ISSN 1751-8091

The Railway Herald

4 August 2006 Issue 47

The complimentary UK railway journal for the railway enthusiast

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The Railway Herald
Issue 47

Front Cover

Class 47/4 No. 47810 *Porterbrook* passes Oulton Broad on 28 July with the 09.30 Norwich -Lowestoft addational service with classmate No. 47818 on the rear of the train.
John Whitehouse

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Submissions

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

Good quality scans of colour slides and prints are also acceptable. Currently there is no financial payment made for photographs published in *Railway Herald*. Once the magazine is moved to a commercial basis then we will pay a standard repro fee.

Where possible we always try to use news photographs taken within the production week of the publication date, especially for news stories and features.

Publication

The ***Railway Herald*** is due to be published every Friday and is available on e-mail subscription or by download from our website - www.railwayherald.com

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Electric traction rescues failed GNER HST

ABOVE: Class 91 No. 91131 *County of Northumberland* passes Brafferton, north of Darlington, on 24 July, hauling Class 43 Nos. 43111 and 43105. The HST set had been working the 15.30 London King's Cross - Edinburgh service when it expired. The Class 91 hauled the train through to its destination. *Ian Hardy*

Late News ■ Late News ■ Late News ■ Late News ■

King Edward I headlines WSR October gala

Ex-Great Western 'King' No. 6024 *King Edward I* is scheduled to head the West Somerset Railway's Autumn Steam Gala over 5-8 October.

With a distinct Great Western theme, also booked to appear are Bodmin & Wenford's 4200 Class 2-8-0T No. 4247, Severn Valley Railway's 'Prairie' Class 2-6-2T No. 5164 and '1400' Class 0-4-2T No. 1450 from the Dean Forest Railway along with restored Autocoach No. 178.

When added into the existing resident Great Western fleet, the result is a stunning array of locomotives.

A heritage goods train will operate during the event and some services during the four-day gala will be timetabled for double-heading.

Refurbishment for DLR Shadwell station

Passengers using Shadwell station on the Docklands Light Railway are to benefit from a major refurbishment programme to improve the station environment.

More than £1 million is being invested by Transport for London (TfL) to overhaul the arches which provide the main access to the station, making extensive improvements to their layout and appearance over the next nine months.

The first phase of the work started last week and focuses on visual improvements, the work involving deep-cleaning of the station and arches and the removal of equipment that is no longer in use.

Phase two will start in the autumn. Parts of the arches will be re-modelled to simplify station entrances and exits, station signage will be enhanced and improvements will be made to the paving and lighting around the station area.

Heritage line for East London

Plans have been announced for a new heritage steam service in East London, to connect with the North Woolwich Old Station Museum.

The plan provides a steam service on the North London Line between North Woolwich and Custom House, which could be running by 2009.

Full story next issue.

From the Editor

Hello and welcome to a slightly new look *Railway Herald*, the only weekly digital magazine dedicated to the railway enthusiast!

We've had the current style of magazine, since Issue 11 (published in June 2005) so although there have been no major changes, as a conseqence of the increased news coverage and the celebration that our weekly readership has now passed the 6,000 mark and continues to climb every week, a few minor 'tweaks' have taken place, which should hopefully present a fresh and revivied look to the magazine.

One of the key changes with this issue is our railtour information. The section now has its own dedicated pages and railtour listings through which our well-known railtour correspondant, John Whitehouse, will be keeping readers up to date with the latest news and information from the charter companies.

We hope you'll like the changes that have taken place. As ever, we welcome your feedback and indeed your input, for *Railway Herald* is and always has been a readers magazine. We rely on your news, information and contributions in order to bring you the news and photographic coverage that we do every week. All submissions can be sent to the editor.

Finally, if you've not looked already, why not check out our revised and updated website at www.railwayherald.com.

From here you can easily download a copy of the latest issue or any back issues, wherever you are in the world!

Reliability issues cancel VWC loco-hauled diagram

After continuing problems with reliability affecting the Class 87 fleet and rolling stock used on the 'peak-hour' diagram at the southern end of the WCML, Virgin Trains has confirmed to *Railway Herald* that it has taken the decision to step down the loco-hauled set at the current time.

As reported in our last issue, the diagram was re-introduced originally to provide some flexibility during the Class 390 'Pendolino' modifications programme. However, a series of in-traffic failures concerning both the locomotive and stock has caused Virgin Trains to reassess the suitability of the set.

The result is that the booked diagram will now be covered by the Class 390 fleet, either through spare units or by stepping up departures at London Euston. Alstom is to investigate the problems with a view to discovering and rectifying the faults. However, the increased reliability of the set will need to be proved before a return to passenger service is possible.

A Virgin Trains spokesman said that the company had not ruled out the possibility of returning to the loco-hauled diagram later in the summer, but much will depend on how the fault finding progresses, the key task being to have confidence in the loco-hauled set, something that at present is lacking.

■ The Class 390 'Pendolino' modification programme is now underway and progressing well, with the first modified set about to start testing.

21st Century technology comes to rail ticket sales

Two of Britain's passenger operators have become the first to experiment with the latest in internet and mobile phone technology to provide rail tickets to the travelling public.

This summer, passengers using Midland Mainline services to London St. Pancras will become the first in the country to have access to a new Print@Home facility, which allows them to purchase and print their train tickets at home. The development is a trial being launched by Midland Mainline, in conjunction with online rail ticket retailer, TheTrainline. The Print@Home facility allows Midland Mainline passengers to book train travel on midlandmainline.com, then print out an eTicket on their own printer. The printed booking can then be validated by either a member of station staff, or one of Midland Mainline's train managers once on board.

The trial is currently being carried out on a limited number of Midland Mainline trains between Sheffield, Derby, Nottingham, Leicester and London St. Pancras. All eTickets are priced at just £6 one way, and will be available on selected off-peak trains throughout the summer. One of the many benefits of being able to Print@Home is that tickets can be booked up to 18.00 the day before travel, and can be printed out any time up to departure, subject to availability.

Meanwhile, in Scotland, First ScotRail has claimed an industry first by offering to deliver rail tickets by SMS text message!

From 3 August, First ScotRail passengers choosing to buy Bargain Berth tickets for the Caledonian Sleeper services online, can have the ticket confirmation sent to their mobile phone. Passengers simply turn up for their train, show the text message to train staff and travel. A confirmatory email is sent as a back-up.

Tickets can be booked up to 12 weeks in advance of travel and right up until mid-day on the day of travel, subject to availability.

The new facility starts to bring the rail industry into line with the airlines and long-distance coach markets which have used ticketless travel for some years. The lack of paperwork means that the service is cheaper for the operator, there is less to remember for the passenger and it should, in theory at least, all work with the minimum of fuss and hassle.

First ScotRail say that if the project is a success then it will continue to explore opportunities to widen the SMS project to other forms of rail tickets.

A number of airlines, both in the UK and worldwide have used an e-ticket style system for several years and it is a move that has certainly gained popularity with passengers. The big questions for UK rail operators are how secure the system is, how the travelling public will take to it and how it can be further developed to the remaining aspects of rail travel.

29 Police officers join FCC

First Capital Connect and British Transport Police are increasing the number of Police Community Support Officers (PCSOs) working on the Thameslink and Great Northern routes.

The company made a commitment to increase the number of PCSOs by 23 prior to taking over the franchise.

On 2 August, the company announced the appointment of 24 PCSOs and five Police Officers, representing an initial investment of over £1m from First Capital Connect.

All the officers will be operational by the end of the summer following a period of police training and familiarisation with the rail network.

Glasgow transformation?

Glasgow's Queen Street station is set to be transformed by Network Rail.

The company is inviting expressions of interest from developers as it draws up plans to revamp the station and create new commercial opportunities.

Network Rail hopes to announce a preferred development partner early next year.

BELOW: Although not a rare sight during engineering possessions on today's privatised railway, the movement of EWS liveried wagons by a Freightliner locomotive is certainly one which provides some variety to the railway scene! Here, Class 66/6 No. 66613 passes the camera at Greenholme on the West Coast Main Line, with a Shap Quarry - Carlisle Kingmoor departmental working on 28 July. Presumably the train had been loaded with spent ballast during an engineering possession the previous night and had been emptied at Shap Quarry. *Fred Kerr*

Progress at Waverley

Work on the creation of additional platforms at Edinburgh Waverley is progressing.

One of the main focuses of the project is the conversion of Waverley's two currently non-platformed through lines into the new platforms, giving the station a total of six through platforms. The east end of the station will also see the return of the No. 5 bay platform.

LEFT: Amongst the engineering work to provide an additional platform on the northside of Edinburgh Waverley, Class 43s Nos. 43120 and 43106 depart on 28 July forming the 09.55 Aberdeen to King's Cross. *Chris Perkins*

Marlow crash

The driver of a Vauxhall Astra escaped unhurt after he was in collision with a First Great Western service near Marlow on 31 July.

The second carriage was hit in the collision as the train slowed for Lower Shiplake. The remains of the vehicle were removed shortly before 17.00.

East Coast problems

Problems hit the ECML on 29 July after the overhead wires were damaged in the Stoke Tunnel area, north of Peterborough.

All GNER, Hull Trains and Central Trains services between Peterborough and Grantham were disrupted for the remainder of the afternoon.

Rail theft

A 39-year-old man has been sent to prison for six months after stealing eight tons of railway line from the Tebay area.

Carlisle Crown Court heard that police called to the secluded yard at Greenholm found one lorry already loaded with rails and another empty one waiting. Mr Donlon of Salford, pleaded guilty to the theft.

GNER announces HST rolling stock refurbishment

East Coast operator GNER has awarded a £14.5 million contract for the refurbishment of its Mk3 passenger stock to Doncaster-based Wabtec Rail.

The project, which is being financed by the vehicle owners, Angel Trains and Porterbrook Leasing, will see 103 vehicles pass through Doncaster to receive a 'Mallard' style refurbishment, based on the work carried out by Bombardier Transportation on the company's Mk4 fleet.

Work on the first of 12-sets will commence later this month, with the first completely refurbished train destined to enter passenger traffic early in 2007 and the entire project expected to be completed by late-2008. The interior refurbishment will replicate the style of the GNER electric Mallard trains and will include new seating, new luggage racks, new tables, new carpets, new lighting, new toilets, refurbished vestibules and refurbished luggage stacks. The HSTs will also benefit from reliability improvement work and exterior repainting as part of the contract.

Passengers will benefit from more contemporary surroundings, including brighter and more spacious interiors, softer contoured seats with improved back support and fold-up arm-rests for easier access, improved lighting, improved luggage space and new toilets with new vanity units.

As previously announced, the 25 Class 43 power cars in the GNER HST fleet are to be fitted with the new, high-performing MTU engines which will deliver a more reliable, greener and safer ride for millions of passengers over the next ten years or more.

In the longer term, the current fleet will be replaced by a totally new High Speed Train, as part of a national procurement exercise being led by the Government. It has yet to be decided as to whether this will be an HST style train with power cars or a multiple unit style offering with under-floor engines.

BELOW: A pair of DRS Class 47s were in action on 2 August when Nos. 47802 and 47501 worked a Mossend - Daventry service. The pair were looped at Penrith and Carnforth due to technical problems with 47501 and the train finally came to a standstill just north of Rugby station with further difficulties onboard No. 47501. With No. 47802 then out of fuel, Class 66/4 No. 66410 rescued the train and hauled the ensemble the final few miles to Daventry, shown here passing Rugby. *Chris Holt*

Back to blue for 73208

GBRailfreight has bowed to requests from charter train operators and is to repaint one of its ex-Gatwick Express Class 73/2 locomotives in original BR blue livery.

No. 73208 became part of the GB Railfreight fleet nearly 12 months ago, after it was made redundant by Gatwick Express with the withdrawal of its final loco-hauled set.

The locomotive is currently scheduled for routine repainting, which is expected to take around two weeks at Stewarts Lane depot. The repaint is being carried out with practical help from GBRfs own staff and members of the 73136 Preservation Group.

GBRf Contract Manager Paul Taylor, who is co-ordinating the project, said "Railway heritage is big business. The loco's BR livery will make it an attractive option for companies operating excursion trains and for promotional activities. So this apparent retro step is in fact a sound business move in response to customer demand. The repaint will also bring the appearance of the loco up to a standard fit for its official renaming in August. The loco is expected to carry the blue livery for about six months before returning to GBRf house colours."

More problems ahead for Eurotunnel?

The Channel Tunnel is back in the headlines again following the news that the Paris Commercial Court has decided to place Eurotunnel and the 17 companies concerned under the Safeguard procedure.

The procedure, which is under French law, should help to reach a consensual agreement on restructuring and confirms that the company is not insolvant, while at the same time allows full commercial operations through the tunnel to continue as normal.

However, rail freight using the tunnel runs the serious risk in future of having higher operation fees once the minimum usage charge (MUC) finishes in four months time on 1 December.

The MUC is currently worth £70 million to Eurotunnel, which is paid by Eurostar, SNCF and EWS as operators of services through the tunnel.

Currently SNCF (which remains state owned) pays the fee directly, while the UK Government subsidises EWS's payments. What is not clear is whether the UK Government will continue to subsidise cross-channel freight once the MUC ends.

New uniform for GNER

GNER unveiled a new staff uniform on 1 August, for frontline station staff, on-board crews, train drivers, chefs and travel consultants.

The navy blue and red pinstripe suits for both men and women will replace the traditional dark blue checked uniform range, creating a distinctive new look which will also make it easier for passengers to recognise GNER staff. The new uniform range will also be worn all year round

Practical features include suit fabric that repels dust, an all-seasons navy blue raincoat with a removable Thinsulate lining and an under-jacket belt for on-train crews to carry essential items such as train keys.

All fabrics used in the uniforms, including special polywool mixes, have been especially selected for their durability, comfort and practicality and are unique to GNER. Employees, union and safety representatives were consulted during the 18-month design process and their suggestions have inspired many of the new uniform's features.

ABOVE: Anglia liveried Class 47/7 No. 47714 approaches Wakefield Westgate on 31 July dragging Class 91 No. 91129 *Queen Elizabeth II* and a GNER Mk3 rake as the 15.35 Leeds Neville Hill to Doncaster West Yard stock move. *James Rose*

Settle & Carlisle reopens after blockade

The latest stage in a five year £60 million renewal project on the Settle & Carlisle line has reached completion with the re-opening of the route to traffic.

In the last two weeks, while part of the line has been closed, Network Rail has laid eight-and-a-half miles of new track, installed six new sets of points, carried out drainage and cable-laying work and undertaken surveys of the line. Waterproofing and repair work has also continued on both Lunds and Ais Gill viaducts and a significant amount of heavy maintenance was also undertaken.

Vale of Glamorgan shuts for seven days

Network Rail is to take a week long blockage of the Vale of Glamorgan railway line from 5-11 August.

As a result, Arriva Trains Wales will be providing a replacement bus service during this period. On 5/6 August all services for Bridgend via Rhoose and Llantwit Major will terminate at Barry Town and a return replacement bus will serve these stations.

Between 7-11 August all services for Bridgend via Rhoose and Llantwit Major will terminate at Rhoose and a replacement bus will serve these stations.

The Vale of Glamorgan line is expected to reopen at 17.00 on 11 August 2006.

New customer screens for Blackpool North

Blackpool North has become the latest station in the North West to be fitted with new customer information screens.

The screens have been installed on platforms and in waiting rooms as part of a £6.6 million scheme jointly funded by Network Rail and the Department for Transport.

The new screens use the latest display technology, a mixture of orange LED displays in strong sunlight areas and flat screens in waiting rooms.

BELOW: The 08.45 Hither Green to Selhurst Serco test train running via New Cross Gate, East Croydon, London Bridge, Purley, Sydenham and Sutton departs from the terminus of Bromley North on 3 August, 'topped and tailed' by DRS Class 37/6s Nos 37611 and 37612. *Brian Morrison*

Step closer for expansion of Birmingham's Midland Metro system

A crucial agreement detailing the private sector's largest funding contribution towards the Midland Metro extension has been signed.

Westfield, which owns the Merry Hill development and has significant interests across the Brierley Hill estate, has completed its agreement with Centro-PTA by pledging its support for the new tram lines through the Black Country with a £36.5m contribution towards the £268m project, making it the largest single private sector contribution to any UK light rail scheme.

The agreement, signed on 27 July, is one of the last to be completed for the 11km route, which will leave the existing line at Wednesbury, through Dudley town centre and the Merry Hill Centre, to Brierley Hill.

The extension has already been given the green light by the Government, and regional transport body Centro-PTA has submitted what it describes as a confident and robust business case for financial approval by Ministers.

The Chairman of Centro-PTA, Cllr Garry Clarke said that the agreement brings the Midland Metro extension another step closer to becoming a reality.

Centro-PTA has already signed agreements with both Sandwell and Dudley Metropolitan Borough Councils, detailing their respective roles in funding, construction, operation and maintenance of the route.

The Wednesbury to Brierley Hill Metro extension will have 17 easy access stops, four of which will include 'park and ride' facilities. Services will be operated by new, larger trams which will be able to complete the journey in just 23 minutes.

The expansion plans also include a new line through the streets of central Birmingham to serve the redeveloped New Street station, the main shopping centre, Broad Street, the ICC and Five Ways.

BELOW: An artists impress of how the new higher capacity vehicles could look. *CENTRO*

Modernisation work begins at Bethnal Green

Metronet Rail has begun work to modernise Bethnal Green LUL station, which is being carried out in preparation for the London Olympics in 2012 and should be completed next summer.

This modernisation includes improvements to the station, with a focus on passenger security, refurbishment to the public areas of the station and the installation of new lighting.

A new digital CCTV system providing near-blanket coverage of public areas will be installed as well as new customer Help Points. These will have direct links to the British Transport Police and induction loops for the hearing impaired. The station ticket hall, entrances, staircases and passageways will all be refurbished and this will include improvements to the lighting.

Platform surfaces will also be repaired and tactile paving to assist the visually impaired will be installed.

Special attention has been taken to maintain the heritage features of the wall tiling. In consultation with English Heritage and London Underground, Metronet will be replacing the existing tiles with new tiles which replicate the original design.

BELOW: The first four-car unit of the first pre-series Victoria line train for Metronet Rail is now starting its dynamic testing programme on Bombardier's Derby Test Track. The initial testing calls for the four-car unit to be run at low-speeds to test the levels of radio frequency interference and check that these are within the relevant electro-magnetic compatibility (EMC) standards that are set for operating on the Underground network. The full eight-car train will start its dynamic testing programme in September, again on the test track within Derby Litchurch Lane works. *Bombardier Transportation*

Metrolink extension plans for Rochdale

It has been reported that the new teminus for Metrolink in Rochdale will be located in Maclure Road, near to the National Network station.

The terminus will be temporary until funding is in place to extend the tramway into the town centre. Work on the extension is due to start in 2008 and the new line should open to passengers in late 2011 or early 2012.

A bid for funding will be submitted to the Government's transport innovation fund next July, seeking the finance to complete the Metrolink phase 3 project and extend the tramway into the town centre. An announcement is expected in December 2007 and a successful bid will allow both phases, the first being to Rochdale station only, to be delivered simultaneously.

Phase 2 of the project would include a stop near Wet Rake Gardens, before terminating at the planned new bus interchange in Smith Street. Other new stations planned are at Kingsway and Newbold.

Shakespeare goes diesel in heatwave

LEFT: With all the unusually hot weather recently, the UK's main line steam programme has begun to suffer the effects of a partial steam ban. On 30 July, Vintage Train's 'Shakespeare Express' service was piloted on the outbound run by a West Coast Railway Class 47 in an attempt to reduce the fire risk along the countryside route. The return working through Solihull was deemed to be less of a risk and the 'Hall' lead the Type 4. Here one of the latest Class 47s to return to mainline operation, No. 47245 pilots GW 'Hall' 4-6-0 No. 4936 *Kinlet Hall* at Bishopton, near Stratford-upon-Avon with the outbound working. *Peter Tandy*

Railtour Listings ■ Railtour Listings ■ Railtour Listings ■ Railtour Listings ■ Railtour Listings

The following table details the latest information available on steam, diesel and electric railtours for the forthcoming two weeks from the date of publication. News from railtour operators is always welcome. Please contact editor@railwayherald.com. **Information is understood to be correct at the time of going to press.**

Date	Operator	Traction	Route
5 Aug	Compass Tours	2xFMR 47	Liverpool South Parkway-Mossley Hill-Liverpool LS-Huyton-St. Helens Central-S&C-Edinburgh and return (via Shap)
5 Aug	Heartland Rail	tbc	Bristol TM-Bristol Pkway-Gloucester-Birmingham NS-Edinburgh and return
5 Aug	Heartland Rail	CR 47	Gloucester-Bristol Pkway-Bristol TM- Par-St.Austell-Penzance and return
5 Aug	Hertfordshire (BP)	2xFMR 47	London KX-Stevenage-Peterborough-Edinburgh and return
5 Aug	Kingfisher	6233	(Kettering-Leicester-Loughboro-Derby)-Carnforth-Appleby-Hellifield and (return)
5 Aug	Past Time Rail	tbc	Chester-Wrexham-Shrewsbury-Hereford-Bristol TM-St. Austell and return
5 Aug	Royal Scotsman	WCRC	Edinburgh-Spean Bridge-Mallaig-Taynuilt-Wemyss Bay-Edinburgh
6 Aug	Arriva Trains Wales	76079	Aberystwyth-Borth-Machynlleth-Barmouth and return
6 Aug	Kingfisher	30777	York-Leeds-Shipley-Keighley-Skipton-Appleby-Carlisle and return
6 Aug	Past Time Rail	6024	Bristol TM-Weston-super-Mare-Taunton-Exeter SD-Paignton-Kingswear and return
6 Aug	Vintage Trains	4965	Birmingham Snow Hill-Tyseley-Stratford-upon-Avon and return (2 trips)
7 Aug	Arriva Trains Wales	76079	Machynlleth-Barmouth-Minffordd-Porthmadog and return
7 Aug	NYMR	45407	Grosmont-Whitby-Glaisdale-Whitby (2 trips)-Grosmont
8 Aug	NRM	30777	York-Scarborough and return
8 Aug	NYMR	45407	Grosmont-Whitby-Glaisdale-Whitby (2 trips)-Grosmont
8 Aug	Royal Scotsman	WCRC	Edinburgh-Boat of Garten-Dundee-Edinburgh
9 Aug	Arriva Trains Wales	76079	Machynlleth-Barmouth-Minffordd-Porthmadog and return
9 Aug	Kingfisher	34067	London Victoria-Ramsgate-Margate-London Victoria
9 Aug	NRM	30777	York-Scarborough and return
9 Aug	NYMR	45407	Grosmont-Whitby-Glaisdale-Whitby (2 trips)-Grosmont
10 Aug	Arriva Trains Wales	76079	Machynlleth-Barmouth-Minffordd-Porthmadog and return
10 Aug	Kingfisher	34067	London Victoria-Clapham Junction-Basingstoke-Yeovil Junction and return
10 Aug	NRM	30777	York-Scarborough and return
10 Aug	NYMR	45407	Grosmont-Whitby-Glaisdale-Whitby (2 trips)-Grosmont
10 Aug	Royal Scotsman	WCRC	Edinburgh-Keith-Kyle of Lochalsh-Boat of Garten-Dundee-Edinburgh
12 Aug	Hertfordshire (BP)	2xFMR 47	London KX-Stevenage-Peterborough-Edinburgh and return
12 Aug	Kingfisher	6233	Hellifield-Appleby-Carlisle and return
12 Aug	Past Time Rail	6024	Bristol TM-Weston-super-Mare-Taunton-Exeter SD-Paignton-Kingswear and return
12 Aug	Pathfinder Tours	tbc	Reading-Basingstoke-Andover-Warminster-Par-Penzance and return
12 Aug	RTC	71000	London KX-York-Scarborough-(and return)
12 Aug	SRPS	tbc	Edinburgh-Livingston South-West Calder-Shotts-Motherwell-Hamilton Central-Dumbarton Central-Fort William-Mallaig and return
12 Aug	Steamy Affairs	FMR 47	Watford Jn-Milton Keynes-Northampton-Crewe-Edinburgh and return
13 Aug	Arriva Trains Wales	76079	Aberystwyth-Borth-Machynlleth-Barmouth and return
12 Aug	Past Time Rail	6024	Bristol TM-Weston-super-Mare-Taunton-Exeter SD-Paignton-Kingswear and return
13 Aug	Vintage Trains	4965	Birmingham Snow Hill-Tyseley-Stratford-Upon-Avon and return (2 trips)
14 Aug	Arriva Trains Wales	76079	Machynlleth-Barmouth-Minffordd-Porthmadog and return
14 Aug	NYMR	45407	Grosmont-Whitby-Glaisdale-Whitby (2 trips)-Grosmont
14 Aug	Royal Scotsman	WCRC	Edinburgh-Dundee-Stirling-Edinburgh
15 Aug	NRM	30777	York-Scarborough and return
15 Aug	NYMR	45407	Grosmont-Whitby-Glaisdale-Whitby (2 trips)-Grosmont
15 Aug	Royal Scotsman	WCRC	Edinburgh-Keith-Kyle of Lochalsh-Boat of Garten-Dundee-Edinburgh
16 Aug	Arriva Trains Wales	76079	Machynlleth-Barmouth-Minffordd-Porthmadog and return
16 Aug	NRM	30777	York-Scarborough and return
16 Aug	NYMR	45407	Grosmont-Whitby-Glaisdale-Whitby (2 trips)-Grosmont
17 Aug	FM Rail (ICMM)	FMR Class 47	London KX-Potters Bar-Stevenage-Skegness & return
17 Aug	Kingfisher	EWS Class 37	Bristol TM-Bath Spa-Swindon-Reading-Clapham Jn-Eastbourne and return
17 Aug	NRM	30777	York-Scarborough and return
17 Aug	NYMR	45407	Grosmont-Whitby-Glaisdale-Whitby (2 trips)-Grosmont
18 Aug	Arriva Trains Wales	76079	Machynlleth-Barmouth-Minffordd-Porthmadog and return

Key to tour listings:

BLACK	Diesel & Electric Tours (Expected to operate)	RED	Tours cancelled by the operator
GREEN	Tours postponed to a future date by the operator	WCRC	Operated by West Coast Railway Company Traction
BP	Blue Pullman service	ICMM	InterCity Merrymaker

Location surrounded by (brackets) in a steam tour listing indicate a diesel or electric hauled section.

PLEASE NOTE: Not all pick up/set down points are shown. Please check with the operator before travelling any distance.

Rain to the rescue for UK steam!

Fears of an extensive nationwide steam ban due to the recent heat wave and associated drought have eased with most parts of the country having significant rainfall both during and since the weekend.

Unfortunately the rain did not come soon enough to save last Saturday's programme with both Weymouth trains and Vintage Trains York outings all being exclusively diesel hauled. Overnight rain on Saturday enabled Past Times' 'Torbay Express' to operate throughout with No. 6024 *King Edward I*, which was deputising for A4 No. 60009 *Union of South Africa* which failed before departure from Bridgnorth with a TPWS fault. Consequently, Saturday's 'Torbay Express' was cancelled as a result. It is unlikely to have operated with steam anyway, had the 'A4' been available, as the rain came too late in the day.

Sunday's 'Shakespeare Express' had a diesel pilot on each of the outward runs from Birmingham, with 'Hall' No. 4965 *Rood Ashton Hall* leading on the return leg of each train.

The inaugural Arriva Trains 'Cambrian Coast Express' operated throughout with No. 76079, and has continued to do so through the week. Tuesday's 'Cathedrals Express' was diesel hauled, but with further rain, Wednesday's 'Sunny South Special' ran as advertised with No. 71000 *Duke of Gloucester*, but with a FM Rail Class 31 attached to the rear.

The good news is that except for Kent, Sussex and part of Hampshire the rest of the UK is now cleared for continued steam operations with a full programme this coming weekend all scheduled to operate as normal.

For a complete railtour listing and contact details of all current railtour operators, visit our website at www.railwayherald.com

Please remember to mention *Railway Herald* when responding to railtour companies

RIGHT: Ian Riley's Standard 4MT No. 76079 arrives at Machynlleth from Aberystwyth with the inaugural ATW-operated Cambrian Coast steam special on 30 July. *Wilf Smith*

The Week Ahead

Edinburgh seems to be the focal point of charters on 12 August, with Hertfordshire heading northwards from King's Cross with a 'Tattoo Weekender' Blue Pullman and Steamy Affairs heading up the WCML from Watford Junction for the day.

With all this activity from the south, the SRPS heads even further north with a tour to Fort William and Mallaig, originating at Edinburgh and travelling via Livingstone and Hamilton.

King's Cross has a steam departure the same day with No. 71000 *Duke of Gloucester* heading the Railway Touring Company's trip to York and Scarborough. Many will view 'The Duke's' performance along the ECML with interest.

Meanwhile, No. 6233 *Duchess of Sutherland* has a return working for Kingfisher between Hellifield and Carlisle on a 'Dalesman' working.

Commemorative runs for *Princess Elizabeth*

As hinted at in Issue No. 45, the record runs between Euston and Glasgow by ex-LMS Princess Royal Class No. 6201 *Princess Elizabeth* 70 years ago are to be celebrated in style.

On 16 November 1936, No. 6201 hauled a test train consisting of seven vehicles (230 gross tons) non-stop between Euston and Glasgow in a net time of 345 minutes, returning the following day, also non-stop and with an additional vehicle increasing the load by 30 tons in a net time of 339 minutes.

Respected railway author A.J. Powell, in his book 'Stanier Pacifics At Work, states that some of the speeds attained in the up-direction between Calthwaite and Penrith were 'never really equalled until 'the multiple Class 50' era of the 1960's'. Driver Tom Clarke, who was at the regulator on both trips, was later awarded the OBE by King George VI, in recognition of his achievement on both record runs. This year, the trip on 15/17 November will commence at Birmingham International (still only a field in 1936), and travel north to Preston diesel hauled, where No. 6201 will take over for the run to Glasgow, pausing at Carlisle en-route. The following day will see *Princess Elizabeth* heading the train south from Glasgow Central, as far as Preston where a Class 67 will take over for the remainder of the return trip to Birmingham International.

Prices vary from £274 to £320 and include all meals on board together with accommodation overnight at the 3 Star Central Hotels in Glasgow. All profits will be donated to 'The Railway Children Charity'. Further details are available from Kingfisher Railtours on 0870 747 2983.

BELOW: Making its first appearance on the National Railway Museum's 'Giants of Steam' services between York and Scarborough on Yorkshire Day, 1 August was ex-SR 4-6-0 No. 30777 *Sir Lamiel*. The train is pictured storming round the curve at Kirkham Abbey near Malton with the outbound leg. The NRM's daily trips to Scarborough on Tuesdays, Wednesdays & Thursday are due to be worked by *Sir Lamiel*, subject to availability for the rest of the month. *Richard Tuplin*

ABOVE: Class 37/4 No. 37405 has enjoyed a Lincolnshire and Yorkshire swansong this week having been used on several local trips during its short stay in the area! The locomotive ran light engine from Toton TMD to Doncaster TMD on 31 July, before heading for the east coast port of Immingham the following day, from where it worked the 18.10 Immingham - Selby trip before returning to Doncaster. The following day, 2 August, saw the Type 3 employed on the 10.40 Doncaster - Neville Hill tanks before returning light engine to Immingham to once again work the Selby trip! On 3 August, the locomotive was back in Lincolshire again, pictured here passing Melton Ross, with 18 empty BVA wagons in tow, on the 11.00 Immingham Nordic Terminal - Tinsley empty steel train, which it worked as far as Doncaster, from where a Class 60 took over. The locomotive is assigned a 'B Exam' at Motherwell on 17 August, while classmate, No. 37401 is assigned to store from 7 August. *Richard Tuplin*

BELOW: Refurbished Class 150 No. 150011 stands at Rugeley Town on 25 July with a Walsall-Stafford service. The Central Trains Class 150 fleet is gradually being refurbished, with eight three-car Class 150s having emerged from Doncaster Works and a further 12 three-car and six two-car units remaining to be dealt with. The operator is on target to have all its Class 150 DMUs refurbished by mid-2007. *Wilf Smith*

NEWS IN BRIEF

■ Class 90 No. 90005, recently repainted into 'one' livery piloted No. 90022 on the 14.47 Garston - Dagenham on 2 August.

■ The North Wales loco-hauled diagram. which has seen a Virgin Class 57/3 hired with stock from Riviera Trains, ceased with effect from 1 August. Class 57/3 No. 57315 worked the final 17.41 Manchester Piccadilly - Holyhead service.

■ Class 43 No. 43093 which moved to Landore from Brush on 30 June, entered traffic on 1 August, beng noted in the West Country, with classmate No. 43176 on the 11.05 Paddington - Plymouth First Great Western service.

More Class 47s for DRS

Direct Rail Services has expanded its Class 47 fleet with the hire of seven Class 47s from Riviera Trains for an unspecified period, the first two locomotives Nos. 47815 and 47839 moving from Crewe to Carlisle Kingmoor on 2 August.

A DRS spokesperson said that two locos had been hired to DRS "to cope with our workload" and that the remaining five locos were still under commercial negotiation.

Railway Herald understands that the remaining five locomotives will be 47805, 47812, 47843, 47848 and 47853, all of which will be painted in 'Oxford blue' before going on hire to DRS.

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ABOVE: Class 156 No. 156402, which has carried white livery, with purple doors since its release from Doncaster Works, is caught by the camera at North Walsham with a Norwich service on 28 July. The unit has recently had the 'Anglia in Bloom sponsored by' vinyls applied to its bodysides. *Iain C. Scotchman*

RIGHT: Newly reliveried Southern Class 319/0 No 319012 descends Grosvenor Bank into London Victoria on 31 July, forming the 10.10 service from Smitham via Crystal Palace. *Brian Morrison*

BELOW: Silverlink-liveried Class 150/1 No. 150127 passes Sandy on the ECML, while working a Wabtec Doncaster to Willesden after a C6X exam. The unit will shortly go to East Ham for door and electrical mods. *Ian McDonald*

Lowestoft Air Show loco-hauled specials 2006

TOP: Although not actually one of the additional loco-hauled trains, the 13.10 Great Yarmouth - London Liverpool Street 'one' Anglia service is loco-hauled as far as Norwich, where a Class 90 locomotive takes over for the run to the Capital. Here No. 47810 *Porterbrook* departs from Great Yarmouth complete with its surrounding semaphore signals on 29 July. The 'one' Anglia rake is completed by Class 90 No. 90003 which is 'dead' on the rear of the train. *John Whitehouse*

MIDDLE: The additional services laid on by 'one' were operated in 'top and tail' mode by Cotswold Class 47/4 Nos. 47810 *Porterbrook* and 47818. Here No. 47810 is pictured on the outskirts of Norwich with the 09.30 Norwich - Lowestoft on 28 July. *Patrick Seale*

BOTTOM: The special services were operated in connection with the Lowestoft Sea Front Airshow which attracts thousands of extra people to the seaside resort every year. The trains comprise a 'one' liveried Mk3 set complete with a Mk2 Anglia Railways liveried DBSO. Here the unique 'one' liveried Class 47/4 No. 47818 attacks the grade at Haddiscoe with the 17.57 Lowestoft-Norwich service on 28 July. *John Whitehouse*

Rescue Missions!

ABOVE: Class 66 No. 66172 *Paul Melleney* hauls a 'dead' Class 60 No. 60038 *Avesta Polarit* on an additional 13.30 Theale - Lindsey Oil Refinary service, passing Purley-on-Thames on 29 July. The Class 60 had been declared a failure at Theale fuel terminal. *Mark Chandler*

BELOW: On the same day, Class 57/3 No. 57312 *The Hood* failed at Colwyn Bay due to low coolant, while working the ATW loco-hauled diagram to Manchester Piccadilly. 'Thunderbird' No. 57313 *Tracy Island* was dispatched to rescue the train, which had been terminated, and haul it as empty coaching stock to Longsight depot in Manchester. The ensemble is pictured passing Frodsham. *Mark Barber*

King Edward II makes appearance at Didcot

Supporters of the 6023 Appeal were given a boost on 29 July, when the locomotive was rolled out onto the infamous turntable at Didcot Railway Centre, to show off progress to enthusiasts and the railway media alike.

The locomotive has been undergoing restoration to full working order for many months and the roll-out showed to everyone just how near the project was to completion. A large amount of work, especially on the boiler still remains to be completed and this includes the replacement of all the stays in the firebox, 1261 in total!. A full re-tube of the boiler is required and as part of this work the front tube plate will be checked for corrosion, although it is hoped that the exisitng plate will survive. The group has already obtained the super heater elements and small tubs, but the larger flue tubes remain to be purchased.

Following the roll out, the next task is to dismantle all the fittings on the boiler and lift it out of the frames so that work on this vital component can commence. It is hoped that the boiler work will take around 18 months, following which No. 6023 will then be complete and steamable.

A huge amount has bee accomplished in the 16 years, since the locomotive was acquired in Barry scrapyard condition, not least of which has been the casting and creation of a totally new driving wheel set and the change of the smokebox fitting from a double to single chimney!

ABOVE: GW 'King' 4-6-0 No. 6023 *King Edward II* proudly stands on the turntable at Didcot on 29 July awaiting the final work before steaming. The support group hope to have the loco in steam in under two years, when it will carry the attractive British Railways 'Express Passenger blue' livery as shown here.
John Stretton

71000 for Butterley anniversary gala

One of the highlights of the year will take place at Butterley over 26-28 August, when as part of the Midland Railway 25th Anniversary Gala the two remaining locomotives fitted with Caprotti valve gear by BR will both be present.

Resident Class 5 No. 73129 will be joined by Class 8P Pacific No. 71000 *Duke of Gloucester* and both locomotives will be in action during the three-day gala. No. 71000 is scheduled to arrive by rail on 19 August and depart for railtour duty on 2 September, during which time it may work other services in addition to the gala trains.

Also in traffic for the gala will be industrial tanks *Castle Donnington No. 1* and *Whitehead* along with representatives of the Midland Railway's extensive resident diesel fleet.

ABOVE: BR 9F 2-10-0 No. 92203 *Black Prince* arrives at Toddington on the Gloucestershire Warwickshire Railway on 30 July. The locomotive has only recently been turned to face north, creating some new photographic opportunities.
Nigel Cockburn

ABOVE: Class 37 No 37175 is pictured in Stanhope station on the Weardale Railway, shortly after arrival from Old Oak Common and en-route from the old Eastgate Cement Works to the Railway's depot at Wolsingham on 2 August. English Electric 0-4-0 shunter, seen on the left, was being used as the motive power for the move. The Type 3 has been bought by BRE Ltd which also owns Nos. 37003 and 37275, currently on the Wensleydale Railway, but are due to move to the Weardale line shortly. *John Lewins*

'Dutch' liveried Type 3 arrives at Weardale Railway

As previously reported, after many months the reopening of the Weardale Railway is finally on the cards.

Driver training is underway using the line's resident Class 141 DMU and the first of at least two Class 37 locomotives has arrived on the railway.

The official re-opening of the line to the public is now expected to take place on 12 August.

'Dutch'-liveried Class 37 No 37175 was delivered to the old Eastgate cement works, now owned by Lafarge, from Old Oak Common on 1 August. No. 37275 should have arrived from the Wensleydale Railway the following day, but, due to annual holiday all movements onto and off the property are currently suspended.

RIGHT: Class 141 Pacer No 141113 operated as a driver training special on the Weardale Railway on 30 July. The unit is pictured passing Landieu Crossing, between Wolsingham and Frosterley. *John Lewins*

Visiting Type 1 for Toddington

The Gloucestershire Warwickshire Railway will hold its next diesel gala weekend on 9/10 September.

Services commence from Toddington at 09.15 and Cheltenham Racecourse at 10.00 on both days, with haulage being provided from a pool of six locomotives.

The star attraction will be visiting green liveried Class 20 No. D8142 from the Llangollen Railway. The original visitor for the event should have been the NRM's Class 52 'Western' No. D1023 *Western Fusilier*, but due to issues surrounding the locomotive's current condition, its visit has had to be cancelled for this year.

Joining the Llangollen Railway's Type 1 will be the line's resident BR green liveried No. D8137, providing the spectacle of a pair of green liveried Class 20s in the Cotswolds! Also in action from the resident fleet will be Class 37 Nos. 37215 and 37324 *Clydesbridge*, together with Freightliner triple-grey liveried Class 47 No. 47376 *Freightliner 1996* and Class 73 No. 73129.

Conducted yard tours will also take place at Toddington for visitors to see the progress being made on non-operational Nos. 24081, 26043, 45149 and 47105.

Historic local Swindon engine returns to action at Hayes Knoll

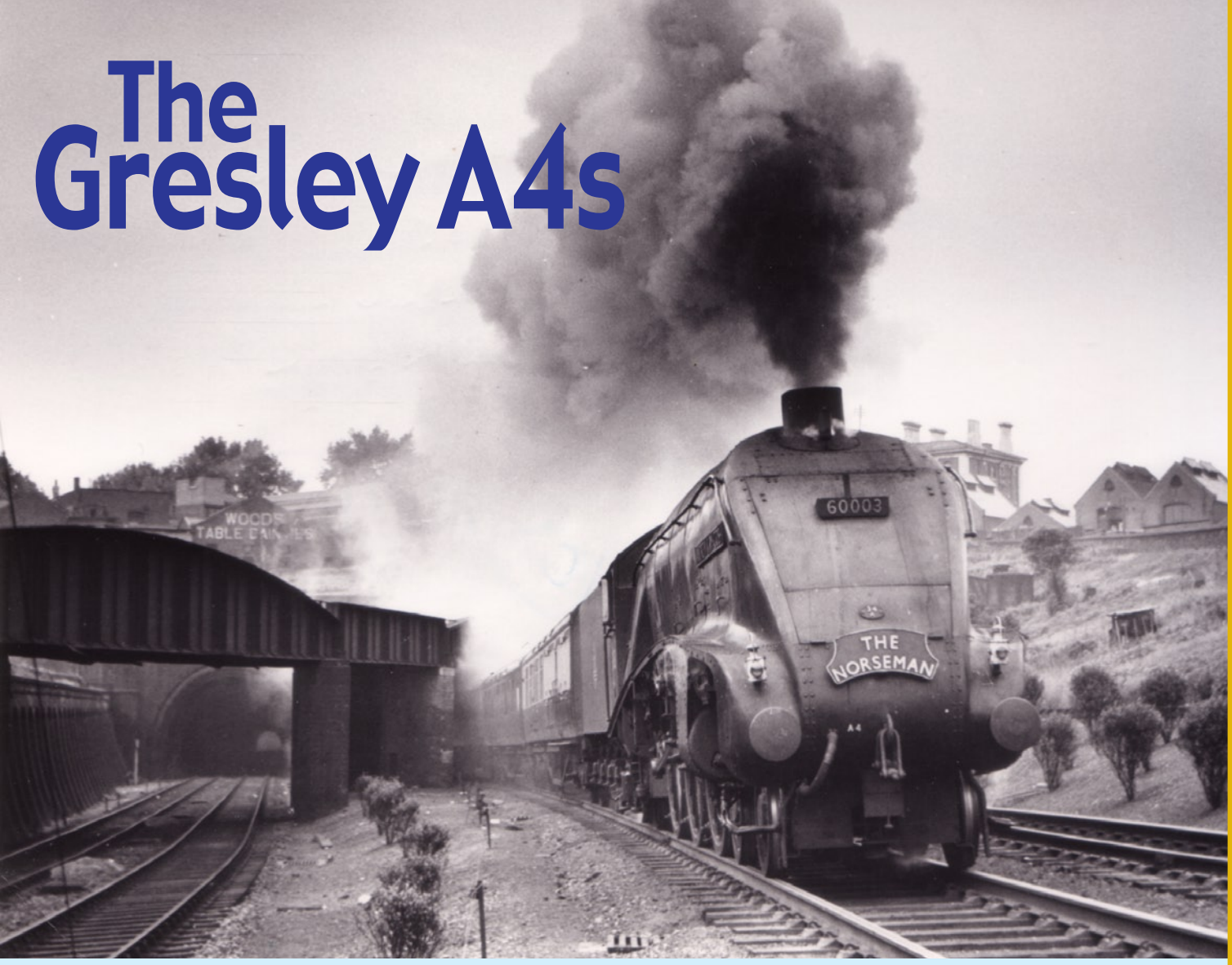
The Swindon & Cricklade Railway welcomed a local engine back into traffic on 30 July, when the line's restored 40hp Fowler 0-4-0DM *Woodbine* was officially launched.

The locomotive was built by John Fowler in Leeds in 1936 and delivered to the W.D & H. O. Wills factory in Swindon. Its claim to fame being its registration by the GWR in 1941 as No. 211 to allow it to work over GW metals at Swindon. The locomotive was finally donated to the S&CR in November 1980 and was used for several months until a damaged clutch sidelined the loco until the late 1980s when it was named *Woodbine* and placed on an isolated piece of track in the station car park, following a brief period of service.

Full restoration commenced in 2001 by which time the locomotive had suffered a seized engine and had several parts missing. However, now fully serviceable again, it will be used for special events and the restorers hope the occasional visit to other lines as an ambassador for the railway.

RIGHT: The restoration team stand alongside *Woodbine* at Hayes Knoll on 30 July. *John Stretton*

The Gresley A4s



With the impending return to steam of No. 60017 *Bittern* and the relaunch into traffic this weekend of No. 60007 *Sir Nigel Gresley* at the North Yorkshire Moors Railway, well known railway author, Brian Morrison, provides a resume of the history of this popular and famous class.

Nigel Gresley designed the A4 class for operating Britain's first streamlined train, the 'Silver Jubilee', the first four locomotives being named to follow the 'silver' theme.

The high-speed running in Germany of the streamlined 'Fliegender Hamburger' between Berlin and Hamburg had attracted much interest and Gresley saw no reason why an even faster service could not be operated by steam in the UK between London and Newcastle. Many prototype designs appertaining to the various aspects of the class were put forward during the formative period and the final design was given to Doncaster where a wooden model was built for wind tunnel tests. These results affected the shape of the streamlined front end, which was based on a French petrol railcar designed by Bugatti.

The frames for No 2509 *Silver Link* were laid in June 1935, followed by those for No 2510 *Quicksilver* in July. *Silver Link* was completed by the following September and a publicity run was made between King's Cross and Grantham before the locomotive took over the 'Silver Jubilee' three days later! It bore the brunt of the new service for the first three weeks before *Quicksilver* was ready to assist, and in this time covered 8,000 miles without any mechanical problems arising.

The 'Silver Jubilee' was designed as a

TOP: Climbing Holloway Bank, 'The Norseman' express on 29 June 1953 is headed by an A4 class Pacific instead of the more usual Class V2 2-6-2. Powering up the 1 in 107 is No 60003 *Andrew K. McCosh*, a locomotive that was previously named *Great Snipe*.
ABOVE: With steam to spare, No 60015 *Quicksilver* climbs towards Finsbury Park on 22 April 1958, powering an evening express from King's Cross to Hull. ***All: Brian Morrison***

complete streamlined train and included streamlined coaches. These had valences between the bogies and flexible covers over the coach ends. The train seated 198 passengers across seven coaches, all of which were articulated. The locomotives too kept the style, having valences over their driving wheels as part of the streamlining. Indeed the NRM's example, No. 4468 *Mallard* still retains its valences today.

Nos 2511 *Silver King* and No 2512 *Silver Fox* emerged from Doncaster Works before the end of the year and then a further 31 engines were ordered, the cost for each one being less than £9,000! By July 1938, all 35 engines were in service. No. 4498 was the 100th Gresley pacific to be constructed at the LNERs Doncaster Works and as a tribute to the designer, it was named after the Chief Mechanical Engineer, *Sir Nigel Gresley* during a short ceremony at Doncaster Works in November 1937.

In January 1938, drawings were made for a double blastpipe and chimney arrangement, which was fitted to No 4468 *Mallard*, then under construction. The engine, of course, then raised the world speed record for steam traction to 126mph in July 1938, taking the record from the German Federal Railways at 124.5mph and the LMS with 114mph, a speed still not exceeded to the present day. The final three examples of the class were similarly fitted when they were built, but the fitment was not given to the existing 'A4s' until they were approaching the end of their life, a strange event bearing in mind that the capabilities of the four so fitted had been known for 20 years! This modification was virtually the only one made to the fleet, a measure of the success of the design from inception.

The fleet performed extremely well throughout the years and became the most famous of all types on LNER and Eastern Region metals and many would say that they were the most famous of all steam locomotives to be built in this country.

The advent of dieselisation during the late 1950s and early 1960s resulted in their replacement on the crack ECML expresses by the likes of the English Electric Type 4s and 'Deltics'. While some members of the class were withdrawn, the first being scrapped in 1962, others found employment for a few more months north of the border from the mid-1960s! Regular use of the class on British Rail came to an end in September 1966, when No 60019 *Bittern* and No 60024 *Kingfisher* were withdrawn. By this time, the remaining A4s had spent their final months enjoying something of

ABOVE: Freight duties for the A4 class Pacifics in the early 1950s were not common but a fairly regular turn in this respect was the Edinburgh Niddrie to King's Cross yards 'Scotch Goods', here passing through the platforms of Wood Green (since renamed Alexandra Palace). The bell in front of the chimney of No 60010 *Dominion of Canada* was given to the locomotive in 1938 by the Canadian Pacific Railway Company and still adorns the engine now preservation in Canada.

BELOW: No 60017 *Silver Fox* blasts out of Copenhagen Tunnel on the climb away from King's Cross on 11 July 1953, hauling 'The Elizabethan' to Edinburgh Waverley. This train used to be called 'The Capitals Limited', its name being changed in 1953 in honour of the Coronation of Queen Elizabeth II.

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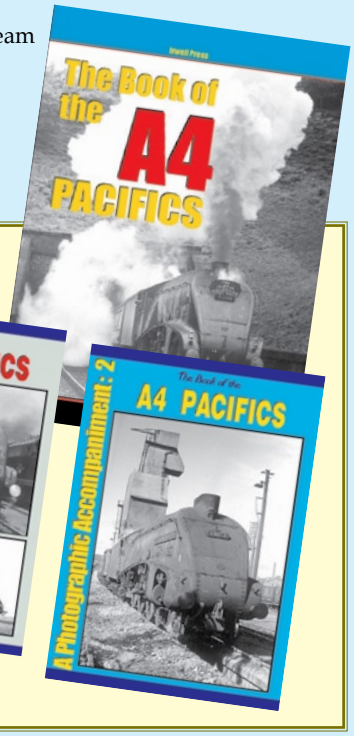
ABOVE: On 22 May 1959, No 60025 *Falcon* approaches Selby with 'The Talisman' express, northbound from King's Cross to Edinburgh Waverley.

an Indian summer, working in Scotland between Glasgow and Aberdeen

Thankfully though, no fewer than six escaped the cutter's torch, although it is a shame that one of the original four that had 'silver' as a part of their name could not have been one of them. Two are now abroad in the USA and Canada, respectively, No 60008 *Dwight D. Eisenhower* and No 60010 *Dominion of Canada*. Of the remaining examples in the UK, No. 60022 *Mallard* is at the National Railway Museum in York, No. 60009 *Union of South Africa* is currently in steam on the Severn Valley Railway and operates charters on the main line on a regular basis. Of the final two, No. 60017 *Bittern* has been under renovation for some time but should return to the main line and the Mid-Hants Railway shortly, while No. 60007 *Sir Nigel Gresley* has just completed a major extended overhaul and makes its return to steam on the North Yorkshire Moors Railway on 5 August.



To celebrate the return to traffic of No. 60007 *Sir Nigel Gresley*, *Railway Herald* is running a special competition. Thanks to the generosity of Irwell Press, we have a copy of their 'The Book of the A4 Pacifics' plus a copy of both Photographic Accompaniment books to give away.

A combined prize total of over £40!

How can you enter? Its simple! Research your answers and then, when you are ready, just log onto our website at www.railwayherald.com/competition, enter your answers and click submit! A winner will be picked at random from all the correct entries. ***Closing date for entries is mid-day on 14 August.***

Q1. What name was first given to No 4489 *Woodcock* but not carried in traffic?
Q2. What was the diameter of the 'A4' driving wheels?
Q3. What was the first 'A4' to be scrapped and why?
Q4. On what line did No 60009 *Union of South Africa* first steam in preservation?
Q5. What was the name of the double blastpipe and chimney arrangement fitted to the class?
Q6. No 4486 *Merlin* was photographed on Doncaster Works in August 1944 bearing the names *Brigid*, *Davina* and *Bryan*. Why?
Q7. Why were the A4 chime whistles changed for a single-note LNER type during the war?

To submit your entry, simply **click here** or log onto www.railwayherald.com/competition.

NYMR

North Yorkshire Moors Railway

Pickering - Levisham - Goathland - Grosmont

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'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?

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