Siemens Acton.

Kings Heath has been purpose-built for the recently introduced 30-strong Class 350 Desiro four-car EMU fleet, now used by Silverlink and Central Trains on outer suburban and main line services, working in an area bounded by Preston, Liverpool, Birmingham and London Euston.

The depot has a 7,500 square metre, five road single-ended workshop and inspection shed, together with more

TOP: Class 350/1 No. 350127 departs from Kings Heath depot with the 14.30 shuttle to Northampton station on opening day.
ABOVE MIDDLE: Class 350 No. 350127 is seen inside the new depot. The building itself provides high-level walkways to access the roofs and pantograph areas in safety, while at the same time has a very bright and open atmosphere. BRIAN MORRISON
RIGHT: Class 350/1 'Desiro' 350101 is pictured inside Kings Heath depot. BRIAN MORRISON
BELOW: Rail Minister, Derek Twigg MP unveils the opening plaque watched by Christian Roth, Managing Director of Siemens Transportation Systems.

than a dozen open-air berthing sidings, able to accommodate the entire West Coast Desiro fleet with room to spare.

Part of the reason for the vast amount of space is that the site will also become the headquarters for Siemens rolling stock maintenance in the UK, bringing together the management and operational teams of this growing UK operation. The Northampton site also provides room for expansion, should longer trains or additional Siemens products be ordered. Building of the Kings Heath facility has generated over 100 jobs in the Northampton area.

The majority of work at the depot will be undertaken at night when sets are not working, with only programmed maintenance on them being undertaken during daytime hours. All Class 350s arriving at the new facility enter via a depot length (one mile) interface line between Network Rail and Siemens, with sets passing through an advanced fully enclosed washing plant, which recycles some 75 per cent of the water used. The plant includes full pre-wash, side and roof cleaning brushes together with an underside wash system. To ensure trains do not freeze up in sub-zero temperatures, blowers 'dry' them after washing.

Each of the five roads inside the depot can hold two four-car units and have full toilet discharge and watering equipment, enabling the units to be cleaned on each depot visit. Once trains arrive through the washing area, a Siemens' driver takes the train into the fully protected depot, either stabling it on an outside road or entering the main workshop.

The five track workshop has side and roof level inspection platforms, with one road housing a bogie drop table and lifting jacks. The bogie drop table enables wheelsets or complete bogies to be lowered and removed to a stores or workshop area. Virtually any level of repair can be undertaken at the depot, except the most serious collision damage. The workshop area, as well as housing the usual array of machine tools, also has a twin-headed wheel lathe, capable of turning the wheels of an entire train in one shift.

Depot safety and staff protection is of importance, and to this end one of the latest depot management systems is incorporated, with interlocking 'gates' and access keys preventing staff entering an unsafe locality where 25kV could be switched on, or an area where trains are operating.

Opening of the site was performed by Rail Minister Derek Twigg MP at the invitation of Christian Roth, Managing Director of Siemens Transportation Systems. The media and invited guests were transported from Northampton station to Kings Heath Depot on board Desiro No. 350127.

The 30 Class 350 Desiro units now operating on the West Coast under the Silverlink and Central Trains banner, are owned by Angel Trains and were the original second tranche order for Class 450/1 Desiro stock for South West Trains, which was cancelled by the Government and diverted to the West Coast modernisation project.

Siemens has confirmed that the present light maintenance facility operated by LNWR at Crewe will continue to provide maintenance for the northern end of the fleets operating area.

The first trains arrived for maintenance at the new Kings Heath facility on the day of the official opening, with the result that the present maintaining of sets at Bletchley depot will now cease with the work transferred to the new depot at Northampton.

BELOW: A 'close-up' view of the new wheel lathe at Kings Heath depot.
BOTTOM: The wheel lathe seen from a distance, including the wheel lathe 'donkey'. The latter device will automatically position vehicles on the lathe so that they are precisely in the correct place.

Cleethorpes fueling point makes progress

The new fueling and servicing point at Cleethorpes, which will deal with the new Class 185 DMUs when they are 'officially' introduced to First Trans-Pennine services from July is taking shape. The facility will provide light servicing, cleaning and fueling for the units, which will have heavier maintenance undertaken at the main Ardwick depot in Manchester or at York. The official introduction of units onto the Cleethorpes route will take place in early July, with the remainder of Class 158 diagrams being transferred to the new Siemens units later in the month once the fueling point is fully opened.

ABOVE: **The new facility for the Siemens built Class 185 'Desiros' at Cleethorpes is pictured on 25 June.** NEIL HANSON

100 millionth customer for Eurotunnel shuttle

Eurotunnel celebrated the 100 millionth customers to travel on board the passenger shuttle service on 27 June.

Chairman and Cheif Executive of Eurotunnel, Jacques Gounon welcomed Mr and Mrs Thynne, from Eastbourne in Sussex when they arrived at the Folkestone terminal at the beginning of the afternoon.

Mr and Mrs T left the terminal with flowers, champagne and presents from the shops in the Passenger Terminal to celebrate and Jacques Gounon presented them with a year's worth of free crossings on Eurotunnel's FlexiPlus Service.

The Eurotunnel service started operating in December 1994.

Telephone contract awarded

Network Rail has awarded Siemens a contract to renew the SPT (Signal Post Telephone) system at London King's Cross.

The contract, which is valued at approximately £2 million, is designed to provide an increase the reliability of communications between train drivers, trackside workers and signallers at King's Cross.

The scope comprises the replacement of the existing life expired concentrator in King's Cross Power Signal Box and approximately 600 trackside telephones, over approximately 90 miles of route, between King's Cross, Biggleswade and Royston.

When the project is completed in mid-2007, signallers at King's Cross will be able to communicate conveniently and easily, using the latest in touch-screen technology.

Gunnislake line reopens

The Gunnislake branch in Devon reopened to passenger services on 26 June. The line was closed on 18 June after a landslide between Bere Ferrers and Bere Alston resulted in over 1,000 tonnes of debris blocking the railway.

Awards win for Freightliner

Freightliner Ltd, the intermodal division of the Freightliner Group, was awarded the Business Improvement Award at the IFW Industry Awards.

Freightliner Group (consisting of both the container and bulk freight businesses) also scooped the Rail Freight Award 2006. The lattrer win was the 5th in nine years.

IFW Freighting Industry Awards were held on the evening of 19 June.

Class 66 derails at Litchfield during possession

BELOW: **Engineering work on the Litchfield cross-city line was disrupted on 25 June, when Class 66/0 No. 66096, working a ballast train, derailed near Litchfield City station, together with two wagons. The locomotive, which was travelling at walking speed when the derailment happened, rode up on to replacement rails which had been laid in the 'four-foot'. One of the EWS re-railing teams is pictured while in the process of jacking the locomotive.** CRAIG ADAMSON

Phase two of Ferrybridge resignalling approaches

The second phase of a £38 million resignalling scheme will come into effect over the August Bank Holiday when Knottingley signal box will close.

The work to replace life expired signalling in the Aire Valley area around Ferrybridge began earlier this year when 16 route miles previously controlled by Ferrybridge signal box were transferred to a new signal box. The work at Easter included the replacement of 25 signals and 42 location cabinets.

Phase two will see the closure of Knottingley signal box with all operations transferred to Ferrybridge. Network Rail says that the next box on the route, Sudforth Lane, is not affected by the resignalling scheme.

The area sees a high volume of coal traffic with regular trains to Ferrybridge, Eggborough and Drax Power Stations as well as Kellingley Colliery.

ABOVE: **Sudforth Lane signal box, near Knottingley, which Network Rail say will remain open, will become a fringe box to the new Ferrybridge Power Box from August Bank Holiday.** RICHARD TUPLIN

Wireless internet trials for Virgin Pendolino fleet

Virgin Trains has announced that it is to trial high-speed internet access on board one of its Class 390 Pendolino trains. However, unlike some other on-board wireless internet systems, Virgin say the signal will not be lost when trains pass through tunnels.

The trials are taking place in partnership with QinetiQ Rail which has been developing wireless technology for use on a fully operation train and has now created a multi-bearer wireless internet system called Connected Carriage.

The Connected Carriage™ system delivers the best possible end-user experience by combining multiple Wide Area Network (WAN) technologies including bi-directional satellite and WiMAX. The specification delivered to Virgin Trains combines WiMAX, satellite, Wi-Fi and cellular which can provide national coverage to a moving train with a continuous high-speed connection at up to 49 megabytes per second (MBPS).

The fitment of equipment to a yet to be nominated Class 390 should take place in the next few weeks and the trial itself, is likely to last several months. Virgin Trains has issued an Invitation to Tender to a number of specialist companies to assess the costs and benefits of introducing wireless internet onboard its entire West Coast and CrossCountry train fleets, although it is likely to be late autumn before any firm decisions are taken and the project for the entire fleet moves forward.

The successful operation of the trial will be the first time that any company has actually established a train-to-shore link which combines all these technologies on a train at speeds in excess of 200kph. By combining multiple WAN technologies including bi-directional satellite and WiMAX, QinetiQ Rail has achieved a number of impressive technical firsts, including the first UK installation of a bi-directional satellite communications system on a fully operational train. The Connected Carriage™ is designed to allow rail passengers to access the Internet, send and receive email, view video clips, download games and access real-time location and timetable information while they travel.

QinetiQ Rail will be installing Wi-Fi hotspots in each carriage of the Pendolino train to provide Wi-Fi coverage at every seat. These are supported by a Local Area Network (LAN) along the entire length of the train which has the potential to be used for on-board communications, video surveillance and train monitoring. An on-board server caches web content and outgoing emails, and is capable of storing rich media content (such as audio channels, music clips and games for download) for immediate access by passengers.

Several external antenna will be installed on the roof of the train which use WiMAX, satellite, Wi-Fi and cellular technology to maintain a continuous high-speed connection between the train and the Internet. QinetiQ Rail uses a smart router to continuously monitor the performance of the various train-to-shore links. The router decides second-by-second which combination of WiMAX, satellite, Wi-Fi and cellular to use to deliver the best possible experience for the end-user.

Fire shuts King's Cross

A fire close to London King's Cross station led to a closure of the power box on 26 June stopping all services into and out of the terminus.

The fire broke out in a near-by building site shortly after 08.30 which involved four cylinders, including two acetylene cylinders. Because acetylene cylinders have been known to explode up to 24 hours after being exposed to heat, a 200 metre exclusion zone was set up.

With King's Cross closed, GNER and Hull Trains terminated and started services from Peterborough while First Capital Connect (FCC) services operated to and from Finsbury Park

Network Rail and the train operators set up a special timetable and placed staff in nine 'mini-signal boxes' between Finsbury Park and Peterborough. This enabled FCC to run a limited service between London, Cambridge and Peterborough.

With the danger of exploding cylinders past, staff were allowed back into Kings Cross power box and rail services returned to normal from the start of operations on 28 June.

WCML contract

Network Rail has awarded a £16 million contract, with Grant Rail as the principal contractor, for work to upgrade the track layout and signalling in the Nuneaton area. The contract will involve works to remodel track layouts and overhead lines. The project will continue with the remodelling of track layouts to the Nuneaton South Junction, Attleborough North and Ashby Ladder, and the realignment of track on the Coventry and Leicester Lines. The work is due for completion in May 2008.

The signalling system between Brinklow and Polesworth will also be renewed and transferred to the Rugby signalling centre.

ABOVE: **EWS Class 67 No. 67006 *Royal Sovereign* passes Cow Roast near Tring on the West Coast Main Line with the 14.31 Wembley Yard - Longsight International Depot conveying Class 185 No. 185123. The Siemens 'Desiro' unit had arrived through the Channel Tunnel the previous day.** CHRIS HOLT

NEWS IN BREIF

■ The remains of Freightliner Heavy Haul Class 66/5 No. 66521, withdrawn following the tragic Great Heck disaster, were finally moved from Leeds Midland Road depot to C F Booths scrapyard on 24 June. The locomotive is being disposed of immediately.

■ FM Rail Class 47/3 No. 47355 *Avocet* suffered a power earth fault that caused a small insulation fire within the main generator on 28 June, while working a departmental service from Lincoln to Derby. The locomotive was on the rear of the consist, which at the time was being powered by No. 47145 *Myrddin Emrys*.

■ Two out of the three French based EWS Class 66s have been returned to the UK, with No. 66215 arriving at Toton on 27 June. As *Railway Herald* went to press, classmate No. 66022 remained at Dollands Moor. Following work and further modifications, both locomotives are expected to return to France for completion of safety case assessment.

■ Class 37/6 No. 37669 which has languished at Bescot Depot for several months, was finally moved to Barrow Hill on 29 July by HNRC Class 20s Nos. 20096 and 20906. The Type 3 is now owned by HNRC.

First FTPE Class 158 moves to First Great Western

Class 158 No. 158750 is the first of four ex-First TransPennine Class 158s to move west to operate on the FGW franchise. The set was released in late May to replace a hired-in ScotRail unit which was sent from Haymarket to Exeter in April to help out with a unit shortage at the time of the formation of the Greater Western Franchise.

In the near future the remaining FTP 158s, which are not being cascaded to South West Trains, will be transferred to First Great Western. These sets will be inspected and a plan drawn up as to which units will be retained and funded for refurbishment. A move to standardise all DMU equipment within the FGW franchise is being made with non-standard sets being returned to the Rosco in late summer. In addition, four Class 158s are to move from FGW to Northern Rail by the year end, but these are likely to be the ex-Central Trains sets which have the older power units and non-modified air-conditioning.

The first refurbished 150 and 158 in the new FGW all-over 'branded' bue is expected to be repainted by Wabtec Doncaster in late July.

BELOW: **On 28 June Class 158 No. 158750 is seen at Exeter St Davids forming the 14.57 Barnstaple-Exmouth.** COLIN J. MARSDEN

Alstom Class 458 'Juniper' units head for store

The Class 458 Juniper EMUs have never been popular with South West Trans since their initial delivery from 1998.

Wimbledon Depot could not seem to come to terms with them, a variety of different faults and problems arising on individual sets that were not consistent with others of the class, the corridor connections not functioning correctly, and the overall availability being poor.

Although they are now more reliable in service than the new Desiros, SWT is determined to do away with them as soon as possible and the trains are to go into store until a decision is made by their owners Porterbrook as to what to do with them. However, the costs of converting the units from third-rail to overhead pick-up for use in Scotland has ruled that option out.

Another option that has also been ruled out being to use the Class 458s on the London Underground sub-surface East London Line. They are not suitable for the latter because the DfT has stated that the '458s' do not comply with the Disability Discrimination Act 2005, and again the cost of retro-modifying them being prohibitably expensive.

The vast majority of the final months of their service have been spent on South West Train's Reading - Waterloo service with very limited work elsewhere on the network.

ABOVE: Class 40 No. D212 is seen awaiting departure time at Butterley at the head of the 12.55 departure to Hammersmith. JOHN WHITEHOUSE

Problems overcome at Class 40 Appeal gala weekend

The Class 40 Appeal operated a gala over the weekend of 24/25 June at the Midland Railway-Butterley which was due to feature its own locomotives Class 40 No. D212 *Aureol*, now outshopped in BR green livery, Class 50 No. 50007 *Sir Edward Elgar* and Class 37 No. 37314. However flat batteries conspired to sideline the Class 40 until mid-day on Sunday, when with the help of MR's resident Class 25 No. 7671, No. D212 was jump-started and was immediately pressed into action by taking over the diagram of No. 37314 at Swanwick Junction.

The Railway Herald

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Running Daily
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Re-live the Golden Age of Steam on one of Britain's most popular heritage railways.

Vintage Vehicle Weekend
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The chance to journey into Whitby Town by Steam through the North York Moors National Park and along the beautiful Esk Valley line. Enjoy the delights of the 'seaside excursion' of years ago

Services depart Whitby at
11.00, 14.15 and 17.40

Services depart Grosmont at
10.00, 13.25 and 16.45

On the dates when Whitby steam services operate, a special 'Early Bird' DMU service will operate from Pickering, departing at 08.45 and connecting with the 10.00 Grosmont - Whitby service. A special discounted ticket is available for this train. A DMU service will also return in the evening connecting with the 17.40 from Whitby and arriving in Pickering at 19.05

Steam hauled services to Whitby operate on the following dates in July:

Saturday	1st
Monday	24th and 31st
Tuesday	4th, 11th, 18th and 25th
Wednesday	5th, 12th, 19th and 26th
Thursday	27th

Other special events later in the year include:
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!

Advance Bookings & Information 01751 472508
Talking Timetable 01751 473535
E-mail : customerservices@nymr.fsnet.co.uk
Website : www.northyorkshiremoorsrailway.com

West Somerset Railway main line connection commissioned

The West Somerset Railway's link with Network Rail at Norton Fitzwarren, just west of Taunton, has been upgraded and fully signalled to allow unlimited passenger movements on and off the national network.

The work has formed part of a major contract from Network Rail to eliminate the bottle-neck level crossing at Silk Mills and replace it with a bridge. As part of this, new signalling has been introduced, controlled from Exeter power signal box.

The work, undertaken by Amey Railways under contract from Network Rail, includes a new LED main line signal on the down relief line close to Silk Mills which now allows movement over the down and up GW main line onto the connection spur to the West Somerset. This signal No. E324 replaces a previous colour light signal. A new running signal No. E627, again a LED unit, has been erected on the branch from the WSR to the main line, previously, this being a shunt signal. This signal when clear gives authority for a train to travel to the relief line crossing both the up and down main lines close to Silk Mills. The work has also seen the up fixed distant on the WSR moved to the legal distance from the stop signal.

The section of line between that of Network Rail and the WSR is operated on a 'one train in steam' principal, with token slot release instruments located at both Taunton station and Silk Mills.

On 28 June, Somerset County Council, the West Somerset Railway and Network Rail celebrated the commissioning of the new signalling equipment by operating a special train, formed of Class 158 No. 158855 *Exmoor Explorer* from Bristol Temple Meads to Minehead and return. On arrival at both Bishops Lydeard and Minehead the train broke a 'Destination Somerset' banner.

The signal and infrastructure upgrade work has cost around £325,000 and was funded by Somerset County Council's Local Transport Plan, West Somerset District Council and Taunton Deane Borough Council.

ABOVE: Class 158 No. 158855 arrives at Bishops Lydeard with the return service to Bristol. PHILIP IZZARD

Somerset County Council and the West Somerset Railway are now in discussions with First Great Western (FGW), to explore the possibility of operating a regular service, enabling more visitors than ever before to access West Somerset by train. Plans are still at a very early stage and one of the key issues is likely to that of rolling stock. One option that is being explored is for First Great Western to operate a shuttle service between Taunton and Bishops Lydeard next summer on a Wednesday and Sunday, the railway's two busiest days to 'test the market'.

Paul Conibear, General Manager of the West Somerset Railway is however committed to making best use of the railways resources and management skills. Therefore, the railway intends to let FGW concentrate on the operation of a diesel multiple unit shuttle to and from Taunton, with the railway concentrating on its existing 24-miles, where its operational experitise lies.

With the previous limit of six through trains a year now lifted, the running of through charter trains to Bishops Lydeard and Minehead is likely to feature in a number of charter companies itineraries over the coming years. The WSR has confirmed that two charters are already planned to use the new connection, one in October and one in December.

3850 officially enters traffic

The railway's newly restored Great Western 2-8-0 No. 3850 will enter traffic officially on 15 July and should be in almost continuous service for the next 28 days until the loco is due its boiler washout.

Since its return to steam, the locomotive has only operated around five days in traffic due to a settling and running in period.

ABOVE: Class 158 No. 158855 breaks the 'Destination - Somerset' banner at Minehad station on 28 June as it arrives with the the 09.53 Bristol Temple Meads - Minehead service, the first through train from the National Network to use the newly signalled connection. COLIN J. MARSDEN

ABOVE: **GW 'King' 4-6-0 No. 6024 *King Edward I* passes Woolhampton on 24 June with a Steamy Affairs charter from Ashford to Bristol Temple Meads. No. 6024 worked the train out and back from Willesden.** MARK CHANDLER

Weardale railway to reopen with diesel service

The Weardale Railway in County Durham, which closed over a year ago amid rising debts of £1 million is to reopen.

Although the date of reopening is yet to be announced, the railway has admitted that steam services between Wolsingham and Stanhope won't return immediately, the initial service being operated by diesel traction.

The Weardale line is now run by a partnership made up of social enterprise group Ealing Community Transport of London, the Weardale Railway Trust, Wear Valley District Council and Durham County Council.

Many local businesses were left with money owing when the Weardale Railway collapsed just months after its grand opening in 2004. Lower passenger figures than exepected contributed to the collapse but administrators, PriceWaterhouseCoopers, has reached an agreement with all creditors which saw the railway come out of administration, althought it remains in Company Voluntary Arrangement (CVA) until that process is complete.

It is hoped to resume diesel services in the summer and steam operation is a possibility for 2007.

Senior management have been quoted as saying that major plans are in progress for 2007 including the reintroduction of regular steam services and the operation of a luxury wine and dine train.

Certainly for the immediate future, operation of the railway will remain with the volunteers of the Weardale Railway Trust. As well as reducing the need to recruit staff, the move will also assist the railway in lowering the wage bill.

LEFT: **On the Mid-Norfolk Railway, superbly restored blue and grey liveried Class 101 DMU No. L836 is caught by the camera at Yaxham station on 24 June, with the 13.00 Dereham - Wymondham Abbey service. NENTA TrainTours is to operate a special through charter service from Dereham via Ely to York and Scarborough on 9 September.** IAIN C. SCOTCHMAN

Oystermouth reaches MNR

Class 56 No. 56040 *Oystermouth* finally arrived by road at its new home on the Mid-Norfolk Railway on 26 June.

The locomotive was previously stored at Immingham depot.

Deltic event moves to Barrow Hill

As a result of insurance and Health & Safety issues on the site of the Crimpsall repair shop, the Deltic Preservation Society has been forced to move its 'Doncaster Plant Deltic Farewell' event to Barrow Hill.

The event which was originally planned as a tribute to the lifelong links between the 'Deltics' and Doncaster Works will be held over the weekend of 12/13 August, when it is intended to bring together all six surviving production Deltics for the first time since 1982.

Along with the locos will be the DPS Deltic driver simulator, a Deltic exhibition, trade stands, refreshments plus a few surprises!

Bachmann Europe plc has agreed to sponsor the event and the company will be bringing its Roadshow to the event, which will includes its latest model railway layout.

Tickets are available in advance for one day (£10 Adults, £5 Children, £6 Concessions and £25 for 2+2 Family) and for two days at (£16, £7, £10 and £40 respectively.)

For those wanting to buy their tickets on the day, prices will be £12 Adults, £6 Child, £8 Concessions and £30 (2+2) Family. A special souvenir brochure will be available priced at £5.

Advance tickets can be obtained by sending payment and SAE to: DPS Sales, 34, Lucy Hall Drive, Baildon, Shipley, West Yorkshire, BD17 5BH. Please note that all cheques and postal orders for tickets and brochures should be made payable to DPS Commercial Services Ltd.

ABOVE: **In full summer sunshine and a very blue looking North Sea in the background, Class 60 No. 60060 *James Watt* rounds the curve at Hawthorn on the Durham coast line with a Shap-Tees Yard limestone train on 22 June.** KEN SHORT

LEFT: **The only remaining scheduled Class 87 hauled passenger diagram, working in the morning and evening peak out of London Euston, has since its introduction made use of Class 87 No. 87006. On 29 June the locomotive and DVT used on the set were swapped for Class 87 No. 87026 and Mk. 3 DVT No. 82126. Here Class 87 No. 87026 departs from the London terminus with the 16.52 service to Birmingham New St. on 28 June.** IAIN C. SCOTCHMAN

ABOVE: One of the SERCO test trains that tour the majority of Britain's rail network each year is seen at Newport in South Wales on 27 June. Powered by DRS Class 37/6s Nos. 37605 and 37609 the train was working from Derby to Crewe via Newport. In the consist are departmental vehicles Nos. 9977986, 999602 and 977377. KEVIN DANCER

LEFT: The first vehicles to be moved into the new FM Rail site at Coalville were a pair of Class 56 locomotives which had previously been stored at Immingham depot in North East Lincolnshire. On 26 June, Class 33/1 No. 33103 *Swordfish* drags Class 56 Nos. 56011 and 56021, together with several Mk. 2 coaches acting as brake runners, and maroon liveried Class 31 No. 31190 *Gyphon* through Hatfield & Stainforth station. RON COVER

BELOW: HNRC owned Class 20/9 No. 20905 and Class 20/0 No. 20096 storm through Adwick Le Street on 24 June, with the 5Z25 Neville Hill-Doncaster stock move. The train was conveying a rake of GNER HST Mk.3 coaches to Wabtec Rail at Doncaster for refurbishment. GARY HOLLAND

ABOVE: A busy seen at Eastleigh as Freightliner Heavy Haul Class 66/5 No. 66514 departs with the Neasden - Wool sand empties. GBRailfreight Class 66/7 Nos. 66702 and 66706 can be seen stabled in the background while, EWS Class 66/0 No. 66233 awaits the road to depart Eastleigh Yard with an engineers train bound for Hoo Jn! Brian Garrett

RIGHT: The unique Shanks & McEwan liveried Class 66/5 No. 66522 has found work on the Yorkshire coal circuit recently, following its period in Freightliner's Network Rail pool, as signified by the yellow squares on the cabside. No. 66522 approaches Sudforth Lane level crossing on 27 June with empties for Immingham. Ian Broadhead

BELOW: On one of its first revenue earning runs, DRS Class 66/4 No. 66413 passes Winwick Junction on 23 June with a Coatbridge - Daventry intermodal service. Fred Kerr