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# The Railway Herald

20 October 2006 Issue 58

The complimentary UK railway journal for the railway enthusiast

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The Railway Herald
Issue 58

## Front Cover

**GB Railfreight-operated, Metronet-liveried Class 66/7 No. 66722 heads north on the scenic Settle & Carlisle line with a loaded gypsum train, the 06.15 West Burton PS to Newbiggin, through Smardale, near Crosby Garrett in Cumbria on 14 October.** *Terry O' Conner*

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## Submissions

We welcome submissions from all readers, especially photographs from those enthusiasts with a digital camera. Pictures should be sent to the editor at editor@railwayherald.com

Good quality scans of colour slides and prints are also acceptable. Currently there is no financial payment made for photographs published in *Railway Herald*. Once the magazine is moved to a commercial basis then we will pay a standard reproduction fee.

Where possible we always try to use news photographs taken within the production week of the publication date, especially for news stories and features.

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**ABOVE: As reported last week, problems with Ian Riley's BR Standard 4MT 2-6-0 No. 76079 following a derailment, resulted in the West Coast Railway Company providing Class 37 No. 37248 as power for the NYMR's Glaisdale - Whitby services on 15 October. Here the maroon Type 3 approaches Sleights with the 09.25 Grosmont - Whitby.** *Ian Hardy*

**ABOVE: The 'Queen of Scots' Pullman had a rare outing from Victoria to Cambridge on 14 October. Here No. 47712 *Artemis* powers the train through Colchester, with Class 47/4 No. 47832 *Driver Tom Clarke O.B.E.* on the rear.** *James Welham*

**BELOW: Cotswold Rail operated Class 47/4 No. 47813 arrives at Westbury on 19 October with one of Seco-Rail's track machines No. DR76601 plus a container wagon from West Ealing. The loco then worked 'light' to Gloucester.** *Tom Curtis*

# First Great Western powercar gains Royal connection

**One of First Great Western's High Speed Train power cars has gained a Royal connection after it was named *Prince Michael of Kent* in recognition of the Prince's lifelong fascination with railways and his extensive knowledge of the world's trains.**

The Prince unveiled the nameplate bearing his name at a ceremony at Bristol Temple Meads station on 17 October. The naming was part of a day of activities he enjoyed with First Great Western.

First Great Western took the naming forward after hearing that it was the Prince's ambition to have a train or locomotive named after him. The Prince developed an enthusiasm for trains and railways following his first experiences of the Royal Train as a child. He takes every opportunity to travel by train, both in the UK and abroad, and was a frequent traveller with First Great Western when he lived in Gloucestershire.

"After reading about Prince Michael's ambition, and finding out about his enthusiasm for rail travel, we just had to name one of our power cars in his honour, particularly as he has such strong links with our network," said First Great Western Managing Director Alison Forster.

Following the naming at Bristol, Prince Michael visited First Great Western's St. Philips Marsh Depot where he was able to spend time 'driving' the simulator and experiencing the challenges a driver faces on a daily basis.

Later in the day the Prince had a driver's eye view when he returned to London in the cab of an HST and enjoyed a demonstration of the safety and operational systems in the cab of a modern train.

**ABOVE TOP: FGW MTU-power cars Class 43 Nos. 43165 and 43175 arrive at Bristol Temple Meads on 17 October in preparation for the ceremony.**

**ABOVE LEFT: FGW Managing Director Alison Forster looks on as Prince Michael of Kent unveils 'his' nameplate on powercar No. 43165.**

**LEFT: Prince Michael of Kent is pictured in the driver's seat of No. 43165 at Bristol Temple Meads, while being advised about the current day safety systems on power car operation.** *All: Chris Perkins*

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# 'one' Anglia Class 90 goes East of England!

**'one' Anglia officially marked the completion of a £25 million upgrade of its rolling stock on the London-Norwich mainline on 17 October.**

With the exception of work on the DVT and buffet cars, which was handled by Wabtec Rail at Doncaster, the ex-Virgin Trains WCML Mk3 coaching stock has been overhauled by Bombardier Transportation at its refurbishment centre in Derby Litchurch Lane Works.

A special train ran from Norwich to London Liverpool Street on 17 October, in conjunction with the East of England Tourist Board (EETB), to mark the achievement. With guests from many of the tourist attractions in East Anglia, together with representatives from the Department for Transport, Porterbrook Leasing, Bombardier Transportation and the area and railway press, the train was well attended.

Departing at 10.54 from the Norfolk city, the upgraded and reliveried set was hauled by an immaculate Class 90 No. 90011, which was formally named *Let's Go East of England* by EETB Chairman, Dr Derek Langslow, following its arrival at the London terminus.

In addition to new seat covers and carpeting, curtains and décor enhancements, all 14 coaching stock sets involved, have improved air-conditioning and dedicated accommodation for disabled passengers, 'bean to cup' coffee machines in the catering vehicles, and a much smoother and more comfortable ride quality than before.

As previously reported in *Railway Herald* (see Issue 33) a small number of sets have had their buffet/restaurant vehicles replaced by a new 'cafe-bar' coach (code TSOB), which still provides a wide range of refreshments while maximising the seating on key services which do not require a full restaurant service. These vehicles have been converted from six standard class TSO coaches by the removal of 24 seats and their replacement by a small mini buffet bar.

**TOP:** Class 90 No. 90011 *Let's Go East of England* stands at the stops at London Liverpool Street as classmate No. 90013 draws into the opposite platform, powering the 11.00 service train from Norwich.
**ABOVE MIDDLE:** Following the naming of 'one' Class 90 No. 90011 by Dr Derek Langslow (right), Chairman of the East of England Tourist Board (EETB), he poses with the *Let's Go East of England* nameplate along with Keith Brown, Commercial Director for the EETB, and Woody Bear from Pleasureland Hills, one of the EETB tourist attractions.
**ABOVE:** The empty coaching stock to form the 10.54 special departure for London Liverpool Street arrives at Norwich on 17 October, headed by specially prepared, immaculate, Mk3 DVT No. 82133, just given 'one' colours. The coaching stock and Class 90 No. 90011 on the rear were all in the same splendid condition. *All: Brian Morrison*

# First ScotRail to install ticket barriers to combat ticketless travel

First ScotRail is to install automatic ticket gates at Aberdeen, Ayr, Dundee and Stirling stations.

They are being introduced under the company's commitment to revenue protection and to tackle ticketless travel as part of the franchise agreement.

The work, mainly carried out overnight to minimise disruption, is due to start from mid-October under a rolling programme with the gates operational from between early November and March next year.

The gates, which will also improve the ticket checking process for customers, are expected to have a positive impact on revenue protection by reducing travel without tickets, while at the same time discouraging anti-social behaviour and providing improved station security.

When operational, customers will be required to purchase their tickets prior to travelling and to retain them in order to pass through the gates.

There will be a high level of staff presence when the gates go live, to assist and guide passengers.

Information leaflets will also be distributed before the 'switch on' date for the gates.

**ABOVE:** Class 90 No. 90027 *Allerton T&RS Depot Quality Assured* leads freshly repainted Class 90 No. 90019, in First ScotRail livery, through Berkswell on 14 August with the 09.42 Manchester Trafford Park - Wembley service. The train is booked for Class 92 haulage *Ron Kosys*

## New FM Rail freight trial

A new FM Rail freight trial is to commence with intermodal traffic on 30 October between Hams Hall and Mossend.

Two trains a week will operate for a three week period, powered by a pair of FM Rail Class 47s, working in multiple.

# Contract signed for Port of Tyne to Drax coal flow

**GB Railfreight and Drax Power Limited have signed a contract for the movement of imported coal from the Port of Tyne to Drax Power Station, near Selby, North Yorkshire. The deal follows the signing of a 'Heads of Terms' agreement between the two parties in April this year.**

The freight haulier will begin moving coal in new, purpose built wagons during the first quarter of 2007. A total of 48 high-capacity bogie hopper wagons, TOPS Code HYA, are expected to arrive in the UK from Romanian wagon builders IRS during March 2007.

GB Railfreight's move into the UK's largest bulk freight sector will, according to Business Development Director, Jonathan Moser, lead to other coal contracts. He explained that the backing of parent company First had been a crucial factor in GBRf's successful move into coal.

"We are grateful for their support," he said. "First authorises investment when we make a solid case, as was the situation with Drax. We believe that there are a range of further business opportunities in a relatively buoyant market."

The new operation is expected to be centred around York Yard.

# GBRf Class 66 named *Peterborough Power Signalbox*

**GB Railfreight Class 66/7 No. 66712 was officially named *Peterborough Power Signalbox* in a ceremony held at Peterborough on 14 October.**

The locomotive was named by John Smith, Managing Director of GB Railfreight and Paul Smith, a Network Rail signaller at Peterborough in recognition of the close ties between both organisations.

**RIGHT:** No. 66712 awaits its naming at Peterborough
**BELOW:** GBRf Managing Director John Smith (left) holds the presentation third plate with Paul Smith. *Colin Wilson*

## Classified Advertisements

**Advertising in this column is available at a cost of £3.50 per line.**
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## News In Brief

■ Sea Containers, the parent company of ECML operator GNER, has filed for Chapter 11 bankruptcy protection in the USA. This action protects the company but allows the directors to remain in charge. The company say that GNER will continue its normal day-to-day operations.

# New Battery-assisted diesel electric drive for NMT?

**ABOVE: Still using 1970s traction technology, Class 43 powercars Nos. 43014 and 43062 head south along the East Coast Main Line at Burn, with Network Rail's New Measurement Train on 9 October, with an Edinburgh - Derby 'trip' working.** *Richard Tuplin*

**Hitachi Europe Ltd has announced the launch of technology that will create Europe's first hybrid high-speed train.**

The technology has been proven under test in Japan to cut fuel bills by up to 20% and harmful emissions by up to 50%. The test train includes a new hybrid traction system (consisting of a battery-assisted diesel electric traction drive) which will be installed into Network Rail's New Measurement Train, with the equipment fitted into a powercar and a modified test coach. The technology has been developed and tested in Japan since 2003 and is currently in production for a Japanese customer.

Hitachi and its partners Porterbrook Leasing, Network Rail and Brush Traction are aiming to commence trial running of the modified train in April 2007, and on completion of testing the modified vehicles will run in service on the New Measurement Train for a period of six months to prove the benefits of the technology.

It is not yet known which vehicles from Network Rail's NMT fleet will be chosen for the trials.

# New paper flow to Merseyside's LIF Terminal

A new daily train service has commenced to the Port of Liverpool, conveying newsprint railed through the Channel Tunnel from Germany, and destined for distribution into press rooms throughout the North West of England.

The first train conveyed around 700 tonnes of paper from two suppliers, Stora Enso, one of the world's largest paper and packaging manufacturers, and the German producer Leipa GMBH.

Included in the cargoes were the largest reels of paper produced in Europe, each four metres long and weighing 6.5 tonnes. They are being supplied by Leipa to the new £115 million press room established by Prinovis, close to Liverpool's John Lennon Airport.

The service is a daily, Monday to Friday operation into Liverpool Intermodal Freeport Terminal (LIFT), where it is discharged by specialist paper terminal operators Stanton Grove, through a modern 100,000 sq ft warehouse.

The Leipa trial consignment of 1,000 tonnes of paper, including the giant reels, is transported across Germany by rail from Schwedt on the River Oder and then through the Channel Tunnel into the UK to Doncaster Belmont Yard. Here the consignment is joined by traffic from Stora Enso, shipped into the UK through the Port of Immingham and then tripped by rail to Doncaster, from where a block train then operates to Liverpool.

Stora Enso anticipates substantial growth in sales to the North West of England press rooms and other customers as a consequence of establishing the regular flow of paper into the Port of Liverpool from their mills in Sweden and Finland.

Activation of the LIFT loop line branching off the Port of Liverpool's main link with the national rail network, brings the number of rail terminals within the Docks to six and establishes the Port as the largest single railhead within the North West.

**BELOW: EWS Class 66 No. 66179 prepares to depart from Stanton Grove's Warehouse on the former Regent Road, now part of the Liverpool Intermodal Freeport Terminal, on 12 October.** *Philip B. Parker*

## News In Brief

■ The hired-in Virgin HST set, from Midland Mainline was diverted from its normal duties on 16 October. The set, with powercars Nos. 43058 and 43055, formed the 11.40 Plymouth - Newcastle service as booked, as far as Birmingham where the train was terminated. The HST was then used to form the 16.48 Birmingham NS - Manchester train, returning as the 18.54 Manchester Piccadilly - Derby service.

■ WCRC has named Class 33s Nos. 33025 *Glen Falloch* and 33029 *Glen Loy*, after the last two ex-North British D34 'Glens' to work the West Highland (apart from the preserved *Glen Douglas*), in preparation for their use on the 'Royal Scotsman' next year.

■ As reported last week, the first of the Transpennine Class 158s is now going through works, outshopped as Class 159/1s for SWT. The full renumberings are expected to be:
159101 ex-158800
159102 ex-158803
159103 ex-158804
159104 ex-158805
159105 ex-158807
159106 ex-158808
159107 ex-158809
159108 ex-158811
159109 ex-158814

**ABOVE:** Now operated by Cotswold Rail, but still carrying its Virgin Trains colour scheme, Class 47/4 No. 47810 *Porterbrook* approaches Fladbury on the Cotswold line with with a Gloucester - Long Marston wagon move. The six TTA vehicles concerned were moved north from Burngullow last week, as reported in our last issue. *Peter Tandy*

**BELOW:** Class 86 No. 86228 has been moved from Glasgow Works to Coalville, where it is seen on 13 October. *Craig Adamson*

## Fleet Changes ■ Fleet Changes ■ Fleet Changes ■ Fleet Changes ■

NEW!!

*Compiled by D400*

**One of the most requested additions to *Railway Herald* has been that of stock changes to the UK national network operational fleets. From this issue, the 'Fleet Changes' column will appear on a fortnightly basis, providing a round-up of all pool changes, namings, storage updates and livery changes, covering locomotives, multiple units and coaching stock. Correct to 10 October.**

### New Sector Codes

ELRD East Lancs Railway Diesels
RTSO Riviera Trains Shunters
XHNR DRS-Network Rail Sandite

### Reinstated to TOPS

37142 HQ MBDL

### Re-allocations

08466 MG WSGW-MG WSAW
08526 MG WSGW-WQ WNTS
08662 IM WSEM-TE WSNE
08752 WQ WNTR-MG WSAW
08780 HQ RTLS-HQ RTSO
08886 WQ WNTS-MG WSAW
08888 TE WSNE-WQ WBTS
08976 WB ATLO-GL CREL
09001 WQ WNTS-MG WSGW
09017 MG WSAW-MG WSGW
20301 KM XHNC-KM XHNR
20302 KM XHMW-KM XHNR
20303 KM XHMW-KM XHNR
20304 KM XHMW-KM XHNR
20305 KM XHNC-KM XHNR
20306 KM XHNC-KM XHNR
20307 KM XHNC-KM XHNR
20308 KM XHNC-KM XHNR
20309 KM XHNC-KM XHNR
20310 KM XHNC-KM XHNR
20311 KM XHMW-KM XHNR
20312 KM XHNC-KM XHNR
20314 KM XHNC-KM XHNR
20315 KM XHNC-KM XHNR
then KM XHNR-KM XHNC
then KM XHNC-KM XHMW
20905 BH ADFL-KM XHNR
37029 KM XHNC-KM XHNR
37038 KM XHNC-KM XHNR
37059 KM XHNC-KM XHNR
37069 KM XHNC-KM XHNR
37087 KM XHNC-KM XHNR
37194 KM XHMW-KM XHNR
37218 KM XHMW-KM XHNR
37259 KM XHNC-KM XHNR
37261 KM XHNC-KM XHNR
37510 KM XHSS-KM XHNR
37515 KM XHMW-KM XHNC
40145 HQ MBDL-HQ ELRD
47200 HQ CREL-GL CRRH
47237 KM XHKM-KM XHNC
47298 KM XHKM-KM XHNC
47501 KM XHKM-KM XHNC
47802 KM XHKM-KM XHNC
47805 CP RTLO-KM XHNC
47812 CP RTLO-KM XHNC
47815 KM XHKM-CP RTLO
47839 KM XHKM-KM XHNC
47843 CP RTLO-KM XHNC
47847 CP RTLO-KM XHNC
47848 KM XHKM-KM XHNC
47853 CP RTLO-KM XHNC
66049 TO WBAN-TO WBEN
66051 TO WBEN-TO WBAN
66052 TO WBAN-TO WBEN
66409 FD DFHH-KM XHNR
66411 KM XHMW-KM XHIM
66412 KM XHMW-KM XHNR
66413 KM XHIM-KM XHNR
67002 WQ WNTS-TO WAAK
67008 WQ WNTR-TO WAAK
67026 WQ WNTR-TO WAAK
87007 HQ SBXH-WB IWCA
87026 WB IWCA-HQ SBXH
89500 HQ MBDL-HQ ELRD
*(TOPS number for 55022)*

### Names applied

33025 *Glen Falloch*
33029 *Glen Foy*
*43165 Prince Michael of Kent*
47805 *Talisman*
*47839 Pegasus*
47848 *Titan Star*
66411 *Eddie the Engine*
66712 *Peterborough Power Signalbox*
66717 *Good Old Boy*
90011 *Let's Go East of England*
317892 *Ilford Depot*
390047 *Heaven's Angels*

### Names removed

47847 *Railway World Magazine/ Brian Morrison*
390047 *Virgin Atlantic*

### Livery changes:

**Riviera Blue:** 47805, 47843, 47848
**Stobart Rail:** 66411

### Storage locations:

**Carlisle Kingmoor:** 37510
**Coalville:** 86228
**Long Marston:** 08869, 37220 87032
**Margam:** 08738
**Toton:** 60091
**Wembley:** 87026

### Vehicles cut up

**Rotherham-Hull:** 31433

**ABOVE:** **BR Standard 8P 4-6-2 No. 71000 *Duke of Gloucester* storms upgrade through Sheriff's Brow on the Settle & Carlisle line with the 10.50 York - Carlisle Railway Touring Company charter on 14 October.** Kevin Truby

## The Week Ahead

**The last Saturday of British Summer Time has a good mix of tours with the NRM's No. 4771 *Green Arrow* probably having the pick of the day with the Railway Touring Company's 'The Great Central'.**

Not only has the tour a good few steam miles to be enjoyed, but it is also reported to be the first steam-hauled tour into Deepcar since the demise of BR steam. King's Cross is the starting point, travelling diesel-hauled to Peterborough, where steam takes over for a dash north along the ECML before diverging at Newark for Lincoln, where a break will be taken.

Then it is off to Immingham via Market Rasen and Barnetby, before again passing Barnetby on the return en-route for a water stop at Gainsborough Central, from where the tour heads westward via Retford, Worksop and the derelict Sheffield Victoria to Deepcar, where steam will hand over to diesel for the return to King's Cross. An added attraction could be the possibility of No. 4771 passing No. 6233 ***Duchess of Sutherland*** somewhere between Peterborough and Grantham, depending on the timings!

The 'Duchess' heads the final PMR Tours of the season (which starts diesel hauled from Sheffield) from Derby, via Nottingham and Grantham to London King's Cross and return, providing the noteworthy event of a 'Duchess' into King's Cross.

Meanwhile, No. 71000 *Duke of Gloucester* works the re-dated Kingfisher 'Cumbrian Dalesman' forward from Carnforth over Grayrigg and Shap. The tour originates at Birmingham International behind diesel traction and travels via Wolverhampton, Wrexham and Wigan. Water is taken at Penrith before heading to Appleby for a break via the Upperby curve. Steam continues to Hellifield where diesel traction again takes over. On the same day, Battle of Britain No. 34067 *Tangmere* works from Victoia to Bath with a VSOE charter.

The final steam hauled tour of the weekend features No. 6024 *King Edward I* on Past Times' 'The Cornubian' from Penzance to Taunton and maroon-liveried Class 52 No. D1015 *Western Champion* on the non-steam sections from Gloucester through to Penzance, and the return to Gloucester from Taunton.

Compass Tours has a circuitous tour from Chinley to Newcastle, which runs outwards via Manchester Victoria, Blackburn and the Settle & Carlisle. After reversal, the tour takes the Tyne Valley route and enters Newcastle after going around the King Edward and High Level bridges loop. A mini-tour is arranged for the afternoon, departing Newcastle around 12.45, running via Durham and Ferryhill South Junction to Hartlepool, Seaham and Sunderland, arriving back at Newcastle around 15.15. The main train returns south via York, Manchester Victoria and Bolton to terminate at Preston.

Meanwhile, Hertfordshire's 'Blue Pullman' heads west from London Paddington to Buckfastleigh on the South Devon Railway. Steamy Affairs destination that day is the Keighley and Worth Valley with a tour which also offers a York option and starts from Ashford International.

Also scheduled is a Railtourer excursion on 25 October to Salisbury from Lincoln and principal Midland Main Line stations to Kettering, while the North Yorkshire Moors has its 'Whitby Endeavour' services operating on 24-26 and 29 October employing NELPG's K1 No. 62005 for traction.

**BELOW:** **LMS Black 5 No. 45407, numbered as 45157, and LNER 'K1' No. 62005 still carrying the identity of No. 62034, power through Grangehall as they restart from a water stop at Carstairs, while working a Fort William-Carnforth ecs working after the completion of 'The Jacobite' season.** *Peter Kellett*

## 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 |
|---|---|---|---|
| 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 | ICMM | 2xFMR Cl.31 | Barrow Hill-Chesterfield-Derby-Uttoxeter-Stoke on Trent-Llandudno and return |
| 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 |
| 28 Oct | Compass Tours | 2xFMR 47 | Chinley-Manchester Victoria-Blackburn-Hellifield-Appleby-Carlisle (rev)- Haydon Bridge-Newcastle-York-Manchester Victoria-Bolton-Preston |
| 28 Oct | Hertfordshire (BP) | 2xFMR 47 | London Paddington-Slough-Reading-Newbury-Buckfastleigh and return |
| 28 Oct | Kingfisher | 71000 | (Birmingham International-Wolverhampton-Telford-Shrewsbury-Ruabon-Wrexham- Chester-Warrington-Wigan-Leyland)- Carnforth-Appleby-Hellifield and (return) |
| 28 Oct | Past Time Rail | D1015 | Paddington-Penzance-Paddington |
| 28 Oct | Past Time Rail | 6024 & D1015 | (Gloucester-Bristol Parkway-Bristol TM-Weston super Mare-Taunton-Exeter SD- Penzance)-Taunton-(and return). Diesel legs hauled by D1015 Western Champion. |
| 28 Oct | PMR Tours | 6233 | (Sheffield-Chesterfield)-Derby-Nottingham-Grantham-London KX & return |
| 28 Oct | RTC | 4771 | (London KX)-Peterborough-Lincoln-Immingham-Sheffield-Deepcar-(London KX) |
| 28 Oct | Steamy Affairs | tbc | Ashford-Headcorn-Paddock Wood-Tonbridge-Sevenoaks-Orpington-Bromley South- Kensington Olympia-York-Keighley and return |
| 28 Oct | Vintage Trains | 4965 | Tyseley Warwick Road-Walsall-Stafford-Preston-(Blackpool) and return |
| 29 Oct | NYMR | 62005 | Grosmont-Whitby,Whitby-Grosmont-Whitby and return (twice), Whitby-Grosmont |
| 31 Oct | Steam Dreams | 45231 | London Victoria-Clapham Junction-Staines-Salisbury-Bath-Bristol TM and return |

**Key to tour listings:**

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

# Loco-hauled to Skegness back on the agenda

**The issue of locomotive-hauled trains to and from Skegness has been an problem for some time.**

FM Rail's inaugural 'Intercity Merrymaker' in August indicated that the trouble has, to a degree, been solved. The issue was the condition of the track between Boston and Skegness which initially caused the engineers to impose a total loco-hauled ban.

This was eased to a blanket 15mph restriction, but because of pathing this meant that charter trains had to operate outside the normal timetable, which resulted in very early starts and very late finishes. However, some remedial work has taken place enabling the restriction to be lifted to 30mph between Boston and Skegness, which together with experience of running times with loco-hauled trains, enabled Network Rail to establish two paths into Skegness around mid-day, with a departure around 16.00.

This is a temporary arrangement at present, but is likely to become permanent shortly. The only provisions are that the number of loco-hauled trains is restricted (which should self regulate) and that steam operations are not permitted due to the higher axle-loading imposed by steam locomotives.


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**ABOVE:** Network Rail yellow-liveried Class 31/1 No. 31105 leads the 10.00 Old Oak Common - Tyseley test train through Hatton North Junction on 12 October. Running around 120 minutes late as a result of signalling problems in the Hatton area, the train had sat at Leamington Spa for some time. *Peter Tandy*

**BELOW:** The rake of PGA wagons deposited at Daw Mill Colliery on 15 August, following the operation of the second of two trial trains, was moved back to Mantle Lane, Coalville on 18 October. Class 47/0 No. 47145 *Myrddin Emrys* here approaches Nuneaton with the train, which was originally scheduled to depart from Daw Mill at 11.45. It eventually ran a little under two hours late. *Ron Kosys*

**ABOVE:** On 14 October, Class 60 No. 60041 failed at Heywood Road Junction,Westbury, while working the 22.35 Robeston-Theale Murco petroleum tanks. The train eventually continued to its destination behind rescue locomotive, Class 59/2 No. 59206 *Pride of Ferrybridge*. The train, complete with the failed Class 60, passes Great Cheverell. *Mark Few*

**MIDDLE:** EWS Executive-liveried Class 67 No. 67029 passes Rugby on 12 October with a loco-hauled replacement for Network Rail's New Measurement Train. The train, which was heading for London Euston from Derby had 'Royal' Class 67 No. 67006 *Royal Sovereign* on the rear. In the background is Class 56/3 No. 56302 with the Birch Coppice-Grain Fastline Freight Intermodal service. *Chris Perkins*

**BELOW LEFT:** Direct Rail Services' latest batch of Class 66/4 locomotives arrived through Newport Docks on 16 October, on board the MV Fairlift. The first three locos to be offloaded, Nos. 66415, 66416 and 66420, were moved north to Carlisle by classmate No. 66408 late on the same day. The loco then returned to Newport the following day to collect the remaining four GMs. Here No. 66408 leads newly arrived classmates Nos. 66414, 66417, 66418 and 66419 through Claydon, south of Ashchurch, on 18 October. *Jack Boskett*

# Anglian Variety

**ABOVE:** Class 66 No. 66006 leads 66053 on one of the Great Eastern Rail Head Treatment Trains (RHTT) through Romford on the 'down' electric line on 14 October. The RHTT started from and terminated at Temple Mills, Stratford, having travelled via Southend Victoria and Colchester. *Craig Leaper*

**RIGHT:** Freightliner's Class 86s still make regular forays to the Anglia Region. On 14 October, Nos. 86637 and 86609 head a Coatbridge-Felixstowe, through Kelvedon. *James Welham*

**BELOW:** Class 20/3 No. 20306 (with No. 20307 on the rear), complete with 'DRS Anglia on a Mission' headboard, leads a Colchester-Clacton RHTT through Hythe, south of Colchester, running some 120 minutes early. James Welham

# Great Central announces gala line-up for 2007

**The Great Central Railway (GCR) has announced its events line-up for next year.**

The steam scene sees two major gala weekends on 27/28 January and 13/14 October, both dedicated to the steam enthusiasts, plus the now familiar 'Mail by Rail' event on 28/29 July. In addition three steam locos will join with three members of the resident diesel fleet, plus the line's Class 101 DMU on 23-25 March for a 1960s experience weekend, the first day of which will be solely diesel powered.

Following the success of this year's activities, the GCR will be holding three diesel weekends next year. In addition to the 1960s experience, there are also modern traction galas on 28/29 April and 14-16 September. The railway is looking to bring in a visiting diesel locomotive during the year to add to the resident fleet.

It is also anticipated that the successful '4CIG' weekend, will be repeated. The ex-Southern Region EMU, which works in 'top and tail' mode with the GCR based Class 33 No. D6535, owned by the National Railway Museum, is scheduled to be repainted during 2007 and an event will be advertised to relaunch the unit when the cosmetic work is complete. The 4CIG is currently in South West Trains livery and was instrumental in the railway winning a small filming contract. recently.

## News In Brief

- A number of years after it arrived on the line, work has started on the overhaul of Class 08 No. D3261 at the Swindon & Cricklade Railway.
- The overhaul on the 'B' end of No. D1010 *Western Campaigner* is underway on the WSR following a strip down of the locomotive's cooler group.

**ABOVE:** The Severn Valley Railway held a festival at Kidderminster station on 14/15 October to celebrate improvements to its major station. As part of these celebrations, the Class 50 Fund rededicated Class 50 No. D444 *Exeter*. The current Lieutenant of HMS Exeter, Lieutenant Scott Sellers, was invited to perform the re-dedication by Scott Lewis (left), joined by Andrew Watts and Craig Kinsey (pictured right) from the Class 50 Fund. The new plates have been specially recast in the style of GWR in the 1960's. *Glen Flurry*

**BELOW:** The recently repainted Wickham Railbus, Laboratory 20, No. 999507, is pictured outside the paintshop at Moor Road on 14 October. The unit will be in action at the Middleton Railway on 21 October plus 4 and 11 November when it will be working passenger services between 13.00 and 16.30. *Andrew Gill*

# *Royal Scots Grey* in action at ELR despite loco damage

**The owner of Class 55 'Deltic' No. 55022 *Royal Scots Grey* is now assessing the damage caused to the locomotive after one of the pistons pierced the crankcase on No.1 engine.**

The damage occurred while the locomotive was working the northbound leg of the 'Autumn Highlander' tour from London King's Cross to Inverness and Kyle of Lochalsh.

As illustrated in our last issue, the locomotive returned to London on the southbound leg of the charter, piloted by the Class 40 Preservation Society's No. 40145, which later hauled the locomotive back to its home base at Bury on the East Lancs Railway, where a detailed assessment is to be undertaken before repair work can be arranged.

It is hoped that the locomotive will still be available to take part in the English Electric day on the ELR on 11 November and for the SRPS Railtour from Linlithgow to Lincoln, 'The Link Undo', on 8 December.

**ABOVE:** Class 55 No. 55022 *Royal Sccots Grey* worked the diesel diagram at the ELR on 14/15 October as planned. The loco is pictured at Ramsbottom, with Class 40 No. D335 on the rear for train heating purposes, on 15 October. *Chris Dixon*

**LEFT:** The damage caused to the crankcase cover on No. 1 engine.
**RIGHT:** The remains of the damaged big end cap on No. 1 engine.
*Both: Bill Reid*


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# Class 89 Appeal

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# Midland Metamorphosis

**The Keighley & Worth Valley Railway enjoyed a busy gala weekend over 13-15 October.**

Regrettably, problems with one of the event's star attractions, the NRM's No. 30777 *Sir Lamiel*, resulted in the loco being on static display all weekend, but a combination of double-headed trains, freights and vintage shuttles combined to provide a fascinating timetable.

**ABOVE:** **Ivatt 2MT 2-6-2T No. 41241 climbs over Mytholmes Viaduct with a freight for Oxenhope on 13 October, while LMS 'Jinty' 0-6-0T No. 47279 is on the rear.** *Kevin Truby*

**RIGHT:** **LMS 'Jinty' No. 47279 combines with visiting 'Jubilee' No. 5690 *Leander* on the approach to Oakworth on 14 October.** *Fred Kerr*

**BELOW:** **Looking superb in the autumn sun, LMS maroon-liveried 'Jubilee' No. 5690 *Leander* powers up-grade from Oakworth to Haworth on 13 October.** *Kevin Truby*

**DRS Class 37/6 locomotives Nos. 37602 and 37611 are pictured 'topping and tailing' the 10.00 Westbury - Derby SERCO test train at Tockenham Wick, near Dauntsey, south of Wootton Bassett on 12 October.** *Ken Brunt*