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The Railway Herald

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The complimentary UK railway journal for the railway enthusiast

The Railway Herald
Issue 51

Front Cover

WCRC-operated, BR green-liveried Class 47/4 No. 47851 *Traction Magazine* rounds the curves out of Glenfinnan on the West Highland Extension with the SRPS charter from Edinburgh to Mallaig on 12 August. Classmate No. 47826 *Springburn* was on the rear of the train. *Ewan Tait*

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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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HST stock heads to Bombardier for refurbishment

ABOVE: Inter company co-operation really does exist on today's railway network! The need to move GB Railfreight operated, Metronet-liveried Class 66/7 No. 66718 from London to Plymouth on 30 August led to the locomotive being attached to the rear of First Great Western's overnight sleeper service from London. The '66' was detached from the 23.50 London Paddington - Penzance service, powered by First Great Western Class 57/6 No. 57604, at Plymouth before running light engine to Laira to work the 08.40 Plymouth Laira-Derby Litchurch Lane ECS. The coaches, comprising a single First Great Western and six ex-Virgin Trains-livieried Mk3s were being moved north in preparation for their refurbishment by Bombardier. The company is undertaking an extensive refresh of the interior of the vehicles, together with a full repaint into the new First Great Western colour scheme, with work on 294 vehicles being undertaken at the refurbishment centre in Derby, while the remaining 111 coaches will be dealt with at Ilford. Here the train passes Defford, Worcestershire, on 31 August. *Peter Tandy*

Milton Keynes work

Refurbishment and upgrading of the passenger lifts at Milton Keynes Central station is scheduled to commence on 4 September in two phases and will not be finally completed until 31 March 2007, the work affecting travel arrangements of Virgin Trains passengers with special needs.

The first phase will involve Platform 5 until 8 December and during this time passengers from London Euston, unable to use stairs, will need to travel on Silverlink services to Platform 3. Virgin Trains passengers travelling from Milton Keynes to Liverpool and Glasgow will be able to travel on one of the five daily Silverlink services to Rugby or will be provided with complimentary taxis to Rugby for onward trains, which may require changes at Crewe. Those travelling to Birmingham and Manchester may take one of the five daily Silverlink services to Coventry to change trains for their destinations or, alternatively, use complimentary taxis.

VWC 87 diagram returns

The Virgin Trains Class 87 diagram should return from 4 September.

The set has been undertaking proving trials over the past week, but Virgin say it will only be used for the evening peak services (16.51 London Euston - Birmingham and 19.00 return).

The morning part of the diagram will now be permenantly covered by a Pendolino set.

Classic LMS Scottish steam traction returns to Glasgow Central

BELOW: The first leg of a loco-change railtour operated on 31 August from Preston to Glasgow Central behind Ian Riley's LMS 'Black 5' No. 45407. The locomotive, seen here arriving in the Scottish city is also carrying the number 45157 on the smokebox together with *The Glasgow Highlander* nameplates. No. 45407 proceeded north the following morning to Fort William, from where WCRC operated ex-LMS 8F 2-8-0 No. 48151 worked the train forward to Mallaig. *Bill Wilson*

New £223m train order for North London Railway from TfL

Transport for London (TfL) announced on 30 August that a £223 million contract to build and maintain a minimum of 44 new trains (152 cars) has been awarded to Bombardier Transportation at Litchurch Lane, Derby.

Funded as part of TfL's £10 billion investment programme, the new trains will be operated by the company that wins the North London Railway franchise, which TfL will manage from November 2007, and will comprise the North London line from Richmond to Stratford, the extended East London Line, Euston-Watford Junction Metro, Clapham Junction-Willesden Junction services and the Gospel Oak-Barking route. The latter is the 'odd-man' out on the new North London Railway franchise as it is not currently electrified. As a result services on this route will remain in the hands of the Class 150 DMU sets, although Transport for London would like to see the line electrified in the future and are talking with Network Rail with a view to bringing the idea to fruition.

The trains are expected to enter service in 2009 and will replace the 30-year-old Class 313 EMUs and the three 27-year-old Class 508s, the current lease on which is due to expire at the end of the Silverlink (National Express) franchise, but it is expected that the units will remain in traffic until the new 'Electrostar' EMUs are delivered. The new trains are to be modelled on Bombardier's Class 376 Suburban Electrostar, designed specifically to cater for high volumes of passengers on busy commuter routes. The initial order is scheduled for 24 dual-voltage three-car units for the North London Railway and 20 four-car trains for the extended East London Line when it opens in 2010. The contract also includes further options for an extra 196 coaches for the lines should they be required, phase one of the East London project extending the existing route south to West Croydon and north to Dalston Junction is due for completion by 2010.

All four short-listed bidders for the new franchise have been asked to propose an interim solution for providing train services until 2009. The tendering process for building the rolling stock began late last year, the new trains will operate on a chassis that is similar to those currently in use on Southeastern services from Charing Cross and Cannon Street. This design has been tried and tested and proved to be effective on these London commuter routes. The trains will be primarily serviced and maintained at a new purpose-built depot to be constructed at New Cross Gate in south-east London, the Train Service Agreement in this respect initially lasting for seven-and-a-half years with Bombardier, but may extend to 30 years.

ABOVE: Silverlink Metro Class 313/1 No 313108 slows for the Carpenders Park stop on 6 July, forming the 10.37 Euston-Watford Junction service. From 2009 this will be one of the services worked by the new TfL sponsored 'Electrostars'. *Brian Morrison*

BELOW: Due to closure of ECML between Newcastle and Darlington as a result of engineering work, the Tyne Yard-Lackenby limestone working was re-routed along the Durham coast line, observed here passing Dawdon near Seaham, with Class 66 No. 66021 in charge. Because of the loco running round the train (which had originated at Hardendale Quarry in Cumbria) in Tyne Yard the wagons were in the 'wrong' formation with those to Redcar immediately behind the loco. Normally the Lackenby wagons would be marshalled first to allow the train to split at Tees Yard with the Lackenby portion going forward immediately. *Ken Short*

RSG returns!

LEFT: Class 55 'Deltic' No. 55022 *Royal Scots Grey* finally returned to the main line on 29 August after a long absence. The locomotive undertook a test run from Barrow Hill to Newcastle Heaton, via York NRM. The latter was to return No. 55002 *Kings Own Yorkshire Light Infantry* to its home base. Here the rare sight of a double-headed 'Deltic' on the national network is pictured passing Colton Junction, near York as No. 55022 leads classmate No. 55002 and FM Rail Class 47/7 No. 47703 *Hermes*, which was provided for insurance. The locomotive performed well, reaching over 100mph north of York. *Andy Pattern*

Work starts on Tay Bridge refurbishment project

Network Rail is to commence work on a £12 million investment project that will refurbish and strengthen the Tay Bridge at Dundee.

During the next three years the project will strengthen the bridge, prevent rust and improve its appearance, all without disruption to the scheduled services.

The work will involve more than 50 experts, including abseilers to reach the less accessible areas, each rivet being painted by hand.

The Tay Bridge is a class A listed structure and will celebrate its 120th anniversary next year, being opened to rail traffic in 1887.

At two miles long, it is the UK's longest rail bridge.

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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. The story commences with operations on the LMR of British Rail followed by early views after their transfer to the Western and Southern regions of the network.

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c2c launches its new timetable for Essex from December

c2c will introduce its winter timetable on 10 December with brand new weekday peak schedules across its network from the following day.

The company says it will replace the present timetable, where the peak services have remained largely unchanged for more than a decade, with one to match the growth of the rapidly expanding south Essex area.

The changes will see more trains used in the peak periods providing additional seating capacity for commuters.

The new schedules are now available on the c2c website and reminders of major changes to the timetable will be featured in leaflets and on posters in the run up to the introduction date.

Highlights of the new timetable include three additional 12-coach trains in the morning peak period, 'fast trains' from Benfleet to London every 20 minutes throughout the peak, a regular 20 minute pattern of services from Chafford Hundred and Ockendon, and a train every 10 minutes at peak periods between Grays and London via Rainham.

More peak trains will also call at West Ham, recognising the important interchange with the Jubilee and District lines. c2c had also hoped to increase the number of evening peak calls at West Ham for home-going commuters to stations on the Rainham and Ockendon routes, but this intention has been constrained by the current signalling arrangements at West Ham, although a programme to resignal the area is currently being drawn up.

Network Rail contract follows Corus investment news

Network Rail has awarded a £23 million, six year contract to Corus to weld up to 100,000 tonnes of new rail each year.

The rail will be welded at a new centre, which is being built alongside a state-of-the-art rail service centre at the Corus site in Scunthorpe. It is a key part of the continuous welded rail production process which will open in 2007.

Rail welding is currently undertaken by Corus at Castleton, where it is expected to cease from 1 December this year. The new welding plant which will be constructed alongside the new Rail Centre at Scunthorpe is designed to strengthen and grow the rail business for Corus as well as providing a 'one-stop' shop within the Scunthorpe site. The new facility is expected to be operational from March 2007.

The rail welding contract follows a seven-year supply contract worth between £40 million and £50 million in the first year, which was awarded to Corus at the end of last year.

Once welded, the rail from the depot will be transported using specially-adapted trains which will carry the long lengths of rail to engineering work sites across the country.

Two Class 20 locomotives leased from Harry Needle Railroad Company will be used to move the welded rail trains around the Scunthorpe site. Class 20/9s Nos. 20901 and 20904 were originally delivered for training purposes, although the latter has now returned to Barrow Hill and been replaced by No. 20056, Corus fleet No. 81.

News In Brief

■ Tube Lines replaced 763 metres of track on the Piccadilly line over the August Bank Holiday. The work was carried out over 76-hours between Park Royal and North Ealing stations on the eastbound track. Old wooden sleepers, traditional bullhead rail and limestone ballast was replaced with granite ballast, concrete sleepers and flat bottom rail welded into continuous stretches.

News In Brief

■ Chiltern Railways is working with the John Betjeman Centenary Group to lay on a private train from London Marylebone station through 'Metroland', an area north of London made famous by Sir John's film of the same name, on 2 September. There will be live commentary and readings during the journey by Phyllida Law and Jonathan Glancey. Passengers will be given a brunch box and a specially prepared window gazer. The destination is Quainton Road station, the scene of the last shot in Metroland, where the old Metropolitan line ends amidst Buckinghamshire farmland. Tickets for 'Metroland' are available now by calling TrainLine on 0870 9066640 from 09.00 to 17.00 Mon-Sun and are priced at £55 per person.

Network Rail releases Cross London Route Utilisation Strategy

Longer trains, more frequent services, better connections and improved infrastructure are among the recommendations made by Network Rail in its Cross London Route Utilisation Strategy (RUS).

The Cross London RUS, published following consultation and feedback from more than 500 stakeholders, aims to strike a balance between meeting growing demand on London's suburban passenger routes while also allowing essential freight growth.

The draft RUS was launched in November 2005 outlining a series of options aimed at increasing capacity and meeting future demand on the orbital London routes across the 10-year period the strategy covers. The scope of the RUS included the North London Line from Richmond to Woolwich; the Gospel Oak to Barking line; the West London Line from Willesden to Clapham; and parts of the South London line between Battersea Park and South Bermondsey.

After nine months of further analysis and extensive consultation with MPs, local councils, rail user groups, members of the public and many others, the original options were developed into a series of 'value for money' recommendations including:

Short-term plans from now until 2009

- Lengthen trains and introduce new trains with increased passenger capacity
- Infrastructure improvements to signalling, track, bridges and platforms to improve performance and reliability
- Freight gauge improvements on the Gospel Oak – Barking route to accommodate freight growth

Medium-term plans between 2009 – 2014

- Increasing the frequency of services on orbital routes including an extra two trains per hour between Stratford and Camden; two more trains per hour between Gospel Oak and Willesden Junction; two more trains per hour between Gospel Oak and Barking; and one extra train to run from Shepherds Bush to Croydon

Long-term plans between 2014 – 2019

- Upgrading the Felixstowe – Nuneaton freight route to take some freight off of the North London Line and allow more opportunities to increase and improve passenger services on London's orbital routes

The final Cross London RUS document will now be reviewed over the next 60 days by the Office of Rail Regulation, after which it will become established as Network Rail's future strategy for the maintenance and renewal of the cross London routes discussed in the document.

The strategy will also inform the Government in the development of the High Level Output Specification (HLOS) – essentially a specification of what future services they want the rail network to provide, which will be developed over the next 12 months.

All-inclusive fare for RAF Leuchars Airshow

First ScotRail has announced all-inclusive bargain rail and entry packages for the RAF Leuchars Airshow on 9 September.

The tickets include return rail travel from all Scottish stations to Leuchars and entry to the show. Customers travelling with children can take advantage of a Family Funday ticket, allowing up to four children to travel free to Leuchars before purchasing the advance discounted Airshow Family ticket on arrival.

The Leuchars based 43(F) and 56(R) Squadrons are celebrating their 90th anniversary this year.

BELOW: West Coast Railway Company operated Class 57/6 No. 57601 made one of its first appearances on the Royal Scotsman train during its three-night 'Western' tour starting on 26 August. The locomotive is pictured leading the train out of Wemyss Bay bound for Edinburgh Waverley on 28 August, approaching Philpstoun, just to the east of Linlithgow, with DRS Class 37 No. 37029 on the rear (see Rolling Stock News). *Peter Kellett*

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.

Accommodation

THE ULTIMATE HALT! Situated near Abergynolwyn station on the Talyllyn Railway, the Old Rectory on the Lake welcomes enthusiasts for afternoon tea, an evening meal or a restful overnight sleep. Rooms include a fabulous en-suite bathroom and cost £35 per person which includes a traditional breakfast. Visit us through our website at www.rectoryonthelake.co.uk click this advert or call us on 01654 782225.

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ABOVE: Kingfisher Railtours' 'The Dalesman' trip from Hellifield to Carlisle on 26 August provided an outing for the National Railway Museum's recently returned to steam, ex-SR 'King Arthur' 4-6-0 No. 30777 *Sir Lamiel*. The locomotive is caught by the camera exiting Blea Moor tunnel on the northbound run. *Nigel Cockburn*

Cornish and Devon Branch week from Past Time Rail

Past Time has now confirmed the details of its 'Cornish & Devon Branch Week' which commences on 22 October in the far south-west corner of the Duchy.

In addition to the sheer joy of travelling by train in the south-west, there is something for everybody as the traction will be BR Standard Class 4 No. 76079 and a Class 37 operating in top and tail mode throughout.

The fun begins at Par (09.25), with the Class 37 leading, picking up also at St. Austell and Truro (09.55). The train then continues to Falmouth Docks (10.30-11.05), returning to Truro with No. 76079 now leading, where the train reverses and heads for Penzance diesel-hauled. After a break at Penzance, No. 76079 departs at 14.55 to become the first steam locomotive for the best part of 40 years to head a train along the highly-scenic St. Ives branch, arriving at 15.25.

A swift five-minute 'turn round' will see the train head back to Penzance with the Class 37 leading. The Standard 4 then takes over again, departing at 16.00, for the run back to Truro (16.50), St. Austell (17.35) and Par (17.45).

Next day, the tours commence at Plymouth (13.30) initially heading for Par Harbour (15.00). This will be the first train to visit Par Harbour for a very long time, and with local developments in the china clay industry, it could also become the last passenger service. The train will be diesel hauled from St. Blazey into the docks with steam working back to St. Blazey and onwards to Newquay (16.45-17.15), with No. 76079 alone. At Newquay the diesel, which will follow the train along the branch, will attach for the return to Plymouth (19.15).

The Tamar Valley is the focus of the activities on 24 October, with two round trips into ex-Southern territory along the Bere Alston branch. Each journey will feature Class 37 haulage from Plymouth to Bere Alston, with steam back to Plymouth Friary, and then diesel again to Plymouth North Road. Departure times from Plymouth are 08.25 and 14.00.

On 25 October the company heads deep into china clay country, initially with a run down the Fowey branch to Carne Point from Plymouth steam-hauled, with a 09.30 departure. The return to Plymouth is diesel-hauled, arriving back at 12.05. The train picks up and sets down at Liskeard en-route.

There then follows an afternoon departure from Plymouth at 12.25, calling at St. Austell at 13.30 for a trip along the freight-only branch to Parkandillick. Again, the return is diesel-hauled.

Finally, on 26 October the attention turns to Devon, again with a Plymouth departure at 09.10, with the destination being Buckfastleigh on the private South Devon Railway. After a break, the train returns to Totnes for a steam-hauled dash around the coast via Dawlish to Exeter with No. 76079, returning to Plymouth diesel-hauled (arr 16.30). This train also calls at Ivybridge (09.20-16.20).

Without doubt this itinary provides one of the most intensive few days of charter operations that the UK has seen in recent years and offers a host of journey options.

There is one fare for travelling on all of the trains each day, plus the opportunity to travel on selected trains for a specific price. Moreover, it offers the opportunity to visit some of the most scenic branch-lines in the country, so enjoy it, and take advantage of it while you can. Telephone 0871 871 4119 for more details.

Of course, the week itself starts and ends with Past Time-sponsored main line trips on both 21 and 28 October featuring 'King' No. 6024 *King Edward I* and Class 52 No. D1015 *Western Champion*.

It is entirely appropriate that these tours feature iconic West of England traction from different generations with No. 6024 heading the Paddington-Penzance special from Taunton on 21 October, and back from Penzance to Taunton on 28 October, when the tour originates at Gloucester. All the non-steam sections will be in the hands of the Diesel Traction Group's Class 52 'Western' No. D1015, which will be making its first appearances in BR maroon-livery on the main line.

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
2 Sep	RTC	48151	Fort William-Carlisle
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	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	5690	(Tyseley Warwick Road-Walsall -Wolverhampton)-Crewe-Carlisle and return
3 Sep	RTC	48151	Carlisle-Preston
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
9 Sep	Heartland Rail	CR HST	Gloucester-Stonehouse-Dtroud-Kemble-Swindon-Weymouth and return
9 Sep	Hertfordshire (BP)	2xFMR 47	London KX-Potters Bar-Welwyn Garden City-Lowestoft and return
9 Sep	Kingfisher	EWS 67	London KX-Potters Bar -Stevenage -York and return
9 Sep	Kingfisher	EWS 37/4	Poole-Bournemouth-Southampton-Salisbury-Yeovil Junction-Par-Penzance and rtn
9 Sep	NENTA Traintours	2xFMR 47	Norwich-Dereham MNR-Cambridge-Ely-Peterborough-York-Scarborough and rtn
9 Sep	Pathfinder Tours	6201	(Cardiff-Newport-Cheltenham-Barnt Green-Birmingham New Street)-Bescot-Shrewsbury-Chester-Liverpool-Crewe-Stafford-(and return)
9 Sep	RTC	6233	London KX-ECML-York-Scarborough and return
9 Sep	Vintage Trains	4965&4953	Tyseley Warwick Road-Barnt Green-Worcester-Ledbury-Hereford-Newport & return
9 Sep	VSOE	6024	London Paddington-Bristol TM-London Paddington
10 Sep	Past Time Rail	tbc	Milton Keynes-Birmingham NS-Plymouth-Par (for Eden Project) and return
10 Sep	Vintage Trains	4965	Birmingham Snow Hill-Tyseley-Stratford-Upon-Avon and return (2 trips)
11 Sep	The Royal Scotsman	WCRC	Edinburgh-Dundee-Stirling-Edinburgh
12 Sep	The Royal Scotsman	WCRC	Edinburgh-Keith-Kyle of Lochalsh-Boat of Garten-Dundee-Edinburgh
14 Sep	Hertfordshire (BP)	2xFMR 47	London Euston-Watford Junction-Milton Keynes-Oxenholme and return

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.

English Electric power for Scottish trip!

The Railway Touring Company has chosen an English Electric treat for participants of its Scottish landcruise from 6-9 October.

Class 40 No. 40145 will be joined by recently outshopped Class 55 No. 55022 *Royal Scots Grey* for the weekend extravaganza.

The train operates on the classic itinerary, departing from Kings Cross on 6 October, picking up at Stevenage, Huntingdon, Peterborough and Grantham, and calling at Edinburgh on the way north to Inverness. On 7 October, there is a planned afternoon excursion to Kyle of Lochalsh, followed on 8 October with a trip to the Far North, outwards to Wick, and returning from Thurso.

The tour returns from Inverness on 9 October, again calling at Edinburgh en-route.

Motive power changes

On 2 September, Vintage Trains trip to Carlisle will now not feature Great Western 'Hall' No. 4965 *Rood Ashton Hall* to Preston.

Instead the train will be diesel hauled from Tyseley Warwick Road to Crewe for LMS 'Jubilee' No. 5690 *Leander* forward to Carlisle.

Additionally on 9 September, the Railway Touring Company's trip will now feature No. 6233 *Duchess of Sutherland* throughout, with a revised destination of Scarborough. The booked operation with No. 30777 *Sir Lamiel* around the Harrogate circle has been amended.

BELOW: Class 40 No. 40145 heads 'The Whistling Pixie' railtour from Ealing Broadway to Penzance past Crofton on 28 August. Note the symbolic pixie gnome on the drivers side lower lamp bracket! ***Ken Brunt***

The Week Ahead

Next weekend looks like being a highlight for tours, with no less than eight scheduled for 9 September alone.

Stanier Pacifics vie for the honour of 'tour of the day'. Pathfinder lead the way with No. 6201 *Princess Elizabeth* on its twice re-dated tour to Liverpool Lime Street.

This tour originates at Cardiff, with steam now taking over at Bescot before travelling via Telford to Shrewsbury and then to Wrexham and Chester before a 'Princess' again graces Lime Street. The return is by way of the direct route to Crewe, with steam coming off at Stafford, with No. 6201 and support coach then proceeding to the Severn Valley Railway for its steam gala later in the month.

On the other hand the Railway Touring Company give No. 6233 *Duchess of Sutherland* the opportunity of showing its paces in opposition territory with an out-and-back working to Scarborough from London King's Cross, via York. The 'Duchess' put in a legendary performance last year while deputising for A4 No. 60009 *Union of South Africa* on a King's Cross-Darlington run, and now has the chance to improve that performance further before No. 60009 again sets forth from King's Cross to Darlington on 23 September.

Also laying claim to 'tour of the day' is the not inconsequential matter of a pair of Great Western 'Halls', reflecting the use of the class on the old Western Region Birmingham Snow Hill-Cardiff workings, on a train from Tyseley Warwick Road, which reverses at Landor Street before heading to Newport via Droitwich and Worcester Foregate Street. There are numerous features to recommend this train, including steam both ways between Worcester and Hereford via Great Malvern and the climb over Llanvihagel.

The star attraction is being routed both ways via the Lickey Incline. Accompanying No. 4965 *Rood Ashton Hall* will be No. 4953 *Pitchford Hall* making a welcome but rare main line appearance.

To complete the steam scene is No. 6024 *King Edward I* on the classic 'Bristolian' Paddington-Bristol Temple Meads-Paddington with the 'Northern Belle' stock.

Kingfisher has two diesel tours planned, the feature being an EWS Class 37 hauled 'Edenex' from Poole, Bournemouth, Southampton, Salisbury and Yeovil Junction to Par and Penzance. Also, the company employ more contemporary EWS power in the shape of a Class 67 between King's Cross and York.

Lowestoft and the East Anglian Transport Museum are the destinations of a Hertfordshire 'Blue Pullman' operation, which travels from King's Cross via Cambridge to Norwich before proceeding to Lowestoft.

NENTA Traintours head for Scarborough from Norwich and travelling via Dereham (MNR), Cambridge, Ely and Peterborough with the additional option of a day in York.

INTERCITY Merrymakers

CHESTER - Thursday 21 September 2006

Chester is the best preserved walled city in England. With its medieval galleried streets and houses of age-blackened wood and plaster, no city conjures up more vividly the atmosphere of old England.

Pick up points are East Croydon (dep. 07.15/arr. 22.00), Redhill, Dorking Deepdeen, Guildford (08.10/21.05), North Camp, Wokingham and Reading (09.00/20.50).

Fares: *Standard Class* £ 29.50 (*Junior* £ 19.50) *First Class* £ 44.50

MINEHEAD & WSR STEAM GALA - Saturday 7 October 2006

The twenty mile long West Somerset Railway runs from the outskirts of Taunton through the rolling Quantock Hills to seaside Minehead. Our Merrymaker will run right through to Minehead, with a three hour break there, and your ticket covers this.

Pick up points are Barking (06.40/21.55), Stratford (07.00/21.35), Ealing Broadway, Slough (for M25) and Reading (08.25/20.10)

Fares: *Standard Class* £ 29.50 (*Junior* £ 19.50) *First Class* £ 44.50

EXETER & PAIGNTON - Saturday 21 October 2006

A day out in the West Country! Alight at Exeter St David's for a break of over five hours or stay on board to Paignton for a seaside stay of over four hours (you will be entitled to a discounted fare on the Paignton & Dartmouth Steam Railway to picturesque Kingswear). Connecting Coach to Seaton: A Coach will operate from Exeter to the Seaton Tramway in East Devon.

Pick up points are London Paddington (07.25/21.50), Slough (for M25) and Reading (08.10/21.10) and Newbury (08.30/21.45)

Fares: *Standard Class* £ 29.50 (*Junior* £ 19.50) *First Class* £ 44.50

All times quoted are provisional, confirmed timings will be supplied with your tickets

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BELOW: Maroon-liveried steam locomotives were once a common sight at Lichfield Trent Valley, but on 29 August Carnforth-based ex-Great Western 'Hall' No. 5972 *Olton Hall*, bearing its now more familiar *Hogwarts Castle* name, is a less common visitor as it charges through the station en-route to Hornsey for a probable filming session in connection with the latest 'Harry Potter' film. West Coast's maroon Class 33 No. 33025 was on the rear of the train. *John Whitehouse*

ABOVE: DRS split-box Class 37 No. 37029 continues to see regular use on the 'Royal Scotsman' train when it's on a 'Western' tour. A Class 37 locomotive is required for the Crianlarich-Taynuilt trip late on the Sunday and return early on the Monday plus it also assists with powering the train during its visits to Mallaig and Wemyss Bay. WCRC's own Class 37 No. 37248 has been unavailable for much of the summer, hence the 'hire-in' requirement from DRS. Here No. 37029 powers through Bowling, near Dumbarton, on 28 August with the 06.43 Taynuilt to Wemyss Bay leg of the 'Western' tour. *Kevin McCormick*

BELOW: On 31 August, Freightliner Heavy Haul's Class 47/4 No. 47811 was entrusted with the 10.55 Calvert-Bath and Bristol empty Avon 'Binliner' to avoid a run round. The train had been diverted via the Berks and Hants route and Westbury to Chippenham due to an engineering blockade on the Great Western main line. The train locomotive, Class 66 No. 66515, was attached on the rear. The train is pictured passing Broughton Gifford, near Melksham. *Ken Brunt*

News In Brief

- Class 37/4 No. 37406 worked 17.40 Grangemouth - Trafford Park from Mossend to Crewe Gresty Green Up Loop on 29 August. The locomotive was due to be returned to Scotland on 1 September by working the 14.35 Basford Hall - Carlisle Yard and then 23.48 Carlisle Yard - Millerhill services.

- Another EWS Class 90 has been repainted into First ScotRail colours, in the form of No. 90019 and the locomotive has lost its *Penny Black* nameplates.

- EWS Class 66s Nos. 66038 and 66042 have joined the WBEN pool.

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'Fastline' operations

ABOVE: Pioneer Class 56/3 No. 56301 joins the Derby - Birmingham cross-country line at Kingsbury Junction on 25 August with the 13.36 Birch Coppice - Thamesport intermodal service. The train is the second service operated by Fastline Freight and operates alternatively with the Doncaster traffic. *Mark Chandler*

BELOW: Class 56/3 No. 56302 managed a rare foray out of the class's usual operating area on a revenue earning service 29 August, when it ventured to Shettleston Yard near Glasgow. The locomotive, together with Fastline 'slinger' and generator wagons, is pictured passing Ravenstruther on the West Coast Main Line, north of Carstairs, with the 06.14 Doncaster Hexthorpe - Shettleston Yard. *Peter Kellett*

Virgin Cross-Country HST workings

ABOVE: Virgin Cross Country Summer Saturday 'hired-in' HST sets have continued to ply their trade between the South West and North East. On 26 August, GNER provided Class 43 powercars Nos. 43167 *Deltic 50* and 43105 *City of Inverness* for the 07.35 Bristol - Paignton and the 10.32 Paignton - Newcastle. The latter service is pictured heading for Tyneside through Water Orton, north of Birmingham. *Mark Chandler*

BELOW: In connection with the Reading Festival, Virgin Trains hired a HST set from Midland Mainline to strengthen its Cross-Country services. Here powercar Nos. 43056 and 43045 pass Purley-on-Thames with the 07.45 Derby-Reading service, presenting one of the first sights of a full Midland Mainline-liveried HST set on the Great Western main line. *Ken Brunt*

Triple 'Twenties' to Rutland

ABOVE: **Pathfinder Tours employed a trio of DRS Class 20 locomotives for its 'Rutland Renegade' charter from Preston to Kettering on 26 August. Here Class 20/3s Nos. 20306, 20309 and 20314 pass Wiston Road near Kibworth Harcourt, south of Leicester with the outbound working.** *Shaun Bamford*

BELOW: **As well as covering parts of the West Coast and Midland main lines, the charter also took in several local branches in the Rutland area. Here the three Type 1s pass Kirby Muxloe on the Leicester to Coalville line.** *Steve Philpott*

The Class Forty Preservation Society's No. 40145 ventured into Cornwall on 28 August with a Pathfinder Tours trip from Ealing Broadway to Penzance. The locomotive performed faultlessly and is pictured crossing the viaduct over Hayle Harbour on its outward journey from London. *John Whitehouse*

Barry Island Railway holds successful diesel gala weekend

The Barry Island Railway in Cardiff held a successful first diesel gala over the August Bank Holiday weekend of 26-28 August.

Joining with the resident French CFD Class 20 No. 2004 (ex-20228) were the lines resident DMU set and also visiting Class 20 No. D8142, which is on loan from the Llangollen Railway for a short period.

The event was a first for the railway and was a huge success with a significant number of enthusiasts supporting the railway at a time when a number of the bigger heritage lines are scaling back their heritage diesel activities.

Unfortunately the Arriva Trains Wales Class 121 'Bubblecar' which was promised for the weekend, was unavailable.

The event made a profit for the line and drew enthusiasts from across the country.

Plans are being made by the railway's diesel group for another similar event in 2007.

ABOVE: Looking superb in its traditional British Railways green-livery, the railway's Class 117 DMU crosses the viaduct at Barry with an afternoon service on 26 August.

RIGHT: The ex-CFD Industries Class 20 No. 2004 (previously TOPS No. 20228) is one of four that have returned to the UK. Here No. 2004 leads the railway's Gatwick Express set into Barry Island station on 26 August.
Both: Brian Garrett

News In Brief

■ During a routine annual inspection of a steam crane at the Bodmin & Wenford Railway on 25 August, an accredited Royal and Sun Alliance inspector became trapped while the crane was being operated. He died at the scene after having been crushed. An investigation by HMRI is underway.

■ The Swindon & Cricklade Railway has become home to the Hawthorn Leslie 0-6-0ST *Isabel*, which has until recently been based at Washford on the West Somerset Railway. The arrival of *Isabel* has allowed the line's other industrial steam saddletank, Hudswell Clarke 0-6-0ST *Slough Estates No. 3*, to be sent to the East Somerset Railway for repairs.

■ On the Mid-Hants Railway, LNER A4 Pacific No. 60019 *Bittern* has moved a step closer to operational condition. The superheater elements are now being fitted to the boiler.

■ The Bodmin & Wenford Railway should shortly be able to boast an operational unrebuilt West Country Pacific amongst its stock list. No. 34007 *Wadebridge* has undergone a successful steam test and it will not be too many more weeks before its in traffic on the line. A renaming ceremony has been planned for late October.

FGW through trains for WSR Gala

The West Somerset Railway's Autumn Steam Gala over the weekend of 5-8 October should prove to be another spectacular event.

With a line up involving ex-SR 4-6-0 No. 850 *Lord Nelson*, ex-GW locomotives 'Autotank' 0-4-2T No. 1450, 'Prairie' No. 5164, 2-8-0T No. 4247, 'King' No. 6024 *King Edward I* and ex-LMS 'Black 5' 4-6-0 No. 45231 *The Sherwood Forester*, plus members of the resident fleet, including the recently restored GWR 2800 Class 2-8-0 No. 3850, the event should certainly provide an attractive option for many enthusiasts with no less than 12 locomotives in steam!

A frequent passenger service will be operating over the whole line on all four days of the event, with additional auto-train services over the gala period, using GWR 0-4-2T No. 1450, from the Dean Forest Railway, and restored GWR Autocoach No. 178.

Full timetable details are available from the Unofficial West Somerset Railway website at http://www.wsr.org.uk.

For the first time and as a direct result of the recent resignalling work, the West Somerset Railway has arranged with First Great Western to operate a special Taunton - Bishops Lydeard shuttle on 7/8 October, allowing visitors travelling by rail to the event to simply change trains at Taunton! A total of seven trains will operate on the Saturday with six on the Sunday, all timed to connect with main line services.

Rover tickets for WSR services are available covering one, two and four days and all are discounted if purchased in advance. A separate small charge of £1 will be payable for anybody wishing to visit Minehead shed. The railway will be offering access to the depot area between 10.00 and 17.00 on the last two days of the gala.

News In Brief

■ Enthusiasts wanting a valuation on any railwayana may be interested in the Avon Valley Railway's annual Valuation Day on 3 September. Anything taken along to Bitton station on Sunday will receive a free valuation. A regular passenger service will be operation from Bitton from 11.00.

■ The Swanage Railway has mounted a campaign to save the vehicle used to carry Sir Winston Churchill to his final resting place. The parcels van was exported to the USA shortly after his funeral in 1965 and has since formed part of a mock English railway station on a golf course in Los Angeles. The vehicle is now surplus and the Swanage Railway is hoping to raise £40,000 to transport it to Dorset. If the railway fails to raise the required capital it is likely that the vehicle will be cut up while still in America.

■ Newcastle Borough Council in Staffordshire has approved plans for a new railway museum to be built at Apedale Heritage Centre in Chesterton. The scheme will see a number of locomotives on display together with an operational mile-long two-foot gauge railway. The scheme is being led by the Moseley Railway Trust.

■ The derelict railway station at Gosport looks likely to be redeveloped after the local council appointed a developer. Plans were drawn up two years ago for the site, which included around 14 homes as well as offices and a small railway museum detailing the history of the station. However, the council has not yet announced who the developer will be or whether they will be continuing with the original plans.

■ Ex-LBSCR E4 class 0-6-2T No. 32473 *Birch Grove* has been ruled out of the Mid-Hants Railway September gala due to mechnical problems.

ABOVE: BR Standard 7P 4-6-2 No. 71000 *Duke of Gloucester* arrives at Swanwick Junction on 28 August, with a Butterley - Riddings service, during the Midland Railway - Butterley's 25th Anniversary weekend. *Ian Broadhead*

25th Anniversary success for Butterley

Expectations at Butterley were much exceeded with over 6,000 people attending the Midland Railway's highly successful 25th Anniversary Weekend which took place between 26-28 August.

The promised pairing of the two ex-BR Caprotti-locomotives took place with trains being hauled singly, double-headed or 'topped and tailed' by No. 71000 *Duke of Gloucester* and home-based No. 73129.

Other members of the steam and diesel fleet were also in action, including a pairing of the 'Peckett' industrial steam locomotive and a Class 03 diesel-shunter. Displays of the resident diesels, track machines and non-operational steam locomotives also took place at Swanwick.

■ An exhibition of track machines will be staged at Swanwick, on the Midland Railway, on 12 September. Machinery provided by the major infrastructure companies will be on display.

Loco-hauled passenger services return to Weardale Railway

BELOW: Split-headcode Class 37 No. 37003 crosses the River Wear just east of Frosterley with the 12.00 Stanhope-Wolsingham on 26 August. The recently refurbished Mk1 coaches are owned by Dr Mike Wood, deputy chairman of the Weardale Railway Trust. *John Lewins*