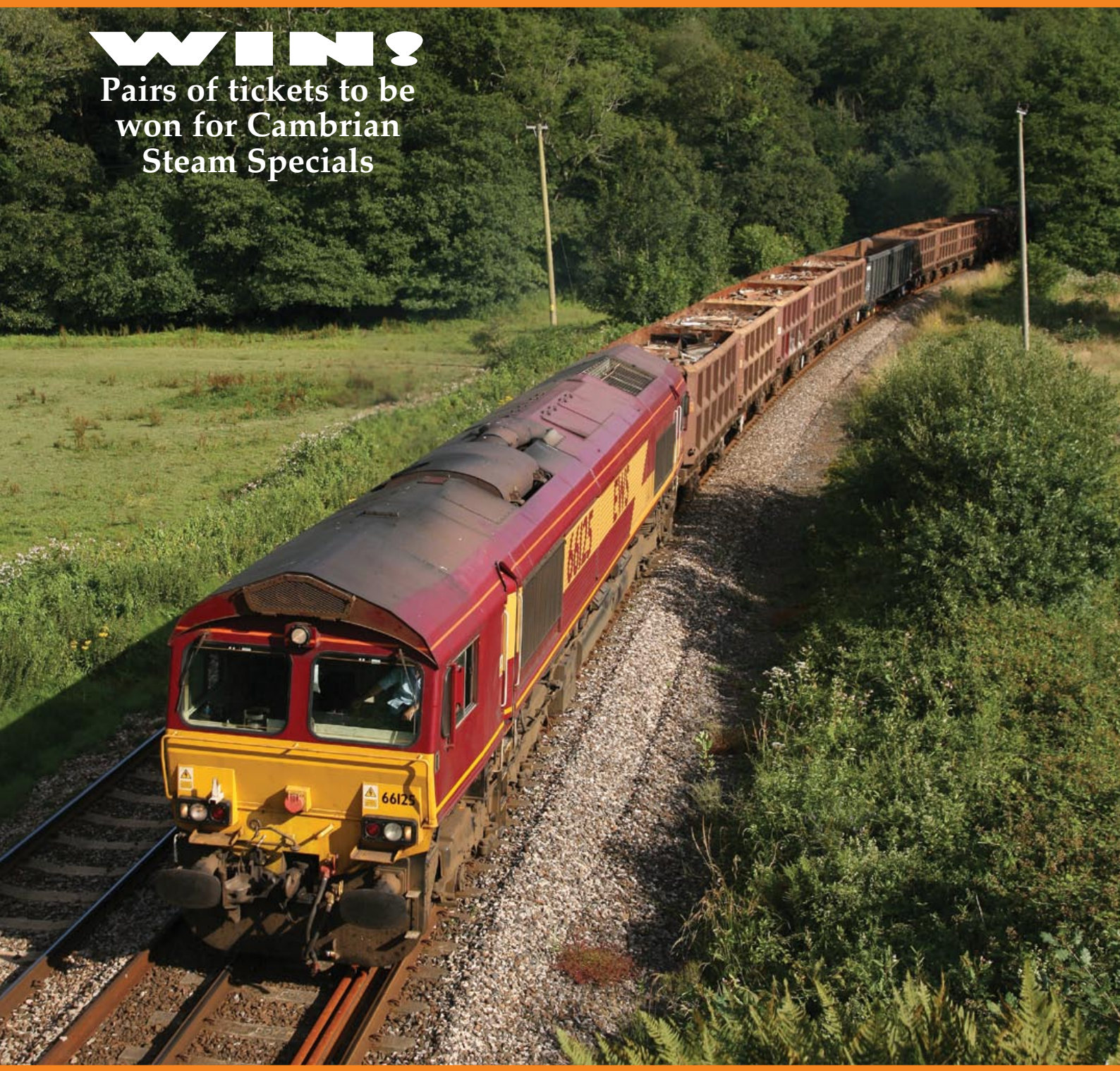
The Railway Herald

21 July 2006 No. 45

The complimentary UK railway journal for the railway enthusiast



WIN!

Pairs of tickets to be won for Cambrian Steam Specials

In This Issue

Liverpool South Parkway opens

New trains unveiled for Victoria Line

SPECIAL REPORT: York Leeman Road

'Javelin' service expands to Dover

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Issue 45
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Contents

Newsdesk 3
Liverpool South Parkway officially opens. Fastline increases freight capacity. New buffet vehicles for 'one' Anglia plus a **SPECIAL REPORT**: Siemens York Leeman Road depot.

Rolling Stock News 11
North Wales loco-hauled news. Class 37s on Birch Coppice trip and 87022 workes GBRf freight.

Preservation View 12
News from the East Lancashire Railway. Mid-Hants Railway announces September gala line up, *Isambard Kingdom Brunel* saved and a pictorial view of the Mid Norfolk 1970s gala.

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

Submissions

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

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

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

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

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

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FRONT COVER: On a stunning July evening, Class 66/0 No. 66125 labours past Restormel with the 18.25 St. Blazey-Exeter Riverside 'Enterprise' service via Tavistock Junction Yard and Heathfield on 18 July. On the rear of the train, out of sight are empty TTA tanks for Fawley. SAM FELCE

Jamestown Viaduct nominated for award

ABOVE: Jamestown Viaduct, situated on the climb up to the Forth Bridge from Inverkeithing, has been nominated for the Prime Minister's Better Public Building Award. The 101-year-old viaduct, which underwent major repairs over eight days last summer to strengthen the structure, is one of 14 nominees out of 137 entries. Overlooked by Castlelandhill, at one time the site of a Royal Navy wireless station and its attached married quarters, GNER power car No. 43167 *Deltic 50* leads the 07.55 Aberdeen - King's Cross service over the viaduct on 14 July. PETER KELLETT

BREAKING NEWS ■ BREAKING NEWS ■ BREAKING NEWS ■ BREAKING NEWS ■ BREAKING NEWS

Late railtour news – A4 charter postponed

Notification that the proposed signallers strike that would have covered this weekend, had been cancelled did not come soon enough to save one of this weekend's tours.

Unfortunately, the A1 Locomotive Trust had already taken the decision to postpone its London King's Cross – Darlington charter, which was scheduled for haulage by A4 No. 60009 *Union of South Africa*, until a later date. Re-instatement was not possible as by the time the strike had been called off the organisers had gone too far down the track of re-arranging the tour, now likely to take place on 23 September.

At the time of going to press all other railtours booked to operate this weekend were scheduled to continue as planned.

Fire Risk Problems

The perceived fire risk due to very high temperatures and little rain over recent weeks caused No. 71000 *Duke of Gloucester* to be withdrawn from Steam Dreams 20 July 'Sunny South Special' from Kensington Olympia to Weymouth.

Originally Network Rail required a diesel to be inserted behind the steam locomotive, with No. 71000 being in light steam only sufficient to carry its own weight with the diesel being the prime traction for the train.

However, FM Rail was not comfortable with operating in this manner, whereby the inside locomotive would be providing all the traction, and the decision was made to run with a heritage diesel only.

FM Rail is reviewing its policy of such operations for future tours. Steam Dreams next tour is on 26 July from London Victoria to Canterbury with Black 5 No. 45231 the booked traction.

Liverpool South Parkway opens

The new environmentally friendly Liverpool South Parkway station officially opened its doors on 14 July.

The focus of the event was on introducing local people to the benefits of their new station and the opening ceremony reflected this with local schools present. The official opening was carried out by Merseytravel Chairman Councillor Mark Dowd and its Chief Executive and Director General Neil Scales together with Roger Phillips from BBC Radio Merseyside.

Liverpool South Parkway joins together the two older stations of Allerton and Garston. Major features of the new station include a single integrated booking office and passenger information and enquiry point for bus, rail and airport journeys; a bus station and taxi rank; a high frequency 24-hour bus shuttle to Liverpool John Lennon Airport; a 240 space Park-and-Ride car park and secure motor bike and cycle storage.

ABOVE: The foot passenger entrance is directly at the end of the path, with the bus interchange in a three-quarter circle to the left, the result being that buses and cars are kept separate providing a safer environment. The public car parks are to the rear of the building.

MIDDLE: The spacious entrance foyer in the new station provides an environment more akin to an airport terminal! With the ticket offices to the right, the bus station to the left, the railway platforms are 'around the curve', with the foyer leading directly to Platform 1, with other platforms being accessed via lifts or the footbridge.

RIGHT: The platforms are numbered from No. 1 on the right hand side to No. 4 on the left. In this view looking towards Runcorn, the modern image of the station area can be seen.
ALL: WILF SMITH

St Pancras platform move completed for MML

ABOVE: Midland Mainline has operated its services from platforms 10 to 13 at St Pancras since work started on the platforms beneath the famous Barlow roof for use by Eurostar in late 2007. In platform 10, Class 43 powercar No 43063 heads a departure for Sheffield in early July. BRIAN MORRISON

Major work is still underway at London St. Pancras as the station is converted for its new roll as Britain's high-speed gateway to the Channel Tunnel Rail Link (CTRL).

Having used platforms 10 to 13 since work started in 2004 on converting the original ones for use by Eurostar next year, Midland Mainline services were transferred to new platforms 1 to 4 from 17 July.

The last train departed from the 'old' platforms on Friday evening and all services over the weekend were started and terminated at Luton.

Platform 10 is now to be extended into the Barlow trainshed to become one of the six used by Eurostar after transfer from Waterloo International, and platforms 11-13 will remain out of use until CTRL high-speed domestic Javelin services begin in 2009.

BELOW: Work is seen in progress on the new International Platforms at St. Pancras in early July. IAIN C. SCOTCHMAN

Special rail and road link for Welsh Eisteddfod

A special rail and bus link is being provided for visitors to the National Eisteddfod of Wales, which is to be held at the grounds of the old Velindre tinplate works, near Swansea, from 5 to 12 August.

Arriva Trains Wales is offering an all-inclusive ticket covering rail travel, return bus link to the Maes, and entry to the event to make getting to the Eisteddfod as simple as possible.

Shuttle buses will run from Swansea rail station to the event at 06.55, 08.06, 09.06 and approximately every twenty minutes until 17.16. Evening services will run at 17.45, 18.55, 19.55, 20.55, 22.15 and 21.15.

Return services leave every twenty minutes until 18.20 and hourly throughout the evening, with the final buses departing the Maes at 22.40 and 23.40. Tickets are available from staffed stations or from the conductor on the train. Prices range between £11 for adults and £2.50 for children under 12 years old Monday to Saturday and £8 for adults and £2.50 for children under 12 on Sunday, plus the relevant rail fare. Concessions also apply for senior citizens and visitors under 16 years old.

New screens for North West stations

New customer information screens will be installed at 24 stations across the North West, thanks to a £6.6 million scheme jointly funded by Network Rail and the Department for Transport.

Stoke, Runcorn, Warrington Bank Quay and Wigan North Western are the first stations to get the new screens which meet the requirements of the Disability Discrimination Act because they are clearer to read and have large characters.

New screens at the other stations will be installed by early 2007. The other 20 recipients being Birmingham International, Bolton, Blackpool North, Coventry, Crewe, Carlisle, Deansgate, Lancaster, Macclesfield, Manchester Oxford Road, Manchester Victoria, Nuneaton, Oxenholme, Preston, Penrith, Rugby, Salford Crescent, Stafford, Stockport and Wolverhampton.

Liverpool rail bridge replaced

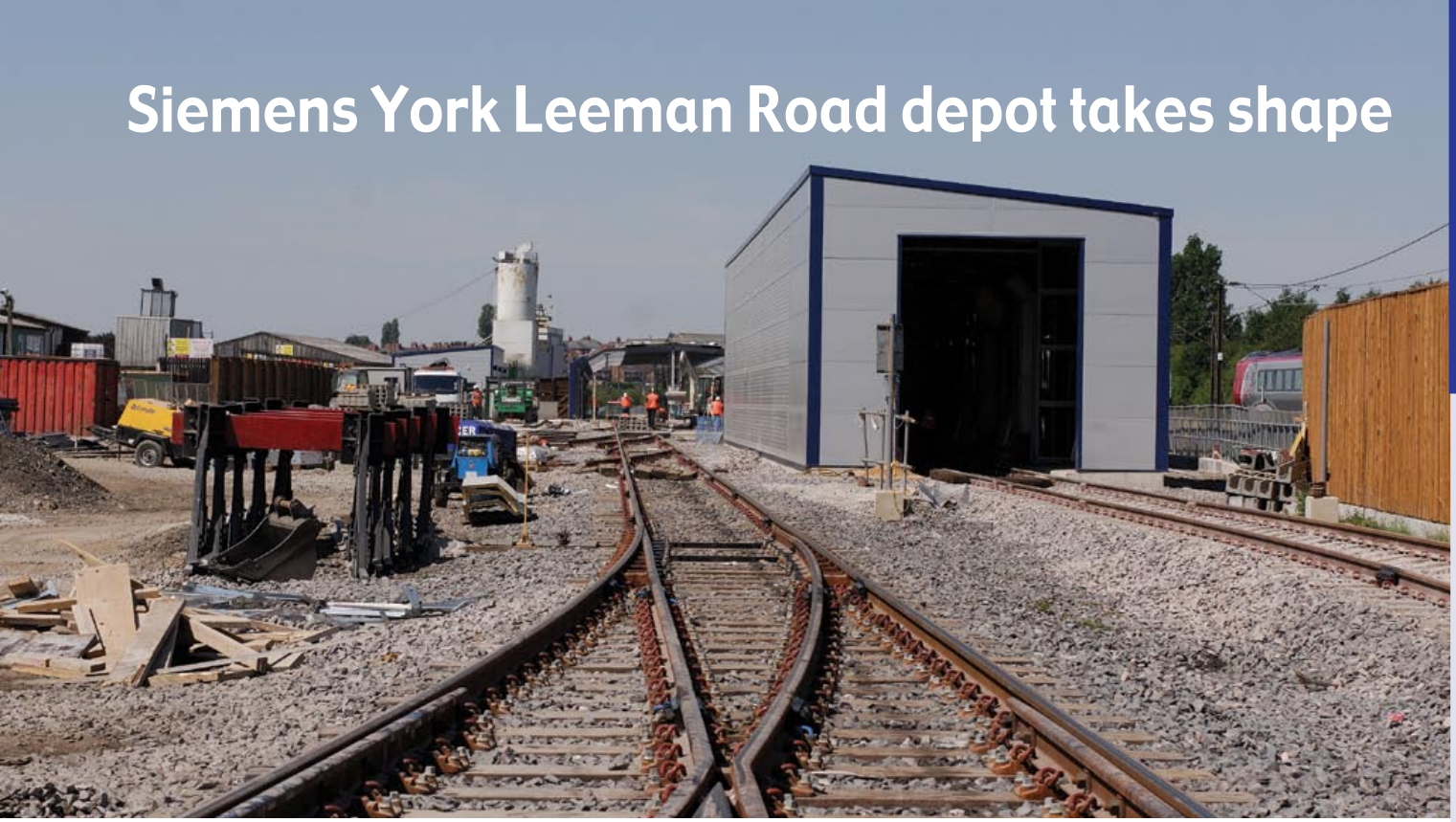
Network Rail has invested £1.5 million renewing a railway bridge over West Derby Road in Liverpool. The bridge carries numerous coal services each day to Fiddlers Ferry Power Station, near Warrington.

Although there were no immediate safety implications, the older part of the bridge needed to be replaced to cope with the constant weight of MGR services.

With the bridge closed for renewal, no coal trains could operate to the power station, so the work was carried out during the plant's annual two-week shutdown period.

During the work, a 300 tonne and 1,000 tonne crane were used in, addition to a multi-axle vehicle that was used to move the new bridge sections into place.

Siemens York Leeman Road depot takes shape



Work on the construction of the new maintenance depot in York for Siemens Transportation Systems (STS) is now well underway and the depot is on target to open later this year.

A number of sites were investigated in the York area, before planning started, including a location just north of York at Skelton Junction. Several factors however, led Siemens to develop and build a new depot on Leeman Road sidings, situated just north of York station and beside the National Railway Museum. With the exception of access for Northern units into the fueling point and movements into and out of the NRM's Great Hall, the sidings that existed here previously have been unused for several years.

The York Leeman Road facility is being constructed by C. Spencer for STS and will primarily service the fleet of Class 185 'Desiro' DMUs now entering traffic with First TransPennine.

The new site at York is a very compact site, but one which manages to pack in all the required facilities. When Class 185s arrive on the depot, they will first proceed through the washer plant. The plant at York is very similar to that installed at Ardwick depot, the only main difference being the lack of an overhead roof wash. Once through the washer, units will proceed into the two-road fueling point where water, coolant and fuel can be topped up and the controlled emission toilets emptied.

A total of 170,000 litres of fuel is stored on site, which is delivered by road and is enough to fuel the daily throughput of units for three days. The fueling facility is a partially covered building that is capable of holding two three-car units at any one time, although room has been left for future expansion if required. The shed is located at the northern end of the site, and all along the eastern side a special acoustic fence has been erected. The fence has a special coating that will stop sound from the East Coast Main Line reverberating across to nearby houses, as well as reducing the noise arising from movements on depot, an improvement over the existing situation.

The next movement for units through the facility is then dependent on whether they

ABOVE: The new Leeman Road depot at York is now taking shape, as seen on 19 July. The primary work for the Siemens owned and operated depot will be to provide light servicing and fueling facilities for First TransPennine's new fleet of Class 185 DMUs. However, the depot will also fuel four Northern Rail units each night, although these units will be stabled within the confines of York station.

BELOW: The fuel shed within the depot can hold a three-car Class 185 on each road. The missing roof sections have been designed that way to stop the building becoming full of fumes from idling units.

BOTH: RICHARD TUPLIN

require any running repairs or light exams, or whether the unit is to be stabled. Exit from the fueling point is via a complicated scissor and double-slip track arrangement from where all four of the stabling roads can be reached, as can the single road maintenance shed. The depot at York has the ability to stable 10 Class 185s at any one time.

The maintenance facility is a double-ended single-road building, which will be used for running repairs to any units and minor maintenance including 'A' and 'B' exams. Heavy maintenance together with major exams and overhauls will be handled by Ardwick depot in Manchester. A short overhead platform is provided at the southern end of the site to allow engineers and fitters to access the air conditioning system and coach roofs if required. The depot building also provides office accommodation, together with staff welfare and a dedicated simulator facility for driver training. Like Ardwick, York will be equipped with an electric points and depot protection system, which will be manned and operated from a movements control office within the depot building.

The chosen site at York is currently a fueling point for Northern Rail and also provides access to the National Railway Museum's Great Hall. One of the key challenges in creating the new depot has been the legal aspect of transferring the site to a new operator and this is now nearing completion.

ABOVE: The steel work for the main single-road maintenance shed is now taking shape as seen on 19 July.
BELOW: The existing DMU fueling facility is still currently in use with Northern Rail units each night, with STS taking a possession of the site during the day. Shortly this fueler will be taken out of service and demolished to allow the depot stabling roads to be constructed in its place. BOTH: RICHARD TUPLIN, WITH THANKS TO SIEMENS TRANSPORTATION SYSTEMS

In addition to the new maintenance facility, the National Railway Museum has gained a large amount of operational flexibility. Previously, the museum was unable to run-round within its own complex and had to venture on the old stabling sidings, part of the national network, in order to carry out a run-round. With the revamp of the NRM's connection to the national network having now taken place, the museum has gained an independent run-round facility. The sidings between the depot and NRM will remain network sidings to allow open-access operators to stable motive power if required.

The existing Northern Rail fueling point is due to close to traffic shortly, to allow it to be dismantled and the area redeveloped for the depot's stabling sidings, which will hold serviced units awaiting their next working. The new depot will be a regulated one, and as part of that will continue to fuel units for Northern Rail. Siemens expect to deal with around four Northern Rail units each night. In addition, any other operator who reaches agreement with Siemens will be able to use the depot to fuel either multiple units or locomotives.

Delivery of the Class 185 DMUs has now reached unit No. 185129, which was delivered to Manchester International Depot at Longsight on 19 July by Class 67 No. 67017. The fleet are currently being used on Manchester – Hull and Manchester Airport – Cleethorpes services and are due to be introduced onto Scarborough, Middlesborough and Newcastle trains from the end of August.

Should the situation occur in the future that some or all of the Class 185 fleet is upgraded to four coaches the capacity exists within the fueling shed and the maintenance building to handle the extended length. The only potential issue being that of stabling space.

Our thanks to Fred Garner, Project Manager for Siemens Transportation Systems for his help and support with this article.

ABOVE: **The new look for Platform 12 at Crewe station. 'Thunderbird' Class 57/3 No. 57306 *Jeff Tracy* awaits departure time with a Pendolino service from London Euston to Holyhead on 19 July.** WILF SMITH

Tube issues

Major problems occurred on London's Underground system on 20 July when the Victoria line was closed between Warren Street in the north and Brixton in the south after a fire alert at Victoria station, and in the height of the rush hour, all remaining lines were hit by a communications equipment failure, resulting in major delays on all routes.

New canopy for Crewe

Network Rail is making good progress with its £5 million project to replace the old roof over Platforms 12 and 13 at Crewe station with a modern glazed canopy.

The station originally opened in 1837 and grew until it was rebuilt by the London & North Western Railway between 1903 and 1906. In the 1960s the station received a new front entrance incorporating the travel centre, but at platform level it has remained largely unchanged.

Platforms 12 and 13 form an 'island' platform and the height of the canopies make the glazing panels difficult to get to. This together with the abandonment of platform 13 a few years back has caused Network Rail to remove the covering over both platforms. Platform 12, which is still in use, will get a new low level glazed canopy.

Work at the north end of the platform is almost complete and contractors have started stripping the remaining roof. Once it is removed, work will start in early 2007 to construct the new canopy along the operational length of the platform.

The remainder of the station will be considered as part of the overall Crewe Gateway scheme, in which Network Rail is a partner, along with the local council and other key stakeholders.

New signalling centre for Derby

Network Rail has announced a major scheme to renew signalling through the East Midlands over the next six years.

The project, which will cost an estimated £250 million, will see signalling throughout the region completely renewed and a new state-of-the-art signalling centre built at Derby.

The first phase will see Network Rail investing £15 million to renew the signalling between Leicester and Nuneaton. The existing 100 year old equipment will be replaced with a modern colour light system, while track equipment will also be renewed as part of the project. The improvements will double capacity on the line, giving train operators more flexibility to run a better service for passengers.

The Leicester - Nuneaton section will provide four new signals between Hinckley and Croft allowing for additional capacity on the line. The signal boxes at Narborough (1875) and Hinckley (1894) will be abolished with signalling operations for the line transferring to an upgraded signal box at Croft. Narborough level crossing will also be upgraded with CCTV.

The Leicester to Nuneaton project started last weekend and will require two further weekend closures on 22/23 and 29/30 July, while engineers work to complete the project.

The level crossing at Narborough station will also be closed to road traffic for 10 days between 22 and 31 July.

The next phases in the project include the construction of the East Midlands Control Centre at Bateman Street in Derby. Work is due to start this summer and the centre will open in Winter 2007 and will eventually control all signalling operations throughout the East Midlands.

Between Chesterfield and Trowell, new junctions will be constructued at Trowell and Ironville and several signal boxes will be abolished as signalling operations move into the EMCC. Work should be completed by Spring 2008. Finally, work on the Trowell to Toton will be completed towards the end of 2008, with the final stages between Toton and Loughborough, and Spondon and Beeston due to reach completion by the end of 2009.

The 'Blue Pullman' visited Llandudno on 15 July with a day trip from London Euston. Here the train is caught with dedicated Class 47/7s Nos. 47709 *Dionysos* leading and 47712 *Artemis* on the rear, as they drift through Deganwy on the return working. FRED KERR

by John Whitehouse

Main line locomotive news update

ABOVE: **Following its overhaul, LNER K1 No. 62005 undertook a circular test run from Carnforth to Hellifield on 20 July, with Class 33 No. 33025 in tow for insurance. The train is pictured joining the Little North Western line at Settle Junction on its return.** FRED KERR

The fast-track overhaul of K1 No. 62005 continues with its scheduled main-line test run taking place on 20 July from Carnforth via Preston to Hellifield, returning to Carnforth via Wennington. The run was subject to possible postponement due to the high fire risk, but all went well and the locomotive looks likely to hauled to Fort William by a diesel loco on 24 July, with GW Hall No. 5972 and B1 No. 61264 being returned south by the diesel loco the following day.

The problems which overcame Battle of Britain Class No. 34067 *Tangmere* at Acton last week, while working a VSOE train, are still under investigation at Ian Riley's Bury workshops. The locomotive was moved to Bury by road over last weekend.

Princess Royal No. 6201 *Princess Elizabeth* is also in Riley's works undergoing routine maintenance in advance of an autumn programme of trains, along with fitting on-board train monitoring equipment in readiness for the 30 September deadline. It is, of course, the 70th anniversary later this year of No. 6201's record run between Euston and Glasgow on 16 November 1936 and the return the following day and there are plans afoot to mark this occasion.

Railtour operators breathe sigh of relief

The announcement that the proposed signallers strike for 24 hours commencing on 21 July followed by a 48 hours walk-out commencing 28 July have both been called off will bring a major sigh of relief to the railtour charter companies.

Had the strikes gone ahead they would have decimated two key weekends activity wiping out some ten tours, including the high profile A4 operation from Kings Cross to Darlington (*which has been subsequently postponed, see breaking news on page two*), Kingfisher's pair of Class 37's over the Central Wales line on 22 July, together with NENTA's long distance Norwich-Penzance and Kingfisher's Bristol to Weymouth with No. 6024 on 29 July. Many of the tours scheduled for the two weekends were booking well, and it would have been a further blow to the industry if the tours had been lost, affecting the sectors credibility further, not to mention the financial loss.

Good ticket sales for Cambrian Coast Express

Arriva Trains Wales 'Cambrian Coast Express' commences on 30 July working from Aberystwyth to Barmouth via Machynlleth with Ian Riley's BR Standard Class 4 No. 76079.

Trains operate until 28 August, on Sundays between Aberystwyth and Barmouth and each Monday, Wednesday and Thursday between Machynlleth and Porthmadog. Arriva report buoyant sales, with tickets priced at adults £27, children £20 or £85 for a family. Reservations can be made by telephoning 0870 428 4077.

Through tickets are available from Cardiff Central, Shrewsbury, Birmingham New Street, Chester and Crewe using connecting services, priced at £32 for adults, £24 children or £99 for families. Passengers can also book on the Welsh Highland Railway for just £2.75 adults and £1.75 children upon presentation of an Arriva Trains Wales steam train ticket.

Provisional times are departing Aberystwyth at 1140 and Machynlleth at 12.50 on Sundays, and Machynlleth at 1005 on weekdays. The weekday return departure from Porthmadog is 1641, arriving back at Machynlleth at 1901.

■ Arriva Trains Wales are also sponsoring a charter between Tyseley and Fishguard Harbour on 19 August, which is booked to feature Didcot-based 'Castle' No. 5051 *Earl Bathhurst* working out and back from Newport to West Wales. Requested traction for the journey from Tyseley to Newport and return is one of the Class 50's currentlk being used by Arriva Trains Wales.

WIN ■ WIN ■ WIN ■ WIN ■ WIN

Thanks to co-operation from Arriva Trains Wales, we have three pairs of adult tickets to give away for travel on this summer's Cambrian Steam specials from Aberystwyth to Barmouth and Porthmadoc.

How can you win? Simply, just provide the correct answer to the following questions and we'll pick three winners at random from all the correct entries:

1) **Where does the Cambrian Coast Line terminate?**
   a) Barmouth b) Porthmadog c) Pwllheli

2) **Which narrow gauge railway is located alongside the national network railway at Porthmadog?**
   a) Welsh Highland b) Vale Of Rheidol c) Talyllyn

3) **What time does the Sunday 'Cambrian Coast' steam service arrive at Barmouth?**
   a) 11.01 b) 11.04 c) 14.05

To submit your entry, simply **click here** or log onto www.railwayherald.com/competition. ***Closing date for entries is midday on 31 July.***

More charters for 6024 and a pair of 'Halls' to Yorkshire!

As noted in our Preservation View section, Past Time Rail's 'Torbay Express' regular summer steam service commenced on 16 July with 'King' No. 6024 *King Edward I* deputising for No. 34067 *Tangmere*, the latter recently sidelined with mechanical problems.

The 'King' will also cover the train on 23 July, with A4 No. 60009 *Union of South Africa* working the trains on 29 & 30 July. The 'King' will cover all remaining turns.

While the use of LNER A4 Pacific No. 60009 may not prove a popular move with the purists or the photographers, the locomotives use on the 'Torbay' circuit is required as No. 6024 is committed to Kingfisher Railtour's Bristol Temple Meads to Weymouth charter, via Westbury and Yeovil on 29 July!

Further Great Western action is scheduled for the north, with Tyseley-based GW Halls Nos 4936 *Kinlet Hall* and 4953 *Pitchford Hall* heading a return working from Tyseley to York via Derby on 29 July with 'The Yorkshireman' charter.

However, all this could be eclipsed if overhaul and repairs to FM Rail's recently acquired Class 86/2 No. 86233 are completed. FM Rail has told *Railway Herald* that the locomotive will retain its electric blue livery. If outstanding work is completed, the loco could make its debut on Hertfordshire's 'Blue Pullman' trip on 29 July between London King's Cross and Durham.

Elsewhere, Nenta Traintours provide a long day out on the same day from Norwich to Penzance, which includes the obligatory Eden Project option.

New Victoria Line life-sized vehicle mock up unveiled

From 21 July until 10 August in a marquee in Euston Square Gardens, London, Metronet has introduced a full-size replica trailer coach of the new Victoria Line stock being built by Bombardier at Derby.

The display is to obtain views, comments and suggestions from tube passengers, although *Railway Herald* was provided with a press preview on 17 July.

The stock is to be introduced to the stations on the route in late 2009 as part of the Victoria Line upgrade which is part of Transport for London's massive £10 billion investment into London's railways and is due for completion in 2013.

By this time, the 47 new eight-car trains will be in operation in addition to a new signalling system and service control centre. A total renewal of track will also take place with the section between Seven Sisters and Warren Street being upgraded earlier to allow for testing of the first new train early next year. Northumberland Park depot is also being updated to maintain the new fleet.

The new stock has been designed based on existing systems and components in order to reduce technical risk, and the design takes into consideration the constraints of the Victoria Line infrastructure, the line being originally opened in sections between 1968 and 1971.

Despite this, the design allows for smaller wheels to be used with existing Northern Line bogies to give more height inside the vehicles; average journey times will be faster and a smoother more comfortable ride is promised with much improved acceleration and braking performance.

The power equipment will be more reliable and energy efficient and the trains will have increased capacity by being longer and having a greater aisle width between seating bays. Multi-purpose areas with six tip-up seats provide space for four wheelchairs or buggies and the like; the seats are designed to suit the shape of the body and provide a more comfortable ride; the larger doors will be operated electrically rather than pneumatically as at present, and there will be additional doors in the middle cars to allow people off and on the trains faster.

CCTV cameras will be in each car recording digital-quality images and the windows are to be covered with sacrificial film to reduce the severity of scratch graffiti.

ABOVE & LEFT: The exterior and interior views of the life-size mock up of the new Victoria Line trains, located in Euston Square gardens. BOTH: BRIAN MORRISON

More Community Rail lines announced

Rail minister Derek Twigg has announced that services between Derby and Matlock and Grantham and Skegness have been designated as Community Rail Services, the former working with the Derwent Valley Rural Transport Partnership and the latter with the Poacher Line Partnership.

Both lines are currently operated by Central Trains but will become part of the new East Midlands franchise in November next year. The minister commented that designation of the trains on these lines means good news for passengers as it will ensure that management meets local needs at an affordable price, encouraging involvement from local stakeholders.

The partnerships will also find ways to increase passenger numbers and improve the services.

Extra 'Javelin' trains to be built to provide Dover high-speed service

Transport Minister Stephen Ladyman has announced the extension of Channel Tunnel Rail Link (CTRL) domestic services to Dover.

Hourly services to London St Pancras will operate from Dover when high speed services are introduced on the CTRL in December 2009. Journey times to London will shrink by up to 40 minutes, giving a travelling time of about 70 minutes into St Pancras.

Network Rail confirmed that it will fund the improvements needed to Shakespeare Tunnel, near Dover, which will allow new Hitachi trains to run to Dover on the existing railway network.

Stephen Ladyman, Transport Minister said: "The extension of these services to Dover is an important boost for the town. Our contract with southeastern committed the TOC to run hourly services to Dover if safety concerns could be overcome.

The result of this service extension will be a further £8.5 million investment in extra 'Javelin' trains, which are being built by Hitachi in Japan, to increase the fleet size to 29.

Andrew Munden, Route Director, Network Rail said: "We are actively looking to invest in projects that will expand the railway and provide a better service to passengers and freight customers alike. This additional infrastructure project at Shakespeare Tunnel will make a huge difference in the travel experience to and from this important area of Kent."

Extra trains for Lowestoft Airshow!

'one' railway and Norfolk County Council are joining forces to lay-on extra trains between Norwich and Lowestoft for the Lowestoft Seafront Airshow on 27/28 July

In a positive partnership to provide the additional trains, 'one' with support from Norfolk County Council is funding the operational cost of running the additional trains which have proved extremely popular over recent years, with over 3,000 people regularly travelling by train to Lowestoft for the Airshow.

In addition to the scheduled services, the extra trains will run at 09.30, 09.50, 11.10 and 11.57 between Norwich and Lowestoft on both days of the event, with an extra return service at 18.00 from Lowestoft to Norwich.

Other services between Norwich and Lowestoft, and vice versa, will operate as advertised in the scheduled timetable, with additional carriages provided wherever possible.

Signallers strike off

The impending 24 hour disruption to all services on National Rail metals scheduled from noon on 21 July, followed by a second 48-hour stoppage from noon 27 July, has been called off following a second round of talks between National Rail and the RMT. The strikes had been anticipated to affect millions of passengers.

However, with the issues surrounding the signalling staff at least moving forward, Virgin Trains have been advised that the RMT intend to call for strike action for Virgin Cross-Country guards. If the proposed action does take place, it would bring disruption to VCC services from midnight on 28 July until midnight on 31 July.

Fastline increases capacity on freight service

ABOVE: Only weeks after launching its commercial service between Thamesport and the North East - via Doncaster Railport - Fastline Freight is set to increase capacity on its services. Numerous rumours have circulated recently regarding this service finishing. Fastline has confirmed to *Railway Herald* that this is untrue and that the company hope to expand operations. This has been confirmed with the news that additional wagons are to be used on the existing train to accommodate the increase in volume container traffic that can be conveyed. Here Class 56/3 No. 56302 passes Carpenders Park on 14 July with the 11.01 Doncaster Europort - Grain intermodal service. TIM EASTER

GNER introduces TaxiBus in Peterborough

GNER is joining forces with bus operator Stagecoach to launch a unique new service in Peterborough with the help of Peterborough City Council.

From 24 July, the brand-new Door to Door TaxiBus service will collect pre-booked passengers from their homes in the Hampton area of the city and take them direct to Peterborough railway station.

GNER is investing over £200,000 during the next two years in the Door to Door TaxiBus scheme, which will also take passengers home again in the evening.

The service, which will connect with morning and evening peak arrivals and departures at the station from Monday to Friday, and will offer a direct journey time between Hampton and the station of around 12 minutes.

Stagecoach will provide the vehicles and drivers operating the service, while Peterborough City Council is also supporting the scheme by part subsidising a parallel regular bus service on Saturdays.

The parallel bus service, the existing Stagecoach Citi service 6 which links Hampton and the city centre, including the Queensgate bus station, will be extended to additionally serve the railway station six days a week from 24 July. When combined with the TaxiBus, this will create a ten-minute frequency on public transport between the Hampton area and Peterborough railway station on weekdays.

Passengers wanting to travel on the Door to Door TaxiBus will pre-book via a dedicated phone line, 0845 121 2525. Those using morning services will need to book before 17.00 the night before they travel, while evening passengers have until 12.00 on the day of travel.

'one' Anglia introduces café buffet vehicles

The first two new TSOB café buffet vehicles for 'one' Anglia services between London Liverpool Street and Norwich have entered traffic.

The new buffet vehicles are part of the £25m upgrade of the main line fleet which is now virtually complete with the introduction of modernised Mk 3 carriages. In total, six of the new TSOB buffet vehicles will be in traffic, complementing the restaurant carriages that make-up the remainder of catering facilities on the route.

RIGHT: The new counters in the TSOB. ONE RAILWAY

LEFT: Class 90 No. 90011 is pictured in the parcels platform at Stafford, while on test from Crewe EMD on 17 July. The loco was the last of the class to be repainted into 'one' Anglia colours by EWS at Toton TMD. WILF SMITH

Class 37s on Enterprise!

In preparation for use on this weekend's railtour from Ealing Broadway to the Central Wales Line, Class 37/4s Nos. 37401 and 37405 were moved from Mossend to Bescot in the consist of 6M76 on 19 July. The following day found the pair working the Bescot - Birch Coppice trip working, before heading for London, dead in tow, on 6A42 Bescot - Wembley 'Enterprise' service, hauled by Class 92 No. 92002 *H. G. Wells*.

87022 works intermodal

GBRf operated Class 87 No. 87022 was called upon to work 4L22 Hams Hall - Felixstowe intermodal service as far as Ipswich on 20 July, after the booked Class 66/7 locomotive failed.

BELOW: Working the North Wales coast loco-hauled diagram for Arriva Trains Wales Class 57/3 No. 57315 *The Mole* passes EWS Class 66 No. 66171 at the Anglesey Aluminium Plant on the outskirts of Holyhead. The loco-hauled service, which was originally instigated to cover for the non-availability of Class 175 DMUs, is currently continuing on a week-by-week basis, as Class 175 No. 175103, which had suffered accident damage was returned to Chester depot on 18 July. How much longer will loco-hauled services reign? The Class 66 was bound for Warrington Arpley yard. JOHN WHITEHOUSE

ROLLING STOCK NEWS IN BREIF

■ Following on from our fleet report last issue, the number of Class 60s in traffic with EWS is now 28, with the storing of Nos. 60008, 60041 and 60072.

■ Class 43 No. 43175 which was the first Angel Trains power car to be released from Brush Traction has entered traffic with First Great Western, carrying a base purple colour scheme with FGW branding.

ABOVE: **The inaugural 'Torbay Express' service from Bristol Temple Meads to Paignton storms past Lympsham as it accelerates away from Uphill Junction following it's stop at Weston-super-Mare on 16 July. Great Western 'King' 4-6-0 No. 6024 *King Edward I* is pictured at the helm.** CHRIS PERKINS

East Lancashire news update

The East Lancashire Railway report that its steam gala over the weekend of 24/25 June was successful with seven locomotives in steam, including BR 8P No. 71000 *Duke of Gloucester* and LMS Pacific No. 6201 *Princess Elizabeth*.

The railway's next major steam event will be the LMS Weekend on 9/10 September which it is hoped will feature LMS 'Jubilee' No. 5690 *Leander*, LMS 4F 0-6-0 No. 44422 and LMS 'Jinty' 0-6-0T No. 47324.

A start has been made on a new canopy for Ramsbottom station. This will be on the 'down' platform and will be twice the length of the existing buildings. It will commence near the footbridge, and run south for the full length of the building, then the same distance again. The construction of the canopy is being undertaken using sections recovered from the canopies at Miles Platting and Blackburn stations at an estimated cost of £80,000, which has been covered from an members donation. It is hoped that work on the canopy will be completed by the end of this year.

Finally, the famous clock tower at Rawtenstall station has now been removed and the replacement glass re-enforced plastic (GRP) is due to be fitted and completed by the end of this month.

The original had to be replaced because the wooden structure was rotting due to ingress of water and condensation. The planning authority require the new GRP structure to be identical to the one being removed.

Gala time for Mid-Hants Railway

The Mid-Hants Railway will hold its Autumn Steam Gala over the weekend of 22-24 September.

Visiting locomotives are expeccted to be, GW Hall No. 4936 *Kinlet Hall*, recently overhauled GW Large Prairie 2-6-2T No. 4160 and LBSCR E4 No. 32473. In addition, resident locomotives, SR 'West Country' No. 34016 *Bodmin*, LMS Ivatt 2-6-2T No. 41312, LMS Black 5 No. 45231, BR Standard 5 No. 73096 and BR 9F 2-10-0 No. 92212 should all be in traffic.

It is also hoped to operate a civil engineers train with No. 92212 hauling ballast hoppers and a crane.

Celebrity Class 47 saved for preservation

The celebrity Class 47/4 No. 47484 *Isambard Kingdom Brunel* has been saved for preservation by Andrew Goodman.

The locomotive, which gained celebrity status following its repaint into Brunswick Green colours for the Great Western 150 celebrations in 1985, has languished at Glasgow Works since its purchase by Direct Rail Services and is in a substantially better condition than was first thought.

Various components have been carefully removed during its time at Glasgow but all can be easily refitted. The power unit is believed to be substantially complete and the bogies are in good condition.

It is hoped that work will start on the locomotive, which is currently located at Mr. Goodman's yard in the Midlands, this weekend with a view to returning it to operational condition as soon as possible, although there is no timescale for the completion of repairs.

The eventual home for the locomotive, once operational, is yet to be decided. However, the loco will definitely not be returning to the main line.

One of the key questions is what livery the locomotive will be outshopped in. Green is the favoured colour but it is yet to be decided whether it will be the original as-built two-tone green or its 1985 Great Western celebrations Brunswick green livery.

Norfolk Blues

ABOVE: Recreating a truly rural scene from the late 1970s, Class 31 No. D5557 ambles along the Mid-Norfolk Railway with the 12.00 Dereham - Wymondham service on 16 July.

RIGHT: Images of a Cornish branch line are conjured up as Class 50 No. 50019 *Ramilies* approaches Wymondham with the 13.00 service from Dereham on 15 July.

BELOW: With Class 20 No. 20069 having recently returned to traffic, the loco pilots Class 31 No. D5557 towards Dereham with the 15.00 service from Wymondham. ALL: TOM MCATEE

ABOVE: After transfer from Dagenham Docks to work off Rugby, it did not take long for 'low emission' Class 66/9 No. 66952 to migrate to the Bletchley-Bedford branch. The locomotive is pictured working the Forders-Stud Farm service, leaving Forders with a rake of empty low-height Network Rail ballast wagons on 14 July 2006. IAN MCDONALD

BELOW: The morning Burngullow - St. Blazey trip working is pictured passing through the attractive surroundings of St. Austell, with the loaded wagons off the Parkandillack line at Treviscoe, with Class 66 No. 66195 in charge on 18 July. SAM FELCE

ABOVE: **Previously owned by Harry Needle Railroad Company, Class 37/0 No. 37194 is now part of the expanding DRS fleet. On 17 July, the locomotive is pictured in the company of classmate No. 37029 on a Carlisle Yard-Seaton flask train at Pelaw on Tyneside.** KEN SHORT

BELOW: **On a beautiful summer afternoon, Class 37/4 No. 37405 powers the 12.21 Linkswood-Mossend tanks over Jamestown Viaduct on the climb from Inverkeithing to the Forth Bridge. The locomotive was transferred south with classmate No. 37401 later the same day in preparation for working a railtour the following weekend.** PETER KELLETT

Class 90s at work

ABOVE: EWS-operated Class 90 No. 90036, still wearing its modified Railfreight Distribution livery but with yellow EWS sticker, is pictured on 14 July, while on hire to 'one' Anglia working the 15.30 Norwich-Liverpool Street service. JOHN DAY

RIGHT: Three companies currently make use of the Class 90 fleet; EWS, Freightliner Intermodal and 'one' Anglia. Here Class 90 No. 90041 heads through Carpenders Park on the WCML, with Class 57 No. 57003 *Freighliner Evolution* dead in tow, while working 11.55 Crewe Basford Hall-Felixstowe service. A number of the Freightliner operated locos still carry the triple-grey colour scheme. JOHN WHITEHOUSE

BELOW: With all of the 'one' Anglia operated Class 90s having now been through the paintshop, a unified scene is captured at Norwich on 15 July. From left to right are Nos. 90009, 90008 and 90007. STUART MOORE

67 Varieties

ABOVE: On 13 July, Class 67 No. 67006 *Royal Sovereign* passes Balby on the approaches to Doncaster with the Royal Train, conveying HRH Prince Charles to Hornbeam Park for the Yorkshire Show. STEVE PHILPOTT

RIGHT: Class 67s Nos. 67027 and 67023 pass Exminster on 15 July powering the 17.54 Par-Hove charter. The train was running 40 minutes late at this point due to operating problems at St Blazey. The train was routed via Westbury where a run-round took place before heading for Hove via Salisbury and Southampton. COLIN J. MARSDEN

BELOW: Of the three liveries currently carried by the 30-strong Class 67 fleet, probably the most distinctive is the EWS Executive livery currently adorning No. 67029. Here the locomotive is seen on a Serco test train in partnership with classmate No. 67025 passing Abington Loops on 7 July while working from Crewe to Glasgow. PETER KELLETT