ISSN 1751-8091

The Railway Herald

22 September 2006 Issue 54

The complimentary UK railway journal for the railway enthusiast

For the latest issue and copies of all back issues, visit www.railwayherald.com

The Railway Herald
Issue 53

Front Cover

In preparation for its loan to DRS, Riveria Trains have removed the *Brian Morrison* and Railway World nameplates from Class 47/4 No. 47847. As a goodwill gesture, the Virgin-owned nameplate was presented to our Contributing Editor, Brian Morrison during a short informal gathering at LNWR Crewe. Mr Morrison is pictured in front of 'his' engine. *Tony Miles*

Contents

Success for Virgin Trains Pendolino Glasgow-London record run *Page 4*

Progress report on extension work at Edinburgh Haymarket Depot. *Page 9*

NEWS SPECIAL REPORT:
Behind the scenes at FM Rail's Derby workshops *Page 10*

WORLD STEAM SPECIAL:
Steam grand prix event sucess at Hungary's main Railway Museum *Page 20*

Regular Sections

Metro Rail & Tramway News 8
Classified Advertisements 12
Railtour News 13
Rolling Stock News 14
Notable Workings Pictorial 15
Preservation View 18

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

Editorial Team

Richard Tuplin — *Magazine Editor*
Brian Morrison — *Contributing Editor*
John Whitehouse — *Railtour Correspondent*
Philip Wormald — *World Correspondent*
For our team contact list, click here.

Editorial Address:
The Railway Herald, PO Box 252, Scunthorpe, North Lincolnshire. United Kingdom. DN17 2WY.
Telephone: *0870 28 56041*
E-mail: *editor@railwayherald.com*

Railway Herald is produced by Railway Herald Ltd
© Copyright Railway Herald Ltd 2006

ABOVE: DRS Class 20/3 Nos. 20309 and 20314 approach Saxmundham on 21 September with 15.30 Sizewell Siding to Willesden Brent flask train. A total of five DRS Class 20s are to be based at York between October and December for working the two Sandite circuits to Gilberdyke, Barnetby, Chesterfield, Bradford and Skipton. As last year, some members of the class are also expected to see use on the Great Eastern Main Line, working off Stowmarket. *Iain C. Scotchman*

BELOW: Freightliner Class 66/5 No. 66545 passes Cathiron on the West Coast Main Line towing Mk3 DVT No. 82125 and two Mk3 coaches from Wembley to Crewe on 19 September. The stock was destined for Long Marston. *Mark Few*

BELOW: GB Railfreight Class 87 No. 87028, which has recently regained its *Lord President* nameplates, gathers pace south of Carluke in Scotland with three four-car Class 325 EMU sets in tow while working the 15.41 Shieldmuir RMT - Willesden RMT postal service on 21 September. *Gary Lennon*

Welcome to Stobart Rail ... oh, and say hello to Eddie!

The new look to one of the Direct Rail Services' fleet of Class 66s to be used on the Eddie Stobart/Tesco contract was unveiled at Daventry on 19 September.

Over the years, we've had numerous names associated with locomotives and Class 66s especially, with EWS examples being known to enthusiasts as 'Sheds' and Freightliner's Class 66s being 'Freds', with the new fleet for Eddie Stobart, say hello to ... *Eddie the Engine*!

DRS Class 66/4 No. 66411 is one of the latest batch of Class 66s to be constructed for DRS and was reliveried at Glasgow Works. The new livery does appear to suit the loco rather well, with the stylised 's' and arrow logo relieving the cabside.

The locomotive will be unique in being the only member of the fleet to carry the Stobart Rail livery and will in the main be dedicated to the Stobart/Tesco train. As a result, photographs of No. 66411 in its new guise on any other service will certainly be rare. Other locomotives will be used on the train however, during periods of downtime for maintenance etc.

The new look locomotive and specially constructed containers presents the first fully liveried dedicated freight train to go into operation in the UK and marks the start of a three year contract between Tesco, Eddie Stobart and DRS to move consumer goods from Daventry in the Midlands to Tesco's Distribution Centre at Livingston in Scotland.

Every weekday, Eddie Stobart Limited (ESL) will collect goods from Tesco sites around the Daventry area and deliver them to Daventry International Rail Freight Terminal (DIRFT) where they will be loaded onto the train bound for Grangemouth, near Glasgow.

Timed to depart at 06.31, the train will arrive at Grangemouth shortly after 16.00, from where the goods will then be delivered by road to Tesco's local Distribution Centre. The return service will depart Grangemouth at 18.11, arriving back at DIRFT at 02.57.

Tesco will provide 100% of the goods volume travelling north and 90% of the southbound volume, with another of ESL's major customers, Coca Cola Enterprises Ltd, providing the remaining volume.

The specially designed 8'6" high, 45' long curtain sided containers have been constructed in China for the train and because of their height are able to be conveyed over any route in the UK. In total, ESL has invested in 90 new containers in order to provide this service.

The introduction of the train will replace over 13,000 lorry journeys each year, equivalent to three million lorry miles or 180,000 freight tonnes being removed from the road each year.

Overall there will be substantial environmental benefits generated, worth nearly £3 million over the three-year contract period.

ABOVE: Newly unveiled Class 66/4 No. 66411 *Eddie the Engine* stands at Daventry on 19 September, shortly before departing for Grangemouth. Despite the branding, the service will be operated by DRS staff. *Clifford Chambers*
RIGHT: One of the new purpose-built 8' 6" containers with the amended TESCO signature and Stobart Rail branding. *Fred Kerr*
BELOW: The inaugural train creates an attractive sight as it passes Greenholme. The inaugural service ran to amended timings, departing Daventry at 11.31. Normally it will pass this point some five hours earlier. *Terry O' Connor*

ABOVE: Class 390 No. 390042 *Heaven's Angels* stands at Glasgow Central shortly before departing with the 12.37 non-stop special service to London Euston. *Wilf Smith*

Virgin Pendolino
takes Glasgow - London time record!

Congratulations are due to the team at Virgin Trains after a Pendolino set achieved a new train speed record on the 401-mile route from Glasgow Central to London Euston on the West Coast Main Line.

The train, which was a special run in association with *The Railway Magazine*, arrived in London shortly after 16.30 having set a non-stop journey time of three hours, 55 minutes and 27 seconds, overall an impressive average speed of 102.5 mph.

The run beat the previous verified southbound speed record of four hours and 14 minutes set by British Rail's Advanced Passenger Train in the 1980s.

The latest attempt on the record was set by Class 390 Pendolino No. 390047 that worked the 12.37 special non-stop service from Glasgow Central with over 400 passengers on board. In the process, the set became the first of the class to travel non-stop in passenger service between the two stations, the first public non-stop run between Glasgow and London since 1949, and the first ever sub-four hour southbound Glasgow to London journey.

The run is also an achievement to the rail industry and especially to Network Rail which is currently upgrading the West Coast Main Line.

On board the record breaking run were over 400 enthusiasts, all of whom had paid for the privilege of being there, after a reader offer in *The Railway Magazine*. All ticket monies raised are being donated to the Heaven's Angels campaign, which is supported by the Virgin Unite charity and provides specially adapted motorbikes to deliver healthcare to remote parts of Africa, where tracks are impassable for cars. One health worker and a motorbike costing £5,000 can help save 20,000 lives a year.

The special Pendolino was driven by 40-year-old Driver Russell Southworth, from Preston. He began his railway career as a railman in the city in 1984, following in the family tradition of his father, grandfather and uncle, and began training as driver in the following year. Having achieved the status of a traction trainee and driver's assistant, Russell then went on to qualify as a driver in 1988.

Before departure from Glasgow Central, Class 390

ABOVE: The driving team pose prior to the run. From left to right are Jim Shuttleworth, Russell Southworth (Driver), Mark Bearton (Reserve Driver) and Brian Marriott (Driver Team Manager).
BELOW: Nick Pigott names No. 390047 *Heaven's Angels* while Charles Belcher, Managing Director of Virgin West Coast looks on. *Both: Wilf Smith*

No. 390047, previously named *Virgin Atlantic*, was renamed *Heaven's Angels* by RM editor Nick Pigott. Mr Pigott and Charles Belcher, Managing Director of Virgin West Coast, then presented a cheque to the Heaven's Angels charity for £30,000 - the amount raised through ticket sales, although this was subsequently increased to over £36,000 through an on-train raffle and sealed bid auctions. The *Virgin Atlantic* plates will be reapplied to another Pendolino set in due course.

Virgin Trains' Chairman Sir Richard Branson said: "This record run has demonstrated the real potential of the upgrading of the West Coast Main Line and the state-of-the-art Virgin Pendolino trains. It has also raised over £30,000 for Heaven's Angels and I would like to thank everyone who has supported the Heaven's Angels campaign - Virgin Trains' staff, the staff and readers of *The Railway Magazine* who promoted the train and our partners at Network Rail and ALSTOM for all helping us to achieve a new Glasgow to London speed record".

The nine-car 439-seat electric Pendolino emits a carbon footprint of only 28 grammes per kilometre compared to the 215 grammes per kilometre of a BMW Three Series five-seat car. Its regenerative braking system returns up to 1,500 kW of electricity to the power lines on a journey between Glasgow and London through reverse thrust traction motors and the 53-strong train fleet returns some 17% of power used on the West Coast.

ABOVE: The record-breaking train, Class 390 No. 390047 *Heaven's Angels* speeds up Beattock Bank, just south of Crawford. Just visible on the lead power car is the large white dot on the roof of the train to identify the set to the helicopter that filmed the train for part of its journey. *Peter Kellett*

BELOW: Hero of the hour, Russell Southworth who drove the record run is pictured in jubilant mood with the official time of the run from Glasgow Central. *Richard Tuplin*

BELOW: As a result of a sealed bid auction and on-train raffle during the journey, the record-run event raised £36,700 for the Heaven's Angels charity. Nick Pigott, editor of *The Railway Magazine* keeps a firm hold on the cheque! *Richard Tuplin*

ABOVE LEFT: The new nameplate on No. 390047. *Bill Wilson*

BELOW: With horns blazing and headlights flashing, Class 390 No. 390047 *Heaven's Angels* arrives in Platform 18 at Euston, shortly after 16.30 and just over three hours, 55 minutes after leaving Glasgow Central. Richard Tuplin

News In Brief

■ GB Railfreight (GBRf) has won a four-year deal with First Capital Connect (FCC) to move Class 319 units under their own power between Hornsey and designated locations. GBRf will run up to three return journeys a week over the course of the agreement, which begins on 22 September.

■ The first section of funding for the rebuilding of the Waverley Route has been released by Transport Scotland. The £29.5 million will be used for initial works, consisting of land purchase and initial engineering surveys, prior to physical construction of the railway, starting hopefully in 2008. The initial work is likely to take up to twelve months to complete. An additional £3 million has been made available by the Waverley Railway Partnership.

■ The Competition Commission investigating the acquisition of the Marcroft Engineering Group by EWS, has confirmed that it can retain the Stoke workshop, thereby safeguarding a facility that would otherwise have been lost from the rail industry. EWS will now begin to implement its plans to invest in the development of the Stoke workshop, starting with a track upgrade. EWS is also pleased that the Commission has accepted that Marcroft can continue to run and operate a substantial outstations business. The Commission has however, decided that it is necessary for it to sell part of Marcroft's outstation business.

■ The renovation of the Grade 1 listed, 130-year-old Gothic facade at St. Pancras station has received a major boost with completion of extensive restoration works on the historic Pancras Chambers frontage, which forms the exterior to the new Western ticket hall at King's Cross St. Pancras Underground station.

Network Rail and Amey Rail fined £500,000

Network Rail Infrastructure Limited (Network Rail) and Amey Rail were fined a total of £500,000 and ordered to pay £39,429 costs at the Old Bailey on 12 September after they pleaded guilty to causing a major train derailment in South West London almost four years ago.

The derailment happened on 24 November 2002, when a First Great Western service travelling from Swansea to Paddington at approximately 120 mph derailed shortly after it passed through a set of points close to Southall station. The train remained upright but travelled a further two miles passing an oncoming High Speed Train, through Hanwell station, and over a viaduct before coming to a halt. There were no injuries to the 450 passengers on board.

The cause of the derailment was poor maintenance of the area around the points and the presence of a fractured piece of a track joining plate, known as a 'fishplate', which had become dislodged.

Network Rail, then operating as Railtrack, pleaded guilty to breaching the Health and Safety at Work etc Act 1974 in that it failed to discharge the duty imposed by section 3(1) of that Act. Network Rail failed to maintain the mainline railway line in such a way as to ensure that persons not in their employment, including railway workers and passengers, were not exposed to risks to their health and safety, contrary to section 33(1) of that Act.

Network Rail was fined £200,000 and ordered to pay £19,714.50 costs.

Amey Rail pleaded guilty to breaching the Health and Safety at Work etc Act 1974 in that it failed to discharge the duty imposed by section 3(1) of that Act. Amey Rail failed to maintain the mainline railway line in such a way as to ensure that persons not in their employment, including railway workers and passengers, were not exposed to risks to their health and safety, contrary to section 33(1)(a) of that Act. Amey Rail was fined £300,000 and ordered to pay £19,714.50 costs.

New system launched to sell railcards over the web!

Young Persons, Family and Senior Railcards can now be purchased online for the first time.

Traditionally, Railcards have been available to purchase at stations, rail appointed travel agents and train operator Telesales outlets, but the launch of the new service follows demand for alternative ways to purchase.

The online service has been designed to be easy and safe for customers to use, with measures taken to ensure proof of age documents are validated and data protected. The new service can be used to purchase all three Railcards, costing £20 each.

Customers purchasing Young Persons or Senior Railcards will need to provide proof of age either by supplying details of their valid UK passport or UK driving licence. A passport style image is incorporated into the card and this can be uploaded during the online application or mailed in separately if the applicant does not have an electronic version at hand.

Family Railcards are valid for up to four adults and four children although a minimum of one adult and one child have to travel to make the discount valid, although those travelling do not have to be related.

Three new websites have been launched to make the purchase of the railcards an easy and hopefully simple process. These are:

■ www.youngpersons-railcard.co.uk
■ www.family-railcard.co.uk
■ www.senior-railcard.co.uk

Over 10,000 readers for *RH*!

It is pleasing to report that *The Railway Herald* has passed a major milestone in recent weeks.

The magazine is now read by over 10,000 readers every week. Issue 52 having a confirmed circulation figure of 11,259. This is the number of readers who have the PDF file sent directly to their email addresses, or who visit our website and download the magazine each week.

Thanks to all, especially our contributors for your continued support.

BELOW: c2c arranged a special tour of its London Tilbury & Southend lines on 14 September, showing to media and stakeholders the different aspects of work on the route between London Fenchurch Street and Shoeburyness that has transformed the old 'Misery Line' into the successful and popular operation that it is today. Observation Saloon No. 975025 *Caroline* was the vehicle used, powered as usual by Fragonset's Class 33/1 No. 33103 *Swordfish*. Here, the tour makes a scheduled stop at Pitsea on the outward run. *Brian Morrison*

ABOVE: The Honourable Gwyneth Dunwoody, MP for Crewe and Nantwich and Chair of the Government Transport Select Committee, presents the prestigious Secure Station Award for Crewe station to station manager Sam Dixon on 15 September. *Chris Dixon*

No smoking at St. Pancras International

London's St Pancras International, which is on schedule to open to Eurostar services in autumn 2007, will be the UK's first main line station to voluntarily declare itself an entirely non-smoking station.

St Pancras International, which is currently undergoing major renovation and modernisation, will see a steady build up in traffic over the next five years, starting with Eurostar services in autumn 2007, high speed domestic commuter services from 2009 and the Olympic 'Javelin' service in 2012, for the London Olympic and Paralympic games. By 2009, it is expected that as many as 50 million people will be using the station every year, making it one of the UK's busiest transport hubs.

Among the facilities planned for the new station are a world class brasserie and Europe's longest champagne bar. There will also be a top gastro pub, a casual dining restaurant together with independent boutiques, a fresh food market and a range of convenience outlets.

The smoke-free policy is intended to make the new station a more desirable place to meet, work and use the wide range of facilities available. Midland Mainline services are serving parts of the existing St Pancras station during the renovation programme and all public, delivery and back-office areas currently in operation will be designated as 'smoke-free' from November this year.

Inverness depot reaches the parts other depots can't reach!

Three members of staff at First ScotRail's Inverness Depot are celebrating after climbing Mont Blanc.

Graham Forsyth, a fitter at the depot, along with Alan Ross and Colin Begg, both managers, left Inverness on 2 September to climb Mont Blanc, which stands at 4,810 metres or 15,780ft high.

The trio trekked for five days overall and reached the summit on 7 September after a 14 hour climb.As well as achieving a personal goal, the three colleagues were sponsored by fellow members of staff, family and friends to raise funds for the local Highland Hospice in Inverness and have raised over £1000.

The money will go towards providing free palliative care for people throughout the Highlands, helping to improve their quality of life.

Thousands of extra bargain fares online from GNER

GNER is to offer thousands of extra bargain fares in a four-day GNER Ticket Sale on its website.

Half a million of the company's cheapest advance purchase tickets will be made available across the four-day period starting 22 September.

Passengers booking via the GNER website at www.gner.co.uk can look forward to even greater savings, thanks to the permanent 10% discount on Standard and First Class Advance tickets booked online.

Standard Advance single fares booked online start from £8.45 between London and Leeds or York, £8.90 between London and Darlington, Durham or Newcastle or £11.15 between London and Edinburgh.

The extra advance purchase tickets which are being made available under the sale offer will be for travel in November and December.

GNER advance purchase tickets can be booked up until 18.00 the day before travel, subject to availability.

Stirling - Alloa - Kincardine route rebuilding makes progresses

ABOVE LEFT: The Forth Viaduct in Stirling has two parallel sections, one a part of the main line between Stirling and Perth and the other currently being restored for the Stirling-Alloa-Kincardine line that is being reinstated after closure in 1993 and is expected to reopen in late autumn 2007. The viaduct spans 100 metres of the River Forth and is the largest structure on the Alloa route. It has three-spans and consists of both wrought iron and masonry. On 19 September, a road/railer relays track across the span that is being restored.

ABOVE RIGHT: The new site for Alloa station is where the old Alloa Brewery used to be in the centre of the town. A new roundabout and entry road are being constructed to provide access for both pedestrians and motor vehicles and there is to be provision for 50 car parking spaces. The station building with its single platform will be adjacent to a large new Asda supermarket, and the design for both buildings will be complimentary with each other. The station will be unmanned but will have waiting and toilet facilities as well as CCTV and information screens. The cost of restoring the route through Alloa is now between £65-70 million, about double that of the initial estimate. This has come about because abandoned mines were discovered close to the surface on the route and needed remedial work and because land prices in Alloa have rocketed to 20 times their original value after the local authority re-zoned its status from 'general commercial' to 'prime retail'. When completed, the line will enable merry-go-round coal trains to Longannet Power Station to utilise modern bogie coal hoppers and travel via Stirling instead of using the congested Forth Bridge. The opening of the route will also reconnect Alloa to the rail network and free some paths for passenger services between Edinburgh and Fife over the Forth Bridge. This view on 19 September shows the work having started on the platform. *Both: Brian Morrison*

Bidders for three new franchises announced

The Department for Transport announced on 19 September the parties that have qualified as bidders for the New Cross Country, East Midlands and West Midlands franchises.

Those bidding for the New Cross Country franchise are Arriva Trains Cross Country Limited (Arriva Group), First Cross Country Limited (First Group), NXC Trains Limited (National Express Group) and Virgin Voyager Trains Ltd (Virgin Rail Group)

The East Midlands franchisee will be chosen from Arriva Trains East Midlands Limited (Arriva Group), First East Midlands Limited (First Group), NXE Trains Limited (National Express Group) and Stagecoach Midland Rail Limited (Stagecoach Group)

While the bidders for the West Midlands franchise are London & Birmingham Railway Limited (Govia), MTR Corporation (UK) Limited (MTR Corporation of Hong Kong) and Serco NedRailways West Midlands Limited (a joint venture between Serco and NedRailways)

In addition Chiltern Railways (M40 Trains Ltd) is being invited to submit a separate proposal for the Snow Hill services in Birmingham.

The DfT will now invite the parties to submit detailed bids by issuing Invitations to Tender during autumn 2006. The closing date for bids is February next year and winners will be announced in the summer.

ABOVE: An unusual inclusion in the consist of the 13.18 Fawley - Tavistock Junction fuel train on 22 September was the addition at Westbury of two blue water-cannon wagons, which were being transported to the South West ready for the commencement of the Sandite season. Class 66 No. 66132 is pictured passing Frome with the train. It is highly unusual to see any traffic other than fuel oil being conveyed on this working. *Tom Curtis*

ABOVE: Early September saw the 26th refurbished District Line train out of a fleet of 75 returned to service from Ealing Common Depot in West London. The trains are refurbished by Bombardier Transportation at Derby at a cost of more than £1 million each and re-enter service at the rate of around one a fortnight. The interior is being completely renewed, CCTV cameras fitted along with dot matrix display panels, fire retardant seats and flooring. Each vehicle is also being painted in London Underground's now standard red, white and blue livery. Metronet will replace the entire District Line fleet with new air-conditioned trains from 2013 which are being designed and built by Bombardier Transportation. Here, refurbished D Stock forms a District Line service to Upminster on 14 September 2006, leaving its stop at Cannon Street. Driving Motor No 7508, one of the 20 double-cab units, is on the rear. *Brian Morrison*

New underground station for White City

Construction is now underway on a new Hammersmith & City line station, which will form part of a major new transport hub at White City.

The station is being built as part of the new White City retail and leisure development, a partnership between London Underground (LU) and developer Westfield, which is contributing £170m in transport improvements.

The new Hammersmith & City line station will be located between Shepherd's Bush and Latimer Road stations. Customers will be able to travel straight to the White City area on the Hammersmith & City line instead of having to change to the Central line.

Piccadilly line reopens to Heathrow Airport T4

Piccadilly line services to Heathrow Terminal 4 (T4) station resumed on 17 September, signalling the latest milestone in the project to extend the line to Heathrow Terminal 5 (T5).

The 20-month closure of the Piccadilly line between Hatton Cross and Heathrow T4 was implemented to allow the construction of a complex new rail junction to connect the existing line to the new T5 extension.

In order to connect the extension, a new junction was required west of Terminals 1,2,3, where the new tunnels would join the existing Heathrow loop.

To build the new junction, the T5 project team had to decommission two aircraft stands from Terminal 3 and drill down through the ground to access the LU network. A concrete box was then built to house the new junction, connecting up all four old and new underground tunnels for the existing Piccadilly line and the T5 extension.

When construction work was complete, the site was handed over to engineers from Balfour Beatty, who installed track and conductor rails before infrastructure company Tube Lines installed and tested the signalling and communications equipment, which was commissioned during a three-day extended closure of the Piccadilly line in late August.

During the 20-month closure of the line to Heathrow T4, the station here has been refurbished, improving the travelling environment and adding extra security and passenger information features. Funded as part of Transport for London's £10 billion Investment Programme and carried out by Tube Lines, the work has included the installation of a new station control room overlooking the ticket hall, 24 new CCTV cameras, more Help Points and improved lighting.

The project to extend the Piccadilly line to Terminal 5 is progressing well. Further testing and commissioning work will be required next year and the extension is on target to open, along with Terminal 5 itself, in March 2008.

Haymarket Depot extension progress

First ScotRail's maintenance facility at Edinburgh Haymarket is currently being extended.

The new construction is vastly different to the existing buildings, the two new ones being to a taller design to accomodate overhead cranes, are of steel construction and will be fitted out with some of the latest hi-tech facilities.

Both of the new structures are complete and the extensive fitting out is underway and on schedule for completion in October next year.

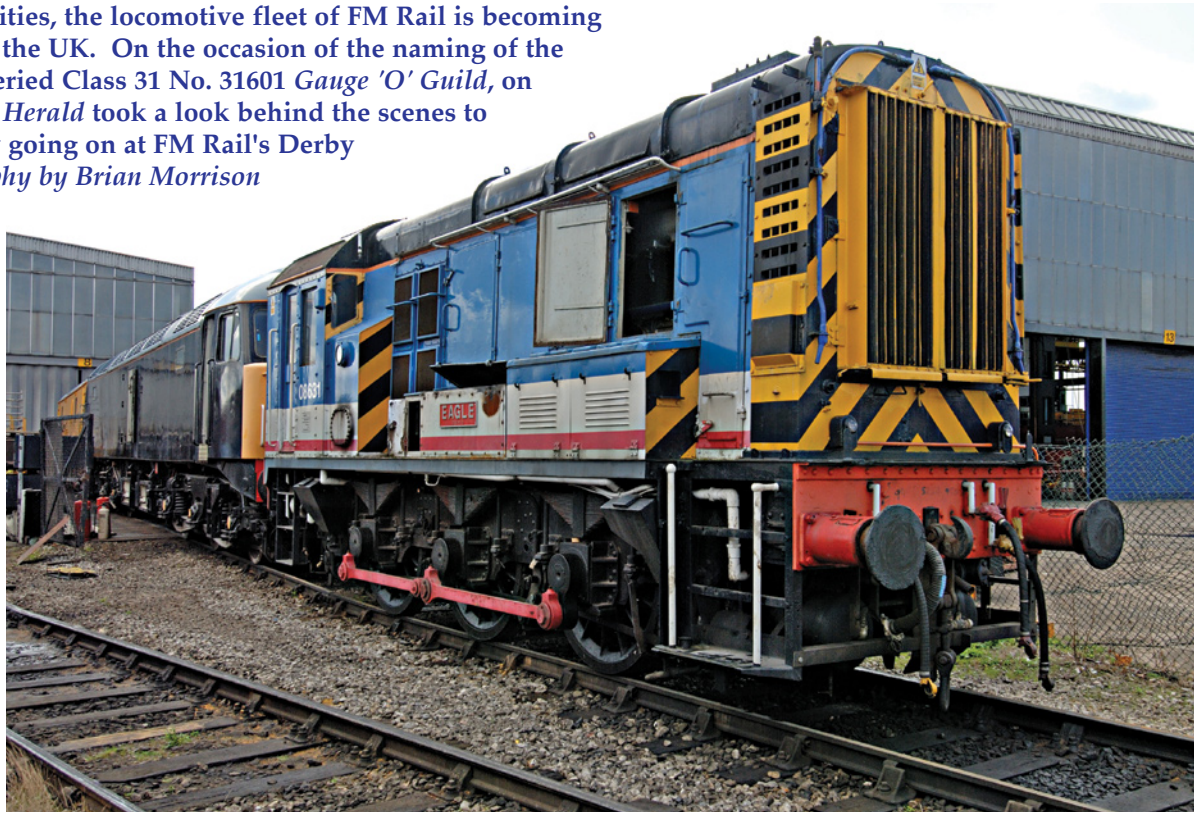
Once finished, the maintenance on First ScotRail's large fleet of Class 170/4 Turbostars and Class 158s will be undertaken in the new buildings, with the older facilities remaining, but being downgraded.

ABOVE: The size of the new structures is apparent in this view, showing First ScotRail Class 170/4 Turbostars stabled in the depot yard alongside.
LEFT: The smaller of the two new buildings has a single track with a roadway beside for vehicles and cranes. This is the interior on 19 September, the same date on which the other illustrations were also taken.
BELOW: As can be seen here, the size of the original depot buildings is much smaller than that of the new ones. Alongside the depot are Class 158s Nos 158739, 158741 & 158725 with Class 170/4 Turbostar No 170434 inside on road 8E.
All pictures: Brian Morrison

Behind the scenes at FM Rail, Derby

The Railway Herald SPECIAL REPORT

With its growing activities, the locomotive fleet of FM Rail is becoming a familiar sight across the UK. On the occasion of the naming of the company's unique-liveried Class 31 No. 31601 *Gauge 'O' Guild*, on 9 September, *Railway Herald* took a look behind the scenes to see the work currently going on at FM Rail's Derby workshops. *Photography by Brian Morrison*



ABOVE: No. 86233 was built by English Electric at Vulcan Foundry, Newton-Le-Willows. The locomotive came into British Railways stock on 26 June 1965 as BR Class AL6 No. E3172 and was delivered to Crewe Electric depot. During its life the locomotive has carried both the *Lawrence Olivier* and latterly *Alstom Heritage* names. Today, Class 86 No. 86233 is nearly complete following extensive repairs, and has been repainted in original 'Electric blue' livery. Alongside is Class 47/7 No 47710. The latter locomotive is currently undergoing a long-term overhaul and at the time of our visit no work was being undertaken on it.

RIGHT: NSE-liveried Class 08 No 08631 *Eagle* in the yard at the Railway Technical Centre at Derby.

LEFT: Still carrying a modified version of its celebrity blue colour scheme with Railfreight decals, Class 47/0 No 47145 *Myrddin Emrys* is pictured undergoing bogie repairs inside the FM workshops.

BELOW: Looking superb, having been freshly repainted into its original 'Electric blue' livery, Class 86 No E3172 (No. 86233) stands in the main workshops at Derby. FM Rail has confirmed that the locomotive will not regain either of its previous nameplates. This building was previously the workshop facilities for the Railway Technical Centre under British Rail. Privatisation brought with it a new life for the building under the FM Rail operation.

With thanks to FM Rail and Rupert Brennan Brown for all their help and assistance with this special photographic report.

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.

Books

Railway Books bought and sold. Visit www.nigelbirdbooks.co.uk

Freight Information

Freightmaster Online
Over 100 freight timetables updated weekly, plus an interactive forum and Wagon Encyclopedia, all for just £6/month
Click for further details!

Railway Magazines

British Railways Illustrated & *Railway Bylines*, latest issue available now.
Irwell Press 59A,
High Street, Clophill,
Bedfordshire MK45 4BE
Tel: 01525 861888
Fax: 01525 862044
www.irwellpress.co.uk

ABOVE: 'The Northern Lights', the 09.55 HST from Aberdeen to London King's Cross boards at Edinburgh Waverley on 19 September, with GNER Class 43 powercar No 43116 *The Black Dyke Band* leading. On the right, the work to construct one of the new platforms at Waverley is well advanced. *Brian Morrison*

Stagecoach retain South West Trains franchise - at a cost!

Stagecoach Group has retained what is now known as the South Western rail franchise, incorporating South West Trains and the Island Line (Isle of Wight), for a further 10 years from February 2007.

The company has received £500 million in net subsidies during its current 10-year tenure but now has to pay the Government a massive £1.2 billion by the end of the new contract in 2017. Stagecoach faced competition for the franchise from Arriva, MTR of Hong Kong and National Express but none of the rival bidders have divulged the sum that they offered to pay.

The annual premiums to Government are to be concentrated into the final phase of the franchise with the £1.2 billion not having to be paid until 2013-2017.

Under the new franchise, Stagecoach is committed to increase seating capacity at peak times by 21% on mainline services and 20% on suburban lines and is also to invest £40 million on station improvements and security.

The widely used Oyster cards on London Underground will be available for use across the SWT network and a similar system is to be introduced for SWT passengers who do not use the Tube. In addition, maximum train lengths are promised on nearly all peak trains, 10-car trains are to be introduced on Windsor-Waterloo services and there are to be additional peak workings from Basingstoke to Waterloo.

Retention of guards on all trains is being continued, and they will be provided with personal alarms to deter any assaults. Also, every SWT station is to be linked by CCTV to a central monitoring point and such cameras are being fitted on all SWT trains.

The Island Line is to be given a firm footing as a Community Rail Partnership and both the Department for Transport and Stagecoach are to work towards this end.

On the basis of what has happened to GNER, which has to pay to Government £1.3 billion by the end of its retained franchise and is cutting jobs and increasing fares, rail unions have already described this new deal as "deeply worrying".

However, under a revenue-sharing and support arrangement, the Government will gain if the franchise produces larger profits than expected, while Stagecoach will be protected should income fall short. The revenue protection clause requires Stagecoach to hand back half of any extra income should revenue exceed forecasts by between 2 and 6%, but beyond that the taxpayer takes 80% of additional revenue. The agreement also works the same way in reverse and the Government will pay half of any shortfall where revenue is below the 2 to 6% forecast and will pay 80% of any shortfall beyond that. None of this comes into force, however, until the fourth year of the new franchise.

BELOW: In connection with this weekend's Community Rail Festival at Darlington, Hertfordshire Rail Tours operated the FM Rail 'Blue Pullman' set from London King's Cross to Darlington. In less than perfect weather, the train heads north on the approach to Colton Junction with GBRf Class 87s Nos. 87022 *Cock o' the North* and 87028 *Lord President* at the helm. The operation of the 'Blue Pullman' set by a GBRf Class 87 is becoming a common sight on the East Coast Main Line, but the appearance of two electric locomotives at the head of a passenger service remains very much a rarity. *Joe Percy*

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
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	2xFMR 31	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	34067	London Victoria-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	30777	(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
30 Sep	Kingfisher	EWS 37/4	Clapham Junction-Ascot-Bracknell-Reading-Newbury-Par-Penzance and return
30 Sep	NENTA Traintours	2xFMR 47	North Walsham-Norwich-Peterborough-Llandudno Jct-Holyhead and return
30 Sep	Past Time Rail	tbc	Shrewsbury-Bristol TM-Plymouth-Par and return
30 Sep	Pathfinder Tours	TBC	Crewe-Birmingham NS-Leicester-Toton-York-Immingham-Toton-Leicester-Birmingham NS-Crewe ***(Class 56/3 York-Immingham-Toton)***
30 Sep	PMR Tours	6233	(Leicester-Loughborough)-Derby -Chesterfield -York-Scarborough and return
30 Sep	RTC	4771	(Cleethorpes-Scunthorpe-Doncaster)-Hellifield-Carlisle-Hellifield (and return)
30 Sep	Steam Dreams	45231	London Victoria-Westbury-Taunton-Minehead (and return)
1 Oct	Vintage Trains	4965	Solihull-Dorridge -Oxford-Didcot and return
3 Oct	The Royal Scotsman	WCRC	Edinburgh-Boat of Garten-Dundee-Edinburgh
5 Oct	The Royal Scotsman	WCRC	Edinburgh-Keith-Kyle of Lochalsh-Boat of Garten-Dundee-Edinburgh

Key to tour listings:

BLACK	Charters expected to operate as booked.	RED	Tours cancelled by the operator
GREEN	Tours postponed to a future date by the operator	WCRC	Operated by West Coast Railway Company Traction
BP	Blue Pullman service	ICMM	InterCity Merrymaker

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

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

The Week Ahead

The railtour programme begins to slow down in the forthcoming weeks as the autumn season approaches.

On the diesel front, perhaps the star attraction is Kingfisher's trip from South London to Penzance and back via Ascot and the Berks & Hants route on 30 September with an EWS Class 37/4 locomotive.

The steam scene offers a little more variety with No. 30777 *Sir Lamiel* deputising for an unavailable No. 4771 *Green Arrow* on this Sunday's NRM trip over the Settle & Carlisle line, while next weekend sees *Duchess of Sutherland* heading back to the seaside, with an excursion from Leicester to Scarborough (steam from Derby) and hopefully, *Green Arrow* finally heading over the Cumbrian Fells with the Hellifield to Carlisle leg of the Railway Touring Company's charter from Cleethorpes.

Steam Dreams heads for Minehead the same day, with LMS Black 5 No. 45231 taking advantage of the 'main line' link with the West Somerset Railway and working throughout from London Victoria to Minehead. S&D 7F No. 53808 should pilot the train forward from Bishops Lydeard.

BELOW: Ex-GWR 'Halls' Nos. 4965 *Rood Ashton Hall* and 4953 *Pitchford Hall* pass Bromsgrove on Vintage Trains' 'Two Halls To Newport' railtour from Barnt Green to Newport, via Malvern and Abergavenny, on 9 September. *Andrew Tansell*

News In Brief

■ A further four Class 60s were returned to traffic on 21 September from the EWS stored pool. These being Nos. 60008, 60048 and 60049. Joining them on their move from Immingham TMD to Washwood Health on 21 September was No. 60046.

■ Riveria Trains-operated Large Logo-liveried Class 47/4 No. 47847 *Brian Morrison/Railway World Magazine* was denamed at LNWR Crewe on 21 September in preparation for its move to Carlisle and work with DRS.

DRS traction news

Sources suggest that Direct Rail Services is looking to expand its locomotive fleet to accomodate an increasing workload.

Although further Class 66s remain a possibility, *Railway Herald* understands that the increase may be from other, possibly older, forms of motive power.

The current hire arrangement with Freightliner Heavy Haul for two Class 66/4s is expected to cease in the immediate future.

Additionally, DRS is understood to have taken over the ownership of Nos. 47306 and 47829.

ABOVE: On 19 September, the Toton to Forders and return Departmental working climbs through Souldrop on the Midland main line with Class 60 No. 60096 at the helm. *Don Gatehouse*

Steady return of Class 60s to operational service

With the number of Class 60 locomotives in traffic with EWS having dropped below 30 at one point, their reinstatment to traffic is slowly taking place, with no less than 53 now being in service.

The uprise in freight traffic over the winter period, together with the need to release some Class 66 locomotives for the Sandite contracts that EWS have this year, is thought to be the reason.

As of 19 September, the two Class 60 pools, WCAN and WCBN stood as follows:

WCAN: 60013, 60014, 60018, 60019, 60029, 60031, 60035, 60042, 60044, 60045, 60047, 60053, 60060, 60061, 60062, 60063, 60069, 60072, 60073, 60075, 60076, 60078, 60079, 60082, 60094, 90095, 60099, 60500.

WCBN: 60002, 60003, 60004, 60010, 60015, 60017, 60020, 60021, 60023, 60023, 60025, 60026, 60027, 60028, 60038, 60046, 60051, 60052, 60054, 60055, 60058, 60059, 60071, 60090, 60092, 60097.

BELOW: Class 37 No. 37406 *The Saltire Society* has spent a few days working around Yorkshire this week, being used on a local trip to Goole and working a civil engineers train from Doncaster to Battersby on the Whitby branch. On 19 September, the locomotive worked a Doncaster - York and return Departmental trip, seen here approaching Doncaster station with a rake of water cannon wagons, ready for the 2006 sandite season, and a selection of engineers wagons. *Ian Broadhead*

ABOVE: The pioneer member of the Virgin Trains Class 57/3 fleet, No. 57301 *Scott Tracy,* pilots Class 390 'Pendolino' No. 390038 *City of London* through Heaton, near Bolton, on 17 September with the 10.14 Preston-Euston Virgin West Coast service. Trains were being diverted due to engineering work. *Mark Bearton*

BELOW: A northbound diverted GNER HST speeds through the upper Clyde Valley between Crawford and Abington. With the East Coast Main Line blocked for planned engineering work, GNER operated a HST shuttle service between Newcastle and Edinburgh, via the Tyne Valley, Carlisle and the WCML. *Peter Kellett*

ABOVE: Chiltern Railways Class 168/2 No. 168215 climbs past Kings Sutton with the 17.00 London Marylebone-Kidderminster service. *Chris Nevard*
BELOW: Class 170/4 Turbostar No 170408 arrives at Arbroath on 18 September, forming the 09.42 service from Glasgow Queen Street to Aberdeen. *Brian Morrison*

ABOVE: Following on from their move from Wembley - Crewe (see page two), Class 66 No. 66514 was employed to move Mk3 TSO Nos. 12142 and 12033, together with Mk3 DVT No. 82125 from Crewe to Long Marston. The train is seen passing Evesham station on 21 September. *Wilf Smith*

BELOW: Freight on the route between Euxton Junction (Preston), Bolton and Manchester is not a regular occurrance with no timetabled services being booked for the line. Class 66 No. 66551 approaches Horwich Parkway on 19 September, with the 11.00 Euxton Jn-Basford Hall Departmental service. *Mark Bearton*

ABOVE: The official signing of the twinning agreement between the Ffestiniog Railway and the German Harzer Schmalspurbahnen (HSB) took place at Porthmadog Harbour station on 17 September. Pictured sitting at the table are (from left to right) Paul Lewin, General Manager Ffestiniog Railway, Matthias Wagener, Chief Executive Harzer Schmalspurbahnen together with invited guests and railway volunteers. Crews from the HSB have visited both the FR and WHR (Caernarfon) lines on a number of occasions. *Ffestiniog Railway*

Telford GW tank to steam again

The Telford Steam Railway has reached an agreement with a private party for the overhaul of its ex-GWR 5600 Class 0-6-2T No. 5619.

The locomotive, which was built by the Great Western Railway at Swindon Works in 1924 and designed for working coal trains in the Welsh Valleys, was acquired by the Telford Horsehay Steam Trust in 1973 from Barry Scrapyard, becoming the fortieth locomotive to leave the site. Following restoration work, the loco steamed again on a number of railways between 1981 until 1991 when its boiler certificate expired.

Since then it has been out of service pending completion of a full boiler and mechanical overhaul.

The new agreement means that Bill Parker's Flour Mill will undertake a full overhaul on the engine and obtain a 10-year boiler ticket, so that the engine will again be available for hire upon completion of the work in 2007. In addition, the Flour Mill will be responsible for organising and supervising the hiring of the locomotive.

Alan Moore CBE, is to fund a significant part of the restoration work, which will be reimbursed by the locomotive's steaming and hire fees over the coming years.

At present, the Great Western tank is not suitable for the Telford Steam Railway's short operating line at Horsehay. However, should the Society's future plans for extending into Lawley, Doseley, and eventually into the Ironbridge Gorge, then the locomotive should prove to be ideal.

NYMR

North Yorkshire Moors Railway

English Tourism Council QUALITY ASSURED VISITOR ATTRACTION

Pickering - Levisham - Goathland - Grosmont

Running Daily
1st April to 29th October 2006
plus some winter dates, call for details

Re-live the Golden Age of Steam on one of Britain's most popular heritage railways.

Autumn Steam Gala

29th September - 1st October

Why not join us for a weekend of great steam action!

A whole host of locomotives in steam with a busy and frequent passenger service along the entire railway. The weekend will feature visiting S&D 7F 2-8-0 No. 53809 and LNWR 'Super D' 0-8-0 No. 49395.

The resident fleet of Nos. 29, 825, 5224, 6619, 75029 and 80135 will be in traffic. Other possible locomotives include 30926 Repton and 45212.

Other special events later in the year include:
Wartime Weekend - 13th-15th October
Wizard Weekend - 28th & 29th October

Watch the railway and local press for details!

Whitby Endeavour Steam Services
Running throughout the gala weekend

The chance to journey into Whitby Town by Steam through the North York Moors National Park and along the beautiful Esk Valley line hauled by BR Standard 2-6-0 No. 76079.

Operates on 1,8,15,22,24,25,26 and 29 October
Departing Grosmont at 10.00, 13.25 & 16.45
Departing Whitby at 11.00, 14.15 & 17.40

Our Autumn Steam Gala will feature the first gala appearance of
60007 Sir Nigel Gresley!

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

G-WR extension progress

The Gloucestershire Warwickshire Railway is progressing with the relaying of track northwards towards Broadway and is now over a mile north of Stanway Viaduct.

The railway has obtained the GWR timber signalbox from Exminster in addition to a cast-iron GWR footbridge and the former water column which were recently extracted from Church Stretton, during an overnight possession. All three items will be reconstructed at Broadway station.

■ BR Standard 9F No. 92203 *Black Prince* and Merchant Navy No. 35005 *Canadian Pacific* are expected to return to the Gloucestershire Warwickshire Railway in early October.

BELOW: Class 73 'Electro-Diesel' No. E6003 *Sir Herbert Walker* has recently moved from the Great Central Railway to the Swindon & Cricklade line. Just three days after arrival, the locomotive is pictured at Hayes Knoll station having been dragged out of the shed building especially for our photographer. The locomotive is currently undergoing repairs to the cab roof as can be seen in this photograph. *John Stretton*

ABOVE: Recently repainted into Railfreight red-stripe livery Class 20 No. 20227 powers a Riddings - Hammersmith service at the Midland Railway - Butterley on 17 September. The locomotive was previously in London Underground maroon and carried the *Sir John Betjeman* nameplates. *Ian Thurman*

'Hoover' returns at Bodmin & Wenford Diesel Gala weekend

BELOW: Class 50 'Hoover' No. 50042 *Triumph* made a succesful return to service at the Bodmin & Wenford Railway's Autumn Diesel Gala over 16/17 September. The loco, believed to be the only member of the class currently wearing BR 'Rail Blue' livery, returned for the two day event as long scrapped sister No. 50006 *Neptune* complete with an original nameplate from Neptune herself. Looking absolutely superb glistening in the platform lighting at Bodmin Parkway (formerly Road) No. 50042 awaits departure with the return evening 'beerex' charter on 16 September. The external and mechanical condition of the loco is a credit to the volunteers and vast amount of money and hours spent on its restoration. *Sam Felce*

6th Central European Steam Engine Grand Prix success!

Special report and photographs by Fred Kerr

The reputation of the United Kingdom was enhanced last weekend at the 6th Central European Steam Engine Grand Prix and 2nd International Dining Car Convention, held at the Hungarian National Railway Museum site at Vasuttortenetipark, the former Budapest North depot, that is now operated by MAV Nosztalgia Ltd, the heritage division of the State Railways.

The two-day event was centred around three major activities, an international rail catering contest that takes place on the Saturday while the Steam Driving Challenge is spread over both days, with the contest for large engines being held on the Saturday and that for small and shunting engines held on the Sunday.

The weekend event was first held in 2001, shortly after the museum had been established on the old shed site, and this year's event was opened by the NRM's Andrew Scott who remained there to be one of the judges for the Steam Driving Contest.

The Steam Driving Challenge is run on a 100 metre length of the demonstration track and involved teams from Austria, Croatia, Finland, Hungary, Ireland, Romania, Serbia, Slovakia and the United Kingdom, the skills of the participants provided much entertainment for visitors to the 70,000 square metre site, that currently hosts over 100 railway vehicles based in and around the largest roundhouse in Central Europe.

The challenge consisted of two locomotives at a time undertaking five separate tasks starting with the English Post Office, in which teams had to collect a package using an elongated hook and deposit it in the post box before racing to the finishing line. This was then followed by the Beer Gear where two cans or bottles of beer were balanced on the connecting rods and teams had to drive the full course length without dropping their load.

The third task was a combined Firefighting and Damsel in Distress race in which crews had to speed to a point where the fireman jumped off the locomotive to collect a bucket then race back to collect water from the ejectors before rushing to put out the fire. As this was completed, the locomotive began to move forward while the fireman raced to a keyboard to collect a key that unlocked the padlock securing a 'damsel' to the tracks (actually on the platform adjacent to the track).

TOP: The event challenged pairs of engines and a further pairing of the Hungarian Class 109 4-6-0 No. 109.109 with a local crew and the Serbian Class 01 2-6-2 No. 01.088 made a smokey start as they began their Sprint race to complete their series of challenges.
ABOVE: The UK team crewed the MAV Class 424 4-8-0 No. 424.009 which was pitted against the German Class 52 2-10-0 No. 52.4984, crewed by the Austrian team; the pair of locomotives are shown storming away from the starting line to undertake the Post Office test.

TOP: The museum site has two turntables, one of which leads into a 34 road covered roundhouse that was claimed to be the largest in Europe when built in 1911. This view from the demonstration yard shows some of the museum's exhibits outside the building as visitors wander round the site during a break in the Driving Challenge events.
MIDDLE: The victorious UK team posed between Andrew Scott and Bill Parker with (left to right) Doug Phelps, Ed Freeman, Tom Halford and Geoff Phelps, while the local crew of Edit Meszaros and Vilmos Sopip displayed the prizes awarded for the 'Most Beautiful Engine'
BELOW: Having rescued the damsel in distress, UK team members Ed Freeman and Geoff Phelps set to cranking the handcart as they return to the starting line.

Once released the fireman and damsel then raced the locomotive to the finishing point where they were joined by a support member from the loco and then the trio had to return to the start point in a handcart.

The fourth task was introduced this year and involved blindfolding the driver who then drove his engine towards a barrier on the instruction of his fireman; the team was tasked to get nearest to, but not through the tape barrier, and points were awarded for closeness!

The final task was a simple race over the 100 metre length before the locomotives returned to the start point and then ran onto the roundhouse display area while other teams continued the challenge.

The English Team delighted the crowds by coming 2nd out of the six large locomotive teams, losing narrowly to the Serbians, but the team's second prize of 'Most Beautiful' locomotive provided more satisfaction as their Class 424 4-8-0 No. 424.009 is one of the museum's prize exhibits.

The English team did not compete the following day on the Small Locomotive Challenge, leaving eight competing teams from which Serbia won with its USATC look-alike 0-6-0 No. 62.315 while the 'Most Beautiful' prize went to the local Dock Shunter 0-6-0 No 27.

The successful English team was provided by Bill Parker from his staff at the Flour Mill Workshops in Lydney, Forest of Dean, which was making its fourth visit since Bill, who has business interests in Hungary, became involved with the event which is now considered a major activity in the European preservation calendar.

The Museum is more than a display area however, as it operates regular train services throughout the year. It opens every day except Mondays and a shuttle service operates the three miles between Budapest's Nyugati station and the museum using a pair of 1930s DMU railcars with a rake of vintage coaches; the price of entry (including the shuttle fare) is equivilent to just under £3.

In addition there is a regular steam trip, using one of the museum's locos to the Danube every Saturday between April and September, alternating between Szob and Esztergom. Both locations are around 80 km from Budapest and the round trip also costs around £3. Tickets for both the museum and the rail trips are available from the museum's own shop on Nyugati station where a small selection of books are also available for those with insufficient time to make a visit.