The Railway Herald

14 July 2006 No. 44

The complimentary UK railway journal for the railway enthusiast

In This Issue

Merseyrail refurbishes Hoylake station
Corus 'Day-Glow' Class 20 unveiled
Problems hit Mallaig steam operation
Bluebell buys East Grinstead station site

The Railway Herald

Issue 44
14 July 2006

Contents

Newsdesk 3
Refurbishment of Hoylake station completed. Class 50s on scheduled services to Fishguard. 'Day-Glow' Class 20 for Corus. 'one' finishes with Mk2 fleet. Plus all the latest railtour news.

Rolling Stock News 6
EWS reduces Class 60 fleet to 31. Class 58 No. 58005 moves from Leicester. Sheffield scrappings.

Preservation View 7
Rail revival for Oswestry approaches. *Puffing Billy* replica launched at Beamish. Bluebell obtains East Grinstead station site. A1 boiler completed. Problems for West Highland steam operation.

Notable Workings Pictorial 12
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.

Publication

The *Railway Herald* is due to be published every Friday and is available by e-mail subscription from subscriptions@railwayherald.co.uk

E-mail addresses are never given out and should you choose to cease your subscription in the future, please just contact us.

© Copyright Railway Herald 2006

ABOVE: A pair of DRS Class 20/3 locomotives, Nos. 20305 and 20307 head past Hawthorn on the Durham coast line on 10 July with a Carlisle Kingmoor to Seaton-on-Tees flask working, comprising two FNA wagons. KEN SHORT

BELOW: A sight that we did not expect to see again; Class 90 loco-hauled Mk2s and Mk3 DVTs on Class 1 West Coast inter-city services, with EWS Class 90 No. 90017 on the rear, the set is seen awaiting departure with the 10.24 Manchester Piccadilly-Birmingham New St. service on 12 July. CHRIS DIXON

FRONT COVER: Ex-SR 4-6-0 No. 30777 *Sir Lamiel*, recently restored at Loughborough, is pictured passing Hams Hall on 8 July, while working a Tyseley - York charter for Vintage Trains. The loco was due to remain at York but due to the non-availabilty of No. 45305, returned the train to Tyseley. JOHN WHITEHOUSE

Refurbishment of Hoylake station completed

Mark Dowd, chairman of Merseytravel, unveiled a commemorative plaque at Hoylake station on 12 July to mark the completion of its latest station refurbishment project, costing £600,000.

The completion coincided with the finalising of arrangements made to greet the many visitors expected to arrive between 13-25 July to watch the Open Golf Championships being hosted at the nearby Hoylake course.

The refurbishment project was designed to complement the station's existing 'art-deco' structure which was the result of the last rebuild in 1938 leading to it being made a Grade 2 listed building.

This has included work undertaken on the booking hall and ticket counter, where a Disability Discrimination Compliant ticket counter that can be raised and lowered for wheelchair users, has been installed while retaining the period features of the area by repairing and replacing items as necessary.

ABOVE: The booking hall area of the refurbished Hoylake station still retains much of its 'art-deco' features as this picture of the interior, looking towards the platform area, shows. FRED KERR

Platform work undertaken has seen the extension of the Liverpool-West Kirby platform, resurfacing of both platforms complete with tactile paving, improved drainage, boundary fencing and new coping stones at the platform edges.

Improvements to passenger facilities include a new toilet for the disabled with an access ramp, cleaning of the footbridge with provision of anti-slip surfacing, handrail improvements and the creation of a 'park and ride' facility with CCTV cameras.

These new facilities will complement the revised train schedule being introduced during the period of the Open Championship when all trains will operate as six-car units between Liverpool and Hoylake, with a 'bustitution' service covering the Hoylake - Kirby transit.

Further station improvement projects are in hand throughout the Merseyrail network, with that for Hillside currently in preparation to be ready for 2008 when that course will be host to the Open Golf Championship.

LEFT: The connection between Hoylake and its famed golf course is commemorated by the area on the Liverpool-bound platform that is dedicated to the sport. FRED KERR

Fifty Fund locos used on scheduled services to Fishguard

Arriva Trains Wales has begun using one of The Fifty Fund's Class 50 locos on its daily service to Fishguard Harbour. The train is the 10.55 Cardiff Central - Fishguard and 13.35 return.

LEFT: Class 50 No. 50012 (alias No. 50049) passes Ashburnham Golf Course, near Pembrey with the 13.35 Fishguard -Cardiff Central on 1 July 2006. MARK THOMAS

RAILTOUR NEWS UPDATE

by John Whitehouse

Faversham steam 2006

Shepherd Neame's annual foray into steam-hauled charters is scheduled for 2/3 September and again based on the Faversham Hop Festival.

LMS Black 5 No. 45231 is scheduled to haul the trains, operating under 'The Spitfire' name commencing on 2 September out of London Victoria for a circuitous journey to Faversham via Tonbridge, Ashford, Canterbury and Margate, returning via the Medway route. In the afternoon there will be two return trips between Faversham and Rochester.

Brighton is the origin the next day, with the train heading to Lewes and Eastbourne, then to Ashford, hauled by heritage diesel, where steam again takes over for the remainder of journey to Faversham. It returns by the same route in the evening, while in the lay-over period there will be an afternoon shuttle to Gillingham and Sheerness.

Western Champion maroon debut is delayed until late October

The anticipated emergence of Class 52 No. D1015 *Western Champion* in maroon livery has been delayed, and it will not be available for Past Times' 'Dartmouth Arrow' on 26 August from Bristol Temple Meads to Kingswear.

The locomotive is next booked to haul Past Times' re-dated 'Royal Duchy' from Paddington to Penzance and return on 28 October, which if all goes to plan will see two Past Time tours in the Cornish terminal in one day as GW 'King' No. 6024 *King Edward I* is also scheduled to work from Penzance to Taunton on a charter which originates at Gloucester on that same day.

No. 6024 works south a week earlier, again from Taunton, on a tour from Paddington.

37s over Sugar Loaf summit

The Central Wales route will be reverberating to a pair of Class 37s on 22 July, when Kingfisher's 'Heart of Wales Rambler' heads northbound over Sugar Loaf on a tour which originates at Ealing Broadway.

The return is via The Welsh Marches following a break in Shrewsbury.

Regular steam operations

Next week sees the commencement of most of the regular steam operations for the high summer period, begining on 16 July when Battle of Britain Class No. 34067 *Tangmere* is scheduled to haul Past Time's inaugural 'Torbay Express' between Bristol Temple Meads and Kingswear.

The train is due to operate each Sunday until 3 September, with a two Saturday trains also on 29 July and 12 August.

The North Yorkshire Moors 'Eskdale Shuttles' also get into full swing, running on each weekday except Friday until the end of August. Ian Riley's LMS Black 5 4-6-0 No. 45407 is the likely traction.

The close neighbours, the National Railway Museum also reappear on the mainline scene, as their summer period of York-Scarborough operations commences, running each Tuesday, Wednesday and Thursday.

'King Arthur' No. 30777 *Sir Lamiel* and LNER Class V2 No. 4771 *Green Arrow* are the pool locomotives, whilst No. 850 *Lord Nelson* which was originally advertised as being in the pool will not be ready in time.

Steaming back with Dreams

It is good to see Steam Dreams back in action with steam haulage following the debacle of the extended overhaul of the FM Rail Mk1 green set of coaches

The first tour on 9 July also saw a welcome return to BR Standard 8P No. 71000 *Duke of Gloucester,* back in action, after a protracted absence due to extended repairs.

A busy summer of operations is on the horizon commencing with a 'Sunny South Special' to Winchester, Bournemouth and Weymouth on 20 July, again with *Duke of Gloucester*, followed by a trip to Canterbury on 26 July featuring Black 5 No. 45231. August destinations include Eastbourne and Hastings, Bristol and Bath and another Weymouth.

Look out for later in the year when it is planned to utilise Mid-Hants based A4 No. 60019 *Bittern* on a number of autumn tours.

Problems for Tangmere

SR 'Battle of Britain' 4-6-2 No. 34067 *Tangmere* suffered technical problems while working the VSOE on 12 July. The loco was removed from the train at Acton by Class 67 No. 67005.

Virgin Voyager unit visits Weardale Railway for filming work

BELOW: Class 220 'Voyager' No. 220034 *Yorkshire Voyager* is pictured on the Weardale Railway in County Durham while on a filming exercise for a forthcoming television advert. The match wagon seen on the left attached to the front of the unit was used to mount a television camera! High security surrounded the filming work on the railway and the Voyager unit is to be returned by road to Central Rivers over the next few days. JOHN LEWINS

'one' removes Mk2 stock

Passengers using 'one' inter-city services on the Norwich-London line will see a further improvement in service standards this week with the introduction of the 13th set of more modern, refurbished Mk3 carriages.

The arrival of these latest vehicles means that 113 out of 119 refurbished carriages being put into operation on the East Anglian main line are now in place, offering passengers a higher quality of service.

This week also sees the first of six new café bars (or buffets) in use on the inter-city services, helping to further improve the catering on board trains.

As a result of these changes, 'one' will be able to withdraw its last full train of Mk2 stock this Saturday, leaving just four Mk2 carriages in use to cover for other vehicles undergoing refurbishment.

The last scheduled use of the full Mk2 set is planned for the following services on 15 July:

07.00 London Liverpool Street – Norwich
09.30 Norwich - London Liverpool Street
12.00 London Liverpool Street – Great Yarmouth

With this major milestone reached, passengers on 'one' inter-city services can now expect to travel on a refurbished train whenever they travel on the Norwich - London route from Sunday onwards.

The £25 million programme to upgrade the inter-city service includes new interiors, seat covers, carpets, curtains and decor enhancements. The new Mk3s also see an increase in the number of restaurant vehicles, from eight to nine and the related refurbishment of all coaches.

Improved accessibility for the disabled and provision of a disabled access toilet is now available on each set, together with full catering service including restaurants, buffets and an at-seat trolley service.

Special operations for Farnborough Airshow

In connection with the Farnborough Airshow, South West Trains will be strengthening services over the weekend of 22/23 July.

In addition to the strengthened trains, other services will make special stops at Farnborough and an additional train will operate from London Waterloo direct to Farnborough departing at 07.58 on weekdays.

On 22 July, the 08.20 Salisbury - Waterloo, 08.20 Yeovil Junction - Waterloo, 16.20 Waterloo - Exeter St. Davids and 17.20 Waterloo-Yeovil Junction will make an additional stop, while on 23 July, seven Waterloo-Weymouth, seven Waterloo- Bournemouth, nine Portsmouth Harbour-Waterloo and seven Weymouth-Waterloo services will all stop additionally at Farnborough.

'Day-Glow' Class 20s for Corus near completion

ABOVE: HNRC owned Class 20 No. 20056 is pictured displaying Corus running number 81, during the open weekend at Barrow Hill on 8 July. The locomotive has been finished in 'Day-Glow' yellow, with red solebars and silver cabsides, the common livery of works locomotives at Corus Scunthorpe. New style light units have been fitted to both ends of the locomotive, together with the standard flashing yellow lights on the cab-roof. Of note, the newly fitted video camera, situated above the centre indicator light on the nose end. This modification, like those fitted to the HNRC Class 20s in use at Lafarge Cement at Hope Works, is to aid drivers sighting when working nose first. FRED KERR

BELOW: The second Class 20 to be seconded to Scunthorpe is BR blue liveried No. 20066, pictured at Barrow Hill on 8 July undergoing overhaul, including work on the engine and bogies, which are currently away from the locomotive. Once completed, this locomotive will be outshopped in the same 'Day-Glow' yellow colour scheme. JAMIE SQUIBBS

NEWS IN BRIEF

■ Celebrity green liveried Class 31/1 No. 31110, previously named *TRACTION Magazine*, has been transferred by road from Barrow Hill to T J Thompson's scrapyard at Stockton.

■ Cotswold Rail's Class 87s Nos. 87007 and 87008 have been temporarily reallocated to SBXL pool. It is understood that Cotswold is to take out a four-year lease of one or both locomotives and the re-allocation has taken place while paperwork is completed. *RH* also understands that one of the CR HST sets is also to be returned to the lease company shortly.

Class 60 fleet down to 31

EWS is yet again storing Class 60 locomotives, deemed to be surplus to current requirements, at depots across the country, specifically Immingham, Thornaby and Toton.

The latest to be stored being Nos. 60048 and 60058, while classmate No. 60073, currently in the WNTR pool has been noted back in traffic, working a Toton - Forders trip on 12 July, although at the time of going to press, the loco had not been allocated to a traffic pool.

This was the position of the fleet on 12 July, incorporating WCAN and WCBN operational Class 60 traffic pools:

60003 Stourton - Peak Forest
60004 Lynemouth
60008 Westerleigh - Lindsey OR
60010 Hull - Rylstone
60013 Toton TMD
60014 Bredbury - Roxby Gullet
60015 Washwood Health
60020 Roxby Gullet - Northenden RTS
60021 Theale - Robeston OR
60023 Corby - Margam
60027 Immingham - Santon
60031 Peak Forest
60034 Llanwern - Newport ADJ
60038 Tees Yard
60041 Margam LIP
60044 Thornaby TMD
60051 Ely -Peak Forest
60052 Jarrow - Lindsey OR
60054 Tees Yard
60059 Dalzell - Lackenby
60061 Robeston OR - Westerleigh
60063 Rectory Jnc - Lindsey OR
60069 Lindsey OR - Rectory Jnc
60072 Round Oak
60075 Tunstead - Briggs Sidings
60079 Peak Forest
60090 Humber OR - Jarrow
60096 Humber OR - Bedworth
60097 Lindsey OR - Kingsbury
60099 Immingham OT - Santon
60500 Ashburys - Dowlow

ABOVE TOP: Mainline liveried Class 31/4 No. 31407 is is pictured at Hull's scrapyard on 8 July in the company of Class 31s Nos. 31533, 31412 and 31524. JAMIE SQUIBBS

MIDDLE: Class 47 No. 47813 passes the camera near to Kingsbury while hauling Class 43 No. 43133 to Brush Traction. PHILIP HAYWOOD

LEFT: Looking very abandoned in its faded Mainline blue livery, Class 58 No. 58005 is shown at Leicester on 6 July. The loco was moved to Toton on 11 July by Class 67 No. 67029. Insiders suggest that both Class 58 No. 58001 and 58005 could well be shipped to foreign parts in the coming weeks. RICHARD TUPLIN

Cambrian Railways revival approaches for Oswestry

The Cambrian Railways Trust and Cambrian Railways Society are to join forces with the local County Council to rebuild and develop the line from Gobowen to Blodwell near Shrewsbury.

Shropshire County Council has been in discussions with Network Rail for several months to acquire the disused branch, which was last used to move railway ballast from the quarry at Blodwell. Recently, the Office of Rail Regulation has consented to the sale of the line and the County Council and Network Rail are now in detailed negotiations with the hope that the purchase will be completed by the end of the year.

With the future of the line now looking secure, Shropshire County Council has been looking for a partner to operate it and are to take forward a joint proposal from the Cambrian Railways Society and Cambrian Railways Trust to promote the Cambrian Heritage Railways project. Although working together on the project the Trust and Society operations will remain separate. The Cambrian Railways Trust is developing its site at Llynclys while at the same time accumulating rolling stock for future operations.

The current plans are that the Trust will operate the Gobowen to Llynclys section of the route, with the hope of being able to extend the line back to Pant, while the Society will operate the Llynclys Junction to Blodwell and Nantmawr lines, giving the unique spectacle of a heritage line with three different, but connected sections!

The Cambrian Railways Society has just acquired a quantity of photographs and paperwork from Derby Works, which has become known of the 'Derby Collection' and will shortly be looking for funding for a new dedicated building with which to hold both the 'Derby Collection' and its ever increasing memorabilia and museum items.

ABOVE: Turning the clock back to 22 July 1954 and GW 'Dukedog' 4-4-0 No. 9005 departs from Oswestry with the 14.05 Whitchurch to Welshpool service. The station building in the background still remains as the Cambrian Railways Society's museum. BRIAN MORRISON

1970s gala for MNR

The Mid-Norfolk Railway will be holding its final 'Transport through the Decades' event on 15/16 July which will feature the 1970's. The highlight will be the launch of the BR blue & grey liveried Mk 2 set of coaches on the 11.00 service from Dereham on 16 July. The entire serviceable diesel fleet will be pressed into action, including the Class 101 DMU, Class 31 No. 31538, Class 20 No. D8069 and Class 50 No. 50019. Newly arrived Class 56 No. 56040 *Oystermouth* should also to be on display.

■ Class 56 No. 56040 arrived at Dereham on the Mid-Norfolk Railway, on 27 June as previously reported. The locomotive's power unit was successfully barred over for the first time in five years, just three days later, while on 2 July, the cooling system was filled with water and the cylinder liner bottom seals showed no signs of leaks. The locomotive underwent a bogie lift at Immingham before it moved to Dereham.

Puffing Billy replica officially launched at Beamish Museum

Beamish Museum in County Durham officially launched its new working replica of William Hedley's famous 1813 locomotive *Puffing Billy* into traffic on 13 July.

The original *Puffing Billy* is thought to be the world's first commercially successful rail locomotive. Built in 1813 by William Hedley to haul wagons of coal from the colliery owned by the Blackett family at Wylam, near Newcastle, to the River Tyne, a distance of some five miles, the loco remained in use at Wylam until 1862, when it was purchased by the Science Museum in London. The original is still on show there today.

When the proposals were first put forward to construct a new replica of the locomotive, the original *Puffing Billy* was examined, along with an early 20th century replica in Germany. With detailed engineering drawings approved by the Railways Inspectorate, construction commenced. The locomotive has been assembled by Alan Keef Ltd near Ross-on-Wye and although outwardly accurate in every detail, the loco conforms to the stringent regulations of the 21st century!

This project has taken four years to complete and cost around £400,000. It has been supported by funding from the European Regional Developments Funds and the Hedley Foundation, whose roots originate with William Hedley.

The official launch was conducted by Sir William McAlpine, a Trustee of the Beamish Development Trust and keen steam enthusiast.

The new locomotive joins replicas of *Steam Elephant* and *Locomotion No.1*.

LEFT: The new *Puffing Billy* replica is pictured outside the Pockerley Waggonway shed at Beamish on its launch day, 13 July. BEAMISH MUSEUM

ABOVE: SR Battle of Britain Class 4-6-2 No. 34067 *Tangmere* is caught by the camera passing Frant station with Kingfisher Railtours 'Battle of Hastings' charter on 8 July, complete with Golden Arrow headboard. PAUL PETTITT

'Duchess' steams into Butterley

On 22/23 July, probably one of the most contrasting locomotive rosters possible will occur on the Midland Railway - Butterley when its industrial 0-4-0ST *Castle Donnington No. 1* will be joined by Princess Coronation 4-6-2 No. 6233 *Duchess of Sutherland* on a two train service. The 'Duchess' is operating as part of a Patrons Weekend at the West Shed, and should feature fully restored ex-LMS Royal vehicle No. 45000 in its scheduled workings.

Because of run-round difficulties trains featuring *Duchess of Sutherland* will be 'topped and tailed' with a diesel locomotive.

More problems for West Highland steam

The locomotive pool at Fort William for West Coast Railways' 'Jacobite' service has seen further changes following the failure of B1 Class 4-6-0 No. 61264 on Fort William Depot on 6 July, prior to working that days train.

It appears that the left-side cylinder has incurred substantial damage, which included the end-plate being blown-off and partial disintegration of the cylinder block itself.

It is hoped that the problem can be solved by stitch welding and the locomotive will be returned to Carnforth in due course. It will miss the remainder of the 'Jacobite' season, but hopefully it will be repaired in time to undertake scheduled main line operations in the autumn.

Investigations concerning the cause of the problem continue. All this is particularly bad news for the owning group, as they had earlier gone to great lengths to replace most of the small tubes on the 'B1' following problems experienced at the end of June.

Ian Riley's Black 5 No. 45407, itself having moved to Scotland to cover for the earlier problems with No. 61264, needed to move back south on 7 July to cover railtour duties for Kingfisher two days later. However, West Coast had fortuitously moved 'Hall' No. 5972 *Olton Hall* (alias *Hogwarts Castle*) to Fort William to haul a private charter for Harry Potter fans on 8 July and the loco has consequently has been able to cover the roster pending the arrival of Stanier 8F No. 48151.

No. 48151 made it's way north on 10 July, following use on a Doncaster - Scarborough charter for Railtourer on 8 July, and was scheduled to take over 'Jacobite' duties the next day.

It is understood that the '8F' will remain at Fort William to cover 'Jacobite' duties until the arrival of 'K1' No. 62005, which is in an advanced stage of being re-certified for main line use following its recent fast-track overhaul at Carnforth.

The 'K1' is expected to move to Scotland within the next 10 days, at which point No. 48151 will revert to stand-by engine. LMS Black 5 No. 45407 will return to take up its scheduled 'Jacobite' role at the end of August.

Meanwhile, it is expected that *Olton Hall* will return to Carnforth in due course, with WCR probably using the move to bring the damaged B1 south at the same time.

BELOW: On 9 July, BR Standard 8P No. 71000 *Duke of Gloucester* catches the summer evening sunlight as it departs from Yeovil Junction with the return leg of a 'Catherdrals Express' from Salisbury and Exeter. JOHN NEWMAN

'A1' boiler completed

German boilersmith Dampflokwerk Meiningen has now completed the new boiler for the A1 Steam Locomotive Trust's LNER Class A1 Pacific No. 60163 *Tornado* which is being constructed at Darlington.

Having been hydraulically tested and duly certified, the boiler will be transported to Darlington in good time to be viewed by passengers travelling on the trust's 22 July charter from London King's Cross to Darlington, which is booked to be hauled by fellow LNER A4 Pacific No. 60009 *Union of South Africa*.

Completion of the boiler represents a major landmark in the process of building the first main line express passenger steam locomotive in the UK for over 50 years.

The Trust believes that it is now less than £200,000 and 18 months short of commencing commissioning trials and running-in at the Great Central Railway, Loughborough.

ABOVE: Visiting Somerset & Dorset Joint Railway Class 7F 2-8-0 No. 53809 arrives at Pickering on the North Yorkshire Moors Railway with the 16.45 Grosmont - Pickering service on 8 July. The locomotive is on hire to the railway for the remainder of the season and is expected to be in traffic most days when it is not due maintenance. RICHARD TUPLIN

Loco Change for RTC

The steam section of The Railway Touring Company's charter on 15 July has been changed with Black 5 No. 45407 and BR Standard No. 76079 now working from Crewe, via Shrewsbury and the Central Wales line to Newport.

The train will return to Nottingham diesel hauled, while the two steam locomotives are booked to return to their base at Bury on 17 July running via the Welsh Marches and Crewe.

Bluebell buys East Grinstead site

In a major move forward, the Bluebell Railway has now obtained the site for its new northern terminus at East Grinstead following the sale of land for the nominal fee of £1 plus legal fees.

The purchase of the station site has long been a potential problem to the railway but its completion now just leaves the issue of Imberhorne Cutting.

The new site is 3000 sq. meters and is adjacent to the existing National Network station, which will provide the railway with space for a single seven-coach platform, together with a run-round loop. The downside is that there is no space to provide car parking for passengers or for anything more than the basic station building. The railway hopes to be able to encompass a link with the main line from the south end of the site in the future.

BELOW: Despite being withdrawn in April 1962 and cut up at Darlington six months later, the ghost of LNER J94 No. 68030 lives on! In fact the locomotive is actually an industrial lookalike which has moved from the East Lancashire Railway to the Strathspey Line for three months. The locomotive arrived in Scotland on 30 June and is seen on 10 July, complete with a Rowsley 17C shed plate, departing from Bridge of Garten on the Broomhill extension. PETER KELLETT

Big success for East Lancashire Diesel Gala

A pictorial review of the ELR's recent diesel festival

The East Lancashire Railway held another highly successful diesel gala event between 5-9 July featuring a mainly home based fleet, but with two key visitors.

Firstly, Loadhaul liveried Type 5 Class 56 No. 56003 which is now resident on the railway until September and Class 26 No. 26024 from the Bo'ness & Kinneil Railway. Unfortunately Direct Rail Services was unable to supply a locomotive for the event.

A number of resident locomotives were in action over the five day event, including Class

TOP: Parcels-liveried Class 47/4 No. 47575 passes BR Greem liveried 'Hymak' No. D7076 and visiting Loadhaul-liveried Class 56 No. 56003, as it departs from Bury Bolton Street with the 12.45 service to Rawtenstall on 9 July. On the rear was Class 31 No. D5600. Fred Kerr

MIDDLE: Portraying a Western Region branch line in the 1960s, resident 'Hymak' No. D7076 coasts into Irwell Vale on 6 July with the 11.05 Rawtenstall-Heywood. service. Mark Bearton

BOTTOM: The lines resident 'Warship' No. D832 *Onslaught* powers away from Irwell Vale at Ewood Bridge on 8 July with a rake of almost complete maroon Mk1s bound for Rawtenstall. Warren Armstrong

24 No. D5054, Class 31 No. D5600, 'Hymek' No. D7076, Class 40s Nos. D335 and 40145, 'Warship' No. D832 *Onslaught*, Class 45 No. 45135 *3rd Carabiner* and Class 47 No. 47402 *Gateshead*. Also in action was the railway's resident three-car 'Thumper' No. 1305.

A popular attraction was the chance to drive either Class 40 No. 40145 (7 July) or 47402 (6 July) from Bury Bolton Street to Baron Street crossing and return.

ABOVE: Class 26 No. 26024, owned by the 6LDA group and normally based on the Bo'ness & Kinneil Railway, is pictured departing from Rawtenstall with the 13.05 Rawtenstall-Heywood on 6 July. MARK BEARTON

MIDDLE RIGHT: On 7 July, the railway's Class 205 'Thumper' DEMU No. 1305 approaches Summerseat with the 15.00 Bury - Rawtenstall service. FRED KERR

BOTTOM RIGHT: One of the stars of the gala event was LoadHaul liveried Class 56 No. 56003 which has recently moved from the Churnet Valley Railway to the East Lancashire line and, like fellow visitor No. 26024, is due to remain in Lancashire until September. Here No. 56003 powers away from Bury with 10.52 Bury-Heywood service on 8 July. WARREN ARMSTRONG

Barrow Hill Collier Railtour

ABOVE: The Barrow Hill Diesel Weekend of 8/9 July saw FM Rail operate several special services from Barrow Hill to Deepcar on 8 July and a circular trip around the Midlands on 9 July. The trains should have been 'topped and tailed' by FM Rail's 'Peak' No. 45112, but the locomotive was unavailable due to contaminated oil. Here EPS Class 37/6 No. 37603, complete with an appropriate headboard, and Class 31/4 No. 31454 on the rear pass Foxlow Junction heading for Deepcar on 8 July. James Rose

BELOW: The same train is pictured on its return to Barrow Hill from Deepcar, with Fragonset Intercity No. 31454 *The Heart of Wessex* leading, passing Darnall on the outskirts of Sheffield. The trains traversed the old Woodhead route from Sheffield Victoria up to Deepcar. James Rose

Five minutes at Brock!

ABOVE: Situated approximately five miles north of Preston on the West Coast Main Line is Brock. During a five minute spell on 12 July, our photographer found two unusual workings on the move. Firstly, two of Network Rail's yellow liveried Class 31/1s Nos. 31233 and 31285 were observed operating in 'top and tail' mode on the 06.55 Crewe - Glasgow - Crewe circuit. The train was eventually terminated at Carstairs on the northbound run due to late running, as the pair of Class 31s were deputising for the non-availability of the New Measurement Train.

BELOW: Five minutes later, recently delivered and currently unbranded Class 185 No. 185124 leads classmate No. 185123, now carrying the First Group 'dynamic lines' colour scheme, on the 16.11 Carnforth - Preston mileage accumulation service, running around 40 minutes early! BOTH: KEVIN TRUBY

Brush Type 4 Action

ABOVE: On 12 July, FM Rail used celebrity Class 47/0 No. 47145 *Myrddin Emrys* to move a rake of 60 empty off-lease PGA wagons from York Yard North to Coalville for secure storage. Here the Type 4 powers past Burton Lane, near Ferrybridge, with 776 tonnes in tow. RICHARD ARMSTRONG

RIGHT: A minor low-speed incident involving Class 66/9 No. 66951 at Dagenham on 10 July led to Class 47/8 No. 47811 being used to power the Dagenham - Calvert 'Binliner' train. Here, still carrying its base First Great Western colour scheme, but with Freightliner branding, No. 47811 passes Old Oak Lane (near Willesden Junction) with the outward working to Calvert. CRAIG LEAPER

BELOW: West Coast Railway Company operated a Hull - Doncaster - Scarborough charter for Railtourer on 8 July, with LMS '8F' No. 48151 taking over the train at Doncaster. Here No. 47245 makes an unusual sight as it approaches Goole on 8 July with the outbound working. The failure of a Northern Rail DMU ahead of the train resulted in the charter being diverted via Hensall and Knottingley! IAN BROADHEAD

Blue Pullman to Scotland

ABOVE: The weekend of 7-10 July saw Hertfordshire Railtours take the 'Blue Pullman' train to Scotland. Here Class 47/7 No. 47709 is seen in charge of the train, while working from Dumbarton to Inverness via Dundee and Aberdeen on 8 July, skirting the shore of the 'Silver Tay' at Invergowrie. Classmate No. 47712 can be seen on the rear of the train. PETER KELLETT

BELOW: The outward run of the Blue Pullman's Scottish weekend trip from London King's Cross to York and the return from Edinburgh Waverley was completed using electric traction hired in from GB Railfreight. Here Class 87 No. 87028 sweeps past the site of the long since demolished Browney Colliery on 10 July with the Edinburgh Waverley - King's Cross leg of the tour. In the not too distant future, 'Electric blue' liviered Class 86 No. 86233, currently undergoing overhaul at Derby, will be used for the electrified sections of the Blue Pullman tours. IAN HARDY