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The Railway Herald

13 October 2006 Issue 57

The complimentary UK railway journal for the railway enthusiast

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The Railway Herald
Issue 57

Front Cover

The first hint of Autumn hits the Great Central Railway as ex-LMS '8F' 2-8-0 No. 48305 departs from the line's southern terminus of Leicester North with the 11.15 service to Lougborough in early October. *John Whitehouse*

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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.

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ABOVE: Class 40 No. 40145 stands at Thurso, becoming the first member of the Class to work on Britain's most northernly line. At the buffer stops was WCRC Class 47/0 No. 47245, which accompanied the 'Whistler' after the problems sustained on the northbound run with No. 55022 *Royal Scots Grey* (see Railtour News for the full story.) *Garry Sparks*

Late News

WCRC 37 for Whitby trains

The derailment of Ian Riley's BR Standard Class 4 No. 76079 on a set of hand-operated spring-loaded points at the north end of Grosmont on 6 October has thrown the North Yorkshire Moors 'Whitby Endeavour' services into disarray.

The left-hand wheel on the leading axle of the locomotive's tender took the brunt of the impact, together with slight damage to the footplate steps.

It is understood that human error is the attributable cause of the accident. The locomotive has been moved by rail from Grosmont to New Bridge for onward movement back to Bury by road.

In the meantime, the Whitby services on 15 October will be handled by West Coast Railway's Class 37 No. 37248, and trains scheduled for 22, 24-26 and 29 October will be in the hands of NELPG's 'K1' No. 62005 which is due to return south from 'Jacobite' duties at Fort William on 14 October.

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

BELOW: The delivery of a new batch of VTG-owned bogie 102-ton tank wagons to Humber Oil Refinery in North East Lincolnshire brought with it the rare sight of a Brush Type 4 back on freight in the area. 'one' Anglia-liveried Class 47/4 No. 47818, operated by Cotswold Rail, passes New Barnetby in fading light, with the 12.00 Wembley - Humber Oil Refinery working on 12 October, comprising seven brand-new bogie wagons. *Richard Tuplin*

ABOVE: Reliveried into South West Trains colours and awaiting external branding and its new number, 159102 (ex-No. 158803) had one vehicle almost completely refurbished on 12 October following a complete strip out of the interiors.

SWT Class 159/1 conversion news

The first five of eight or likely nine ex-Transpennine Class 158/0s, replaced on the system by Class 185s, have arrived at Wabtec Doncaster for refurbishment and conversion to Class 159/1 three-car units to match the existing SWT fleet of Class 159s.

Nos. 158800, 158803 and 158804 are in various stages of the work with Nos. 158805 and 158807 awaiting attention in the work's yards.

No. 158803 is the furthest advanced of the quintet, having had the trailer car refitted with new panelling, flooring and new seating and needing only the roof panels to be completed.

Meanwhile the unit has been given SWT livery and awaits branding and its new number 159102.

RIGHT: Complete but for the roof panels and new lighting, the trailer standard of No 159102 has new side panels, new floor covering and new seats, all in SWT colours to match the existing 159 fleet. The conversions are being undertaken in such a way that the new trains and the existing ones will be practically identical and driver training at Salisbury after delivery will not be required. *All: Brian Morrison*

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Class 455 refurbishment work reaches half-way point

The refurbishment of South West Trains Class 455 suburban EMUs at Bombardier's Chart Leacon Works has reached the half-way point.

The work on the fleet of 91 EMUs commenced two years ago, with the first of the refurbished trains re-entering traffic in October 2004. No. (45)5903 was the 46th unit to be outshopped, being formally handed over by Bombardier to the train owners Porterbrook Leasing.

The extensive work involves a C6 overhaul, a complete body refurbishment, significant investment in reliability improvements, a complete interior strip-out and rebuild to include a Passenger Information System and CCTV improvements and repainting into the attractive red livery now carried by 46 of the trains, most SWT passengers thinking that the units are brand new.

Following the official handover, the unit was taken back into service from Wimbledon Depot.

The programme is due for completion in spring 2008.

ABOVE: Prior to the exit of No. (45)5903 from Chart Leacon Works and its return to Wimbledon Depot, the Bombardier workforce responsible for the programme are pictured gathered around the unit accompanied by members of both Porterbrook Leasing and South West Trains.

LEFT: The formal handover of South West Trains' Class 455/9 EMU No 5903 at Bombardier's Chart Leacon Works on 10 October 2006, was to celebrate the half-way mark in the Class 455 refurbishment programme for all 91 units, starting in 2004 and due for completion in 2008. Here the unit bursts out of the works complex through a specially made large poster that read "Bombarder, Porterbrook, South West Trains, 46 units, Halfway Point".

All photographs by Brian Morrison

ABOVE: Other South West Trains Class 455/9 EMUs under refurbishment in Bombardier's Chart Leacon Works on 10 October 2006 were Nos. (45)5911 and (45)5917.

RIGHT: Southeastern Class 375/6 Electrostar No. 375625 and Southern Class 455/8 No 455809 receive attention at Chart Leacon on 10 October. The Southern Class 455 fleet are currently passing through the works for minor modifications.

BELOW: SWT Class 455/9 No 5906 has arrived at Bombardier's Chart Leacon Works as the latest '455' for refurbishment and stands in the work's yard alongside the work's Class 423/9 4VOP tractor unit No 3918.
All: Brian Morrison

News In Brief

■ A new 'top-up' card scheme has been introduced for licensed Hackney Carriage drivers at Birmingham New Street. As a result each pick up costs the taxi driver 20p which Network Rail says will be ploughed back into the area to provide improved security.

■ GNER has been awarded a Charter Mark, the Government's national standard for excellence in customer service. GNER become only the second UK train operator to achieve the accreditation.

■ Eurostar achieved its best ever punctuality during September, with 95.9% of trains arriving at their destination on time, with 11 days in the month giving 100% punctuality on all services.

■ Chiltern Railways held the "world's fastest coffee morning on land" on 6 October in support of the Macmillan cancer support charity. A total of 261 coffees were sold and all proceeds, together with passenger donations, have been given to the charity.

■ Network Rail is to invest £48 million in Kent by renewing the signalling equipment between Ramsgate and Faversham and between Faversham and Canterbury East. The project which is scheduled to start in 2010 will replace the exisiting 1960's infrastructure with the latest state-of-the-art computer controlled signalling equipment. The entire area will be monitored and controlled from Gillingham. The work is part of a £2 billion investment in six major resignalling schemes nationwide.

■ The travel journalist Simon Calder will open a new 'Trainseurope' store at Cambridge station on 13 October. Customers using the store will be able to puchase European rail tickets as well as book hotel accomodation and car hire throughout Europe.

ABOVE: Engineering work just south of Henley-in-Arden on 8 October gave the very rare chance to view locomotives on the North Warwickshire line. Even rarer was the stabling of a Class 66, No. 66159, in the bay platform. Classmate No. 66186 can be seen in the background, awaiting entry into the engineering possession with a ballast train from Bescot. *Peter Tandy*

Grand Central buys HSTs from Porterbrook

Grand Central has announced that it has purchased three HST sets from Porterbrook Leasing to operate its rail services between London and the North East.

The three High Speed Train sets (HST) will undergo a full refurbishment and re-engineering programme and should be ready to emerge from works in 2007. Over £5 million will be invested in the HST sets.

However, the newly purchased HSTs will not be available to start services for Grand Central's original introduction date of 10 December. The company are looking for alternative rolling stock for the short-term. It has been suggested that this could come in the form of a lease agreement from Midland Mainline.

However, Grand Central says that discussions are currently on-going for the replacement new-build 140 mph trains to replace the HSTs and enter service in 2009.

An announcement regarding the start date for the new services is expected to be made shortly.

More seats for Leeds 'peak-hour' commuter trains

The six additional Class 158 Sprinters in the Northern fleet, part funded by Yorkshire Forward, will be diagrammed to provide extra peak capacity on Northern Rail services from 11 December.

Surveys at Leeds station have shown that 18,000 passengers alight from 90 trains during the morning peak, 13,500 of them arrive on 65 Northern local services and of these around 2,000 or 15% have to stand.

Northern has undertaken a complex re-diagramming and cascade exercise across its diesel unit fleet to incorporate five additional diagrams resulting in an additional 805 seats into Leeds in the morning peak between 07.00 and 09.30 plus 884 additional seats from Leeds in the evening peak between 16.00 and 18.30, Mondays to Fridays.

The Class 158s will replace other Sprinter diagrams mainly on the Caldervale Line with an additional Class 158 on the Leeds-Barnsley-Sheffield semi-fast services. Two Class 150 diagrams will become Class 156, two Class 144 three-car diagrams will become four-car Class 150 (with two units being coupled all day), two Class 144 three-car diagrams will become a Class 155 and 153 combination, while two Class 153 single-car diagrams will become two-car Pacers. Four two-car diagrams (plus a morning peak part) will be made into three-car Pacer diagrams.

Additional capacity will be concentrated on the Harrogate and Caldervale Lines where overcrowding is most critical. On the Harrogate Line, 358 additional seats will be provided on four trains into Leeds in the morning peak and out of Leeds in the evening peak. Two three-car Pacer trains will be become four-car Class 150s and two three-car Pacer trains will become three-car Class 155 and 153 combinations and these formations will remain on the route for most of the day providing additional off-peak capacity.

On the Caldervale Line another Manchester-Leeds peak train in each direction, arriving Leeds at 08.57 and departing at 17.37, will be strengthened from two to four cars, and a two-car Blackpool-York train arriving Leeds at 08.39 and departing at 17.51 will become a three-car Class 158 and 153 combination. Overall this will provide 246 additional peaks seats into Leeds and 283 out of Leeds on the Caldervale Line.

The cascade will also provide three-car Pacers (either Class 142 or 144 formations) on other critical peak trains to and from Leeds.

The well used 07.43 Selby-Wakefield and 17.48 Leeds-Sheffield via Moorthorpe, currently four-car Pacer trains, will become five-car formations.

Taunton Fairwater Yard returns to daily operational use

Fairwater Yard at Taunton has for several years been home to stored wagons, having fallen out of use with the loss of most freight traffic in the South West. However, as **Brian Garrett** *explains, the entire yard has been rejuvenated to provide a base for Network Rail's High Output Ballast Cleaner*

Fairwater Yard, situated just to the south of Taunton station, has recently undergone a complete makeover, rejuvenating the dilapidated and condemned track within the complex.

The site represents a huge investment by Network Rail on track maintenance in the area and has enabled Fairwater to become the South West operations base for the forthcoming upgrade of the South West mainlines over the next three years.

The work within the yard included the replacement of all track and pointwork and in addition required the extension of the current headshunt. Replacement track came from sections of the mainline railway removed from blockades at Dawlish, Swindon, Newport and Taunton.

The operation to rebuild the yard took just eight months from the start of work to its completion.

On 25 September Freightliner Heavy Haul (FHH) worked the Track Replacement Train (TRT) for Network Rail into Fairwater. Headed by Class 66/6 No. 66622, the set was moved from its previous base at Reading West Yard.

Later the same day, Class 47/4 No. 47811 (which ironically was previously operated by First Great Western) also arrived with a rake of Autoballasters, which operate in conjunction with the TRT each night.

It is expected that the High Output Ballast Cleaner (HOBC) will arrive around Christmas, however current local operations are already keeping the TRT busy with nightly trips to the Highbridge area. Another FHH loco will usually work overnight to Reading with redundant sleepers that had been lifted during the previous nights possession, returning with a batch of brand new concrete sleepers each morning.

The TRT, being based at Fairwater, will see a large increase in the number of locomotive movements throughout the Taunton area, although most locomotives are likely to be stabled out of sight within the yard complex.

A wagon servicing facility is also to be constructed within Fairwater Yard in the next few months.

ABOVE: Freightliner Class 66/5 No. 66581 *Sophie* recesses on the loop at Taunton while working the 10.55 Meldon Quarry - Oxford Hinksey Yard on 10 May this year. Rebuilding work was still ongoing in Fairwater Yard at this time. *Mike Rowland*

BELOW: Class 66/6s Nos. 66604 (nearest the camera) and 66622 'top and tail' the Track Replacement Train on the first revenue earning train into Fairwater Yard, from Reading West Yard on 25 September. *Jeff Treece*

ABOVE: South West Trains-liveried Class 73/2 No. 73201 powers through Oatlands Cutting, Weybridge on 11 October in abysmal weather conditions with the celebrity slam-door units Classes 3CIG No. 1497 and 4VEP No. 3417 *Gordon Pettit*. The EMUs were being transferred from Bournemouth T&RSMD to Wimbledon Park T&RSMD for tests. *Chris Nevard*

£30million ticket revenue contract

The Association of Train Operating Companies (ATOC), Rail Settlement Plan Ltd (RSP) has awarded Atos Origin a 12-year contract worth over £30 million, to develop and manage the automation of its Rail Revenue Settlement Service.

The service processes the payment of all rail ticket sales in the UK to the 25 Train Operating Companies (TOCs).

The new automated service will provide a more streamlined, auditable and flexible service that provides better information and value for passengers and TOCs, along with enhanced choice and convenience.

ABOVE: One of the new dedicated Metronet 'auto-ballasters' HQA(L) No. 380702 is pictured at Doncaster West Yard on 8 October. *Richard Tuplin*

Dedicated 'auto-ballasters' in use with Metronet Rail

Automated side-tippers, capable of dropping 28 tonnes of ballast in 15 seconds, were in action over the weekend of 7-8 October.

The radio-controlled wagons are part of Metronet Rail's new heavy-duty engineering train fleet, operated and delivered by GB Railfreight as part of a 10-year, £80 million service contract.

The new fleet brings the best available technology and methods from the national rail network, including Slinger trains and Class 66 locomotives to deliver a step change in Metronet's renewal capabilities and delivering to London Underground and its passengers more reliable, smoother and faster journeys.

There were five Class 66 trains with ancillary loco support in use over the weekend to overcome the logistical routing issues.

BELOW: Croydon Tramlink No. 2542 approaches the northern terminus of the light rail system, alongside the national network station at Beckenham Junction on 8 October. *Brian Morrison*

News In Brief

■ Chiswick Park westbound platform will be closed from 15 October until 14 November to allow essential repair work to be carried out on the uniquely design station canopies, as part of station modernisation works. The eastbound platform will then be shut from 15 November until 12 December. The closure of the westbound platform will mean that trains on the District line will not stop at Chiswick Park station. Passengers should change at Acton Town for eastbound District line services.

■ The Docklands Light Railway (DLR) London City Airport station won the Community Rail Award for best 'Local Transport Integration Project'. The station was praised by judges as "an excellent and a major improvement to transport access".

■ Tube Lines is overhauling Colindale and Hendon Central stations as part of its station upgrade programme. The work will take place during the limited hours in which the stations are closed from 01.00 until 05.00 every night. The refurbishments are due to be completed next June and step-free access completed by the end of 2007. The station should look and feel brighter as structural repairs, redecoration and re-tiling of walls and floors takes place.

Later services on Hainault loop

London Underground (LU) has announced that passenger services on the Central line's Hainault loop will operate beyond 20.00 between Hainault to Woodford via Roding Valley from 19 November.

The improvements are part of Transport for London's £10bn Investment Programme. At present, services do not serve Grange Hill, Chigwell and Roding Valley stations after 20.00 and have not done so for many years.

A new timetable for the Central line will be introduced later this year on 19 November. One of the major benefits will be that Tube services will operate between Hainault to Woodford via Roding Valley beyond the current finishing time until close of passenger services.

ABOVE: Freightliner Heavy Haul's Class 66 /6 No. 66603 passes Ryhope Grange on the Durham coast line with an Earles Sidings - Seaham Harbour cement working on 6 October. The train is passing under a new road bridge that is being constructed to carry a new southern radial link road around the town. *Ken Short*

10-day closure of Buxton line

Passengers on the Buxton line will benefit from smoother and quieter journeys from the end of the month after Network Rail has completed track renewals in the Middlewood area by replacing approximately 2,400 yards of jointed track with continuously welded rail.

During the work, nearly three-quarters of a mile of track and associated sleepers will be replaced and trackside drainage will be improved.

Work will start at 22.00 on 20 October and is due to be completed in time for train services to resume on 30 October. During that time Northern Rail will be operating a rail replacement service between Buxton and Hazel Grove.

Southern strengthens services

Southern is to strengthen several peak-time trains from the start of the new timetable on 11 December, with the aim of reducing overcrowding.

The completion of a modification programme on new trains has allowed more carriages to be in service every day. As a result, two extra coaches will be added to the 06.54 Epsom-London Bridge via Sydenham, the 07.51 Crystal Palace-London Bridge via Peckham Rye and the 08.14 from Horsham to London Victoria via Redhill. While in the afternoon peak, the 16.32 London Victoria-Brighton gains two coaches and the 17.15 London Bridge-Victoria via Sydenham and the 17.51 from London Victoria to London Bridge via Crystal Palace, both gain four coaches.

LEFT: Due to two defective wagons working out of Willesden on the Rail Head Treatment Trains, Class 37/0 No. 37194 was dispatched to York to collect two spares for transfer to London. The locomotive powers through Sherburn-in-Elmet near Milford Junction with the York to Crewe leg of the working on 6 October. The locomotive returned north on 8 October with No. 37038 and the defective wagons. *Steve Thompson*

Classified Advertisements

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

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

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ABOVE: The Fort William sleeper reverted to Class 37/4 haulage on 9 October, when No. 37417 *Richard Trevithick* took charge of the 04.50 Edinburgh - Fort William service, pictured arriving at its destination in torrential rain. The locomotive worked south the same night, before handing over to the booked traction type, a Class 67, in the form of No. 67030 for the following days northbound working. *John Whitehouse*

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Saturday 14 October 2006 **PAY ON THE DAY!**

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Keith celebrates 150th anniversary

Celebrations took place at Keith station and Keith Town on 10 October, to mark the 150th anniverary of the extension of the line from Aberdeen to Keith.

To commemorate the occasion, a plaque was unveiled by Councillor Edward Coutts at Keith Station, Keith's present First ScotRail station. A second plaque was unveiled at Keith Town, now the present terminus of the Keith and Dufftown Railway, by Mrs Claire Russell, JP., Lord Lieutenant of Banffshire. In addition, First ScotRail made a presentation of £1,000 to the Keith and Dufftown Railway Association.

BELOW: First Great Western Class 158 No. 158747 is pictured at Bishops Lydeard on the West Somerset Railway, waiting to return to Taunton on the first weekend of shuttle services over the recently resignalled link with Network Rail. Alongside, about to depart for Minehead, is ex-GWR 'King' No. 6024 *King Edward I*. The shuttle trains were well loaded, a sign that bodes well for the future. *Brian Garrett*

News In Brief

■ Class 47/7 No. 47714 moved re-engined MTU power cars Nos. 43155 and 43165 from Brush Traction at Loughborough to Swansea Landore Depot on 9 October. Their place in Brush has been taken by power cars Nos. 43021 and 43176 which departed Plymouth Laira on 6 October.

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■ One of the original MTU-powered Class 43 power cars No. 43004 has had its First Group 'Dynamic lines' livery removed and replaced by plain blue with First Great Western branding, as per the re-engined power cars now emerging from Brush Traction. This livery change leaves only No. 43009 in what was to be the new livery.

■ Class 47/4 No. 47818 delivered VTG tanks Nos. 88161, 88167, 88166, 88156, 88154, 88153 and 88155 to Humber Oil Refinery on 12 October.

■ Unique Porterbrook-liveried Class 87 No. 87002 returned to the main line on 10 October, working a test run from Willesden to Northampton with No. 87006 as insurance. All went well and both locomotives worked the evening diagram to Birmingham the same night, with No. 87002 working alone on 11/12 October.

ABOVE: Class 08 No. 08933, currently resident at Hoo Junction Yard, has gained a modified version of the EWS colour scheme. The locomotive was photographed at Hoo Junction on 6 October. The reason for the wider yellow band is not clear. *Kerry Parker*

ABOVE: One of the few remaining Class 60s not yet to have recieved the yellow EWS stickers is No. 60054 *Charles Babbage*, the locomotive still displaying its Trainload Petroleum decals. The locomotive is pictured at Acton Wells on 9 October with the 10.45 Dagenham Dock - Acton empty aggregate hoppers, being past by a North London Line, Silverlink Metro operated Class 313 EMU. *Chris Holt*

BELOW: Dollands Moor Yard played host to three Fertis-liveried Class 56s and one Class 58, in the form of Nos. 56095, 56065, 56117 and 58004, recently returned to the UK. The four locomotives are seen in the yard on 9 October, awaiting onward movement to Eastleigh. *Kerry Parker*

ABOVE: **FM Rail Class 31/4s Nos. 31454 and 31452 power away from Williton on the West Somerset Railway with the return leg of a Barking to Minehead Intercity Merrymaker tour. The two locomotives were fuelled at Minehead by road tanker before the return journey.** *Tom Curtis*

The Week Ahead

Great Western traction is the feature of tours on 21 October.

Ex-GWR 'King' No. 6024 *King Edward I* is due to head Past Times' 'The Limited' from Taunton through to Penzance, with the diesel-hauled section from London Paddington and the return throughout also in the hands of classic 'Western' traction in the shape of Class 52 No. D1015 *Western Champion*, which has now been re-liveried into maroon.

Barrow Hill Roundhouse and Railway Centre, which will be staging a gala weekend on 21/22 October (see Preservation News), is the destination for Tyseley-based 'Hall' No. 4965 *Rood Ashton Hall*, routed via Tamworth and Burton-upon-Trent.

No. 71000 *Duke of Gloucester* has a return working over the Northern Fells for the Railway Touring Company on the same day. The train originates at Gloucester and runs via Worcester, Birmingham New Street, and features steam-haulage northbound over the Settle and Carlisle from Hellifield, returning south from Carlisle via Shap to Preston.

Steam Dreams has confirmed the use of 'King Arthur' No. 30777 *Sir Lamiel* on its trains to Canterbury from London Victoria on 18 October and from Finsbury Park to York on 21 October. The latter train also picks up at Stevenage and Peterborough.

Railtourer has two tours featuring West Coast Railway Company traction commencing with a pair of Class 33s from Barnetby to Aberystwyth on 18 October, picking up at Scunthorpe, Doncaster and Sheffield as well as other local stations en-route, and then travelling via the Hope Valley, Stockport, Crewe and Shrewsbury to reach Cambrian metals.

This is followed on 21 October when Winchester or Bournemouth are the options, with a pair of Class 47s from Doncaster and ECML stations through to Huntingdon.

FM Rail has an InterCity Merrymaker to Paignton on 21 October, from London Paddington, Slough, Reading and Newbury which also sets down at Exeter St. Davids. The company head to Llandudno on 25 October from Barrow Hill via Derby, Uttoxeter and Stoke-on-Trent.

NYMR safety case nearly ready

The North Yorkshire Moors Railway are thought to be within weeks of gaining its mainline operators safety case, with final paperwork awaited from HM Railway Inspectorate.

The railway's track access agreement is currently being approved by the Office of Rail Regulation, which should be the final step in allowing the steam railway to run its own trains to Whitby, instead of having to rely on a separate train operating company.

Current plans will see around 95 days of steam operation to Whitby next year, crewed by the line's own volunteer loco and train crews.

By the start of the 2007 season, BR Standard 4MT 4-6-0 No. 75029 plus ex-SR 'S15' 4-6-0 No. 825 should both be TPWS fitted and the timetable will see Goathland as the destination rather than Glaisdale. It is hoped that on some 'peak days' through running from Pickering will be possible.

BELOW: **The Class 40 Preservation Society's No. 40145 drags a dead Class 55 No. 55022** ***Royal Scots Greys*** **past Burn on the East Coast Main Line, bound for London King's Cross on 9 October with the return leg of the Railway Touring Company's weekend trip to Inverness and Aberdeen. The 'Deltic' was declaired a partial failure on the northbound leg after sustaining a hole in the crankshaft on No. 2 engine, just north of Doncaster. The locomotive continued on to Edinburgh on one engine, where the Class 40 took over. The return run from Perth was accomplished with both the 'Whistler' and 'Deltic' powering as far as York, where the 'Deltic' was shut down, leaving No. 40145 to continue to London on its own. Attached to the rear and working with the Class 40 in Scotland was West Coast Railway's Class 47 No. 47245. The '40' performed faultlessly, becoming the first of its class to work a service train on the Far North Line and the tour itself became the longest ever run by a Class 40 on any service train.** *Richard Tuplin*

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
14 Oct	Kingfisher	2x EWS Cl.37	Stevenage-Peterborough-Doncaster-Middlesborough-Grosmont-Whitby and return
14 Oct	NENTA Traintours	tbc	Norwich-Ipswich-Peterborough-Penrith-Carlisle and return via Settle & Carlisle
14 Oct	NYMR	76079	Grosmont-Whitby Whitby-Grosmont-Glaisdale and return (twice) Whitby-Grosmont
14 Oct	Past Time Rail	tbc	Hove-Salisbury-Plymouth-Par (for Eden Project)and return
14 Oct	Pathfinder Tours	EWS Cl. 67	Chester-Shrewsbury-Hereford-Bristol TM-Paignton-Kingswear and return
14 Oct	Pathfinder Tours	tbc	(Yeovil-Bath)-Newport-Swansea District Line-Llanelli-Carmarthen and return
14 Oct	Railtourer	2xWCRC Cl.47	Skegness-Brighton-Skegness
14 Oct	RTC	71000	(London KX-Newark Northgate)-Doncaster-S&C-Carlisle-(and return)
15 Oct	NYMR	WCR 37248	Grosmont-Whitby Whitby-Grosmont-Glaisdale and return (twice) Whitby-Grosmont
17 Oct	The Royal Scotsman	WCRC	Edinburgh-Boat of Garten-Dundee-Edinburgh
18 Oct	NRM	4771	York-Doncaster-Peterborough-London KX (and return)
18 Oct	Railtourer	2xWCRC Cl.33	Barnetby-Aberystwyth-Barnetby
18 Oct	Steam Dreams	30777	London Victoria-Canterbury and return
19 Oct	Hertfordshire (BP)	2xFMR 47	London KX-York-Kings Cross
19 Oct	Past Time Rail	34067	London Victoria-Feltham-Chertsey-Woking-Guildford-Redhill-Purley-London Victoria
19 Oct	The Royal Scotsman	WCRC	Edinburgh-Keith-Kyle of Lochalsh-Boat of Garten-Dundee-Edinburgh
21 Oct	RTC	71000	(Gloucester-Worcester SH-Wolverhampton-Crewe)-Carlisle-Shap-Preston-(and rtn)
21 Oct	Past Time Rail	6024 & D1015	(London Paddington-Slough-Reading)-Taunton-Exeter SD-Penzance-(and return)
21 Oct	ICMM	FMR 47	London Paddington-Slough-Reading-Newbury-Exeter-Paignton and return
21 Oct	Kingfisher	850	(Eastleigh-Southampton-Romsey (pu)-Salisbury (pu))-Minehead-Taunton-Bristol TM -Bath-Westbury-Salisbury-Romsey-Southampton Central-Eastleigh
21 Oct	Kingfisher	EWS 67	Newcastle-Durham-Darlington-York-London King's Cross and return
21 Oct	Vintage Trains	4965	Tyseley Warwick Road-Tamworth-Burton upon Trent-Barrow Hill & return
21 Oct	Railtourer	2xWCRC Cl.47	Doncaster - Winchester - Bournemouth and return
22 Oct	NYMR	62005	Grosmont-Whitby,Whitby-Grosmont-Whitby and return (twice), Whitby-Grosmont
23 Oct	Royal Scotsman	WCRC	Edinburgh - Dundee - Stirling - Edinburgh
24 Oct	Royal Scotsman	WCRC	Edinburgh - Keith - Kyle of Lochalsh - Boat of Garten - Dundee - Edinburgh
24 Oct	NYMR	62005	Grosmont-Whitby,Whitby-Grosmont-Whitby and return (twice), Whitby-Grosmont
25 Oct	NYMR	62005	Grosmont-Whitby,Whitby-Grosmont-Whitby and return (twice), Whitby-Grosmont
25 Oct	NRM	4771	London Kings Cross - Peterborough - Doncaster - York (and return)
25 Oct	Railtourer	2xWCRC Cl.47	Lincoln-Salisbury-Lincoln
26 Oct	NYMR	62005	Grosmont-Whitby,Whitby-Grosmont-Whitby and return (twice), Whitby-Grosmont
29 Oct	NYMR	62005	Grosmont-Whitby,Whitby-Grosmont-Whitby and return (twice), Whitby-Grosmont

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.

Tour Amendments

■ Kingfisher's 'Whitby Jet' charter from Stevenage to Whitby, booked for haulage EWS Class 37/4 locomotives scheduled for 14 October has been cancelled. However, all is not lost as the company say that it plans a number of tours to Whitby as part of the Kingfisher 2007 programme.

West Coast stock movement to Carnforth

As the last 'Jacobite' of the season is booked to operate on 13 October, the return of the coaching stock to Carnforth is scheduled to take place on the following day.

Hauled by 'Black 5' No. 45407 and 'K1' No. 62005, the 11-coach train is due to depart from Fort William just after 08.00 and travel via the West Highland line, Westerton, Mossend, Law Junction and the WCML.

The marathon journey is due to be completed with an arrival at Carnforth just before midnight!

Our website at www.railwayherald.com provides a comprehensive listing of all known UK railtours, over the coming months, 24 hours a day!

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

BELOW: After a few problems in recent months, ex-SR Battle of Britain No. 34067 *Tangmere* is back in fine form, pictured here on 7 October at Barnes, crossing onto the Hounslow Loop with the 10.21 London Victoria to Southampton Eastern Docks VSOE working. *Peter Starks*

A Photographic Charter ... West Highland style!

The image of Fort William-based ex-LNER 'K1' 2-6-0 No. 62034 climbing hard to Mallaig evokes strong memories - but is it the 1950s or 2006?

Typical West Highland weather was again the feature of this year's steam photographer's charter on the West Highland Extension between Fort William and Mallaig, especially over the charter weekend.

But the indefatigable charterists refused to bow down and took on the elements with enthusiasm, which was rewarded, even if the only shots of the weekend in sun were gained on the very last runpast of the charter at Glenfinnan!

The south side of Loch Eilt was top of the list of 'wanted' locations,

ABOVE: The K1 eases off the swing bridge spanning the Caledonian Canal at Banavie with the photographer's charter on 7 October, which initially ran to Arisaig. It then returned to Glenfinnan for water before completing a round trip to Mallaig.

RIGHT: The magnificent exhaust tells all, as the 'K1' charges up the gradient near Creag Ghobhar, close to eastern end of Loch Eilt on 8 October. The question with this photograph is, is the date the 1950s or 2006?

as this is the most remote part of the line and while the sun didn't shine, it did at least brighten up on occasions.

However, for those who stayed over there was sun to be found particularly on 9 October when 'The Jacobite' ran under near perfect sunny conditions.

In any event, the successes and failures of each day were always put to rights during the traditional evening in a local hostelry!

The featured locomotive for the 2006 charter, held over the 6-8 October, was the North Eastern Locomotive Preservation Group's (NELPG) ex-LNER K1 Class No. 62005, which masqueraded as ex-Fort William resident No. 62034.

Grateful thanks are offered to John Hunt of NELPG and James Shuttleworth of the West Coast Railway Company for organising the event, together with Paul Kane, Frank Santrian and the traincrew for long hours on the footplate and producing some terrific runpasts, the NELPG support team for undertaking their duties, often in truly awful conditions, plus everyone else whose efforts combined to make the charter once again a memorable weekend.

LEFT: The locomotive was turned to face east on 8 October, and is seen during a runpast on the causeway at the western end of Loch Eilt.

BELOW: On a beautifully sunny 10 October, 'K1' No 62005 (still masquerading as No. 62034) crosses the viaduct at the head of Loch Nan Uamh with the outward working of 'The Jacobite'. *All: John Whitehouse*

ABOVE: Not the normal type of traction to be found in Dollands Moor Yard! On 9 October, Class 31/1 Nos. 31105 leading and No. 31106 *Spalding Town* on the rear (nearest to the camera) are pictured having arrived from Derby in preparation for overnight testing work on the Channel Tunnel Rail Link. *Kerry Parker*

BELOW: Virgin Trains 'Thunderbird' Class 57/3 No. 57301 *Scott Tracy* powers through Hatton North Junction forming the 13.00 Banbury - Central Rivers stock move, conveying Class 221 'Super Voyager' No. 221105 *William Baffin* which had been declared a failure earlier in the day. *Peter Tandy*

ABOVE: Due to the imminent withdrawal of celebrity large-logo liveried Class 37/4 No. 37425 *Pride of the Valleys*, classmate No. 37406 *The Saltaire Society* has been drafted onto Rhymney duties for the first time since July 2005. Here No. 37406 approaches Pontlottyn with the 17.01 Cardiff Central-Rhymney. The loco still sports silver buffers after working a railtour the previous week. *Mark Thomas*

BELOW: DRS continue to provide several members of its Class 37/6 fleet to Serco to power the various test trains which operate around the country. Here No. 37602 (with No. 37611 on the rear) powers past Addlestone Moor, near Chertsey, with a Selhurst Depot to Bournemouth Depot working on 9 October. *Chris Nevard*

ABOVE: On 3 October, Direct Rail Services Class 66/4 Nos. 66407 and 66409 'top and tail' pass Headstone Lane on the West Coast Main Line with the Willesden-based Rail Head Treatment Train (RHTT). *James Hawkes*

BELOW: The five DRS Class 20/3s based at York are causing an immense amount of interest from enthusiasts. On 6 October, Nos. 20304 and 20301 *Max Joule 1955-1999* are pictured at Gilberdyke during a reversal. The time exposure has captured the driver switching off the tail lights and turning on the headlights! This particular circuit covers from York to Gilberdyke in the east, Bradford in the south and Skipton in the west. *Richard Tuplin*

ABOVE: Class 20/3 Nos. 20302 and 20303 approach Sherbern-in-Elmet on 6 October with the York Works - Chesterfield RHTT service. This circuit takes in Chesterfield or Worksop on alternative nights before heading up to Barnsley, Wakefield and Barnetby in the early hours of the following morning. *Steve Thompson*

BELOW: EWS Class 66 No. 66079 (with No. 66201 on the rear) passes Llandeilo Junction in the early morning autumn sunshine with the 21.28 Margam LIP to Margam LIP water cannon train. The 'topped and tailed' working had already visited Maesteg, Cardiff, Milford Haven, Fishguard and Pembroke Dock overnight. The final leg of the working between Carmarthen and Margam is the only section that can be seen during daylight hours. *Mark Thomas*

Class 73 for Avon Valley

The Avon Valley Railway has agreed with the owner of Class 73/1 No. 73101 *The Royal Alex* for the locomotive to be based at Bitton for the foreseeable future.

The move from the Dean Forest Railway is expected to take place shortly and the locomotive will be arriving on the Avon Valley Railway within the next two weeks.

As a result, the locomotive will become the first ex-BR mainline diesel to be based on the line and joins Class 07 No. D2994.

No. 73101 is due to haul it first passenger services on the railway on 29 October, when it will take part in a mini 'End of Season' gala, featuring alongside the original Manchester Ship Canal 0-6-0ST No. 70, the line's Polish Ferrum TKh No. 4015 and the Class 07.

An intensive passenger and freight service will run throughout the day, starting at 10.30. Normal fares will apply (£5 adults, £4 senior citizen's and £3.50 children) providing high value for money and unlimited travel on the day.

The relocation of the 'ED' is described by the railway as a permenant move and the booked diesel turns for the 2007 season are now likely to be shared between the Class 73 and the Class 07.

ABOVE: The Nene Valley Railway (NVR) held a successful diesel gala weekend on 7/8 October, featuring a visiting Class 27 and presenting the first pairing of Class 56 locomotives in preservation. Here the A1A Group's resident Class 31/1 No. 31271 *Stratford 1840 - 2001* pilots visiting Class 27 No. 27066 on the 10.48 Wansford to Peterborough (NVR) service near Castor on 7 October. The Class 27 is visiting the line from the Dean Forest Railway. *John Pink*

BELOW: On the same day, both resident Class 14 'Teddybears' Nos. D9520 and D9516 approach Castor with a Peterborough (NVR) bound service. *Chris Holt*

New treatment for steam loco boilers

A new chemical treatment has been developed to protect steam locomotive boilers.

The Porta Treatment (PT) is available in two types, suitable for both all-steel boilers and those with a copper component, but claims to reduce the cost of boiler maintenance by 92%.

A mix of four powders form the treatment, which is added to a doser in the tender, which feeds at an average rate. It is very similar to the doser BR used on certain locos back in the days of steam.

The treatment, which will be available in the UK from early 2007 has been used on ex-GWR 'King' No. 6024 *King Edward I* since April 2006 and the aim is to get to the point where no scale or corrosion present in the boiler.

However, as the boiler has never had a serious application of water treatment since it was built in the mid 1950s, there is much corrective work to do first. A recent boiler washout on the West Somerset Railway saw a large amount of scale extracted. This has been removed by chemical action. When all the scale has gone, the chemistry will prevent new scale from forming. With corrosion, the same chemistry is already preventing new corrosion from forming.

Further information on the treatment is available from the company's website at www.portatreatment.com

Great Western theme for revised Barrow Hill gala

The original plan for the Barrow Hill gala weekend on 21/22 October was to have been LNER themed, featuring the two remaining LNER B1 class locos, plus the 'B12' in steam, together for the first time in preservation.

This theme has had to be postponed due to the late running overhaul of the 'B12' No. 61572 and damage done to the left-hand cylinder of 'B1' No. 61264 which is currently being repaired. Barrow Hill has now re-scheduled the LNER gala for 17/18 March next year.

In its place is another preservation first, with three Great Western Hall class locomotives in steam together for the first time, plus Llangollen Railway based 'Manor' No. 7822 *Foxcote Manor*. The LMS will be represented by mainline-registered 'Jubilee' 4-6-0 No. 5690 *Leander*, which will be posed at various times throughout the weekend with classmate No. 45593 *Kolhapur*. The steam line-up is completed by the newly restored and Barrow Hill-based Peckett 0-6-0ST No. 2000 and LNER J94 class No. 68009.

All of the operational steam locomotives will be working during the weekend, although No. 4965 *Rood Ashton Hall* will only be on site for part of Saturday as it is working a railtour into the site from Birmingham and will return there the same evening.

The full line-up should feature ex-LMS No. 5690 *Leander*, ex-GWR 'Halls' Nos. 4936 *Kinlet Hall*, 4953 *Pitchford Hall* and 4965 *Rood Ashton Hall* (Saturday only) and ex-GWR 'Manor' No. 7822 *Foxcote Manor*, plus Peckett No. 2000 and J94 No. 68009. Also on display will be resident 'Jubilee' No. 45593 *Kolhapur*, Midland 1F No. 41708 and Great Central 'Director' 4-4-0 No. 506 *Butler-Henderson*.

A number of trade stands will be on site, together with refreshment facilities and real ale. The archive room with be continuously showing videos.

A free shuttle bus service will operate from Chesterfield station as usual.

Spa Valley event

An additional diesel gala is being held by the Spa Valley Railway on 27/28 October.

The 'Mainline Gala' will feature Class 33s Nos. 33063 and 33065, the latter will be withdrawn for major work afterwards, 'ED' No. 73140 and Class 20 No. 20118, which will return to Devon following the event.

Steam Supreme
on the West Somerset

The West Somerset Railway's Autumn steam gala on 6-8 October drew not only the crowds but also the bigger well known locomotives to the line.

ABOVE: Currently undergoing running in, prior to its mainline return, ex-SR No. 850 *Lord Nelson* climbs the 1-in-99 grade past Castle Hill on 7 October, with the 10.55 Minehead to Bishops Lydeard service. *Chris Perkins*

RIGHT: Visiting the WSR from the Bodmin & Wenford Railway, 4200 Class 2-8-0T No. 4247 prepares to depart from Minehead with a demonstration freight on 7 October. *Les Gibbs*

BELOW: Making its first gala appearance, ex-GWR 2-8-0 No. 3850 storms past Kentsford Crossing on the climb of Washford Bank with the 11.45 Bishops Lydeard to Minehead service on 7 October. *Chris Perkins*

Ex-Great Western Railway 'King' Class No. 6024 *King Edward I* rounds Kentsford Curve on the West Somerset Railway with the 10.15 Bishops Lydeard to Minehead service on 8 October. *Chris Perkins*