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The Railway Herald

25 August 2006 Issue 50

The complimentary UK railway journal for the railway enthusiast

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The Railway Herald
Issue 50

Front Cover

To celebrate our 50th issue, we turn the clock back to 2004 as Class 50s Nos. 50033 *Glorious* leads 50007 *Sir Edward Elgar* on a Grosmont-Pickering service during the North Yorkshire Moors Railway's 2004 diesel gala weekend. *Richard Tuplin*

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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 reproduction 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.

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ABOVE: The colourful SWT Bubble Car No. 977860 (960012) passes Trumps Mill Lane, Virginia Water, on a Virginia Water to Woking 'Byfleet Curve' route learning trip. This was one of several runs undertaken by the unit on 24 August. *Chris Nevard*

BELOW: The pioneer member of the DRS fleet, Class 66/4 No. 66401 passes Broughty Ferry on 19 August with the 10.38 Grangemouth to Aberdeen service, conveying intermodal traffic for The Malcolm Group and Asda. *David Paul*

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

Class 37/4 traction returns to Aberdeen sleeper

RIGHT: Shortly after midnight on 24 August, Class 37/4 No. 37417 *Richard Trevithick* stands at Inverkeithing with the southbound Caledonian Sleeper service from Aberdeen. The Type 3, which was deputising for the non-availability of the booked Class 67 locomotive, worked the train as far as Aberdeen where the normal electric traction took over. On 23 August, 50 per cent of the EWS Class 37 fleet was in Scotland, with No. 37406 (employed on the Riccarton petroleum tanks) joining No. 37417.
Peter Kellett

ABOVE: The locomotive selected for the crash was Class 31 No. 31107 which had been repainted into a black colour scheme, complete with the 'Level Crossings - Don't run the risk' slogan and Network Rail logo. A number of lower bodyside panels had also been removed from both the ends and bodysides of the locomotive. The BBC cameras used to capture the moment of impact are clearly visible on the secondman's window of the leading cab.

Network Rail stage level crossing crash accident

Network Rail held its eagerly awaited 'stage-managed' crash between a railway vehicle and a car which had dodged around level crossing barriers on 21 August.

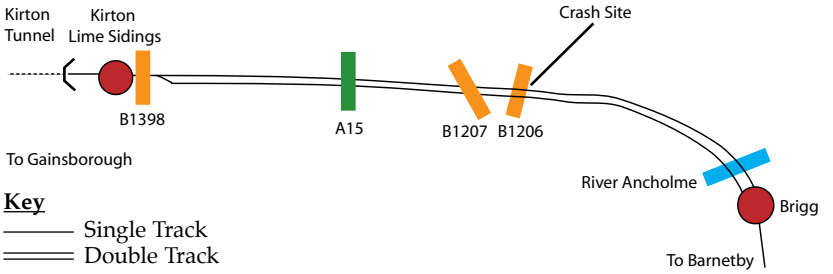
The idea behind the exercise was to provide clear evidence to the unarguable point that lives can be easily lost by impatient drivers who risk their own lives and those of others by 'jumping' at level crossings.

The whole event was filmed by BBC Television's Top Gear programme which had been given exclusive rights to the incident. As a result no railway press were allowed to be on site and the end result of the crash will not be 'officially' known until the end of October when the programme is expected to be broadcast.

The event used a specially prepared Class 31 No. 31107 which was fitted out with radio and camera equipment to record the collision with a Renault Espace car. The accident itself took place on the B1206 'Hibaldstow' level crossing in North Lincolnshire, on the Gainsborough - Barnetby line which is currently only open to rail traffic on Saturdays.

No. 31107 had been delivered by road to Barnetby yard from Barrow Hill during the early hours of 18 August and was hauled on to the Barnetby - Gainsborough line and into the possession by classmate No. 31233.

What the future holds for No. 31107 is currently unknown.



RIGHT: Two test runs took place along the line to carry out final checks. Having been moved from Barnetby yard to the site on the 'down' line, the locomotives were required to cross onto the 'up' line for the accident to be staged. To do this, No. 31107 was hauled to Kirton Lime Sidings, where it is pictured in the company of No. 31233 shortly before the first test run took place. The radio pod on the roof of 31107, together with cab- side camera and nose-mounted microphone are clearly visible in this view, together with the missing bodyside panels.

BELOW: The final position of Class 31 No. 31107 following the staged accident, in relation to the level crossing at Hibaldstow. Class 31 No. 31233 was used to propel No. 31107 up to the required speed before braking to a stand. Following the collision, the locomotive then moved slowly down to a safe distance from the crossing where it is seen in this picture.
All: Richard Tuplin

Minor fire on Channel Tunnel lorry shuttle

Disruption occurred to both Eurostar and Eurotunnel shuttle services during the afternoon of 21 August after safety systems in the Channel Tunnel were activated.

A lorry onboard a freight shuttle service from Folkestone to Calais caught fire setting off the smoke and carbon monoxide alarms. The shuttle concerned carried out an emergency stop, for staff to evacuate all 34 passengers into the service tunnel.

The alarm resulted in the closure of both north and south running tunnels from 13.30 until 17.30 Central European Time (CET).

The minor fire was quickly dealt with and once all the smoke had been cleared from the tunnel, commercial services restarted using single line working in the south running bore. The incident occurred in section four, which forms the middle portion of the north tunnel and was located on the UK side of the frontier.

Safety and technical checks confirmed minor damage to the rolling stock and tunnel and the train was able to be moved out under its own power. A small section of catenary above the train was then replaced overnight and the north-running bore was fully re-opened at mid-afternoon on 22 August, with full commercial operation returning to normal shortly afterwards.

Delays occurred to both Eurostar and shuttle services, which resulted in a number of additional trains being operated into the evening, once the south running bore was reopened to traffic.

BELOW: The EWS petroleum tanks that are currently being constructed are now beginning to enter traffic. Here Class 60 No. 60038 *Avesta Polarit* leads several of the new vehicles as it negotiates the reverse curves through Whitacre Junction on 19 August with an Immingham - Kinksbury service. This was actually the previous days service that was unable to be unloaded and was stabled overnight at Washwood Heath. *Mark Chandler*

News In Brief

■ *Railway Herald* understands that the preserved London Underground electric locomotive *Sarah Siddons* and the four remaining Class 438 TC cars are to move from their current home at West Ruislip in the very near future. It is believed Metronet have agreed to move the vehicles to the Train Modification Unit at Acton for overhaul.

■ c2c introduced cashless payment on a trial basis at three of its station car parks from early August. The new system is in place at Upminster, Leigh-on-Sea and Laindon and will enable commuters parking at those stations, to pay for parking using their mobile phones instead of having to find change for the pay and display machines.

■ GNER has signed a new four-year contract with catering supplier Rail Gourmet UK Ltd. The new contract includes the restaurant, buffet and at-seat trolley service on GNER's trains.

CORRECTION

In our last issue we incorrectly stated that FM Rail's inaugural 'Intercity Merrymaker' trip to Skegness sustained technical problems with Class 47 No. 47145. No. 47832 was in fact run-round the train so that the ETS supply locomotive was leading. Apologies for the misunderstanding.

Competition winners and correct answers!

Many thanks to all readers who have entered our first two competitions to win tickets for the Arriva Trains Wales steam service and the Gresley A4 books. Commiserations go to all those who entered with the correct answers but didn't win ... better luck next time! For the lucky winners however, well done. The winners and the correct answers are given below!

Our first competition was held in association with Arriva Trains Wales and the three lucky winners were Mr M. Wallis, Mr. A. Mist and Mr. A. Wickins. The correct answers were:

Q1. Where does the Cambrian Coast Line terminate? Pwllheli

Q2. Which narrow gauge railway is located alongside the national network railway at Porthmadog? Welsh Highland

Q3. What time does the Sunday 'Cambrian Coast' steam service arrive at Barmouth? 14.05

In our second competition to win a set of Irwell Press Gresley A4 books, the winner was Mr. D. Foster. The correct answers are given below:

Q1. What name was first given to No 4489 *Woodcock* but not carried in traffic? Buzzard

Q2. What was the diameter of the 'A4' driving wheels? 6ft 8ins

Q3. What was the first 'A4' to be scrapped and why?
No 4469 *Sir Ralph Wedgwood* following bomb damage during World War II at York in 1942

Q4. On what line did No 60009 *Union of South Africa* first steam in preservation? Lochty Private Railway

Q5. What was the name of the double blastpipe and chimney arrangement fitted to the class? Kylchap

Q6. No 4486 *Merlin* was photographed on Doncaster Works in August 1944 bearing the names *Brigid, Davina* and *Bryan*. Why?
They were the names of the then new LNER Director, Fitzherbert Wright's three children. He made special arrangements for the engine to be photographed carrying each name, despite it being during the height of World War II.

Q7. Why were the A4 chime whistles changed for a single-note LNER type during the war? It was considered that the chime whistle could be confused with an air raid siren.

Leamington nominated for award

Chiltern Railways have announced that Leamington Spa station has been nominated for the Best Station Garden in the 2006 Community Rail Awards.

The station gardens are looked after by the 'Friends of Leamington Station', whose president is record producer and rail enthusiast Pete Waterman.

Many improvements have been made to the station since 2003 when it was listed Grade 2 by English Heritage, as a result of efforts by the town's amenity societies and a local historian.

As part of this a garden, designed to be a typical English garden, has been planted on Platform Two. Work on the garden restoration at the station has taken well over 500 hours of voluntary work by all sections of the community.

The winner of the 'Best Station Garden' award will be announced during the Community Rail Awards dinner on 22 September.

New contract for Freightliner

Freightliner Intermodal has signed a new contract with CSAV group Agencies UK to transport by rail around 20,000 containers per annum.

The contract and supporting services will lift over 200,000 tons of freight off the congested roads of the UK each year. Initially the main contract volume will target services from the Port of Felixstowe to the Freightliner-owned inland terminals at Leeds, Manchester and Birmingham.

It is anticipated that contract growth by rail through Freightliner will accelerate throughout the next twelve months as CSAV make the most of opportunities to service the fast expanding Far East, Middle East, South American and Central America/Caribbean services.

ABOVE: Cotswold Rail-liveried Class 47/4 No. 47813 *John Peel* pilots classmate No. 47828 *Joe Strummer* past Lower Moor crossing near Pershore on the Cotswold Line on 21 August with the 08.20 Wolverhampton Oxley - MoD Long Marston stock move. In the consist were Class 87s Nos. 87023 and 87003, plus 11 Mk3 vehicles. *Peter Tandy*

More coal for Immingham HIT

Associated British Ports is to invest £3.7 million in new cranage for Humber International Terminal (HIT) 1 at the Port of Immingham, following the signing of a new five-year agreement with Hargreaves Group.

The agreement, which will see Hargreaves significantly increase the volumes of coal it currently imports through Immingham from South America and Russia for the UK power-generation industry, will take effect in September of this year. The agreement also includes the leasing of storage space to Hargreaves at the western end of the port.

ABP is investing £3.7 million in two new cranes, including a £2.6 million rail-mounted crane, to handle the additional 400,000 tonnes of annual throughput that the new agreement will generate at Humber International Terminal 1. Combined, Humber International Terminals 1 and 2 are capable of handling 12-13 million tonnes of cargo every year.

Engineering work for Great Western main line

The line between Swindon and Bristol and between Swindon and South Wales will be closed for nine days from 26 August.

The closure will allow Network Rail to carry out extensive trackwork replacement at Wootton Bassett Junction, just west of Swindon.

During this period, train services between London, Bristol and South Wales will be diverted along alternative routes.

BELOW: With engineering work in progress a number of Virgin West Coast services were diverted away from the wires on 19 August. Here Class 57/3 'Thunderbird' No. 57302 *Virgil Tracy* drags Class 390 No. 390002 *Virgin Angel* through Whitacre Junction with the 11.20 London Euston - Wolverhampton service. *Mark Chandler*

Classified Advertisements

Advertising in this column is available at a cost of £3.50 per line.

Each advert is valid for four issues. Small, medium and large box advertisements are available as are box numbers. Please contact 0870 28 56041 for full details and for bookings.

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Workington shuts its doors

History comes to a end after 130 years at 03.00 on 26 August in Cumbria.

The Corus rolling mill which has produced rails for use both within the UK and abroad will finally close its doors.

The last inbound train of slab arrived from Corus at Scunthorpe last week and the final shift will come to a close at 03.00 on 26 August.

The decision to concentrate operations at the Corus Scunthorpe steel plant and the industry need to roll longer rails has been the deciding factors on the closure of Workington steel mill.

Plans approved for modernising Haymarket Metro

Nexus has welcomed the approval and granting of planning permission, of a £20 million scheme to transform Haymarket Metro station in the centre of Newcastle.

The development will see the existing station replaced by a four-story steel and glass building boasting office space, shops, a bar and a restaurant. The completed scheme will offer passengers a vastly improved travel experience with more modern facilities at a hugely important gateway to Newcastle. Both the station concourse and platform area will be modernised.

The scheme is being carried out by the Newcastle-based Closegate Developments which will pay for the work and this means an exciting new landmark for Metro, delivered without cost to taxpayers or passengers.

Haymarket station showed the shape of things to come when it opened on the first day of Metro in 1980 and is likely to provide a taste of the future once again. The scheme involves demolition of the current facility to provide station and retail space on the street level with commercial space on four floor levels above, which includes a mezzanine floor area.

The Nexus Travel, staff areas, pedestrian barriers and ticket machines will be relocated in the passenger concourse at street level. The passenger lift will also be replaced and a third escalator put in place of the existing flight of stairs. The two existing escalators will be replaced.

It is anticipated that the construction phase will commence in March 2007 and last approximately 18 months. Although there will be no requirement to totally close the station, there will be some inconvenience to passengers while the construction and refurbishment work is undertaken.

Haymarket is the second busiest station on the Metro system and every year it is used by three million people. The station opened in August 1980 and was the first to open when the Metro started running trains for passengers between Haymarket and Tynemouth.

Class 66s used on Metronet LUL engineering work

Metronet Rail used its new locomotives and rolling stock in a live engineering possession for the first time over the weekend of 19/20 August.

The new fleet brings the best available technology and methods from the national rail to support this massive programme, delivering a step change in Metronet's renewal capabilities and delivering to London Underground and its passengers, journeys that are more reliable, smoother and faster.

Ultimately the fleet will double the length of track typically renewed in any one weekend, from around 500 metres to one kilometre on the sub-surface lines of the Metropolitan, District, Hammersmith & City and Circle lines.

The weekend's work was treated as a trial with Metronet renewing 476 metres of near life-expired track at two sites on the southbound track at Amersham on the Metropolitan line. A total of five GBRf Class 66 locomotives, including three 'Metronet' branded examples were used, together with a 'Slinger' set from Jarvis Fastline and a combination of new low height open, flat and autoballaster wagons which have been built specifically for Metronet.

This was the first time in the history of the network that the Class 66 locomotives had been used on London Underground infrastructure having started their journeys from locations on the national rail network. The fleet is owned and operated by GB Railfreight under a 10-year, £80 million service contract.

BELOW: On 19 August, Class 66/7 No 66722 is seen just south of Amersham station, waiting to move forward towards the station site later in the morning. Alongside, two Balfour Beatty Road/Rail machines lift redundant track panels onto some of the recently built wagons. This was the first weekend of the new joint operation between GBRf and Metronet for improving Underground routes. *John Stretton*

Upgrade work

Tube Lines have started work on overhauling Bounds Green and Cockfosters stations as part of its station upgrade programme for 2006-7. Improvements will be undertaken during the four-hours each night that services do not run. Work at both stations has started and both are scheduled for completion next June.

The upgrades mean passengers will benefit from more information via new train indicator displays on each platform and new electronic information panels in the ticket halls. The stations will also be equipped with new CCTV suites with full DVD digital recording facility. For passenger communications and safety 14 Help Points will be installed: 8 at Bounds Green and 6 at Cockfosters. These will be fully visually and audio recorded, each providing passengers with direct communications to the Station Supervisor and British Transport Police.

News In Brief

■ Improvement work is to be undertaken at 13 Northern line stations over the next few months, including Belsize Park, Hampstead and Archway.

■ Nexus has recovered £35,385 in fines and costs from 331 fare cheats who failed to pay a £20 fixed penalty after being caught without a ticket.

■ Strathclyde Passenger Transport Executive has awarded a £1.7million contract to Alstom Transport at Springburn to refurbish the Glasgow Subway's eight trailer cars. Bought in 1992, the trailer cars make up the middle carriages of the three car trains that run on the Subway. They are normally sandwiched between two power cars. The work involves overhauling the exteriors and all the mechanical components, including the brakes, power systems and doors. The inside of the cars will also be refurbished. Work is due to start in the autumn.

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
26 Aug	Green Express	tbc	Lancaster-Preston-Accrington-Burnley-Sowerby Bridge-Edinburgh and return
26 Aug	Hertfordshire (BP)	2xFMR 47	Southend Central-Basildon-Upminster-Barking-Stratford-York and return
26 Aug	Kingfisher	6233	(Worcester-Barnt Green-Birmingham NS-Stoke)-Carnforth-Shap-Hellifield (and return)
26 Aug	Kingfisher	EWS Class 37	Scarborough-York-Hull-Selby-York-Scarborough
26 Aug	Kingfisher	EWS Class 67	London KX-Potters Bar-Stevenage-Peterborough-York-Scarborough and return
26 Aug	Past Time Rail	tbc	Bristol TM-Kingswear-Bristol TM
26 Aug	Pathfinder Tours	3xDRS Cl 20/3	Preston-B'ham NS-Four Oaks-Coalville-Corby-Kettering-Hinckley-Walsall-Preston
26 Aug	The Royal Scotsman	WCRC	Edinburgh-Spean Bridge-Mallaig-Taynuilt-Wemyss Bay-Edinburgh
27 Aug	Arriva Trains Wales	76079	Aberystwyth-Borth-Machynlleth-Barmouth and return
27 Aug	Kingfisher	30777	Hellified-Appleby-Carlisle and return
27 Aug	Past Time Rail	6024	Bristol TM-Weston-super-Mare-Taunton-Exeter SD-Paignton-Kingswear and return
27 Aug	Vintage Trains	4965	Birmingham Snow Hill-Tyseley-Stratford-Upon-Avon and return (2 trips)
28 Aug	Arriva Trains Wales	76079	Machynlleth-Barmouth-Minffordd-Porthmadog and return
28 Aug	Compass Tours	tbc	Barrow in Furness-TBC
28 Aug	Green Express	tbc	Sheffield-Elsecar-Wombwell-Barnsley-Edinburgh and return
28 Aug	NRM	**30777**	York-ECML-Newcastle and return
28 Aug	NYMR	45407	Grosmont-Whitby-Glaisdale-Whitby (2 trips)-Grosmont
28 Aug	Pathfinder Tours	40145	London Paddington-Reading-Westbury-Exeter SD-Plymouth-Penzance and return
28 Aug	Vintage Trains	4965	Dorridge-Solihull-W' Orton-Burton-Oakham-Harringworth Viaduct-Kettering-(and rtn)
28 Aug	Vintage Trains	4965	Oakham-Kettering-(Melton Mowbray)-Kettering
29 Aug	NRM	30777	York-Scarborough and return
29 Aug	NYMR	45407	Grosmont-Whitby-Glaisdale-Whitby (2 trips)-Grosmont
29 Aug	The Royal Scotsman	WCRC	Edinburgh-Keith-Kyle of Lochalsh-Boat of Garten-Dundee-Edinburgh
30 Aug	FM Rail (ICMM)	FMR Class 47	London KX-Potters Bar-Stevenage-York and return
30 Aug	Kingfisher	48151	Carnforth-Sellafield-Carnforth
30 Aug	NRM	30777	York-Scarborough and return
30 Aug	NENTA Traintours	tbc	Norwich-Ipswich-Peterborough-Grosmont-Whitby and return
30 Aug	NYMR	45407	Grosmont-Whitby-Glaisdale-Whitby (2 trips)-Grosmont
31 Aug	Kingfisher	6201	London Victoria-Staines-Woking-Shalford-Redhill-East Croydon-London Victoria
31 Aug	NRM	30777	York-Scarborough and return
31 Aug	NYMR	45407	Grosmont-Whitby-Glaisdale-Whitby (2 trips)-Grosmont
31 Aug	RTC	45407	Preston-Carlisle-Glasgow (Part of a four-day trip, see 1 September entry)
31 Aug	Steam Dreams	45231	London Victoria-Clapham Jn -Staines -Woking -Salisbury-Bath-Bristol TM and return
1 Sep	Pathfinder Tours	tbc	Worcester FS-Gt Malvern-Abergavenny-Pontypool-Bristol TM-Par-Penzance and rtn
1 Sep	RTC	45407/62005	Glasgow Queen Street-Fort William (45407) Fort William-Mallaig-Fort William (62005) *Part of a four-day trip involving 45407, 48151 and 62005.*
1 Sep	Steam Dreams	45231	London Victoria-Chichester-Havant-Portsmouth and return
2 Sep	RTC	48151	Fort William-Carlisle (Part of a four-day trip, see 1 September entry)
2 Sep	Compass Tours	2xFMR 47	Warrington Bank Quay-Hartford-Winsford-Crewe-Nantwich-Whitchurch-Wem-Shrewsbury -Church Streeton -Craven Arms -Exeter-Torquay-Paignton and return
2 Sep	Heartland Rail	2xCR Class 47	Gloucester-Cam & Dursley-Yate-Bristol Parkway-Filton Abbeywood-Bristol TM-Weston Super Mare -Dawlish-Teignmouth-Torquay-Paignton and return
2 Sep	Hertfordshire (BP)	2xFMR 47	London KX-Potters Bar-Stevenage-Scarborough and return
2 Sep	Hertfordshire (BP)	tbc	London KX-Potters Bar-Stevenage-Scarborough and return
2 Sep	Kingfisher	71000	Hellifield-Appleby-Carlisle and return
2 Sep	Kingfisher	34067	Wareham-Poole-Bournemouth-Brockenhurst-Southampton-Bath-Bristol TM and rtn
2 Sep	Past Time Rail	tbc	Nottingham-Nuneaton-Plymouth-Par (for Eden Project) and return
2 Sep	Vintage Trains	4965 & 5690	4965: Tyseley Warwick Road-Walsall -Wolverhampton -Crewe-Preston and return. 5690: Preston-Shap-Carlisle-Shap-Preston
3 Sep	RTC	48151	Carlisle-Preston (Part of a four-day trip, see 1 September entry)
3 Sep	Compass Tours	2xFMR 47	Holyhead-Valley-Rhosneigr-Llanfairpwll-Bangor-Llanfairfechan-Penmaenmawr-Llandudno Junction-Colwyn Bay-Chester-Shap-Carlisle-Settle and return
3 Sep	Heartland Rail	2xCR Class 47	Gloucester-Cam Dursley-Yate-Bristol Parkway-Filton Abbeywood-Bristol TM-Weston Super Mare -Dawlish-Teignmouth-Torquay-Paignton and return
3 Sep	Past Time Rail	6024	Bristol TM-Weston super Mare-Taunton-Exeter SD-Paignton-Kingswear and return
3 Sep	Vintage Trains	4965	Birmingham Snow Hill-Tyseley-Stratford-Upon-Avon and return (2 trips)
5 Sep	The Royal Scotsman	WCRC	Edinburgh-Boat of Garten-Dundee-Edinburgh
6 Sep	FM Rail (ICMM)	FMR Class 47	Peterborough-Melton Mowbray-Leicester-Nuneaton-Birmingham NS-Bath and rtn
7 Sep	Kingfisher	6201	London Paddington-Reading-Salisbury-Basingstoke-Reading-London Paddington
7 Sep	The Royal Scotsman	WCRC	Edinburgh-Keith-Kyle of Lochalsh-Boat of Garten-Dundee-Edinburgh

Key to tour listings:

BLACK	Charters expected to operate as booked.	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 in (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.

The return of 'The Downsman'

'The Downsman', for so long an integral feature of the pre-FM Rail days of Hertfordshire Railtours is to be resurrected by Past Time Rail with a series of trains commencing on 21 September.

Booked for haulage by No. 34067 *Tangmere*, the circular working is scheduled to depart from London Victoria around 12.25, returning just after 16.00, running via Clapham Junction, Barnes, Virginia Water, Woking, Guildford, Redhill, Purley and Balham.

At £37.50 Standard Class it is about as competitive as you can get, rising to £52 First Class and £85 Premier Dining. The lunchtime departure slot also makes it possible for people well beyond the immediate London area to travel on the train, many by using off-peak services to get to London. Other departure dates are 19 October, 30 November together with 14 and 19 December.

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

LEFT: EWS Executive-liveried Class 67 No. 67029 passes through Bletchley on 19 August at the helm of the Northern Belle trip from London Victoria to Edinburgh. The train then worked ECS overnight to Aberdeen ready to work a fill-in duty to Alnmouth on 20 August. An early morning return to Edinburgh on 21 August put the train in the correct position to return to London. The unique liveried Class 67 provided the motive power over all three days of the trip. *Alastair Wood*

The Week Ahead

Without doubt, the major tour for the last week in August is the Railway Touring Company's four-day outing from Preston to Mallaig. The tour delivers Ian Riley's 'Black 5' No. 45407 to Fort William for the remainder of 'The Jacobite' season and allows WCRC '8F' No. 48151 to return to Carnforth.

Proceedings begin on 31 August with No. 45407 heading north from Preston for a rare steam-hauled journey over Beattock summit to Glasgow Central, where participants will spend the night before an early and rare steam-hauled departure from Glasgow Queen Street. After the initial climb against the grade up the formidable Cowlairs Bank, the 'Black 5' will head the tour throughout to Fort William, whereupon 'K1' Mogul No. 62005 will attach for a return trip to Mallaig.

On 2 September, Stanier 8F No. 48151 works over the West Highland Line from Fort William via Springburn to Carlisle where the tour will recess for the evening. The final leg on 3 September will return the train to Preston, again with No. 48151 in charge, running via Shap.

Carlisle will become a mini-steam centre on 2 September, as in addition to No. 48151 returning from Fort William, the border city will host two other excursions with Vintage Trains steam charter from Tyseley, featuring No. 4965 *Rood Ashton Hall* to Crewe, where 'Jubilee' No. 5690 *Leander* then takes over to Carlisle and back, travelling via Shap in each direction. No. 4965 will again cover the return portion from Crewe to Tyseley. The train has been sold-out for months, emphasising the interest in a 'Jubilee' taking on Shap.

The other excursion is Kingfisher's last 'Dalesman' of the season featuring BR Standard Pacific No. 71000 *Duke of Gloucester* working both ways over the S&C from Hellifield.

The Faversham Hop Festival on 2/3 September will again be enhanced with steam-hauled special trains sponsored by local brewers, Shepherd Neame. Black 5 No. 45231 will provide the traction throughout, commencing on 2 September with a trip from London Victoria to Faversham, running via Tonbridge, Ashford, Canterbury, Ramsgate and Whitstable. Two afternoon shuttles are scheduled between Faversham and Guildford, before No. 45231 returns the main train back to Victoria.

On 3 September, No. 45231 works out of Brighton to Eastbourne and again between Ashford and Faversham with a heritage diesel dealing with the in-between sections. An afternoon shuttle will also operate, between Faversham, Gillingham and Sheerness.

Kingfisher plans to test Battle of Britain No. 34067 *Tangmere* to the limit on 2 September with a tour commemorating 'the late lamented Somerset and Dorset'. Originating at Wareham, the tour travels via Southampton, Eastleigh, Salisbury and Bath to Bristol Temple Meads, where a break will be taken. The return working is south via Taunton and Exeter Central back to Salisbury, where steam will give way to diesel for the remainder of the journey to Wareham.

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A **TRIPLE DVD** set featuring **EVERY** member of the English Electric Class 37s on film. Throughout the programme, all 309 members of the fleet are introduced with a brief fact screen, then depicted by a scene from it's past. More than 30 different colour schemes are depicted.

Running Time 4 hours 30 mins
DVD £29.99

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Featuring every member of the fleet, plus the prototype DP2, this programme takes the viewer through the whole era of the class from 1962 to the present date.
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BELOW: Cotswold Rail-liveried Class 47/4s Nos. 47828 and 47813 are pictured climbing Dainton Bank in Devon with a Heartlands Rail charter from Wolverhampton to Penzance. This train was originally booked to use the Cotswold Rail HST set, but with the set having been taken off-lease by Porterbrook, the Type 4s and Mk3 coaching stock were used. *Neville Lee*

ABOVE: **One of the recently constructed MLA low height wagons constructed for GB Railfreight and Metronet. These vehicles are involved in transporting materials on and off the Underground network during engineering possessions. MLA No. 503064 is pictured in Tonbridge Yard loaded with new ballast, ready for the Metronet engineering possession at Amersham (see Metro News)** *Patrick Seale*

New fleet of trains on the horizon for Scotland?

A fleet of new trains could be on the horizon for the Scottish rail network.

Resulting from a series of planned extensions to the ScotRail network such as the Airdrie-Bathgate line and Glasgow Airport Rail Link, coupled with the continued growth of passenger numbers north of the border and the approaching life-expiry of the Class 314 EMUs, Transport Scotland, Holyrood's multimodal transport agency, is considering options for increasing the present rolling stock fleet.

The 16 three-car '314' inner suburban units date from the late 1970s and although £1 million is being spent on them at Shields Depot to make them last for another three to four years, much of this sum is going on improving door reliability and not on enhancing passenger amenity. The Transport Scotland plan is to provide additional units for the new services and for the growth in passenger numbers and possibly replace the '314s' at the same time with a single procurement. Such a financial case, however, has yet to be approved,

The planned extensions that are to be worked by diesel traction are unlikely to have motive power problems as the Stirling-Alloa services due for summer 2007 can be accommodated within the current fleet of Class 170 Turbostars; the Scottish Borders Rail Link to Tweedbank will be worked by cascaded Class 158s or 170s displaced from the Bathgate line.

For the express network in Scotland between Edinburgh-Glasgow-Aberdeen-Inverness, a high performance DMU is going to be required capable of performing at 100mph. A Class 185-style train with a Cummins QSK19 style engine is considered favourite, as although the Class 180 Adelantes currently on First Great Western will become available in December 2007, a five-car formation will not fit in easily with the general Scottish fleet.

News In Brief

■ A further two Class 43 HST powercars have been delivered to Brush Traction at Loughborough as part of the MTU re-engining programme. Nos. 43141 and 43164 were moved from Gloucester to Loughborough by No. 47828 on 22 August.

■ The next Class 450/1 'Desiro' to be delivered from Germany (No. 450114) arrived at Eastleigh on 22 August behind EWS Class 66 No. 66064. This was followed by No. 450115 on 24 August with traction being provided by Class 66 No. 66041.

■ Class 185 No. 185133 was delivered to Longsight Eurostar depot on 15 August by Class 67 No. 67019. The same locomotive was also used to deliver No. 185134 on 21 August. Three days later and classmate No. 67014 was provided to work the Wembley - Longsight International service, conveying No. 185135.

■ Further Class 57/6 problems have led First Great Western to hire in Class 47/4 No. 47813 on a short-term basis.

BELOW: **Cotswold Rail Class 47/4 No. 47813 passes Wakefield Westgate on 16 August with a Doncaster West Yard-Neville Hill stock move for GNER. The GNER Mk3 fleet is currently being overhauled by Wabtec Rail at Doncaster.** *Julie Knowles*

DRS Anniversary Specials

ABOVE: To celebrate the company's 10th anniversary, Direct Rail Services operated two staff specials on 18 August to the historic City of York. Class 37 No. 37069 led Class 20 No. 20310 from Crewe to York and is shown here in Horbury Cutting near Wakefield. *James Rose*

LEFT: Technical problems with No. 37038, led to DRS pairing the two Class 20s for the return trip to Carlisle. Here No. 20310 leads classmate No. 20312 and No. 37038 at Denton Crossing, Gisland on the Tyne Valley line. *Mike Ford*

BELOW: Class 20/3 No. 20312 pilotted Class 37 No. 37038 on the Carlisle to York service, which travelled out via the S&C. The train is pictured at Long Preston. *Mark Bearton*

FM Rail Type 4 operations

ABOVE: Class 47/4 No. 47832 *Driver Tom Clarke OBE* leads Class 47/7 No. 47712 *Artemis* through Henley-in-Arden on the 'Blue Pullman' from London King's Cross-Stratford-upon-Avon. The train which had been delayed originally due to a coach defect at East Ham depot was further hampered by locomotive problems at Peterborough, which neccesitated No. 47832 being run-round to lead the stock onwards. The charter was then further diverted via the North Warwickshire line due to problems at Hatton. *Mike Hollick*

BELOW: Class 47 No. 47145 *Myrddin Emrys* pilots classmate No. 47832 *Driver Tom Clarke OBE* as the pair approach the unloading bunker at Rugeley Power Station on 15 August, with the second coal trial operated by FM Rail. *Andrew Cox*

ABOVE: Ex-SR King Arthur 4-6-0 No. 30777 *Sir Lamiel* passes Willerby near Seamer with the outward leg of the National Railway Museum's York - Scarborough "Giants of Steam" special on 23 August. These trains run their final three days of operation next week. *Mick Atkin*

LEFT: Taff Vale Railway 0-6-0T No. 85 prepares to depart from Haworth on the Keighley & Worth Valley Railway with a Keighley - Oxenhope service. *Richard Tuplin*

Construction work starts on Rowsley South shed

Construction work has re-started on Peak Rail's engine shed facility at Rowsley South.

The framework for this building, being constructed on the site of the former 17D Rowsley Motive Power Depot, was originally erected in 2000, but due to a shortage of funds to complete the project, physical work on the site has been limited to the foundations and flooring.

The Peak Railway Association Ltd, the supporting company and membership body of Peak Rail plc took over fund-raising for this essential facility in 2004 and to-date has raised over £80,000 towards re-building of the engine shed.

At the beginning of July contractors moved on site to begin rectification and finishing works to the existing steelwork structure. By mid-August all the steelwork had been painted and restored and it is hoped that the roof will be in place by mid-September.

The railway still needs to raise approximately £65,000 for its Rowsley Engine Shed Appeal to see the project completed, and the next stage of the works will include construction of the walls and the workshop facility. The railway is hopeful that if fundraising continues at the present rate, the shed will be ready for occupation before the end of 2007, bringing much-needed undercover accommodation for the railway's steam locomotive fleet and visiting locomotives, as well as providing much needed undercover workshop facilities for the railways mechanical engineering staff and volunteers.

News In Brief

■ Ex-LNER class D49 4-4-0 No. 246 *Morayshire* will be in steam at the Bo'ness and Kinneil Railway on 23/24 September. The loco is booked to work the 11.00, 12.15, 13.45 and 15.00 services from Bo'ness on both days.

■ BR Autocoach No. 231 is expected to return to traffic towards the end of the summer at Didcot. The vehicle has undergone many repairs over recent months, which included repainting and varnishing the interior. A full repaint into BR crimson and cream livery, appropriate for the coach, which was built in 1951, has also been carried out.

■ The Independent newspaper has published a list of the top 50 great railway journey's in the world. Included in the list, at number 12, was the Great Central Railway, but strangely the highly scenic routes to Oban and Kyle of Lochalsh were both omitted!

■ On 10 September, GWR 1400 Class No. 1450 and the auto-trailer No. 178 will be in action on the Dean Forest Railway.

■ 'An Audience with *Fire Fly*' on 28/29 October concludes the Brunel 200 season of celebrations at Didcot Railway Centre. *Fire Fly* will be operating on the broad gauge railway at the centre and there will be other Great Western Railway locos running during the weekend, including a demonstration of the Travelling Post Office each afternoon. Additionally on 28 October, there will be the opportunity to photograph *Fire Fly* from unusual vantage points with the locomotive being positioned for early evening night photography.

■ Work is progressing on the boiler of LMS 'Black 5' No. 45379 at LNWR Crewe. Patches have now been fitted to the throatplate outer and the backhead outer extensions.

ABOVE: Class 20 No. D8142 is carefully offloaded from the road trailer at Barry having completed its journey from the Llangollen Railway. The Type 1 is on-loan to the Barry Island Railway for its forthcoming diesel gala weekend. *Janet Small*

Main line visitors for Bo'ness gala

The Scottish Railway Preservation Society Diesel Group will achieve a first with the visit of a 'Deltic' and a Class 40 to Bo'ness for the line's autumn Diesel Gala on 30 September and 1 October.

The East Lancashire based Class 55 No. 55022 *Royal Scots Grey* and Class 40 No. 40145 will be visiting the Scottish line for the weekend.

Other locomotives scheduled to appear during the weekend are resident Nos. D8020, 25235, 26024, 27001 and 47643.

Trains are scheduled to depart from Bo'ness station every 50 minutes from 0930 until 1700 and a real ale bar will be included aboard all trains. There will be two 'Beerex' trains on the Saturday evening.

There will be a regular free bus service to and from Linlithgow railway station providing easy access from main line services and one free bus each day from and to Edinburgh

Day Rover tickets on the Bo'ness & Kinneil line are priced at £15 for adults.

Barry Island Railway
01446 748816
www.valeglamrail.co.uk

Bank Holiday Diesel Weekend
26th to 28th August
10.30am till 5pm

D9521, 20228 & D8142,
108 & 117 DMU's
Enhanced service Sat & Mon,
Intensive service Sunday

Waterfront Festival
2nd & 3rd September

11am till 5pm
Sat - Steam Sun - Diesel
1/2 hourly service from
The Waterfront to
Barry Island

For more information on any of the above events or for a general leaflet please ring the office on the number above.

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11.00, 14.15 and 17.40

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

Other special events in the year include:
Music on the Moors - 27th & 28th August
Day Out With Thomas - 9th & 10th September
Wartime Weekend - 13th-15th October
Wizard Weekend - 28th & 29th October

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

Monday	7th, 14th, 21st, 28th
Tuesday	1st, 8th, 15th, 22nd, 29th
Wednesday	2nd, 9th, 16th, 23rd, 30th
Thursday	3rd, 10th 17th, 24th, 31st

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

Tuesday	5th, 12th
Wednesday	6th, 13th
Saturday	30th

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

ABOVE: **Furness Railway 0-4-0 No. 20 climbs past the camera at Backbarrow on the Lakeside & Haverthwaite Railway on 22 August with the penultimate 'Victorian Train' of August. The train has operated on Tuesday evenings during August and involved a 35-minute trip on *ss Tern* on Lake Windermere.** *Fred Kerr*

Development and news from Didcot

Progress is being made on a number of locomotive and rolling stock projects at the Didcot Railway Centre.

The scheme aims to reconstruct a new steam railmotor, using Auto Trailer No. 212. The vehicle was originally built as Steam Railmotor No. 93 and the project will involve the construction of a new power bogie, returning the coach to its original condition.

Seats for the vehicle have been sourced from Australia and have now arrived in the UK. Work on the boiler is underway at Tyseley and a steam test should be undertaken shortly. Once this has been completed successfully, the bogie will be moved from Didcot and united with the boiler.

The final stage of work still requires around £100,000 to be raised to complete the project.

Elsewhere, the frames for the 'County' project, which aims to construct a new 'County' class locomotive using the frames of 'Modified Hall' 4-6-0 No.7927 *Willington Hall* and the boiler from Stanier 8F 2-8-0 No.48518 (both of which were stored in unrestored condition at Barry), have arrived at Didcot. The current task for the project is to manufacture the new driving wheelsets for which around £60,000 is still required.

Plans are in hand to celebrate the Great Western Society's 40th anniversary over the May Bank Holiday weekend in 2007. The event, which will also mark the 75th anniversary of the opening of Didcot engine shed, is likely to see a grand steam event with some popular locomotives present!

Sir Nigel Gresley steaming in Yorkshire

LNER A4 Pacific No. 60007 *Sir Nigel Gresley* will be in action at the North Yorkshire Moors Railway over the Bank Holiday weekend.

The locomotive will be operating with the line's restored LNER set of teak coaches. A supplement will be charged for catering in the Great Northern Railway Saloon & the Ryedale Coach.

■ Visiting 'West Country' No. 34028 *Eddystone* has been out of traffic for a number of weeks with technical problems. These issues look likely to continue for the foreseeable future.

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