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The Railway Herald

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The complimentary UK railway journal for the railway enthusiast

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The Railway Herald
Issue 52

Front Cover

During the recent blockade on the Great Western main line at Wootton Bassett, EWS Class 66/0 No. 66209 stands within the possession on a rake of Network Rail-liveried engineers wagons, awaiting its next move. The route was closed for nine days. *John Stretton*

Contents

Transport for London announces new look for London Overground. *Page 3*

Birmingham landmark commemorating rail activity to be lost in city centre redevelopment work. *Page 4*

Open Day at Long Marston. *Page 10*

NARROW GAUGE NEWS SPECIAL
Welsh Highland Super Power event and major news from Welshpool. *Page 17*

Regular Sections

Classified Advertisements	5
Metro Rail & Tramway News	6
Railtour News	7
Rolling Stock News	9
Notable Workings Pictorial	11
Preservation View	14

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: On 7 September the Crewe - Bridgewater 'flasks' were in the hands of Class 37/6 No. 37605 and Class 20/3 No. 20307. Problems occurred when the Type 1 failed in Bridgewater Yard, a rare event for any DRS locomotive. Rescue came in the form of Freightliner Heavy Haul Class 66/6 No. 66620 which was stabled at Bristol Kingsland Road. The Class 66, which rescued the entire ensemble and took it forward to Crewe, is pictured in the summer afternoon sunlight passing Defford in Gloucestershire, heading for Crewe. *Peter Tandy*

FM Rail renames unique liveried Class 31!

FM Rail operated Class 31/6 No. 31601 was renamed in a short ceremony at Derby RTC on 7 September.

The locomotive, previously *The Mayor of Casterbridge*, was named *Gauge 'O' Guild 1956-2006* by Mrs Lyn Evans. The naming celebrated 50 years of the Gauge O Guild.

ABOVE: The newly named Class 31 stands in the sun at Derby. Note the 'FM Rail' logo on the bodyside and the web address on the nose end!
RIGHT: Mr & Mrs John Evans join FM Rail's Martin Sargent after naming the locomotive. *Both: Brian Morrison*

TfL livery for new North London Railway franchise announced

As revealed in *Railway Herald* last week, Transport for London has announced an order for over £223 million of new trains from Bombardier Transportation, based on the Class 376 Electrostar for the North London Railways (NLR) franchise.

The new NLR franchise will be branded in its own distinctive colour scheme and will be known as London Overground from November 2007, under the management of Transport for London (TfL), when it assumes responsibility for the line from the Department for Transport.

Operating under a new TfL London Rail Concession, 'London Overground' services will also run on the East London Railway when it opens in 2010, following TfL's £1bn extension of the existing East London Line.

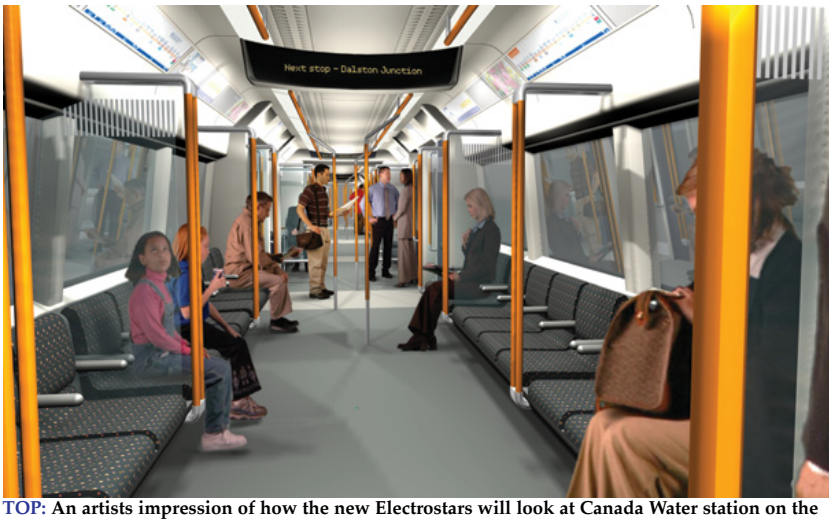
The contract to run 'London Overground' services on both these lines will be awarded by TfL to a single train operator, under strict conditions to meet TfL's requirements for safety, security, staffing, ticketing and train frequency.

During a press conference at London City Hall on 5 September the Mayor of London, Ken Livingstone, signalled his commitment to deliver a rail link at Dalston Junction to connect the North and East London Railways by 2010, ahead of the London 2012 Olympics.

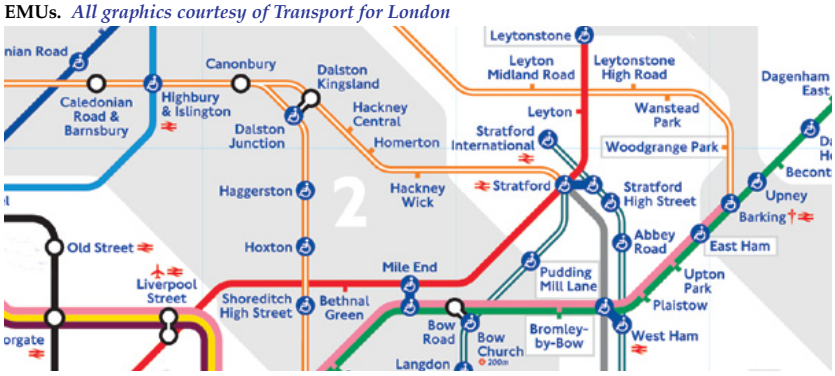
This will allow 'London Overground' passengers to travel between Richmond and West Croydon via Dalston Junction and is the first step towards an orbital rail link for London.

TfL's vision for the 'London Overground' is a safe and secure railway with frequent, Metro-style train services. Passengers will benefit from a better quality of service with new, reliable trains, staffed stations and 'Oyster' ticketing to ensure consistent fares.

The 'London Overground' brand will join the TfL family as a new orange roundel, featuring on trains, stations and maps, including TfL's world-famous Tube map.



TOP: **An artists impression of how the new Electrostars will look at Canada Water station on the revitalised East London Line.**
ABOVE: **The sparce, high capacity, tube-like interior of the new TfL Class 376 EMUs.**
BELOW: **How the new London Overground (indicated by a double orange line) will interact with existing Tube and Light Rail lines around Stratford from 2010, providing part of the transport system for the 2012 Olympics.**
BOTTOM: **The new London Overground roundel and livery design profile on the new Class 376 EMUs.** *All graphics courtesy of Transport for London*



Birmingham landmark to disappear under city redevelopment

By John Whitehouse

Since 1969, St. Chads Circus, which stands in the shadow of Birmingham Snow Hill station, has been the home of a remarkable mosaic depicting the connection of the Great Western Railway to the city.

The mosaic depicts a number of Great Western locomotives ranging from single-wheelers 'Lord of the Isles' and 'Cobham' to traditional twentieth-century 4-6-0's in the shape of 'Star' No. 2906 and 'Castle' No. 5069 *Isambard Kingdom Brunel* along with general station scenes. The degree of detail and accuracy is breathtaking.

ABOVE & RIGHT: The remains of the mosaic depicting the two Great Western locomotives. Both will be lost with the building of the new road. *John Whitehouse*

In recent years the mosaic has suffered from vandalism and lack of maintenance, with many gaps appearing where the miniature tiles have fallen off. However, it now looks certain to be lost for ever as it is due to disappear under a new road scheme which will require St. Chads Circus, which contained the last pedestrian under-passes, to be filled in to allow for a new junction to be constructed.

It is understood that the area surrounding the mosaic will be packed with polystyrene blocks which will preserve some part of the mosaic, but not protect it from the inevitable ingress of damp. Currently the mosaic is partly covered by soil, which will eventually be removed.

This has got to be one of the most attractive works of street art not only in Birmingham, but also in the country, and to allow it to disappear under a new road scheme does the City of Birmingham little credit, especially as an adjacent mosaic in honour of President Kennedy has been removed.

With the stunning redevelopment of the Moor Street site just across the city centre, surely it is possible for this magnificent tribute to the connection between the city and the Great Western Railway to be preserved for future generations.

Electrification problems hit Anglia Main Line

ABOVE: Freightliner provided Class 66/5 No. 66572 to haul Class 86/6s Nos. 86604 and 86614 on a Felixstowe to Trafford Park intermodal service through the affected area on 2 September. The train is pictured passing Stratford. *Craig Leaper*

The Great Eastern main line out of London Liverpool Street has experienced a number of delays over the past week which have been attributed to problems with the overhead wires.

Problems started on 30 August after a fault was discovered in the overhead lines in Hatfield Peverel. Network Rail say that although investigations are continuing, the early indications are that the problem was caused by a fault with a bridle wire that carries the overhead lines and allows the wires to expand and contract in changing temperatures.

Further problems occurred on 1 September when the wires came down between Ingatestone and Chelmsford, which brought chaos to the evening commuter service. Rail services were replaced by buses until mid-afternoon on 3 September between Chelmsford and Shenfield.

The hunt is on!

The team behind the On Track Plant and Departmentals websites are organising the OTP/DPT Big Hunt 2006, which takes place over this coming weekend, 9/10 September.

The aim is to cover as much of the country as possible over the two days - providing accurate sightings of any on-track plant, departmental rolling stock or internal user vehicles.

The last 'Big Hunt' in 2003 was a great success and the organisers hope that it can be repeated this year.

For further details, visit the dedicated webpage at http://www.ontrackplant.com/hunt2006 (or click this news story.)

If you would like to submit sightings and information over the weekend, but do not have email facilities, you can also send an SMS text message to 07759 136308. Please remember to include your name, location and sighting information.

ABOVE: The scene at Wooton Bassett junction during the engineering blockage as trackwork is replaced. As depicted on our cover this week, EWS Class 66 No. 66209 awaits its next move within the possession. *John Stretton*

Wootton Bassett engineering work completed on time

Following a nine-day blockade of the Great Western main line between Swindon and Bristol, to renew Wootton Bassett junction, the route re-opened as planned on 4 September.

The junction, on the outskirts of Swindon, was closed for nine days from 26 August until 3 September, as part of Network Rail's £750 million project to renew the railway between London Paddington and the West Country and South Wales.

Robbie Burns, Network Rail's Western Route Director, said: "It is a tribute to the hard work and dedication of all parties involved that such a huge project was completed on time and on budget. We appreciate that this was disruptive for passengers, and we thank them for their patience in allowing us to complete this important work."

During the works, 3,200 metres of rail, 15,600 tonnes of ballast and 19 points were renewed across Wootton Bassett, Rushey Platt and at Chipping Sodbury and 32 engineering trains were used during the work.

The final stages of the project involved extensive testing of the new track before the line was handed back.

Sir John Betjeman's birth marked by 'one' Anglia

LEFT: The centenary of Sir John Betjeman's birth was commemorated by 'one' railways at London Liverpool Street on 8 September by naming Class 90 No. 90007 *Sir John Betjeman*. The naming was carried out by the late Sir John Betjeman's son Paul and daughter Candida and the two are pictured (right) with 'one' Managing Director, Dominic Booth. It is appropriate that the naming was at Liverpool Street as this London terminus was among the national landmarks that Sir John fought to preserve. *Brian Morrison*

FGW names one of its 'environmentally friendly' power cars at Bristol

First Great Western helped the Environment Agency celebrate its tenth birthday on 7 September, when one of FGWs latest MTU re-engined power cars was named at Bristol Temple Meads.

Environment Agency Chairman Sir John Harman was been invited to unveil the nameplate by First Great Western Managing Director Alison Forster in recognition of the agency's role in managing the effects of climate change and because of its long connection with Bristol where its HQ is based.

RIGHT: Sir John Harman, Environment Agency Chairman (left) and David Charlesworth from the Agency (who suggested the naming), stand beside the newly unveiled *Environment Agency* nameplate on recently returned to traffic Class 43 powercar No. 43097. *Colin J. Marsden*

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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Transport Minister marks final day with c2c

Transport Minister Derek Twigg visited c2c on 6 September for two events, one to mark the completion of a £1 million programme to improve passenger facilities at Chafford Hundred station and the other at a naming shortly afterwards at Upminster, where Signaller Darren Smith unveiled the name on Class 357 Electrostar No 357213 as *Upminster I.E.C.C.*

Chafford Hundred station was first opened in 1995 to serve the housing development in the area and also to allow visitors to the massive shopping centre at Lakeside to travel there by rail instead of road.

The station proved so popular with both commuters and leisure travellers alike that the small booking office and limited circulating area were no longer suitable. The covered area now provides a much larger sheltered accommodation area, there are now six ticket gates, and new CIS screens have been provided in the booking hall and on the single platform.

These works have been complemented by Thurrock Council, which has completely redesigned and landscaped the station forecourt.

The naming event on the same day was to mark the close working relationship between c2c and Network Rail that in the last 18 months has provided some of the top punctuality figures in the United Kingdom.

The Integrated Electrical Control Centre (I.E.C.C.) at Upminster was opened in 1994 and is the nerve centre that controls all c2c services.

The Network Rail controllers work alongside those of c2c in the centre, ensuring between them that immediate steps are taken to return services to normal should a problem arise. This style of operation has now spread to many other parts of the country, eliminating two controls in separate locations.

TOP: The new revamped exterior to Chafford Hundred station.
ABOVE: The oficial opening on 6 September, of the improved station at Chafford Hundred was carried out by by Rail Minister Derek Twigg.
BELOW: Having named c2c Class 357 Electrostar No 357213 at Upminster on 6 September, Signaller Darren Smith poses beside the nameplate with Rail Minister Derek Twigg, this being his last official duty as Rail Minister, having been promoted to a different department within Government the same day. *All photographs Brian Morrison*

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
9 Sep	Heartland Rail	CR HST	Gloucester-Stonehouse-Stroud-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	ICMM	2xFMR 47	Sheffield-Derby-Chesterfield-Dawlish-Paignton
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
16 Sep	Compass Tours	2xFMR 47	Marple-Romiley -Hyde Central -Guide Bridge -Manchester Victoria -Bolton -Horwich Parkway -Chorley -Settle-Carlisle-Edinburgh-Carlisle-Shap and return
16 Sep	Kingfisher	6201	Ealing Broadway-Abergavenny-Shrewsbury-(Wolves-Ealing Broadway)
16 Sep	Kingfisher	34067	London Victoria-Dover-Folkestone-London Victoria.
16 Sep	Past Time Rail	tbc	Milton keynes-Northampton-Birmingham NS-Plymouth-Par and return
16 Sep	Pathfinder Tours	VT Class 57/3	Worcester FS-Hereford-Abergavenny-Bristol TM-Par-Penzance and return
16 Sep	PMR Tours	6233	(Lincoln-Nottingham -Uttoxter -Stoke on Trent)-Crewe-Holyhead-Crewe-(Lincoln)
16 Sep	RTC	7802	(Leicester-Nuneaton-Birmingham NS-Wolves)-Shrewsbury-Aberystwyth and return
17 Sep	NRM	4771	York-Leeds-Settle & Carlisle-Carlisle (and return)
17 Sep	NRM	4471	York-Leeds-Carlisle (and return)
17 Sep	RTC	7802	(Coventry-Birmingham NS-Wolverhampton)-Shrewsbury-Aberystwyth and return
17 Sep	Vintage Trains	4965	Birmingham Snow Hill-Tyseley-Stratford-Upon-Avon and return 2 trips
19 Sep	The Royal Scotsman	WCRC	Edinburgh-Boat of Garten-Dundee-Edinburgh
20 Sep	Hertfordshire (BP)	2xFMR 47	London KX-Potters Bar-Stevenage-Chesterfield and return
20 Sep	Pathfinder Tours	tbc	Coventry-Birmingham NS-Stourbridge Jct-Kidderminster-Worcester SH-Cheltenham Spa-Bristol Parkway-Bristol TM-Par-Penzance and return
21 Sep	ICMM	2xFMR 47	East Croydon-Redhill-Guildford-Reading-Chester and return
21 Sep	Past Time Rail	34067	London Victoria-Clapham Junction-Barnes-Feltham-Virginia Water-Chertsey-Woking-Guildford-Shalford-Redhill-Purley-Balham-London Victoria
21 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.

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

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

Farewell for Old Dalby?

Plans are afoot to commemorate the demise of the Old Dalby test track with a railtour on 11 November.

Pathfinder will be the operator, and the train will travel the full length of the line from Holwell curve, via the Alstom Test Centre (*to be confirmed*) through to Edwalton at the north terminus of the line.

Ealing Broadway is the start point and routing is via the Midland Main Line picking up at St. Albans, Kettering and Bedford. The added bonus is a trip along the Great Central Railway (North) branch to Rushcliffe Halt, for a short break, and then continuing to Fifty Steps Junction before reversing and heading back to Loughborough.

Main line traction is scheduled for a Class 67, with a Class 60 assisting on the Old Dalby test track. A Class 25 or 56 will cover the assisting role on the GCR (N). For more details contact Pathfinder Tours

Weekend route changes

Several changes have occurred to the itineries of this weekend's advertised railtours.

On 9 September the steam section of the Railway Touring Company's Kings Cross – Scarborough train will terminate at Peterborough on the return, with a diesel completing the journey back to London.

Pathfinder's Liverpool outing will be diverted to run from Shrewsbury via Whitchurch to Crewe, and then directly to Liverpool due to gauging issues at Gobowen on the outward leg. The return is steam hauled as far as Crewe.

Also, Vintage Trains charter to Newport will now start and terminate at Barnt Green, due to the state of the track at Washwood Heath.

ABOVE: Tyseley-based ex-Great Western Railway 'Hall' No. 4953 *Pitchford Hall* was provided to work Vintage Trains 'Shakespeare Express' from Birmingham Snow Hill to Stratford-upon-Avon on 3 September. The locomotive rounds the curve at Hatton North Junction on the outward leg of its second working of the day. *Martin Creese*

The Week Ahead

The forthcoming tours on 16 September offer a mixed bag, with perhaps the highlight being Pathfinder's intention to employ a Virgin Class 57/3 on railtour duty for the first time.

The destination of its 'Virgin Territorial' is Penzance. The First Great Western Class 57/6 variant is a daily sight on the Paddington-Penzance sleeper service, but the charter will bring the first ever visit of a Virgin Class 57/3 into Cornwall.

The tour originates at Worcester Foregate Street and travels via Great Malvern, Hereford and Bristol Temple Meads to Penzance. Options include the Bodmin and Wenford Railway Diesel Gala, the Eden Project or the Lost Gardens of Helegan.

The Settle and Carlisle line and Edinburgh are the attractions of a Compass operation, which sets out from Marple and travels via Manchester Victoria and Bolton. A pair of FM Rail Class 47 locomotives are the booked traction for the train.

A 'Manor' on the Cambrian route is always an event to look forward to and the Railway Touring Company plan to oblige with SVR-based No. 7802 *Bradley Manor* being booked for a return run between Shrewsbury and Aberystwyth. A Great Western engine attacking Talerddig is always something to savour. Leicester is the originating point, picking up en-route to Nuneaton, Birmingham New Street and Wolverhampton.

Also heading in the direction of Wales is Butterley-based LMS Pacific No. 6233 *Duchess of Sutherland*, which will be working a charter between Crewe and Holyhead and return for PMR Tours. Hopefully they will have better luck this time, as when the tour was originally booked to run in June it got no further than the holding sidings in Lincoln due to a fault on the diesel locomotive! The route to Crewe from Lincoln is via Newark, Nottingham and Uttoxeter.

The following day, on 17 September, the National Railway Museum operate to Carlisle from York, picking up at Leeds and travelling via the Settle and Carlisle route both ways. Steam hauled outward, with ex-LNER 'V2' Class No. 4771 *Green Arrow* the advertised traction with the return being diesel hauled. A run of similar train the following week, with the traction roles reversed and hence returning the 'V2' to York.

Earlier, on 14 September, Hertfordshire has a 'Blue Pullman' operation from London Euston to Oxenholme for a trip into the Lake District. The train is likely to continue empty coaching stock to Carlisle. Traction for this tour will be interesting, as electric operation is possible throughout. There is no news of the rehabilitation of Class 86/2 No. 86233 presently still undergoing overhaul at FM Rail's workshops in Derby. As a result, FM Rail have confirmed that motive power for the train will be a GBRf Class 87, bringing a welcome return for the class on a passenger service on the northern stretch of the WCML.

ABOVE: Ex-LMS motive power has dominated the main line steam scene over the past week. 'Jubilee' No. 5690 *Leander* produced a performance to remember on 2 September while heading the nine-coach Vintage Trains 'The Westmorlander' on a return outing from Crewe to Carlisle. The locomotive produced a stunning performance set against the backdrop of appalling weather, particularly on the Fells. On the northbound run, Grayrigg and Shap were breasted at 38mph and 29mph respectively, combined with near even time running between Carnforth and Carlisle resulting in a 17 minute early arrival. On the return, *Leander* again showed a willingness to run fast over the distance, particularly on the southbound ascent to Shap summit. In near monsoon conditions, No. 5690 runs into Carlisle in preparation for the return working. *John Whitehouse*

BELOW: Ian Riley's popular 'Black 5' headed the first leg of a four-day tour from Preston to Fort William on 30 August. The train returned south in two legs on 2/3 September behind WCRC LMS '8F' 2-8-0 No. 48151. Here No. 45407, complete with *The Glasgow Highlander* nameplates and 45157 smokebox numberplate blasts away from a booked stop at Carnforth on the West Coast Main Line. *Terry O' Conner*

SWT names its new Siemens 'Desiro' Class 450 EMU

In an attempt to ease over-crowding on some of South West Trains' busiest routes, the Government agreed that 17 new four-car Class 450 Desiros could be ordered from Siemens to add to the existing fleet of 110 units.

Owned and leased from Angel Trains, the EMUs are being introduced between now and the end of the year and will allow for more 12-car trains at peak times to increase passenger capacity.

Currently Nos. 450111 - 450116 have been delivered, the latter unit arriving in the UK at the end of August. The total cost of the 17 new trains is around £70 million and brings the total number of units maintained by Siemens at its Northam Train Care Depot to 172.

One of the second tranch of units was named at London Waterloo on 4 September, when No. 450114 was unveiled by Transport Minister, Derek Twigg, as *Fairbridge – investing in the future*.

Fairbridge is a charity supported by SWT that provides a head start to young people who live in disadvantaged areas. After the ceremonies, the unit operated a special working, departing at 13.02 non-stop to Basingstoke, carrying youngsters and helpers from Fairbridge, together with representatives from Siemens, Angel Trains, SWT and the press.

ABOVE: The new batch of 17 Class 450 'Desiro' units are identical inside and out to the original order. Here, displaying its newly unveiled name, No. 450114, together with classmate No. 450116 await departure at London Waterloo with the 13.02 non-stop special to Basingstoke. *James Paice*

RIGHT: Shortly after the naming ceremony, representatives of the Fairbridge charity, including youngsters and helpers pose beside their unit with the replica nameplate. *Brian Morrison*

ABOVE: Cotswold Rail-operated Class 47/4 No. 47810 *Porterbrook* passes Harefield loops, Gloucestershire on 5 September, working 12.00 Long Marston - Plymouth Laira stock move. *Matt Turner*

News In Brief

■ Riveria Trains-operated Class 47/4 No. 47848 has been repainted into plain 'Oxford blue' livery by LNWR Crewe, similar to No. 47839 now on hire to DRS. No. 47848 has also gained the nameplates *Titan Star*. The loco was moved to Direct Rail Services at Carlisle by No. 37612 on 6 September. No. 47848 was previously in Virgin Trains colours and named *Severn Valley Railway*.

■ Further deliveries of First Trans-Pennine's Class 185 'Desiro' sets have been made, with No. 185135 arriving at Longsight International on 24 August behind 67014, and No. 185137 being delivered on 4 September by 'Royal' No. 67005 *Queen's Messenger*. No. 185136 was delivered to the UK on 6 September.

■ Another EWS Class 66 has been exported to France, this time No. 66010. The loco arrived at Dollands Moor early on 2 September. It now has a white data panel on the cabside at one end of the locomotive.

Long Marston opens its doors to the public

The Stratford-on-Avon and Broadway Railway Society organised an open day at its site at Long Marston on 3 September.

The event included a trip around the ex-Ministry of Defence complex on board a passenger service, hauled by one of the resident HNRC 0-6-0 diesel shunters.

Due to its previous operations, the Long Marston site remains a secure railway depot and is currently used by a number of train leasing companies to store a wide variety of stock, several of which are pictured here.

Other stock on site also includes several 0-4-0 and 0-6-0 industrial diesel shunters, numerous Mk3 Driving Van Trailers and a wide collection of wagons, including car carriers and tank vehicles. Class 108 DMU Nos. 51909 and 54271 are also stored on site for the Bitton Diesel Group. Both vehicles carry a faded Network SouthEast colour scheme and are eventually destined for the Avon Valley Railway.

TOP: Class 20 No. 20072 is parked among the weeds, joining its classmates Nos. 20016, 20032, 20088, 20215 and 20902. No. 20088 still carries its RFS Grey livery and 2017 number, recalling the days when it was employed on construction trains in the Channel Tunnel.

MIDDLE: A very different sight from its days on the long-distance cross country express workings for Virgin Trains. Buffer fitted No. 43068 is seen parked outside one of the numerous sheds, which still dominate the Long Marston site.

LEFT: Class 87 No. 87033 is shown with classmate Nos. 87014 (left) and 87030 (right) in store. Also on view were Nos. 87003, 87004, 87010, 87013, 87018, 87021 and 87023. *All photographs Mark Sutton*

ABOVE: The sight of a Northern Rail Class 142 DMU at New Cumnock on the Carlisle - Kilmarnock line is not an everyday event, especially when the unit concerned is carrying Merseytravel colours! No. 142057 heads north through New Cumnock on 4 September with an ECS working to Hunslet-Barclay at Kilmarnock. *Stephen Summers*

BELOW: On 5 September, DRS Class 37/6 No. 37607 leads a Wrexham General - Bidston test train at Upton. On the rear was classmate No. 37611. Loco-hauled services on this route are extremely rare. *Fred Kerr*

Southern Power on tour!

ABOVE: The recent relivery of Class 73/2 No. 73208 *Kirsten* into BR Blue colour scheme is shown to good advantage in this photograph of the locomotive, paired with GB Railfreight-liveried Class 73/2 No. 73206 *Lisa*, at Clapham Junction on 4 September. *James Plaice*

BELOW: An unusual sight at London King's Cross on 2 September, was the appearance of Class 33 No. 33025. The locomotive, resplendent in WCR maroon livery was used to haul the ECS of the Scarborough bound 'Blue Pullman' into King's Cross. The train locomotive was FM Rail Class 47/7 No. 47712. *Andy Patten*

ABOVE: **On 31 August, LMS 'Black 5' 4-6-0 No. 45231 *The Sherwood Forester* heads Steam Dreams' 08.53 London Victoria - Bristol charter, seen passing Chapmansford Farm near Whitchurch.** *Ken Brunt*

BELOW: **A couple of hundred miles further north on the same day Ian Riley's 'Black 5' No. 45407, partially disguised as No. 45157 *The Glasgow Highlander*, climbs alongside the M6 motorway in Cumbra as it attacks Beattock Bank with the first leg of a four-day tour from Preston to Fort William and Mallaig, which returned south on 3 September behind LMS '8F' 2-8-0 No. 48151.** *Peter Kellett*

LMS Steam Supreme

East Lancashire Diesel Gala

ABOVE: The East Lancashire Railway held another of its popular diesel events on 1-3 September. The stars of the show were visiting Class 26 No. 26024 from the Bo'ness & Kinneil Railway, the now resident Class 55 No. 55022 *Royal Scots Grey* and Loadhaul-liveried Class 56 No. 56003. The latter is pictured on 'Visitors Day', 1 September, powering the 16.05 Rawtenstall - Heywood service past Townsend Fold signal box. *Ian Tunstall*

BELOW: Appearing fresh from its main line test run from Barrow Hill to Newcastle, which it passed successfully, Class 55 'Deltic' No. 55022 *Royal Scots Grey* powers out of Ramsbottom on the 15.45 Bury - Rawtenstall service on 3 September! *Gary Sparks*

City of Truro north of the border!

ABOVE: The National Railway Museum's ex-GWR 'City' 4-4-0 No. 3440 *City of Truro* is continuing its tour of the UK's heritage railways and has spent most of August in Scotland on the Strathspey Railway at Aviemore. On 29 August, an additional service was run with No. 3440 *City of Truro* that was not timetabled, a 16.20 departure from Broomhill for Boat of Garten. The GWR ventern passes near the village of Drummuillie.

BELOW: Earlier on the same day, *City of Truro* heads for Aviemore with a scheduled service, pictured just south of Boat of Garten. With the maroon coaches and telegraph poles, the setting suggestions a pre-war Great Western branch line in the height of summer! *Both: Cyril Lofthus*

GCR Autumn Steam Gala line up announced

The Great Central Railway in Leicestershire has announced the provisional locomotive line up for its Autumn Steam Gala.

The gala weekend will be held over 7/8 October and star attraction will be ex-Southern Railway Merchant Navy Pacific No. 35005 *Canadian Pacific*. Also in steam should be ex-LMS 'Black 5' No. 45305 and 8F No. 48305, ex-GWR 'Large Prairie' No. 4141 and BR Standard 2MT 2-6-0 No. 78019.

It was hoped that the gala weekend would see the return to steam of the National Collection's ex-LNER 'O4' 2-8-0 No. 63601. Unfortunately, work on the retubing of the locomotive will not be completed in time.

The line plan to truly recreate the heyday of the main line steam railway, with postal drops and freight trains appearing as part of the timetable, in addition to a frequent passenger service. There will also be the opportunity for visitors to drive one of the locomotives.

A new attraction for this year is a Saturday evening twilight steam cameo at Quorn and Woodhouse station. Around 19.00 there will be an intensive service of trains passing through the station and shunting in the yard. This will be a narrated show complete with atmosphere of levers and bells in the signalbox!

Nene Valley gala weekend

The Nene Valley Railway is holding a steam gala weekend over 9/10 September.

Joining the resident fleet of ex-BR Standard 5MT No. 73050 *City of Peterborough*, ex-LNER B1 No. 1306 *Mayflower* and industrial 0-6-0T No. 1800, will be ex-Great Western Pannier tank No. 9466 which will be on the railway purely for the gala weekend.

An intensive timetable of passenger services will be in operation, which will also feature double-heading of No. 73050 *City of Peterborough* and No. 1306 *Mayflower*.

In addition a goods train will be in operation and both the B1 and Pannier tank will be turned on Wansford turntable twice each day.

A timetable for the event is available from the railway's website or by clicking this news story.

ABOVE: The new look to the Middleton Railway-based Wickham Railbus No. 999507. Following a number of months in variations of green livery, the vehicle has returned to carrying its Departmental colours of blue and orange, as *Laboratory 20*. *Graham Parkin*

Wickham Railbus back in RTC livery

The ex-Research Department Wickham Railbus No. D999507 has been repainted following its extended visit to the Llangollen Railway earlier in the year.

The vehicle, which is based at the Middleton Railway in Leeds is now carrying the blue and orange colours of BR's Research Department and will make its public debut later this month.

It was built in 1958 as an 'add-on' order to the five passenger Wickham Railbus' built by D. Wickham & Co in Hertfordshire. This railbus however was never in passenger service, having been built as a dedicated Department vehicle for the British Transport Commission Research and Development Engineers and originally known as the 'Elliott Track Recording Coach'. After nearly 40 years of use with what was then British Rail Research based at Derby, the vehicle was withdrawn on the Old Dalby Test Track and sold for preservation.

Six years after moving to the East Lancashire Railway it was purchased privately and moved to the Middleton Railway.

No. D999507 is due to return to service on the Middleton Railway, in its new guise on 30 September, and will be operating trains from Moor Road station every 40 minutes between 13.00 and 16.20. In addition, a Railbus service using the Wickham will operate on the Middleton Railway on 7, 14 and 21 October plus 4, 18 and 25 November with trains departing from Moor Road between 13.00 and 16.20 as required.

Stock damaged at Oswestry

The Cambrian Railway Society based at Oswestry in Shropshire has had two items of rolling stock damaged in an arson attack.

The incident occurred on 30 August during the late evening when a fire was started on board the society's Mk1 BSK No. 35342. The coach was undergoing restoration for use when the society commence passenger operations on the Nantmawr branch.

Also damaged in the incident was Mk2 BFK No. 14123.

The society's website advises that police have arrested two youths in connection with their enquiries into the incident.

Super Power for WHR

The Welsh Highland Railway is to host a Super Power weekend on 8/9 September.

The event will allow visitors to see the progress being made on extending the railway south from Rhyd-Ddu to Beddgelert and onwards to Porthmadog.

The Ffestiniog Railway's England 0-4-0STT *Palmerston* will be making its first visit to the reopened line during the gala event, it having previously been hired to the North Wales Narrow Gauge Railway in the 1870s for use on construction traffic.

When the FR took over the WHR in the 1920s, the locomotive once again saw use between Porthmadog and Dinas. To recreate the early days, *Palmerston* will be used to power a demonstration construction train southwards from Rhyd-Ddu to the current end of the line at Pont Cae'r Gors.

A photographers shuttle bus will run between Rhyd Ddu, Pitts Head and Pont Cae'r Gors during the weekend, the latter two locations offering vantage points on the extension traffic.

Elsewhere a frequent passenger service will operate between Caernarfon, Dinas and Rhyd-Ddu, powered by the line's resident Beyer-Garratt locomotives and featuring some 'mixed' trains.

At Dinas, visitors will also have the opportuntity to 'Drive-a-Diesel' in the form of *Conway Castle*.

For those of a more energetic nature, there is also a guided walk from Cwm Pennant to Rhyd Ddu via the Gorseddau quarries and Beddgelert Forest!

For further information on the event, click here.

Welshpool's *Orion* heads back to work in Finland

The Welshpool & Llanfair Light Railway has announced that agreement has been reached for one of its locomotives to be returned to its original line.

The railway's No. 15 *Orion*, built in 1948, was constructed and operated in Finland until no longer required. It was shipped to the UK in 1972 and finally purchased by the Welshpool & Llanfair Light Railway in 1983. A major rebuild and overhaul then followed and the locomotive finally entered traffic on the Welsh line in 2000.

An understanding has now been reached with officials from the Jokioisten Museorautatie (Jokioisten Museum Railway) to return the locomotive to its original line in Finland before the end of September.

Additionally, the railway has awarded the Ffestiniog Railway at Porthmadog a contract to construct a replica 'All-Third' coach to complement the composite vehicle already in service. The carriage, which will be built at the FR's Boston Lodge Works, will be delivered in matching GWR livery and should be completed in time to appear at the W&LLR's 2007 Steam Gala.

ABOVE: The 1948-built Tubize 2-6-2T No. 15 *Orion* is to be returned to its original line before the end of the current operating season. Here the locomotive arrives at Sylfaen with a Welshpool bound train.

BELOW: The newly commissioned 'All-Third' replica coach will compliment this replica W&L composite vehicle, built by the Ffestiniog Railway and delivered to Welshpool in June 2004, entering traffic in September that year. *Both: Eddie Bellass*

ABOVE: In Issue 51 of *Railway Herald* it was reported that West Country Pacific No. 34007 *Wadebridge* had successfully passed its boiler test on the Bodmin & Wenford Railway and is now only weeks away from returning to traffic. Here 350hp Class 08 No. D3452 shunts *Wadebridge* out of the shed in early September. There are still numerous tasks remaining to be completed on the locomotive, including the completion of its streamlined casing. *Sam Felce*

RIGHT: The East Lancashire Railway has taken delivery of an Irish 'Thumper' vehicle, which is to be used for spares to support the line's Class 207 DEMU set. Here No. 8099 is pictured on 3 September stabled just south of Bury Bolton Street station on a short stretch of 5' 3" gauge track! *Fred Kerr*

New association for Welsh Highland Railway

The Welsh Highland Railway Ltd., Cymdeithas Rheilffordd Eryri (The Welsh Highland Railway Society), and The Welsh Highland Railway Heritage Group have announced the launch of an association of all three bodies.

The Association (WHRA) will aim to promote greater understanding and co-operation with all interested parties at this pivotal moment in the railways' long history. Major developments are currently in progress, which not only include the reopening of the remainder of the line by 2009, but also a new combined WHR/FR museum initiative.

The agreed objective of the Association is:.- "The promotion and development of all matters relating to the Welsh Highland Railways - past, present and future - through co-operative endeavour".

● Progress on the rebuilding of the historic 25-mile long narrow gauge line is proceeding well. Tracklaying towards Beddgelert is progressing and the flat-crossing with Network Rail, probably a unique feature on any UK heritage railway, is to be installed during an engineering possession in October this year.

ABOVE: The Chinnor & Princes Risborough Railway's Class 31 No. D5581 was in action on the railway during the line's gala weekend on 3 September. Here the locomotive slows for the railway crossing east of Bledlow as it returns to Chinnor with an early afternoon service. *Chris Holt*