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The Railway Herald

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The complimentary UK railway journal for the railway enthusiast

In This Issue

Darlington Community Rail Festival update
FM Rail runs coal trial to Rugeley
Battery Multiple Unit returns to Royal Deeside
NYMR Standard tank to visit North Norfolk

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Contents

Newsdesk 3
Reliability issues hit Virgin West Coast loco-hauled diagram. GNER disappointed at Judicial Review judgement and Network Rail invests in North West stations.

Rolling Stock News 8
FM Rail delivers new tanks for South Wales and Class 185 No. 185129 arrives in the UK.

Preservation View 10
South Devon withdraws 2800 Class No. 3803. Problems for 'B12' and 'Battle of Britian' on North Norfolk. GCR September diesel gala news and Devon Class 20 for Spa Valley Railway.

Notable Workings Pictorial 13
A look at some of the rare and notable workings over the past week.

Submissions

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

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

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

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 beautiful evening sunlight, 'King' No. 6024 *King Edward I* is seen on the approach to Dawlish Warren station with the return 'Torbay Express' service to Bristol on 24 July Next weekend's services will be worked by LNER A4 No. 60009 *Union of South Africa*. COLIN J. MARSDEN

BELOW: South West Trains officially withdrew the six-year-old Alstom built Class 458 'Juniper' units at the end of June due to what is now deemed substandard interior information displays. Despite this, the colourful uints have been making the odd comeback on training runs for Gatwick Express and the SWT Reading to Waterloo service. Nos. (45)8020 & (45)8029 are seen here slowing for Egham with the 08.42 Reading to Waterloo service on 24 July. *Railway Herald* understands that eight Junipers are currently having revised 40mm internal displays fitted to allow their continued use with South West Trains and that further units will be now be modified. CHRIS NEVARD

LEFT: A large number of railway photographers have been making the best of the recent sunny weather, as evidenced by a significant increase in photographic submissions received by *Railway Herald* over the last week! On a very warm and sunny afternoon, Freightliner's Class 66/5 No. 66538 leads Class 47/4 No. 47811 through Purley-on-Thames on 25 July with a well loaded Southampton - Coatbridge intermodal service. MARK CHANDLER

R. C. Riley 1922-2006

One of the finest and most respected railway photographers from the past 50-plus years, R.C. (Dick) Riley passed away on 23 July aged 84 following a short illness.

Two parks in which he walked his dog as a youngster had nearby railway lines and from the age of nine he became a regular commuter, travelling from his home in Tulse Hill in south-east London to Holborn Viaduct where he was educated at nearby Mercers School.

The railway interest developed and he tried his hand at photography with the usual Box Brownie and a Kodak folding camera, neither of which were suitable to properly record a moving train. National service followed that included a spell at the Longmoor Military Railway, but regretfully photography there was not permitted.

After demob, he continued with a career in banking and now better off financially was able to obtain a second-hand Zeiss Ikonta and later both an Agfa Isolette and Agfa Record roll-film cameras.

Colour work began with a 35mm Agfa Silette in 1955 and he accumulated a collection of 35mm colour transparencies that are considered as second to none for the period until the end of regular steam on BR. Dick's photographs have appeared in countless magazines and books over the years and he has also authored a number of titles himself.

Although Dick is no longer with us, his pictures will almost certainly continue to grace the pages of railway publications for many a year to come.

Reliability issues hit VWC loco-hauled diagram

Reliability issues are surrounding Virgin Trains weekday locomotive-hauled diagram, which *Railway Herald* has established has not operated since 17 July. On that occasion, the train was terminated at Bletchley and eventually dragged back to Euston by a Class 57/3 'Thunderbird'.

Reports indicated that the locomotive, No. 87002 was suffering from lack of power compounded by a brake fault on one of the coaches. The other two locomotives in the pool, Nos 87006 & 87026 had both earlier been sidelined with faults.

The availability of the loco-hauled set is managed and hired on a day-by-day basis, rather than a fixed lease which requires a specific availability figure.

Virgin Trains say if the set is serviceable and offered to them by Alstom then the company will make use of the set each day, as the diagram is booked to be loco-hauled. If the set is not available then Virgin will make arrangements to cover the diagram from its existing Class 390 'Pendolino' fleet, either by stepping services up at Euston or on the occasions when availability is higher than the specified level, by using a spare 'Pendolino' set.

Alstom confirm that there are problems with both locomotives and stock.

ABOVE: On 13 July all seemed well with both locomotive and stock, as Class 87 No. 87002 *The AC Locomotive Group* is seen gliding out of Rugby with the 16.52 London Euston-Birmingham New Street service. JOHN WHITEHOUSE

Darlington Community Rail Festival takes shape

The second annual 'Community Rail Festival' will take place over 23/24 September in Darlington. The event follows the success of the first rail festival, centered on Norwich, last year.

The centre of attractions for the festival will be Darlington Bank Top station and Locomotion – the National Railway Museum at Shildon. There will also be smaller events happening along the route between Saltburn, Darlington, Shildon and Bishop Auckland – much of which once formed part of the historic Stockton and Darlington Railway

The weekend will offer a fun-packed programme which the organisers hope will appeal to families and enthusiasts alike.

At Bank Top station in Darlington and in the adjacent Park Lane Depot, there will be displays on the 'modern' railway, including diesel and electric locomotives, stalls, music performances, creative activities for all ages and a variety of refreshments.

The current line up of exhibits includes a Class 40 (NRM/NYMR), Class 45 (FM Rail), Class 55 'Deltic' (DPS), Class 56 (Fastline Freight), Class 57/3 (Virgin Trains), Class 66 (GB Railfreight), Class 76 (MR, Butterley) and Class 89 (GNER) plus a Class 156 (Northern Rail) and one of the latest Class 185s (First TransPennine).

Locomotion at Shildon, will host a display of locomotives from the 'steam era' of railways, several of which will be in steam.

Darlington Railway Centre & Museum will also be holding a range of events and activities, while further down the line at Bishop Auckland, Weardale Railway will be holding a mini station gala. There will also be a mini gala at the western end of the line at Saltburn hosted by Saltburn Line Users Group. BBC Radio Cleveland will be broadcasting live from the event at Darlington Bank Top on the Sunday.

A specially enhanced Northern Rail Service will run on Saturday and Sunday along the Saltburn – Darlington – Bishop Auckland line and Northern Rail will also be issuing a bespoke, discounted 'Community Rail Festival' ticket which will enable visitors to easily access each of the Community Rail venues as part of the overall festival.

A number of charter services are planned to arrive at Darlington from across the country, over the weekend.

The events will be open to everyone and admission at all venues is FREE.

As previously reported, Hertfordshire Rail Tours in co-operation with Cleveland Potash Ltd., will be operating two return trips from Darlington to Boulby. The journey will take in the 11-mile freight-only route from Saltburn Junction to Boulby, which has seen very few passenger workings in recent years.

The trains which will be 'toppped and tailed' by diesel locomotives will depart from Darlington at 10.00, returning around 14.00, while the second service will depart at 14.15, returning around 18.15. There is also a special service departing from Darlington around 12.45 on 23 September, but the majority of seats on this train will be reserved for passengers travelling on HRT's 'Blue Pullman' special from London.

The Standard Class fare for the Boulby trips is £15.00, with junior seats priced at £10.00.

A buffet car will be included within the formation. Please note that customers will not be permitted to alight from the train at the CPL works at Boulby.

ABOVE: Network Rail's proposed £400 million revamp of King's Cross station became a step closer to reality on 17 July as it submitted a planning application for the modernisation and refurbishment of the station. The plans include a new station concourse, three times larger than the existing one, a new platform to enable more train services to use the station, refurbishment of the impressive twin barrel roof and all platforms, new information systems and escalators serving the platforms and a massive new public piazza to the front of the station. Network Rail hopes to commence work in 2007/2008 with completion planned for 2011. NETWORK RAIL

GNER disappointed by Judicial Review ruling

GNER says it is extremely disappointed with the conclusions reached by the High Court on GNER's application for a judicial review of the decision by the Office of Rail Regulation (ORR) to grant access rights on the East Coast Main Line to Grand Central Railways and Hull Trains, based on a different charging regime to franchised train operators.

The company sought an order quashing the ORR's decision of 23 March this year and a declaration that the ORR's charging regime is unlawful. Mr Justice Sullivan declined to grant the order or the declaration. GNER says it considers that the judgment is fundamentally flawed. The company considers that two train operators calling at the same station and picking up passengers for the same destination are not in competition because of their differing contractual arrangements with government.

GNER believes that the ORR's charging regime is discriminatory, is in breach of national and European law and distorts competition.

GNERs parent company, Sea Containers, says it intends to issue a further statement in August, which will also include a financial update on trading matters relating to its East Coast rail operation.

ABOVE: Freight trains are an unusual commodity at Halifax. Class 66 No. 66038 is pictured crossing Halifax Viaduct on 17 July, with the 16.38 Laisterdyke, Bradford-Healey Mills scrap train. The train runs as required and operates in two portions. The first portion runs from Healey Mills to Laisterdyke in the morning via New Pudsey, returning via Halifax. The second portion runs in the afternoon, which is seen here crossing Halifax viaduct running 45 minutes late due to loading taking longer than anticipated. CHRIS TAYLOR

Investment for North West

Network Rail is to invest £12 million in rebuilding four stations on the outskirts of Manchester.

Mauldeth Road, Burnage, East Didsbury and Gatley on the Styal line to Manchester Airport will all be totally refurbished between the end of this month and Spring 2007.

Work at each of the stations includes the installation of state-of-the-art steel platforms with non-slip surfaces, tactile strips to help blind and visually impaired people be aware of the platform edge, new lighting and access ramps for people in wheelchairs and those with buggies.

Work started at East Didsbury on 23 July and is due to be completed in September. As trains will not be able to call during this time, Northern Rail will provide a replacement bus service to adjacent stations.

Work will start at Mauldeth Road station about the same time. However, because of the length of the platforms it will be possible to carry out the work without disrupting train services.

Gatley and Burnage stations will be upgraded later this year.

Christopher Garnett quits GNER

Great North Eastern Railway (GNER) has announced that its Cheif Executive, Christopher Garnett, has decided to step down after 10 years with the company.

Mr Garnett, will leave on 31 August and Bob MacKenzie, President and Chief Executive Officer of Sea Containers Ltd, GNER's parent company, will become Executive Chairman of GNER, supported by the other GNER directors.

Mr Garnett has been with GNER, since the franchise was originally created under privatisation in 1996.

Class 31s back on the coal circuit ... in 2006!

ABOVE: FM Rail operated a 'one-off' coal train on 25 July from Daw Mill Colliery to Rugeley Power Station in the Midlands. The train, which utilised Royal Scotsman Maroon liveried Class 31 No. 31190 *Gyphon*, Wessex Trains purple liveried No. 31601 *The Mayor of Casterbridge* and Intercity Mainline liveried No. 31454 *The Heart of Wessex*, is pictured passing Whitacre Junction on the loaded journey, bound for Rugeley Power Station. Some problems were encountered with the PGA wagons which it is said had not been fully maintainened by the contracted maintenance company the previous weekend. This led to two vehicles being detached en-route and only 18 out of the 30 vehicles being loaded. However, both FM Rail and its customer are very pleased with the trial operation. The loading of the train under the overhead bunker at Daw Mill took just 15 minutes, while discharge at the power station took around 60 minutes. The key issue with the PGA wagons being the manual opening of the bottom-discharge doors and FM Rail admit that some form of modification will need to take place to the wagons before any possible long-term work for the coal industry is undertaken. PETER TANDY

Kingfisher launch 'daytripper' style tours from London

The competition for high volume, low fare trains has become more intense with Kingfisher announcing a series of low-cost 'daytripper' style trains based on London King's Cross, and picking up along the Potters Bar, Stevenage, Peterborough corridor.

The first of these trains is on 26 August with York and Scarborough the destination, most likely utilising EWS Class 67 traction. The Standard fare to Scarborough is £38, First Class £54.

One of the main highlights of the first tour has to be the add-on trip from Scarborough via York and Beverley for an additional £20. The attraction, without doubt, will be the proposed EWS Class 37 haulage.

Other dates for Kingfisher trips to York are 9 September and 4 November, plus a sightseeing and shopping trip from Newcastle-upon-Tyne, Durham, Darlington and York to London on 21 October.

Modernisations en-route for Tyne & Wear Metro?

A modernised new-look Metro system could be heading for Newcastle if Nexus is sucessful in bringing private partners on board.

The Tyne & Wear Metro system is the oldest of the light rail systems, having been created in the late 1970s. During 2005/2006, the system lost £9 million but, Nexus is looking for private partners to help fund the £500m modernisation that it is planning.

A total of 34 companies have shown an interest in the system, including rail operators, equipment and rolling stock suppliers and rail engineering contractors.

The 20-year scheme to modernise the Metro involves replacing the train fleet and upgrading the network, including stations, signals, barriers, ticket machines and information systems.

However, Nexus says that although it is looking to private companies for the solutions, they will "seek to keep control of fares, services and timetables."

by John Whitehouse

Nationwide fire ban on the horizon for steam?

The exceptional hot weather over recent weeks has left the lineside tinder dry and the spectre of a steam ban is with us again.

Steam Dreams 'Cathedral Express' on 26 July was diesel-hauled and it looks very likely that this weekend's programme will be severely affected also, unless there is significant rain in the meantime.

Trains affected this weekend are Kingfisher's Bristol to Weymouth, the private charter from Victoria to Weymouth, Vintage Trains Tyseley to York (which will have No. 4936 in light steam leading) and The Torbay Expresses.

Unaffected at the moment are 'The Jacobite' and the NYMR's Whitby operation, although the NRM's York-Scarborough trains have been operating with a diesel inside for traction with the steam locomotive leading but in light steam only. Reducing the load may also be an option, which allowed last weeks 'Shakespeare Express' to operate and which hopefully will mean that this weekends service will operate as normal.

The on-going policy is to keep the situation under review, looking at individual routes and trains on a regional basis so as to avoid a Draconian blanket ban. Although a degree of uncertainty is inevitable, it does mean that every effort is being made to ensure that steam operates wherever and whenever possible.

A point put to Stephen Cornish at Network Rail was "why is steam being banned when a lot of effort and money has been invested in producing spark-arresting equipment?" His response was that in these exceptional circumstances without such equipment a blanket ban would have been in place some weeks ago, but as spark-arrestors are not 100% efficient and the baking temperatures and lack of rain has persisted, the situation on the lineside has become critical to the point where a selective ban needs to be imposed. The reality is that the likely penalty costs for delay caused by a lineside fire would be considerable.

Railway Herald will provide a status report on trains likely to be affected by a steam ban each week.

The week ahead...

As stated above, for future steam operations the state of the lineside will determine how many of the proposed tours actually run.

On 5 August, only No. 6233 *Duchess of Sutherland* is booked to operate, for Kingfisher from Carnforth to Appleby and Hellifield via the Upperby curve. Next day, however, Kingfisher has No. 777 *Sir Lamiel* from York to Carlisle and back, Past Time operate 'The Torbay Express' with No. 6024 *King Edward I* and Vintage Trains 'Shakespeare Express' and Arriva Trains Wales' 'Cambrian Coast Express' are all in operation.

Whilst not wishing to displease anyone who is due to holiday soon, we do need some rain or there will be a lot of extra work for diesel motive power!

On the modern traction front, Heartland Rail has a Gloucester to Penzance charter running on 5 August featuring a Cotswold Rail Class 47, while Compass Tours is hoping for a pair of FM Rail Class 47's when it operates from the new Liverpool South Parkway station to Edinburgh, outwards via the S&C and returning via Shap.

Hertfordshire's Blue Pullman visits Stoke-on-Trent on 2 August from King's Cross travelling via the ECML, Manton, Sheet Stores and North Staffordshire Junctions ultimately reaching the Potteries via Uttoxeter.

ABOVE: At the 11th hour, due to the extraordinary hot weather creating a tinder dry lineside, a steam ban was declared on the southern region of Network Rail. An immediate knock-on effect was that BR Standard 8P No. 71000 *Duke of Gloucester* was unable to be used to power Steam Dream's 'Sunny South Special' from Kensington Olympia to Weymouth. Deputising for the steam traction was a rather grubby pair of FM Rail Class 31s, Nos. 31602 and 31452. The train is pictured on 20 July passing Walton-on-Thames on its outbound journey. CHRIS NEVARD

'Giants of steam' motive power

There has been numerous requests from readers asking which locomotive from No. 4771 *Green Arrow* and No. 30777 *Sir Lamiel* will be operating the 'Giants of Steam' services between York and Scarborough.

The following locomotive roster has been advised by the operators of the train, the National Railway Museum, York. Both locomotives will operate subject to its availability on the day and also to the weather conditions, in view of the possible steam ban.

No. 30777 *Sir Lamiel*	1-3, 15-17, 22-24 and 29-31 August
No. 4771 *Green Arrow*	8-10 August

Lord Nelson to return to steam on the National network in October?

After a protracted overhaul, the long awaited return to main line action for ex-Southern Railway No. 850 *Lord Nelson* is booked for 21 October.

Kingfisher will operate the tour based on Eastleigh which will feature No. 850 from Minehead, via Taunton and Weston Super Mare to Bristol Temple Meads where water will be taken. The tour then proceeds via Bath, Westbury and Salisbury back to Eastleigh. Wessex Trains umber and cream coaching stock will be a feature of the charter which also picks up at Southampton Central, Romsey and Salisbury on the outward diesel hauled leg.

Plans for No. 850 to join the pool of engines operating the National Railway Museum's 'Giants of Steam' trains to Scarborough had to be shelved as the overhaul had been not completed in time.

Running-in is scheduled to take place at the West Somerset Railway, hence Minehead being the changeover point from diesel to steam on 21 October.

Lord Nelson is also booked for a Kingfisher 'Statesman' working on 11 November that will be a circular tour based on London Victoria, travelling via Swanley, Maidstone, Ashford, Ramsgate, Faversham and Rochester. The anticipated departure time of 11.00 and return arrival around 17.00 means that the trains will be readily accessible from the Midlands and from the north.

The exceptional value Standard Class fare is £39.

ABOVE: **Since their recent railtour commitments, Class 37/4 Nos. 37401 and 37405 have been working off Bescot TMD. On 25 July, No. 37405 is caught by the camera in Hinksey Yard, Oxford shortly before departure, preparing the 18.01 civil engineers service to Bescot.** MARK FEW

Simulators for GNER drivers

GNER has invested £1 million in the purchase of eight new driver simulators.

They comprise four Class 91 consoles and four of the HST variety and have been order from French company CORYS T.E.S.S., purpose built for GNER they are due to be delivered by April 2007.

The machines will simulate incidents which are currently difficult to replicate, such as how to deal with obstructions on the line and equipment failures.

The simulators will be located at traincrew depots at King's Cross, Doncaster, Newcastle and Edinburgh Waverley stations.

WIN ■ WIN ■ WIN ■ WIN ■ WIN

There is still time to enter our competition with 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 three winners will be picked 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.***

Lucky escape for 'drunk'

British Transport Police have issued a stern warning about the dangers of being drunk at railway stations after a man fell off a platform and laid in the four-foot gap between the rails as a train pulled in.

The 17.12 Chiltern Railways service from Birmingham Snow Hill to London Marylebone does not normally call at Olton station, but cancellation of the previous Central Trains service resulted in the service having 'stop orders' on it.

The driver saw the man laid in the four-foot and was able to bring the train to a stand around 20 yards from him.

Had the train not have been slowing for the unscheduled stop, it would have been travelling around 60mph at that point.

Emergency services were called to the scene but the man ran away before they arrived.

BELOW: **On 25 July, GBRf Class 66/7 No 66714 *Cromer Lifeboat* is caught by the camera near Dilston Crossing, between Corbridge and Hexham, on the Tyne Valley line with the 10.19 Cottam Power Station to New Biggin containerised gypsum. The train has been temporarily diverted from the Settle & Carlisle line which is currently closed due to an engineering blockade, while over eight milkes of track is relayed.** JOHN LEWINS

Next batch of SWT 'Desiros'

The first units of the 'add-on' order from the DfT for 17 additional four-coach Class 450 'Desiro' sets for South West Trains have been delivered to the UK.

Nos. 450111 and 450112 arrived in the UK on 26 and 22 July respectively, with the latter unit being delivered to SWT by Class 66 No. 66137 on 25 July.

The majority of the additional trains should be in service with South West Trains by the end of the year.

Class 37s create interest

The remaining members of the EWS Class 37/4 fleet continue to create interest across the country.

On 28 July, No. 37401 was employed on a Bescot - Northampton service, No. 37405 was stabled at Rotherham Steel Terminal, while No. 37406 was the only member of the fleet in Scotland, working the Oxwellmains - Powderhall 'binliner' service. The final two members of the fleet were in South Wales; No. 37417 on a Newport ADJ - Cardiff Tidal trip while Large Logo liveried No. 37425 was stabled on Canton depot ready for the evening commuter service to Rhymney.

New wagons for South Wales petroleum traffic

A rake of 15 102-ton bogie tank wagons were delivered to Robeston Oil Refinery in South Wales on 24 July by FM Rail.

The vehicles are owned by wagon leasing company VTG and have been built by Greenbrier Industries in Poland. They will be used by petroleum company Murco out of the Welsh refinery.

Original plans to move the vehicles the previous week, which would have utilised a pair of FM Rail Class 31 locomotives, ground to a halt as a result of major signalling problems around Swindon.

TOP: On 24 July 2006, almost a week later than originally booked, FM Rail's Class 47/7 No. 47703 *Hermes* powers through the long cutting at Shottesbrook Farm, near White Waltham, on the Great Western main line. with 15 new VTG bogie tanks, en-route from Wembley Yard to Robeston Refinery. CHRIS NEVARD

RIGHT: One of the new 102-ton tanks, TOPS Code TEA, No. VTG 88128, which is leased from VTG. CHRIS PERKINS

Operational alterations for ex-National Power limestone hoppers

RIGHT: Class 60 No. 60010 arrives at Peak Forest on 19 July with a rake of empty ex-National Power hoppers on the Northwich - Tunstead circuit en-route to Tunstead while the RMC sidings hold a train of loaded boxes forming part of the Peak Forest - Peterborough / Norwich circuit. The ex-NP hoppers were previously used on the Peak Forest - Drax limestone traffic, destined for the desulpherisation plant at Drax Power Station. This flow as previously reported in *Railway Herald* has now been taken over by Freightliner Heavy Haul and uses recently built new HIA bogie hopper wagons. FRED KERR

Railfreight Petroleum is back!

ABOVE: EWS Class 60 No. 60021 *Star of the East* has become the victim of a timewarp! In addition to its 40B shed plate between the light units on each end, the locomotive has now gained a Trainload Freight sectorisation style Railfreight Petroleum badge on the No.1 end of the locomotive, situated behind the drivers door! The locomotive is pictured on the Great Western Main Line at Cholsey with a Murco Petroleum service in mid-July. PATRICK SEALE

New build vehicles arrive in the UK via Channel Tunnel

ABOVE: EWS Class 92 No. 92019 *Wagner* approaches Ashford International on 21 July with a late afternoon Enterprise working from Dollands Moor to Wembley. As well as the booked contract freight moves, the train is also conveying Class 185 No. 185129, which will have originated from the Siemens Test Centre at Wildenrath in Germany, and a rake of brand new MLA yellow low-sided wagons from Greenbrier in Poland. This service has become an interesting one to watch as 'new build' vehicles are regularly imported on it. On 26 July the train conveyed South West Trains latest Class 450 'Desiro' No. 450111 together with several new EWS bogie tanks from Greenbrier.
RIGHT: A closeup view of MLA No. 503099 in the consist. Vehicle Nos. 503091 to 503103 are now in the country.. BOTH: PATRICK SEALE

Battery Multiple Unit returns to Royal Deeside Railway

The unique sole surviving Battery Multiple Unit, built at the BR workshops at Cowlairs in the late 1950s, has been returned to its original home on Royal Deeside. The unit is an historic one and one which has not only seen passenger service, but also operation with the Derby RTC test centre.

In the late 1950s, British Railways experimented with a two-car battery multiple unit on the Deeside line in Aberdeenshire, Scotland. Using Derby Lightweight bodies, batteries and traction motors, the unit was used on the Aberdeen to Ballater route from 1958 until 1962.

The 117-seat set, Nos. 79998 (DBMS) and 79999 (DTC) revolutionised services on the branch, the four daily steam returns being increased to six, with three operated by the battery railcar. Static charging plants were installed at Aberdeen and Ballater specifically for the unit. Before moving north the set made nocturnal trial runs on the Kelvin Valley Line. Choice of the Aberdeen-Ballater line was made so that an adequate test over a period could be made of battery and car capacity. On its length of 43 miles the branch had 12 intermediate stations and the two terminals, imposing frequent accelerations from standstill on the battery. There were also ruling gradients of 1 in 70 and others of 1 in 68 which required substantial discharge rates for any appreciable speed to be maintained climbing the gradients. Although the set had a top designed speed of 60 mph, the line speed was 50 mph.

The unit entered traffic on 26 March 1958 with a special working for members of the Railway Board and railway press, although regular services did not commence until driver training had been completed on 21 April. However, a series of breakdowns and minor fires resulted in the unit being withdrawn in August 1962 and replaced by a standard DMU. The set was sent to Hyndland depot in Glasgow for a decision on its future, although it is believed that the BMU did work on the line during 1965. In 1967, the unique set was taken over by the Railway Technical Centre at Derby and renumbered RDB 975003/4, later gaining the departmental red/blue livery and name *Gemini*.

After several years use with the RTC, normally based at Mickleover, the set was declared redundant early in 1984 and put up for sale. A number of homes on heritage lines, including the East Lancashire Railway beckoned, before finally returning to Scotland. After being stored in a private yard in Aberdeen while restoration of the batteries was undertaken, the vehicle has finally been brought home to fledging Royal Deeside Railway which is aiming to restore the old the Ballater line, initially as far as Banchory. Work is underway to shortly commence brake van rides using the line's Class 03 shunter and a goods brake van however, passenger services for the Battery Multiple Unit are someway off at present and will wait until further track has been laid towards Banchory and the society can provide a reasonable trip.

Internally the set is completely restored to 'as-built' condition, with only several minor tasks outstanding.

ABOVE: **The unique Battery Multiple Unit, Nos. 79998 and 79999 stand at Crathes on the Royal Deeside Railway. The batteries should be replaced in the unit in the long term future and once the railway has re-opened to passenger traffic, it is hoped that the BMU will once again carry passengeress on the line for which it was built.** CYRIL LOFTHUS

Class 20 for Spa Valley gala

The Spa Valley Railway and the South East Locomotive Group (SELG) have advised that Class 20 No. 20118 *Saltburn by the Sea*, normally based at Totnes on the South Devon Railway, will be visiting the line for the forthcoming diesel gala event over the weekend of 4-6 August.

Also in traffic, should be resident Class 33s Nos. 33063 and 33065, Class 73 'ED' No. 73140, Class 09 No. 09004, Class 12 No. 15224 and Class 10 No. D3489 and Drewry Industrial No. 2591.

West Somerset diesel diagram for August

The West Somerset Railway has announced the motive power line-up for its diesel diagram during August. Haulage for the 11.25 Bishops Lydeard-Minehead, 14.00 Minehead-Bishops Lydeard, 15.55 Bishops Lydeard-Minehead and 17.35 Minehead-Bishops Lydeard is as follows:-

BR Class 25 No. D7523 on 28/29 July and 5/19 August

BR Class 33 No. D6566 on 12/26 August and 2 September

Day Rover tickets are priced at £12.40 or £22 for two days. It is hoped to use the resident Class 14 on some of these dates but its operation will depend on loadings.

Diesel locomotives will also take charge of the 11.10 Minehead-Bishops Lydeard and 14.55 return service on 17/31 August, due to maintenance work on the railway's DMU set.

B12 to return mid-August?

Work to repair the axleboxes on the North Norfolk Railway's B12 4-6-0 No. 61572 is proving a bigger task than was originally thought.

It is now hoped that the locomotive will return to service towards the end of the railway's high season, suggesting mid to late August.

There has been more dissapointing news regarding Battle of Britain 4-6-2 No. 34081 *92 Squadron*. Having completed almost two months of work on the boiler stays, a further investigation by the boiler inspector has revealled that the work now needs to be completed differently and has put the owning group back to square one. It is thought unlikely that *92 Squadron* will be back in service until next year.

South Devon 2800 failed

The South Devon Railway has had to withdraw its 2800 Class 2-8-0 No. 3803 from traffic, after one of the rear driving wheels was found to be loose on the axle.

The rear pair of driving wheels from the locomotive, which has only recently re-entered traffic after restoration, have been removed from it and despatched to Ian Riley Engineering at Bury for rectification.

Current hopes are that the existing axle can be reused through the repair but the locomotive is likely to be out of action for around two months.

ABOVE: The weekend of 22/23 July saw Midland Railway services in the hands of 'Princess Coronation' No. 6233 *Duchess of Sutherland* which was in operations as part of the Princess Royal Class Locomotive Trust (PRCLT) Patrons Weekend at the West Shed. On 22 July, No. 6233 approaches Butterley with BR Standard Class 5 No. 73129 bringing up the rear. It proved to be something of a 'little and large' weekend, as the line's other services were in the hands of MR's industrial tank locomotives *Whitehead* and *Castle Donnington No.1*. Lineside fire risks permitting, No. 6233 has a busy period ahead with no less than 12 main line jobs booked between 5 August and 28 October, as well as a starring role in the Severn Valley Railway Steam Gala over the weekend of 22-24 September. JOHN WHITEHOUSE

Western Courier progress report

The long running overhaul of the Western Locomotive Association's (WLA) Class 52 No. D1062 *Western Courier* will receive a major boost next week with the anticipated return of the 'B' end transmission unit from Voith in Germany.

It has been fully overhauled and bench tested, and is ready to be re-installed into D1062, hopefully within a few days utilising the facilities at Severn Valley Railway's Bridgnorth boiler shop. This is the last significant task, as both power units have already been overhauled together with the 'A' end transmission. Many smaller tasks remain as well as a full maroon repaint.

The overhaul has been to main line standard, but a decision whether to fit TPWS and OTMR remains well into the future. The WLAs prime concern is to get No. D1062 back in action as soon as possible.

Fellow Class 52 'Western' No. D1013 *Western Ranger*, also based on the Severn Valley Railway, will be withdrawn from traffic after completing its running day and evening 'Golden Hind' dining train on 12 August, as No. 12 cylinder on the 'B' end engine has been diagnosed with a cracked liner. It is hoped that the liner can be replaced without the need of lifting the engine from the locomotive.

Moors Standard Tank heads for Norfolk

The North Yorkshire Moors Railway's BR Standard 4MT 2-6-4T No. 80135, which is unique amongst preserved examples in carrying BR lined green livery, is to head to Norfolk in October.

The locomotive has been lined up to star alongside visiting USATC 'S160' 2-8-0 No. 5197 from the Churnet Valley Railway (visiting until Chrismas) at the North Norfolk line's October steam gala.

The railway is hoping to expand its usual gala line up with pick up freights and intermediate shuttles to Weybourne, between the booked main line services. Also appearing should be resident J15 Class No. 65462, 'B12' No. 61572, 'N7' No. 69621 and 'WD' No. 90775.

ABOVE: **In preparation for the start of the Yeovil 150 celebration on 29 July, recently restored ex-GW 'Prairie No. 4561 is pictured at Yeovil, on 25 July. The organisers hope that a pair of Class 59 locomotives and a Class 67 will be on display along with No. 6024 *King Edward I*, which will arrive on a railtour..** JOHN NEWBERRY

Volunteer killed on heritage line

A volunteer on the Gwili Railway was killed after being crushed by a carriage. Guard Dilwyn Davies died after becoming trapped between a locomotive and a coach on 19 July.

Despite attempts by colleagues and the emergency services to save him, he died from his injuries at Glangwili Hospital. The tragedy is being investigated by the Rail Accident Investigation Branch

This was the second fatal incident to involve shunting in the past two days. Two days earlier, a shunter employed by Freightliner Heavy Haul in Dagenham, Essex, lost his life after becoming trapped between a locomotive and a wagon.

Work on Royal Scots Grey progresses

Class 55 No. 55 022 *Royal Scots Grey* was reunited with its power units, radiators and roof panels on on 21 July. Also a non-working boiler, which has been kindly loaned by the DPS, has been installed as its own bolier restoration has not yet been completed.

Main line re-registration should follow shortly and the loco should be working at the Deltic Preservation Societies event at Barrow Hill over the weekend of 12-13 August. Movement to the locos permanent home at Bury on the East Lancashire Railway is then expected to take place in time for the line's diesel gala event between 1-3 September, following which No. 55022 will head to Scotland to work 'The Moray Mint' SRPS tour from Linlithgow/Edinburgh to Inverness and Aberdeen on 23 September and on the Bo'ness & Kinneil Railway the following weekend. The loco is also planned to work an SRPS charter from Linlithgow and Edinburgh to Lincoln on 8 December.

BELOW: **Celebrity Class 47/4 No. 47484 *Isambard Kingdom Brunel* is now in preservation as reported in the last issue. The locomotive, owned by Andrew Goodman is currently located in Mr Goodman's private yard and is seen there on 22 July.** WILF SMITH

Great Central September diesel gala

The Great Central Railway's traditional three-day diesel gala in September should be one of the line's modern traction events of the year!

After it's amazing debut performance at the May diesel gala, the green-liveried Class 25 No. D5185 will make another star appearance to compliment the lines bulging diesel fleet.

In traffic should be two Class 20s, two Class 25s and the privately owned 'Dutch' liveried No. 37265 that will also make a rare appearance on passenger workings.

The railway is looking to operate the National Railway Museum's Class 33 No. D6535 with its 4CIG EMU in proper push-pull mode during the intensive timetable.

Completing the loco line up are Class 31 No. D5830, Class 10 No. D4067, Class 45 No. D123, and Class 47 No. D1705. A two-car Class 101 DMU will also be in action.

Following the success of the May diesel event, the railway has firmly committed itself to a roster of three diesel events in 2007, to be held in March, May and September.

NYMR

North Yorkshire Moors Railway
Pickering - Levisham - Goathland - Grosmont

NYMR

'Sir Nigel Gresley' returns to steam
5th August 2006

The long awaited return to steam of **LNER A4 Pacific No. 60007 Sir Nigel Gresley** will take place on 5th August on the North Yorkshire Moors Railway.
The locomotive will be working two round trips on its launch day complete with a full set of LNER coaches. Richmond Town Pipe Band are appearing throughout the day. The locomotive will work the **10.45 and 13.45 return trips from Grosmont**

Why not join in the fun and be one of the first to ride behind this famous locomotive since its overhaul?

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

English Tourism Council
QUALITY ASSURED VISITOR ATTRACTION

HSTs in the news

ABOVE: The lack of an available Voyager set on 21 July led to Virgin Cross-Country hiring an HST set (comprising power car Nos. 43058 and 43066) from Midland Mainline. Here the set is seen working the 12.12 Birmingham New Street - Plymouth service approaching Cheltenham. KEN BRUNT

BELOW: The first of the Angel Trains MTU power cars to be handed back to Great Western, No. 43175 is now in traffic with the TOC, in plain purple livery with First Great Western branding. The modified livery being the result of a change in livery policy, which is now unlikely to see the 'dynamic lines' livery continued. Here No. 43175 passes Hinksey Yard, Oxford, on the rear of an Oxford - London Paddington service on 25 July. MARK FEW

Type 4 activity

ABOVE: Direct Rail Services is operating two special private charter trains on 18th August for staff and their families to celebrate the 10th anniversary of DRS. Two services will operate, one from Carlisle to York, while the other will be from Crewe to York, both arriving in the Yorkshire City around lunchtime and departing back to their respective destinations around 16.00. The trains will use Class 47 locomotives and are not open to the public. In preparation for the special services, a number of driver training trips have operated on the West Coast Main Line on the Carnforth to Carlisle section using Mk1 coaches provided by WCRC at Carnforth. Here Class 47/4 No. 47501 passes the camera at Lambrigg with 14.41 Carnforth-Carlisle training trip on 25 July. Kevin Truby

BELOW: Still carrying its Anglia Railways livery, Cotswold operated Class 47/7 No. 47714 heads along Pilning loop with 14.55 Bristol St Phillips Marsh - Swansea Landore stock move, comprising of First Great Western Class 43 No. 43026 and ex-Virgin Mk3 No. 12172 on 24 July. Chris Perkins

Royal Welsh Show specials

ABOVE: Class 50 No. 50049, still displaying its alternative identity of long-demised classmate No. 50012 *Benbow* approaches Pantyffynnon on the Heart of Wales Line on 26 July with 07.28 Cardiff-Llandrindod Wells. The working is in conjunction with the third day of the Royal Welsh Show at Builth Wells. Unfortunately at this point the train was 43 minutes late. MARK THOMAS

BELOW: Later the same day, *Benbow* is seen at Llanwrtyd Wells awaiting the token to appear. The workings, in connection with the Royal Welsh Show, found two Class 50s back on scheduled passenger services on the old Western Region, as classmate No. 50031 *Hood* was employed on the ATW Fishguard Harbour diagram all week. KEVIN DANCER