ISSN 1751-8091

The Railway Herald

15 September 2006 Issue 53

The complimentary UK railway journal for the railway enthusiast

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The Railway Herald
Issue 53

Front Cover

As reported in this issue, the Gloucestershire Warwickshire Railway held another of its popular diesel events over the period 8-10 September. One of its resident locomotives, Class 37/3 No. 37324 *Clydebridge*, passes the site of Hailes Abbey Halt on 10 September. *Phil Wright*

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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.

Publication

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

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

Silverlink unveils its first refurbished Class 150

ABOVE: **Unit No. 150131 *Leslie Crabbe* is the first of the Silverlink fleet of Class 150/1 'Sprinters' to have received a major mechanical and electrical overhaul and a repaint at Wabtec, Doncaster, while the interior has been refurbished locally at East Ham Depot. The pristine unit stands at Upper Holloway on 15 September, on a special for media and stakeholders as the 12.33 from Gospel Oak to Barking. The previous mauve upper portion of the livery is now more blue, akin to the colour of Transport for London.**

RIGHT: **The new look interior to the units.**
Both: Brian Morrison

BELOW: **'Royal' Class 67 No. 67006 *Royal Sovereign* hauls Class 37/4 No. 37422 *Richard Trevithick* and Class 66 No. 66065, together with two EWS charter-liveried Mk2 coaches through West Ealing on 13 September. See Rolling Stock News for the full story on the movement.** *Chris Holt*

Station Announcement ■ Station Announcement ■ Station Announcement

To allow *Railway Herald* to provide immediate coverage of the *planned* non-stop record time run by a Virgin Pendolino Class 390 from Glasgow Central to London Euston on 22 September, Issue 54 will be published on SATURDAY 23 September. Apologies for any inconvenience and disapointment caused by its late arrival!

CTRL milestone reached as Ebbsfleet International is completed

London & Continental Railways (LCR) marked the completion of major construction work at Ebbsfleet station near Dartford in North Kent on 12 September as the new station was previewed to the railway media and stakeholders.

Despite the completion of work, the new CTRL2 station, which will be called Ebbsfleet International, will not see any passengers until Eurostar services are transferred from Waterloo International to St Pancras International in late 2007 and the high-speed Javelin trains are not due to use the platforms until 2009.

Although the station design is similar in appearance to Stratford International, its layout is completely different. It has six platforms, two for international Eurostars and four to be used for the Javelin domestic services to be run by Govia as an add-on to the Southeastern franchise. The layout is fairly unique however, as the Eurostar platforms and two Javelin platforms form part of the station complex, while the remaining two Javelin platforms are located on the viaduct which runs across the station, over other four tracks. These latter two will be used for Javelin's on the North Kent line.

A reasonable percentage of Eurostar passengers who now use Ashford International will find Ebbsfleet nearer to them and the car parking facilities will be far greater, allowing space for 9,000 vehicles. On this basis, fewer trains using the Channel Tunnel will stop at Ashford and those that do will be for Paris only, any travellers for Brussels having to change at Lille or use the new Ebbsfleet station.

Current indications are that Ebbsfleet International will have 11 Eurostars calling there in each direction on weekdays and use of the station is expected to be high as it is in close proximity to and gives easy access from the M25, M20 and M2 Motorways and also the A2 trunk road, Dartford Crossing and the Bluewater shopping centre. However, the station will not be solely focussed on the car with on site connections to the local Fastrack bus service.

The new station is situated close to Northfleet and Swanscombe stations and within a short distance of both Dartford and Gravesend. The 9,000 acres of land surrounding Ebbsfleet station are to be developed and work in this respect has already begun.

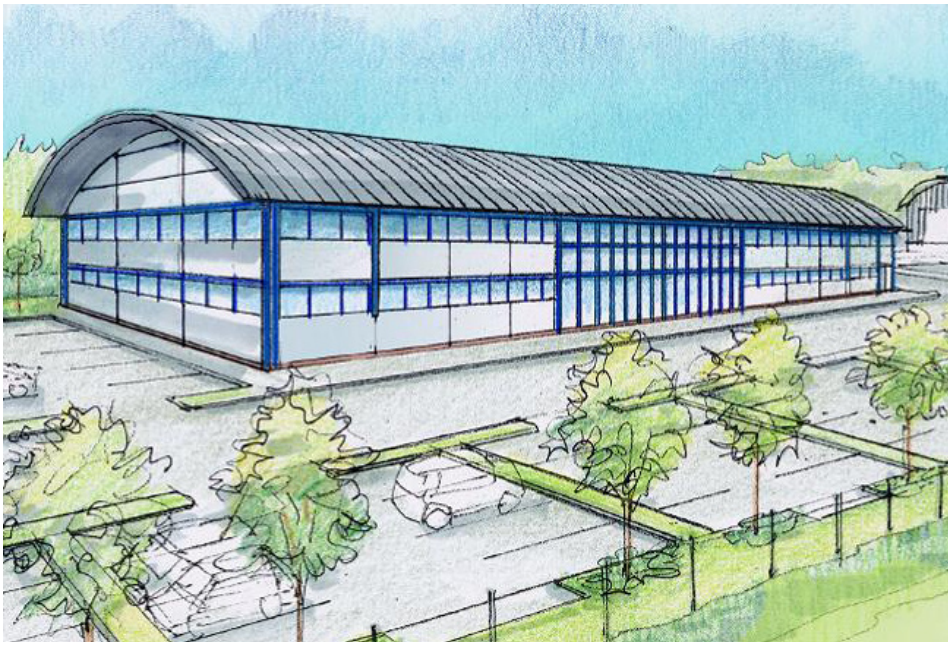
Some 10,000 homes are to be constructed, together with business and leisure facilities and the first people to move in could be there well in advance of the forthcoming train services.

The new high speed rail line remains on schedule and on budget to open for Eurostar international services, travelling at speeds of up to 186 mph from autumn 2007 and high speed domestic 'bullet train' commuter services travelling at speeds of up to 140 mph from 2009. During the London Olympic and Paralympic games in 2012, Ebbsfleet International will be a major 'park and ride' hub with ample parking space.

TOP: The new modern looking station building, below which are the two international and two domestic platforms.
ABOVE: The view of Ebbsfleet International platforms from reception area windows, showing the North Kent line viaduct crossing. The two Javelin North Kent platforms are off camera to the right.

LEFT: A view of the new reception hall at Ebbsfleet International. The hall is situated above the platforms and escalators provide easy access to the trains. *All: Brian Morrison*

£200 million signalling and maintenance project for Glasgow area



A multi-million pound investment by Network Rail is to fund a major facelift of one of Glasgow's most visible derelict sites.

Network Rail will invest in a new signalling centre to serve the west of Scotland, renewing the existing 45-year-old system and relocating staff to custom-built 21st century facilities.

The company will also build a new depot for the 450 maintenance staff who work around the clock to keep the railway running smoothly. The new 'state of the art' accommodation will replace a range of facilities that Network Rail inherited from maintenance companies when it brought its maintenance operation in-house two year ago.

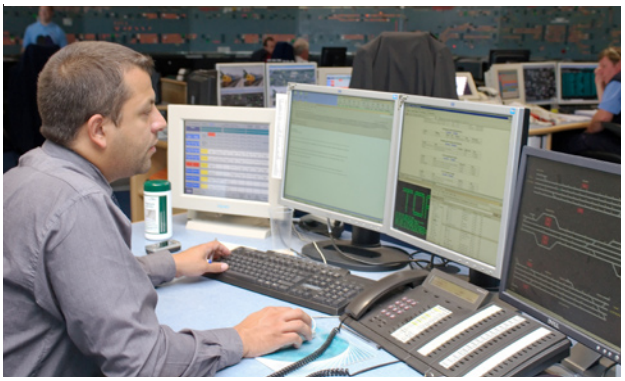
The £200 million project involves £180 million to replace the existing signalling system serving the west of Scotland, £12 million for a new 'state of the art' signalling centre at Cowlairs and the construction of a new modern maintenance depot at Cowlairs at a cost of £8 million.

Refurbished signalling centre officially opened at King's Cross

Network Rail has invested £3 million in extending and refurbishing King's Cross Power Signal Box.

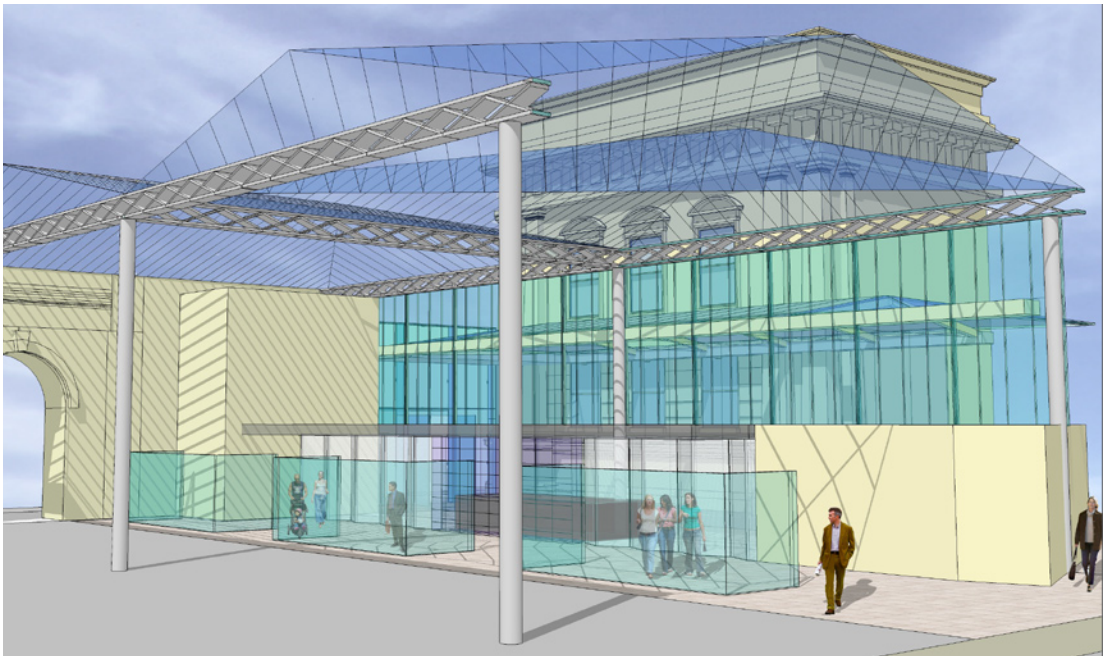
The project will allow Network Rail's signalling staff and First Capital Connect's controllers to be co-located in the same room, allowing them to further combine their efforts in delivering good performance and a safe and reliable railway.

Work on the signal box began in November last year and the project has been completed on time and on budget. The extended signal box now boasts a new fully-equipped incident room together with state-of-the-art telecommunication equipment. The work, which was planned and carried out around the live signalling environment, is continuing to gradually replace the existing signalling panels.



ABOVE: Network Rail signaller Patricia Brown is pictured in front of the signalling panel in London King's Cross Power Signal Box. As part of the work, the existing panels on the schematic diagram are gradually being replaced.
LEFT: First Capital Connect Customer Information Assistant Manager Adam King keeps an eye on the progress of services and railway operations in general. *Both: Chris Nevard*

RIGHT: Direct Rail Services operated one of the first known trials of a 'topped and tailed' flask working on 15 September from Sellafield to Heysham Power Station. The train, which utilised Class 37s Nos. 37194 and 37087 is pictured awaiting the road north at Carnforth Loops with the return service. *Terry O' Connor*



Major improvements by GNER for Newcastle Central

Great North Eastern Railway (GNER) has announced a £2.4 million improvement scheme which will transform facilities for passengers at Newcastle Central station.

Work will start later this month, with completion due in January 2007.

Extensive new retail and leisure facilities will form the centrepiece of the development, while a new entry point will be created to serve the fast-growing area to the west of the station.

Much of the reconstruction work will be focussed on the west end of the station, restoring accommodation which has remained empty for many years. Railway staff offices also based in the development area will be relocated to upper floors.

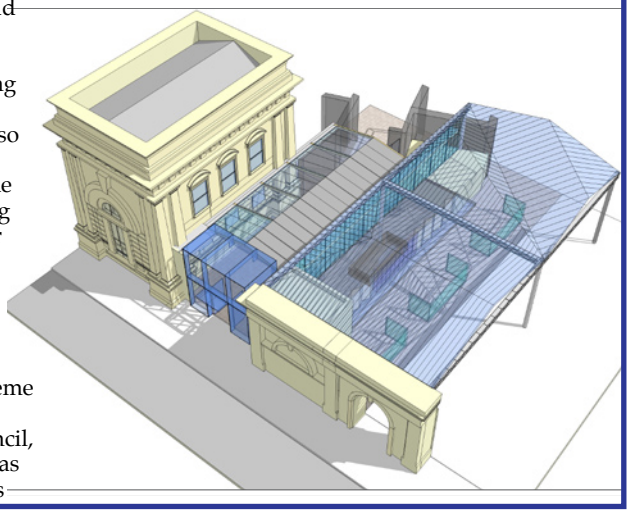
A new entrance from Neville Street, to the west of the existing station portico will lead into an attractive glazed arcade. A total of 11 retail units, facing both Neville Street on the outside of the station and the main concourse on the inside, will add substantially to the range and quality of shopping and catering on offer.

New toilets will also be provided on the main concourse of the station, while existing toilets and passenger waiting rooms on platforms 3 and 4 will be upgraded.

Special listed building planning approval for the scheme has been granted by Newcastle City Council, after the authority was satisfied that GNER's plans would sensitively preserve the best architectural features of the station.

The station was designed in 1845 for the York, Newcastle and Berwick Railway Company by the eminent North East architect John Dobson, and was opened on 29 August 1850 by Queen Victoria.

ABOVE: An artist's impressions of the new development at Newcastle Central, showing the new glazed canopy at the west end of the station.
BELOW: An aerial view of the new glazed arcade and entrance from Neville Street ***Both: Network Rail***



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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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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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Speed change for 'Thunderbirds'

Passengers on the East Coast Main Line will benefit from shorter delays if trains break down or become disabled, thanks to an initiative from Great North Eastern Railway.

The East Coast train operator has successfully changed the rail industry's rules to allow its four leased EWS Class 67 rescue locomotives to run at up to 100mph to reach any trains that might either break down or be disabled.

For the past 40 years, light engine movements with a single locomotive were limited to maximum running speeds of 75mph.

The work by GNER to change the rulebook and obtain the necessary safety certificates has been assisted by Network Rail and ESG, the independent technical consultancy arm of EWS.

Suspected arson attack brings disruption

Train services to Manchester Victoria from the east side of the city were disrupted on 14 September following what appears to be an arson attack in the Miles Platting area the previous night.

At approximately 22.30 on 13 September, a relay room housing electronic equipment for the signalling at Miles Platting Junction was set on fire and virtually destroyed. Network Rail engineers were soon on site, but initial estimates are that the work to repair the extensive damage could take up to two weeks.

In the meantime, a special timetable has had to be introduced by train operator Northern, resulting in a half hourly service calling at all stations between Manchester Victoria and Rochdale, via Shaw, and a reduced service is in operation on the Calder Valley line between Halifax and Manchester Victoria via Todmorden, Littleborough and Rochdale. Additionally an hourly service is operating from Huddersfield to Ashton-under-Lyne that will connect into a bus replacement service into Manchester Victoria.

British Transport Police are investigating the incident and anyone with information should contact 0800 40 50 40 or Crimestoppers on 0800 555 111.

ABOVE: On reopening day 11 September 2009, a Waterloo & City line service for Waterloo departs from Bank with Driving Car No 65501 on the rear. Note the new raised portion of the platforn for wheelchair users and the like, to board the train directly. *Brian Morrison*

Waterloo & City line reopens to passengers after extended closure

The Waterloo & City line reopened on 11 September after a £40 million major upgrade by Metronet Rail, delivering faster journey times, a more reliable service and, ultimately, more passenger capacity.

The entire railway environment on the 108-year-old line, from journey times to station facilities, has been greatly enhanced for passengers providing quicker journey times, a smoother ride, refurbished trains and smarter Bank & Waterloo stations.

A new service control system, to be commissioned early next year, will allow five trains to operate instead of four, further improving the timetable and delivering in total 20-25% more rush hour trains.

Stephen Hall, Chief Programmes Officer for Metronet, said: "Passengers today clearly appreciated the quality of what we have delivered. The station platforms are significantly better and the trains are vastly improved. The ride before was jolting and is now smooth and journeys are more reliable. Speed restrictions have been removed and from early next year rush-hour capacity will be increased by up to 25%.

"The upgrade has been a complex project, completed within a challenging timescale. The task was made harder by the fact that the line is physically isolated from the rest of the Underground – most materials and equipment could only be lifted in and out of the underground depot. In total, there were 14,000 separate crane lifts."

Metronet and its principal contractor Balfour Beatty Rail has renewed all the tunnelled track between the two stations, replacing wooden sleepers with concrete and old rail with new. A huge amount of work has gone into its design to ensure the best ride possible within the constraints of the 108-year-old tunnels. Coupled with the concrete sleepers is a new track drainage system, which together will reduce signal failures from the water that seeps in.

The signal equipment rooms have also been refitted, together with modified trackside signalling equipment and the installation of a new service control system will allow all five trains to operate instead of four. This is expected to deliver an improvement in capacity when the system is commissioned, early next year.

As previously reported in *Railway Herald*, the trains have been reliveried into the Underground's distinctive red, white and blue and seats reupholstered as part of the refurbishment. CCTV cameras have also been fitted throughout.

Station platforms have been provided with a higher quality surface and new electronic display boards have been installed at Bank to end the frustration of not knowing from which platform the next train will depart.

Unbelievably, engineers disposed of 3,806 tonnes of spoil and over 2,500 timber sleepers!

Ground penetrating radar used for embankment investigations

Metronet Rail has introduced ground penetrating radar to investigate embankments and cuttings.

The technology was first used on the London Underground in two trials on 10 June and 5 August when specialist rail geophysical company Zetica Ltd undertook surveys for Metronet between Chalfont & Latimer and Chesham stations on the Metropolitan line.

The radar antennae are fitted to a track trolley and send radio waves into the ballast. Readings from the reflected signal provide indications as to the thickness of the ballast and the underlying soils. Areas where the ballast or underlying materials are unusually thick may indicate historical settlement of the track.

Ground penetrating radar (GPR) technology has been used extensively by Network Rail and rail companies internationally. The introduction of GPR to the Tube network reinforces Metronet's commitment to bringing new and innovative solutions to the Underground.

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
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	30777	York-Leeds-Settle & Carlisle-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 (two 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
23 Sep	Compass Tours	2xFMR 47	Layton-Poulton le Fylde-Preston-Bamber Bridge-Cherry Tree-Blackburn-Whalley-Clitheroe -Settle -Carlisle-Edinburgh and return
23 Sep	Heartland Rail	tbc	Codsall-Albrighton-Telford Central-Wellington-Church Stretton-Ludlow-Hereford-Filton Abbeywood -Bristol TM -Par-St. Austell-Penzance and return
23 Sep	Hertfordshire	tbc	Darlington-Northallerton-Leyburn-Redmire and return
23 Sep	Hertfordshire (BP)	2xFMR 47	London KX-Potters Bar-Stevenage-Darlington and return
23 Sep	Kingfisher	71000	(Birmingham International-Chester)- Carnforth-Appleby-Hellifield and (return)
23 Sep	Past Time Rail	76079	Darlington (am)- Dinsdale-Eaglescliffe-Stillington-Newcastle and return via ECML
23 Sep	Past Time Rail	76079	Darlington (pm)-Dinsdale-Eaglescliffe-Middlesborough-Crag Hall and return
23 Sep	RTC	30777	London Cannon Street-Bognor Regis-Littlehampton-London Waterloo
23 Sep	SRPS	55022	Linlithgow-Edinburgh-Kirkcaldy-Perth-Inverness-Elgin-Aberdeen-Dundee-Edinburgh
23 Sep	St. James Daytripper	48151	Preston-Bamber Bridger-Blackburn-Rose Grove-Burnley-York and return
23 Sep	Steamy Affairs	tbc	Colchester-Chelmsford-Shenfield-Stratford-Peterborough-York-Keighley and return
23 Sep	TBC	60009	London KX-Darlington and return
24 Sep	Hertfordshire	tbc	Darlington-Northallerton-Leyburn-Redmire and return
24 Sep	NRM	30778	(York-Leeds-Settle & Carlisle -) Carlisle and return
24 Sep	Past Time Rail	76079	Darlington-Thornaby-Middlesborough-Battersby (rev)-Middlesborough-Saltburn-Middlesborough-Hartlepool-Darlington. (Top and tail with Class 66)
24 Sep	Past Time Rail	76079	Darlington-Shildon and return (top and tail Class 66, steam hauled on return).
24 Sep	Vintage Trains	4965	Birmingham Snow Hill-Tyseley-Stratford-Upon-Avon and return (two trips)
25 Sep	The Royal Scotsman	WCRC	Edinburgh-Dundee-Stirling-Edinburgh
26 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.

Changes announced to Darlington Rail Festival shuttles

FM Rail has announced that "due to a breakdown of negotiations with Cleveland Potash Limited" its planned trips along the scenic branch line to Boulby will not now take place.

Instead, there will be a single trip on both days of the Festival, which is to be held on 23/24 September from Darlington to Redmire on the Wensleydale Railway. Trains, which are expected to be Class 31 hauled, will depart from Darlington at 13.15, arriving back at 17.35 each day, with a standard return fare from Darlington of £15 (£10 juniors).

Passengers on the 'Blue Pullman' working from King's Cross on 23 September also have the option of booking a Redmire add-on.

The Past Time Rail charters with BR Standard Class 4 No. 76079 remain unchanged (see preview).

Scottish Steam Charter 2006

The past few years have seen a number of steam photographic charters take place in Scotland featuring both the West Highland line and the Mallaig Extension, organised by two parties.

This years two-day event is planned for 7/8 October and will utilise ex-LNER K1 No. 62005, masquerading as K1 No. 62034, togther with a five-coach train between Fort William and Mallaig.

The cost is £60 per day. For further information and a booking form send a sae to K1 Scottish Charters, c/o 38 High Street, Snainton, Scarborough, North Yorkshire, YO13 9AE or email johnny2cameras@aol.com

BELOW: The old and new forms of express passenger traction contrast on the Great Western main line as *King Edward I* parallels one of First Great Western's Alstom-built Class 180 'Adelantes'. On 9 September, ex-GWR King No. 6024 *King Edward I* passes Iver on the Great Western main line with a 'Northern Belle' charter from London Paddington to Bristol Temple Meads. On the rear was 'Royal' Class 67 No. 67005 *Queen's Messenger*. *Chris Holt*

The Week Ahead

On 23 September, the passing of an institution is saluted, with the final 'St. James Day-Tripper'.

The company's first tour was in 1987 in aid of St James' Church in Blackburn and its tours have covered 19,270 miles, carried over 20,000 passengers and donated over £120,000 to charity. But now the harsh economics of running railtours has come home to roost, and it has been decided that enough is enough.

The final offering will originate well and truly on its 'own patch' with Stanier Class 8F No. 48151 operating from Preston to York and back, picking up at local East Lancashire stations and travelling via Copy Pit. The good news is that the train is a sell-out.

However, as one bows out another returns, with the SRPS tour setting out from Linlithgow, providing the inaugural main line charter for Class 55 'Deltic' No. 55022 *Royal Scots Grey*. The trip picks up at Edinburgh before heading north over the Highland main line to Inverness. Here the train reverses to run to Aberdeen via Elgin, before the long awaited return of a 'Deltic' to the classic Aberdeen – Edinburgh route via Dundee.

In addition to the Hertfordshire trips to Redmire, running in conjunction with the Darlington Rail Festival (see separate story), Past Time Rail (PTR) has steam operations in the area. On 23 September BR Standard Class 4 No. 76079 is used from Darlington to Newcastle via Stockton (outwards) and Durham, followed by an afternoon train along the coast route via Redcar to Crag Hall. The following day PTR go to Shildon, Battersby and Hartlepool, again with No. 76079 and a diesel in 'top and tail' mode.

The A1 Locomotive Society finally hopes to run an 'A4' from King's Cross to Darlington and back; last years trip utilised No. 6233 *Duchess of Sutherland*, and this year the society were thwarted by the lineside fire-risk ban. But now all looks well for No. 60009 *Union of South Africa* to take charge on the classic LNER racing ground. Participants should have the opportunity to view the progress on the construction of replica A1 No. 60163 *Tornado*, the boiler for which has recently been completed and shipped from Germany.

Elsewhere, The Railway Touring Company has Battle of Britain Class Pacific No. 34067 *Tangmere* operating out of London Victoria to Bognor Regis and Littlehampton and on 24 September the NRM has ex-SR No. 30777 *Sir Lamiel* working south from Carlisle to York, via the S&C.

Class 47's have a good weekend of action with a Cotswold pair being used on Heartland's proposed Codsall to Penzance trip via the Welsh Marches, while Compass Tours will employ a pair of FM Rail 47's for its Layton to Edinburgh via the Settle & Carlisle.

Don't miss these great trips!

DARLINGTON TO REDMIRE SHUTTLES

Saturday 23 and Sunday 24 September

In conjunction with the eagerly awaited Darlington Community Rail Festival, special trains will depart from Darlington at around 13.15 running via Northallerton (reverse), Castle Hills Junction (reverse) and along the very little used branch to Leeming Bar, thence via the scenic Wensleydale Railway to Redmire and back, reaching Darlington around 17.35. Class 31 locos are expected (top and tail).

The Standard fare is an exceptional £15 return (Junior under 16: £10). Places are available for both the Saturday and Sunday trips

DON'T MISS THIS RARE CHANCE TO TRAVEL RIGHT THROUGH FROM THE NATIONAL NETWORK TO REDMIRE - BRING YOUR FRIENDS!

Special 'Blue Pullman plus Redmire' package (Saturday only): travel from London King's Cross (08.18, back 21.35), Potters Bar and Stevenage on the Blue Pullman (GBRf Class 87 expected) with breakfast out and a four course dinner back, plus the Redmire shuttle: £115 (£440 for a party of four).

Finalised timings will be posted on **www.traintrips.co.uk** as soon as they are received from Network Rail. Advance booking is recommended but any unbooked seats will be available for sale on the day - please call us on **01438 718125** on Friday to check (our phones are answered 09.00 to 17.00, Monday to Friday).

All of us at Hertfordshire Rail Tours and FM Rail wish the Darlington Community Rail Festival every success and we look forward to seeing you all on the Redmire shuttles!

Hertfordshire Rail Tours

PO Box 350, Welwyn, AL6 0WG

Forthcoming operational changes

Kingfishers' 'Cumbrian Mountain Dalesman' booked for 23 September, featuring No. 71000 *Duke of Gloucester* from Carnforth to Hellifield has been postponed until 28 October, due to engineering works on the West Coast Main Line. The train is scheduled to originate at Birmingham International. Past Time Rail's 'The Downsman' booked to run two days earlier on 21 September is cancelled.

BELOW: On 9 September, LMS Pacific No. 6233 *Duchess of Sutherland* was used on a London King's Cross - Scarborough charter. On the outward run, complete with 'Royal Scot' headboard, the locomotive storms through Cromwell, north of Newark. *Steve Philpott*

ABOVE: Direct Rail Services Class 66/4 No. 66407, currently on hire to Freightliner Heavy Haul (FLHH), stands at Taunton on 8 September with a Westbury - Highbridge service. This was FLHH's first engineering train in the South West, with the exception of departmental trains for Fairwater yard. *Brian Garrett*

News In Brief

■ Class 66 No. 66042, fresh out of the 'French pool', was called to the rescue of Class 92 No. 92039 at Nuneaton on 11 September when the electric loco was subject to a software failure. Having blocked Platform 5 at Nuneaton for almost three hours, the train headed south behind the Class 66.

■ A long-term member of the stored Class 37 fleet at Toton, No. 37422 was finally moved south on 13 September. The locomotive that was through-piped was moved to Old Oak Common by Class 67 No. 67006 *Royal Sovereign*. Also in the consist to provide through-braking was Class 66 No. 66065. It is understood that the loco will shortly move to Eastleigh.

Could HSTs be used for additional King's Lynn services?

Industry sources have suggested that HSTs could be operating to King's Lynn in the not too distant future.

Railway Herald understands that a lack of current capacity in the overhead wires on the King's Lynn route coupled with a desire by First Captial Connect (FCC) to expand its King's Cross - King's Lynn services, could see the company turn to HST sets.

If the overhead wires issue does prove to be a constraining factor in increasing the service, then dieselisation would be the other realistic opportunity.

Sources have told *Railway Herald* that if the agreement were to go forward then two HST sets would be leased, probably from Midland Mainline, to operate the additional trains.

As most services operate with Class 365 EMUs either singularly or in pairs, logic would dictate that the the HST sets would be used on the busiest trains releasing possibly four Class 365s for maintenance or strengthening other services.

The addition of HSTs on the King's Lynn trains would also allow FCC to make use of their 125mph maximum speed between London and Hitchin, where King's Lynn trains branch away from the ECML, allowing limited stop services to use the fast lines.

RIGHT: First Great Western Class 57/6 No. 57602 was used to take HST Mk3 Buffet Car No. 40207 from Old Oak Common to Bombardier Transporation at Ilford on 8 September for refurbishment. The locomotive is pictured at Ilford shortly before departure back to Old Oak Common, with Mk3 translater vehicles (ex-Mk2 stock) Nos. 6330 and 6338. *Kit-Kat*

Charter Workings for Class 47s

ABOVE: The Riveria-operated, BR Green-liveried Class 47/4 No. 47812 takes the Golden Valley route at Standish Junction with the 15.30 Cardiff Canton - Old Oak Common ECS working on 10 September. The stock had been used on the previous days Cardiff to Liverpool charter, which featured LMS Pacific No. 6201 *Princess Elizabeth* from Bescot to Stafford via Liverpool. The ECS working back to London was diverted via Gloucester and Kemble due to engineering work. *Mark Few*

LEFT: The unique liveried Class 47/4 No. 47832 *Driver Tom Clarke O.B.E.* heads the 'Blue Pullman' through Reedham on 12 September. The train, which originated from London King's Cross was destined for Lowestoft. *James Welham*

Unusual freight operations

ABOVE: **On 8 September, the 17.21 Carlisle - Eastleigh Enterprise service was delayed en-route causing a significant amount of late running. As a result, the train was photographed the following day! Class 60 No. 60042 *The Hundred of Hoo* is observed passing Hatton with a highly varied consist, including two-axle tank wagons, low-height container flats, interational Cargowagon flats and china clay slurry tanks, the latter destined for onward movement to Cornwall.** *Peter Tandy*

BELOW: **Freightliner Class 66/5 No. 66567 heads through Purley-on-Thames with Class 57/0 No. 57004 *Freightliner Quality* in tow, with the Saturdays-only 11.14 Birmingham Lawley Street - Southampton Intermodal service.** *Mark Chandler*

ABOVE: Running about 10 mins early, Class 37/4 No. 37405 powers a Bournemouth to Old Oak Common ECS working through Shawford. The locomotive and stock had been used on the previous days Kingfisher Railtours' trip from Bournemouth to Penzance. *Andrew Cameron*

BELOW: The Fifty Fund's Class 50 No. 50049 *Defiance*, still carrying the *Benbow* nameplates from its Scottish trip, rounds Carmarthen Bay with 10.55 Cardiff-Fishguard on 7 September with the last booked Class 50 working of the summer timetable. With recent changes at Arriva Trains Wales, will they run in 2007? *John Whitehouse*

ABOVE: DRS Class 66/4 No. 66407, one of two DRS Class 66/4s on hire to Freightliner Heavy Haul, emerges from Twerton tunnel with the Bath-Bristol Barrow Road part of the daily Avon 'Binliner' service in beautiful sunshine on 12 September. *Tom Curtis*

BELOW: The first known working of a DRS Class 47 on a flask train occurred on 14 September, when No. 47501 piloted Class 37/0 No. 37259 on the Crewe - Valley service. The pair are pictured passing through a wet Chester on the return service. *Dave Bramley*

Work on new engine shed continues at Rowsley South

Work on completing construction of the new shed at Rowlsey South on Peak Rail is continuing.

The framework for the shed, which is being constructed on the site of the original Rowsley Motive Power Depot (17D), was first erected in 2000.

The Peak Railway Association Ltd, which is the supporting and membership organisation of the railway, undertook to raise the finance to complete the shed, launching the Peak Railway Association Rowsley Engine Shed Appeal in 2004, and to date over £80,000 has been raised towards the construction, with a sum of approximately £65,000 still needed to complete the work.

Earlier this year, contractors were employed to rectify and complete the existing steelwork structure and also install a roof onto the building. This work began on 10 July and since then the steelwork has been completed and installation of the roofing panels began on 4 September, the contractors anticipating that work to complete the roof will take approximately two to three weeks.

Peak Rail volunteers will shortly begin work on installing the floors in the workshop area and building up walls around the structure

ABOVE: **The new shed starts to take shape at Rowsley.** *Peak Rail*

With much funding still to be raised anyone wishing to contribute should make cheques or Postal Orders payable to 'Peak Railway Association Ltd (Shed Appeal) and send to Peak Railway Association Rowsley Engine Shed Appeal, Matlock Station, Matlock, Derbyshire, DE4 3NA.

The association is looking to complete fundraising as soon as possible with the hope that construction of the shed will be finished during 2007.

Farewell to a 'Crompton' and hello to a 'Hoover'!

The Bodmin & Wenford Railway hold their second diesel gala weekend of the year on 16/17 September.

The railway has undertaken various attempts to secure a visiting Class 47 locomotive, but that now looks unlikely. However, the event will use either the line's own Class 08 No. 08444 or Class 10 No. D3452 on 'driver experience' trips in the yard at Bodmin General, while main line passenger services should, subject to availability, see Class 20 No. 20166 *River Fowey*, Class 33 No. 33110, Class 37 No. 37142 and Class 50 No. 50042 *Triumph* all in action. The 'Crompton' will be making its final runs before being taken out of traffic for the next twelve months to allow maintenance work to be undertaken, while the 'Hoover' will be working its first trains in nearly a year, in ex-works condition.

On 16 September, a goods train will operate with No. 37142 on clay hoods, recreating the 1980s period when clay hoods still operated to Wenford Bridge. The same day also sees the line's 'Beerex' service operate during the evening, travel on which is included within the price of the Rover Ticket and fish and chips can be pre-ordered!

For the photographers, lineside photographic passes are available, and Rover Tickets are priced at £15 for adults and £8.50 for juniors.

For further details, telephone 0845 125 9678.

BELOW: **On the Swanage Railway, Class 33 No. D6515 approaches Corfe Castle with the 15.10 service from Norden to Swanage. The viewpoint, high up over looking the area, allows the sharp-eyed reader to pick out Poole Harbour in the background!** *Chris Holt*

GM changes at Severn Valley

The Severn Valley Railway has parted company with general manager Colin Binch.

Mr. Binch, who has been with the company for little more than three months on a full time basis, is understood to have left on 8 September.

The reason for the parting of the ways has not been stated and an official statement from the SVR is awaited.

The process of appointing a new general manager will commence shortly, and the vacancy will be advertised. In the meantime, a group consisting of a director and senior managers will run the railway.

Eddystone leaves Yorkshire

After being sidelined for a number of months with problems, SR West Country No. 34028 *Eddystone* has moved from Grosmont to Horsted Keynes.

The locomotive, which arrived on 4 September, currently has loose tyres and will undergo wheelset changes using the Bluebell Railway's wheel-drop facility.

The locomotive will then be in service on the Bluebell during the Santa season and the whole of the 2007 operating season.

ABOVE: Freshly outshopped in its 1950s crimson and cream livery, Gresley 'Buffet' No. E9128 stands at Weybourne on 9 September. *Steve Allen*

North Norfolk returns Gresley 'Buffet' to former 1950s glory

Volunteers on the North Norfolk Railway have completed the eight-year overhaul of their Gresley teak buffet car No. E9128E.

The coach was purchased straight out of BR traffic in 1977, and was fully restored over a ten year period into original LNER condition of varnished teak using a teak substitute (Freijo - often called 'Brazilian Teak') for the panelling.

The original restoration retro-converted the coach to its pre-1959 moderisation condition both internally and externally (putting back three missing windows and restoring the Art-Deco 1930s interior). It has been used on the NNR since 1984 (in limited use before restoration was fully completed) and in recent years it has been looking very tired with the 'teak' being badly water damaged and much of the varnish peeling.

After 25 years in the open, and despite regular revarnishing, it had finally been beaten by the elements and was in desperate need of overhaul. Major repairs (similar to those carried out 25 years ago) were undertaken again. Several rotten frame members were repaired and all of the knee irons holding the sides to the floor had rusted to an extent that they needed to be replaced.

While the upper vertical panels were perfectly serviceable, about 33% of the lower longitudinal ones were not recoverable. As the cost of new teak was beyond the current budget of the railway, alternate (much cheaper) hardwood panelling was acquired and fitted. The whole coach was then sealed with varnish (to protect the remaining good 'teak' panelling and make it easier for future restorers to remove the paint for restoration to a teak finish) before being painted in authentic BR 1950s crimson and cream livery.

While the bodywork repairs were being carried out the bogies and brake gear also received a full mechanical overhaul. Of the 12, Diagram 167 Gresley Buffets preserved, E9128E is the only one in the authentic 1950s configuration in crimson and cream livery.

As part of the M&GN Society's plans to create an authentic LNER teak train, it is fully intended that when adequate funds are available new replacement teak panels will be purchased and the coach returned to LNER teak livery.

ABOVE: Ex-SR No. 850 *Lord Nelson* stands on display at Minehead in early September. The locomotive is expected to take part in the WSR Autumn Steam gala on 5-8 October. *Les Gibbs*

Preservation News In Brief

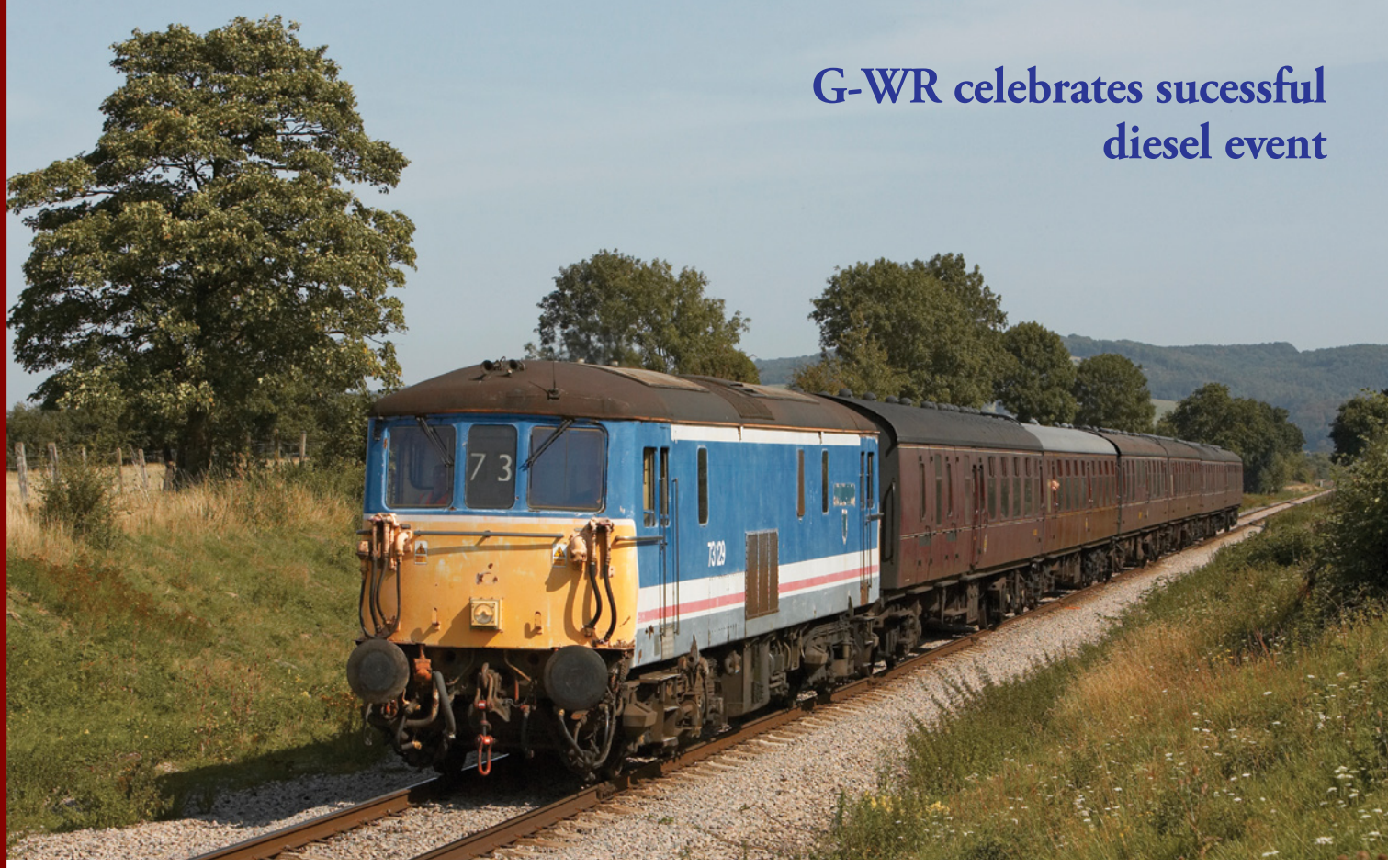
■ Indications are that the Mid-Norfolk Railway has managed to secure the attendance of a Direct Rail Services Class 37/0 for its diesel gala on 23/24 September. Full details are still to be announced, although the line's resident fleet, with the exception of the Class 20, should also be in action.

■ The Nene Valley Railway has become the first heritage line to be home to two Class 56 locomotives. Joining the resident Large Logo liveried No. 56057 *British Fuels* for a short stay is No. 56003, in its black and orange LoadHaul colour scheme.

■ Ex-GWR 2-8-0 2800 class No. 3803 has returned to steam on the South Devon Railway following its axle problems. The defective axle was repaired by Ian Riley Engineering at Bury.

■ The Middleton Railway in Leeds was due to hold a steam gala weekend on 23/24 September. However, the event has now been postponed until 21/22 April next year.

G-WR celebrates sucessful diesel event



The Toddington based Gloucestershire-Warwickshire Railway held another of its popular diesel gala events over the weekend of 8-10 September.

The railway's resident fleet of operational locomotives, featuring Classes 20, 37, 47 and 73 were all in traffic, joined by the Llangollen Railway's wandering Type 1, No. D8142.

A frequent timetable of passenger services was operated between Toddington and Cheltenham Racecourse with the Type 1s appearing in both double-headed and single-headed variations.

ABOVE: **Still carrying its faded Network SouthEast colour scheme, the marks on the bodyside where its *City of Winchester* plates used to be can be clearly seen. Electro-diesel No. 73129 heads a service for Cheltenham, west of Winchcombe on 10 September.** *Phil Wright*

MIDDLE: **The resident and visiting Class 20s were paired for both passenger and freight workings. Here Nos. D8137 and D8142 depart from Winchcombe and head for Toddington on 10 September.** *Phil Wright*

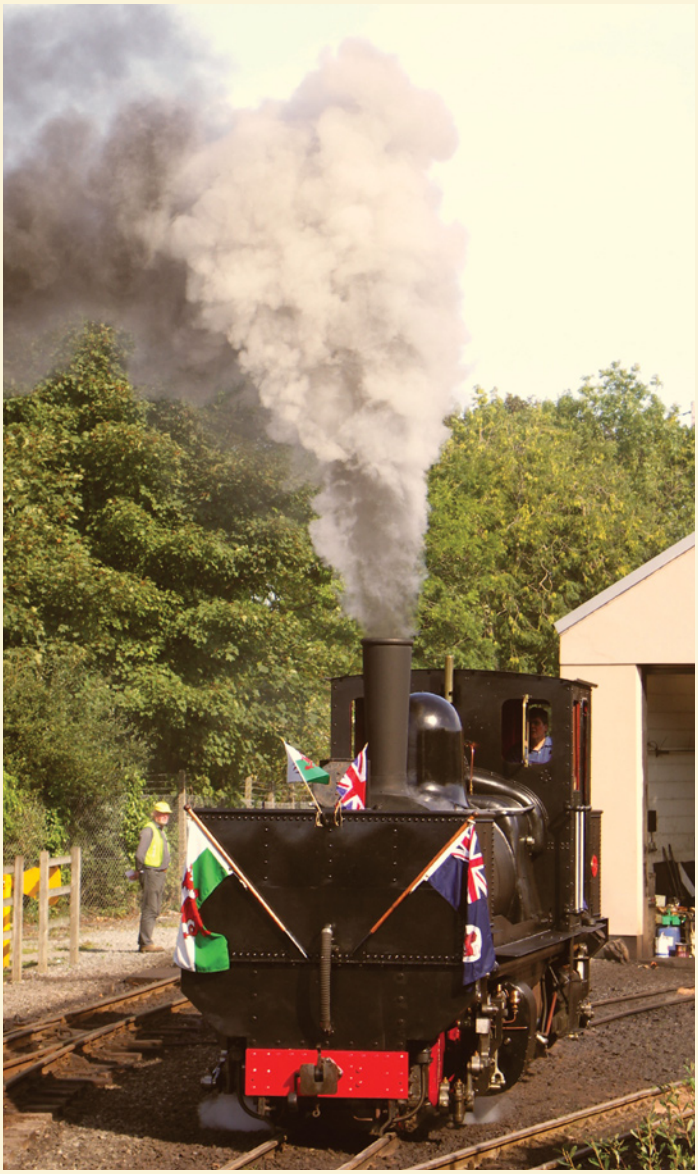
RIGHT: **Class 37/3 No. 37324 *Clydesbridge* powers past the camera on the approach to Winchcombe station with a demonstration freight on 8 September.** *Brian Garratt*.

'Super Power Weekend' for Welsh Highland

The Welsh Highland Railway (Caernarfon) held a successful 'Super Power Weekend' on 9/10 September.

The attractions for visitors included the operation of mixed passenger trains between Caernarfon and Rhyd-Ddu, plus the first runs in passenger service of 0-4-0+0-4-0 Beyer Garratt No. K1 on the line and the visit by Ffestiniog Railway 0-4-0 *Palmerston*. The latter locomotive was used in the construction of the WHR and on passenger trains in the latter years of the railway's existance.

ABOVE: Ex-South African Railways Beyer-Garrett No. 138 *Millenium* heads a mixed train on the approach to the current southern passenger terminus at Rhyd-Ddu. Tracklaying is progressing from here to Porthmadog. *Fred Kerr*

BELOW: A scene that could have been from the 1950s, proving that time really can stand still! *Palmerston* powers past a 1952 Triumph Renown motor vehicle while operating a demonstration construction train in 'top and tail' mode with Mike Hart's Simplex diesel.

RIGHT: No. K1 moves off shed in Dinas South yard for duties on Caernarfon-Waunfawr shuttles during the 'Super Power Weekend'. *Both: Tim Goodspeed*