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The Railway Herald

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The complimentary UK railway journal for the railway enthusiast

The Railway Herald
Issue 58

Front Cover

Cotswold-operated Class 47/7 No. 47714 powers through Evesham station on 23 October with a Bescot – Long Marston move, conveying international wagons for store. This was the first of four such workings, conveying stored wagons to take place. *Matthew Clarke*

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Submission Guidelines

In response to the constantly increasing number of digital photographic submissions, *Railway Herald* has compiled a 'Submissions Guidelines' document, which can be downloaded through our website or by clicking here.

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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Carnforth repaints Arriva Trains Wales Mk2 coaches

ABOVE: Class 33 No. 33029 *Glen Foy* powers past the camera at Brock on 26 October with six Arriva Trains Wales-liveried Mk2 coaches in tow. The train was the 10.30 Carnforth - Cardiff Canton ECS working, returning the vehicles to South Wales following repainting by West Coast Railway Company at Carnforth. *Kevin Truby*

ABOVE: FM Rail Class 31/4s Nos. 31459 and 31452 arrive at Llandudno on 26 October while working a Barrow Hill Roundhouse to Llandudno 'Intercity MerryMaker' trip. Of note is the leading Class 31 No. 31459, which has been repainted into all-over black livery. *Kevin Taylor*

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

Deltic traction changes

The blown cylinder inflicted on Class 55 No. 55022 *Royal Scots Grey* during the Railway Touring Company's 'Autumn Highlander' has had a knock-on effect with two tours.

Pathfinder's trip on 2 January from King's Cross to Newcastle, which was due to feature No. 55022 throughout has been cancelled.

However, the SRPS will be using Class 40 No. 40145 on its charter on 8 December from Linlithgow to Lincoln via the ECML.

Meanwhile, all is not lost for *Royal Scots Grey* as it is scheduled to appear at the East Lancashire Railway 'English Electric' day during 11 November and on footplate experience operations two days later.

Chiltern's Eday ticket

Chiltern Railways is to become the first of the national rail passenger operators to trial mobile phone ticketing technology.

The company is to launch a pilot scheme, which could be operational as early as the end of this year, that will allow the popular Eday tickets, priced at £5 each, to be purchased via the company's website and the ticket delivered by text message.

The message will contain a barcode, which will be scanned at the ticket gate on the platform, allowing passengers to travel.

The trial scheme will operate for three months and if successful, the technology could be rolled out to other UK operators.

ABOVE: **The first totally refurbished Class 319/4 EMU for First Capital Connect, No. 319425, arrives at Bedford on 26 October, to form the 10.46 special service for invited guests to Brighton.** **INSET:** **The new type nameplate attached to No. 319425** ***All: Brian Morison***

First Capital Connect unveil first of new look Class 319 fleet

First Capital Connect (FCC) introduced the first totally refurbished Class 319 into traffic on 26 October.

Refurbished and reliveried, Class 319/4 No 319425 was introduced to the press and VIPs at Bedford and after being named *Transforming Travel* by FCC Managing Director, Elaine Holt, ran as a 10.46 special to Brighton and back for media, user group representatives and various stakeholders. A total of 66 four-car units are being upgraded, consisting of 40 '319/4s' and 26 '319/3s', all the work being undertaken by Alstom at Wolverton Works. The £27 million project is scheduled to take four years to complete and is being jointly funded by First Capital Connect and Porterbrook Leasing.

Apart from the new FCC livery, the interiors are being completely stripped out and are having new seat bases and moquette, the flooring in Standard Class and in the vestibules is being changed from carpet to lino, the walls and ceilings are being repainted with a graffiti resistant finish, toilets are being upgraded and internal lighting is much brighter.

In addition new grilles are fitted to the internal ground-floor heaters, the number of grab rails are increased and are now brightly coloured to assist the visually impaired, and luggage stacks have been introduced as the trains call at both Luton Airport Parkway and Gatwick Airport.

Out of sight, modifications are being made to traction control equipment, both hardware and software, and door equipment is being overhauled. Reliability modifications and reprofiling is also taking place to the traction motors.

Future light maintenance is to be undertaken at a reopened Cricklewood Depot.

BELOW LEFT: **The Standard Class interior of the refurbished Class 319 EMUs for First Capital Connect features part 3+2 and part 2+2 seating with a section of bench seats where wheelchair space is available.**

BELOW RIGHT: **The new 2+1 purple and beige interior seating of the 1st Class section of the refurbished '319s', featuring new seats and tables. Carpeting in this part of the train is retained.**

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ABOVE: **The original 1960s DMU shed at Bristol St Phillip's Marsh depot which has been out of use for many years is now being refurbished for use by the First Great Western fleet of DMU's. Under the new Greater Western franchise, First Great Western has taken over a number of the Wessex Trains' units.**

First Great Western marks £8 million investment at Bristol

First Great Western (FGW) has commenced work on an £8 million redevelopment of Bristol St Philip's Marsh depot.

The development, which will be adjacent to First Great Western's existing High Speed Train depot at St Philip's Marsh, involves the creation of a new maintenance shed, extension of an existing maintenance shed, new sidings and a carriage washing plant.

It will allow improved maintenance for the company's fleet of DMUs that operate on former Wessex Trains' routes around Bristol and the South West region.

FGW is extending an existing 60-metre long maintenance shed by 15-metres so that it can accommodate two three-car DMUs. The working environment for staff will be improved by the installation of modern fume extraction and lighting equipment, while new supply points will be installed for fuel, oil, and water.

Two new sidings will be installed for the stabling of units both overnight and those that are not currently in traffic. The new carriage washing plant that is being installed will make use of the latest technology in order that water and chemicals can be recycled, minimising the environmental impact of the depot.

The new facility has been laid out in a common style, akin to most modern depots, reducing the amount of vehicle movements on site. Trains will enter the complex and will be refuelled before moving into the extended maintenance sheds for daily checks and exams to take place as required. Units with any outstanding faults will also be scheduled into the workplan for the new maintenance shed.

As the sets move off depot to enter traffic, all of them will pass through the new carraige washing plant, providing a clean look to FGW services.

Existing facilities, which form part of the HST depot, will also be available to improve the maintenance of the DMU fleet. These include a lathe for repairs to wheels, and heavy lifting equipment to allow work on undercarriage equipment to be carried out more easily.

The investment at the St Philip's Marsh depot is part of FGW's commitment to invest £200 million after winning the Greater Western franchise. Much of the investment will be focused on the train fleet. As well as the new facilities at Bristol, the interiors of the entire DMU fleet will be refurbished, while the company's HST fleet is being fitted with new interiors and MTU engines.

ABOVE RIGHT: **Work ongoing to increase the siding space from four to six tracks to make a holding area for the DMUs to await their next duty and be internally cleaned at St Philip's Marsh depot.**

RIGHT: **Foundations being laid for the DMU washing plant on the line from Bristol West Junction into St Philip's Marsh depot. This facility should be available for use by mid-December while the other new facilities for the DMU fleet should be on-line by March 2007.** *All: Chris Perkins*

1960s 'Electro-Diesels' in demand for North Kent engineering work

With heavy maintenance being undertaken on the North Kent line between Charlton and North Kent East Junction over the weekend of 21/22 October, Network Rail required lighter motive power than usual.

The North Kent line features a limited Route Availability and as such is not suitable to carry the usual Class 66s.

Class 73 'Electro-Diesels' were therefore used from GBRf and South West Trains and one from Network Rail itself. In addition to the more usual members of the GBRf fleet, No. 73109 *Battle of Britain 50th Anniversary*, privately-owned BR Blue-liveried No. 73136 *Perseverance* and Network Rail's yellow-liveried Class 73/2 No. 73212, which was moved down specially from Derby on the previous day, were all used during the work.

Arriving at the possession from Hoo Junction, the engineers trains travelled through via Greenwich to North Kent East Junction from where they were required to go to Blackfriars via London Bridge in order to run round.

The return workings then worked back to Hoo Junction via the Sidcup line.

TOP: One of the engineers workings was the 14.13 from North Kent East Junction that ran an hour early from Blackfriars and is pictured here between Bexley and Crayford on 21 October, headed by GBRf EDs Nos. 73206 *Lisa* and BR-blue 73208 *Kirsty*. *Brian Morrison*

MIDDLE: GB Railfreight-operated Class 73/2s Nos. 73205 *Jeanette* and 73209 *Alison* arrive at Charlton with a Hoo Junction-Greenwich ballast service. The train is about to enter the possession site on 21 October. *James Welham*

LEFT: No. 73204 *Janice* passes under the imposing bridge at Swanscombe on 21 October with an engineers trip from New Kent Junction, returning to Hoo Junction. The train brought the unusual sight of a single-headed Class 73 freight back on Southern Region metals. *Chris Holt*

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Class 66s gain 'provisional' approval for France

Two Class 66 locomotives have been moved from Toton TMD to the Great Central Railway for testing purposes in connection with the ongoing approval for operation in France.

Class 66 No. 66032 (one of the fleet allocated for European operation) has been fitted with french-style brake blocks and in conjunction with No. 66037 (part of the UK, non-Euro fleet and fitted with standard UK brake blocks) is undertaking braking trials on the private line.

An EWS spokesman said that the company is "seeking approval for the French network and whatever standard they require, we will work to ensure that we [EWS] comply."

The French authorities have already granted provisional approval for the class to operate and one member of the WBEN fleet, believed to be No. 66022, is currently working commercial aggregate services for Euro Cargo Rail in Northern France.

In a related move, *Railway Herald* understands that the UK Class 66 locomotives have now been granted UIC running numbers, which in the case of No. 66022 is GB 92-70-066022-5.

The four Vossloh locomotives, originally purchased for the start of ECR customer trials, and services will remain part of the active fleet, alongside the planned 10 Class 66 locomotives for the foreseeable future to allow for the expansion of traffic.

As of 23 October, the WBEN pool currently comprises 66010, 66022 and 66029 all in France plus 66032, 66036, 66038, 66049, 66052 and 66215 in the UK.

BELOW: Class 66 No. 66037 is pictured during a testing possession on 18 October at Quorn & Woodhouse station on the Great Central Railway. This locomotive is providing comparison data for the UK v French brake blocks. *Paul Biggs*

RIGHT: The converted three-car Class 117 DMU, No. 960301, operated by Chiltern Railways, is shown during a reversal at West Ruislip. The unit had arrived as the 09.54 Aylesbury to West Ruislip service and would depart forming the 11.38 West Ruislip to Aylesbury. The set is used as part of Network Rail's rail-head treatment programme, aimed at reducing delays through the removal of leaf mulch. *Patrick Seale*

Government funding approved for Nottingham trams phase two

Plans to extend the Nottingham tram have moved a step closer following the news that Transport Secretary Douglas Alexander has given approval to the plans for two additional lines and announced that Government will contribute over £300 million.

Today's announcement means around £400million could now be invested in the Nottingham Express Transit (NET) Phase Two extensions to the existing NET system.

In total the government is committing 75% of the total cost of the development and construction of the new works, with the remaining finance being funded locally by Nottingham City Council and Nottinghamshire County Council.

NET Phase Two will extend the network to serve areas to the south and west of Nottingham, doubling the number of stops and the size of the existing tram fleet.

There are still many challenges ahead however, as the promoters for the scheme must still gain the planning powers to build the extensions and also need to gain further government approvals.

The next step, which is likely to take place early in the New Year, will be for the City and County Councils to both confirm the NET Phase Two proposals by approving an application for a Transport and Works Act Order (TWAO) to be submitted to the Department for Transport.

The TWAO application will request the Government to provide the promoters with the planning powers to build and operate NET Phase Two. Submitting the application for the TWAO will trigger a Public Inquiry, which is likely to take place towards the end of next year.

Based on the conclusion of the Public Inquiry, the Secretary of State for Transport will make a decision whether or not to grant the TWAO planning powers.

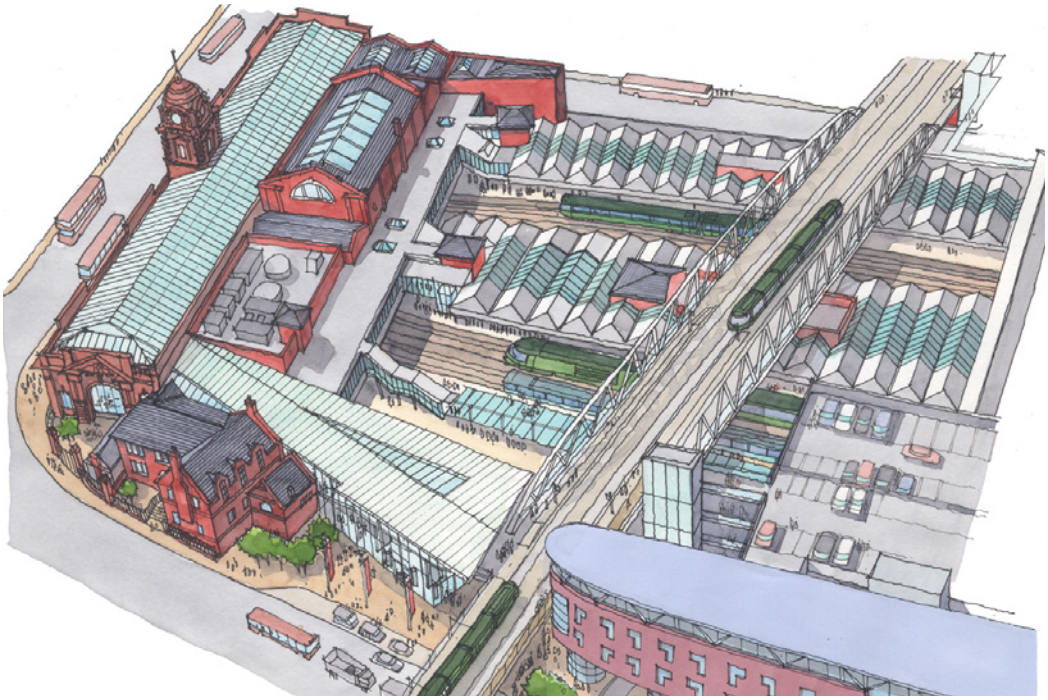
Alongside the Public Inquiry, the team behind NET Phase Two will also have to submit detailed construction design information to the Department for Transport (DfT) and provide details of the procurement costs to build the scheme. If the TWAO is granted, and the construction design and procurement costs are approved by Government, construction could start in early 2010 with trams running by 2013.

Once built and operational, the new lines willl link into Phase One at Nottingham station and comprise two routes, one to Clifton via Wilford, a distance of 7.6km with 13 new stops, and the second a 9.8km line heading to Chilwell via Queens Medical Centre and Beeston and providing an additional 15 stops. It is anticipated that the new lines will add an extra nine million passenger journeys to the tramway when they open.

Both lines will start on a new viaduct running across the middle of Nottingham station allowing easy interchange with local buses and the national rail network. The development of the tramway system will also prove to be the instigator in the redevelopment of the main rail station within the city.

The Victorian facade is to remain and along with the current concourse will be refurbished. In addition a new concourse linking the station with the tramway stop will be built providing coffee shops, retail outlets and a waiting area. A new travel centre will also be developed.

BELOW: An artists impression of how the new viaduct will span Nottingham station. *NET*



Docklands Light Railway gets green light for 2012 Olympic link

The Department for Transport has given planning approval for the 6km extension of the Docklands Light Railway to Stratford International station and the heart of the Olympic Park.

The Stratford International Extension, which will provide a vital rail link for the 2012 Olympics and the Paralympic Games is due to open in 2010 and is funded by Transport for London's £10bn Investment Programme and a contribution from the Olympic Delivery Authority.

It involves the conversion of part of the North London Line to Docklands Light Railway operation, between Royal Victoria and Stratford, and the construction of a further link to the new Channel Tunnel Rail Link (CTRL) station at Stratford International.

The Docklands Light Railway extension means that passengers arriving at Stratford International station in 2012 will be able to quickly and easily access the Olympic Park at Stratford and other Olympic and Paralympic venues using the Docklands Light Railway and its connections to the rest of London's transport network.

The Stratford International Extension will serve existing stations at Stratford, West Ham, Canning Town and Royal Victoria, which will be converted to Docklands Light Railway specifications with improved accessibility and step-free access.

Four new, fully accessible stations will be built at Star Lane, Abbey Road, Stratford High Street and Stratford International to serve existing and future communities.

The DLR station at Stratford International will provide an important interchange with Eurostar services from the CTRL station, as well as linking up to the Stratford City development and the Olympic Park.

When the Docklands Light Railway extension to Stratford International is complete, passengers will benefit from more frequent and reliable train services, increased from two trains per hour at present to at least six trains per hour from 2010 and even more at peak times.

During the 2012 Games, the extension will be able to run up to 27 Docklands Light Railway trains per hour, capable of transporting approximately 13,500 passengers per hour in each direction.

The planning approval includes the closure of part of the existing North London Line (Stratford to Canning Town) on 10 December this year, in order to convert it to Docklands operation.

DLR has begun the process of selecting contractors to design and build the Stratford International Extension and preliminary work on it will start during January next year.

News In Brief

■ Southeastern has re-vinyled two further Class 465/1 EMUs, Nos. 465181 and 465183, which join Nos. 465164 and 465184. The entire Class 465/2 and Class 466 fleets have already been reliveried together with the majority of the Class 465/0s.

■ Midland Mainline are currently conducting a trial with two Class 222 'Meridian' DMUs. The company says that they are attempting to "more carefully match the capacity of the current fleet to customer demand." The trial revolves around the downsizing of a nine-car Class 222 by the removal of one standard class vehicle, which has then been placed into one of the four-car sets. The first eight-car Class 222, No. 222004 entered traffic on 20 October, while No. 222014 commenced passenger service as a five-car set on 23 October.

■ Two further power cars, Nos. 43121 and 43157 were removed from Long Marston on 23 October, running as the 14.40 Class 5 working to Gloucester, along with a pair of DVT vehicles Nos. 82106 and 82109, which were presumably acting as barriers. The two powercars were moved to Wabtec Doncaster the following day by No. 47828. The reason for the move isn't clear as both powercars are in the Porterbrook SBXL pool. Initial suggestions that these two were the first of six to be overhauled for use by Grand Central Rail have so far proved unfounded. A Grand Central spokesman confirmed to *Railway Herald* that several contracts for overhaul and maintenance of the company's HST fleet were being discussed, but could not confirm any outcome as no contracts had been signed as this issue went to press.

■ Class 47/0 No. 47298, which was moved from Carlisle Kingmoor to Crewe on 20 October, along with Riveria Trains Class 47/4s Nos. 47812, 47815, 47839 and 47847, was transferred from the XHNC pool into the XHSS DRS stored locomotives pool on 24 October.

ABOVE: The extent of the remaining locomotive fleet at the Port of Sunderland is pictured at the Corporation Quay undergoing a repaint. The two locomotives are Ruston & Hornsby 165DEs originally delivered in 1956/1957 to the then River Wear Commissioners. *Ken Short*

EWS returns ex-*Aluminium 100* to traffic

EWS has returned Class 37/4 No. 37410 to service, following the withdrawal of celebrity No. 37425 *Pride of the Valleys*.

The withdrawal of the celebrity Type 3 from 06.00 on 22 October and its subsequent storage at Margam in South Wales, would have reduced the EWS Class 37 fleet to just three members. The reappearance of No. 37410 on 20 October, however, ensured that the active fleet remained static. No. 37425's final run was the 17.30 Newport Alexandra Dock Junction (ADJ) to Margam Yard trip working on 20 October.

No. 37410 has been stored at Thornaby TMD for several months and was moved down to South Wales on 20 October, in the consist of the 22.04 Tees Yard - Newport Docks, powered by Class 60 No. 60062. The loco's first solo working being the 09.41 Newport ADJ - Bristol East depot and return steel working on 23 October, followed by the same trip the following day.

The remaining EWS Class 37/4s in traffic as of mid-day on 26 October were:

37405 Millerhill yard - Rutherglen PW yard
37406 Stabled - Margam LIP
37410 Margam LIP - Cardiff Canton
37417 A Exam - Motherwell TMD.

BELOW: On its first solo working since returning to the operational pool, ETS fitted Class 37/4 No. 37410 powers up grade at Pilning on 23 October, with the 09.11 Newport ADJ-Bristol East depot loaded steel trip. *Mark Few*

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
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
03 Nov	Hertfordshire (BP)	2xFMR 47	London Euston-Milton Keynes Central-Northampton-Blackpool North and return
04 Nov	Kingfisher	EWS Class 67	London KX-Potters Bar-Stevenage-York and return
04 Nov	Past Time Rail	34067	London Bridge-Dungeness and return
11 Nov	Hertfordshire	TBC	Ealing Broadway-St. Albans-Bedford Midland-Leicester-Toton-Doncaster-Goole-Hull (break/rev)-Rotherham Central-Sheffield-Leicester and return
11 Nov	Kingfisher	34067	London Victoria-Bromley South-maidstone-Ashford-Ramsgate-Margate-Faversham-Rochester-Bromley South-London Victoria
11 Nov	Pathfinder Tours	EWS Class 67	Ealing Broadway-St.Albans-Beddord-Kettering-Rushcliffe Halt-Fifty Steps jct (rev)-Melton Mowbary (rev)-Ashfordby Test Track (rev)-Edwalton (rev)-Corby-and return
11 Nov	Steamy Affairs	6201	(Watford Jct-Milton Keynes-Northampton-Long Buckby-Rugby-Coventry-B'ham International-Stafford)-Crewe-Holyhead and return

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.

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Tour Amendments

■ Kingfisher's 'Cumbrian Mountain Dalesman' with No. 71000 *Duke of Gloucester* on 28 October has been cancelled due to the lack of bookings. Previous workings of this train which is steam-hauled from Carnforth via Shap and the Upperby Curve to Appleby and Hellifield had sold very well, but Kingfisher feel that the need to alter the route from the original specification, which was via Shrewsbury and Wrexham, caused the loss of many bookings. The revised itinerary from the Midlands via Stoke and Crewe was deemed less attractive and too far to travel for those booked onto the original route.

■ The Railway Touring Company has had to cancel its 'Great Central' tour from King's Cross on 28 October, which was due to feature No. 4771 *Green Arrow* from Peterborough to Immingham via Lincoln and then forward to Deepcar, due to a route qualified engine crew not being available. A new date of 10 March 2007 has been set.

■ PMR's last tour of its 2006 season, featuring No. 6233 *Duchess of Sutherland* from Derby to London King's Cross has been altered in that the connecting diesel section from Sheffield via Chesterfield and Alfreton will now be covered by road coaches due to engineering work.

BELOW: The new look for the Diesel Traction Group's Class 52 'Western' No. D1015 *Western Champion* is shown off superbly under the beautifully lit overall roof of Brunel's London Paddington terminus. The maroon-liveried 'Western' is pictured at the buffer stops on 21 October, following arrival from Penzance with the return leg of Past Time Rail's 'The Limited' charter, which featured ex-GWR 'King' No. 6024 *King Edward I* from Taunton to Penzance. *Bruce Brayne*

ABOVE: **WCRC-operated, Intercity-liveried Class 47/4 No. 47826 *Springburn* passes South West Trains' Class 450 No. 450013 at Parkstone as it climbs the bank with an ECS working from Poole carriage sidings to Bournemouth, for the return leg of a Doncaster to Bournemouth charter on 21 October. On the rear of the train was BR green-liveried Class 47/4 No. 47851 *Traction Magazine*.** ***Antony Henley***

The Week Ahead

The first weekend of November and the first full weekend of the 'dark nights', reflects the time of year with a drastic reduction of the number of tours operating.

Hertfordshire's 'Blue Pullman' makes full use of the reduced daylight hours with a trip to Blackpool for the Illuminations on 3 November, which operates from London Euston and picks up at Watford, Milton Keynes and Northampton.

On 4 November is the EWS-sponsored Class 67 operation from King's Cross to York. This is both a popular and very competitive corridor for charter trains and if this one operates it will be the first of the planned EWS tours to do so. Kingfisher is the booking agents.

There is one steam excursion planned on 4 November, Past Time has No. 34067 *Tangmere* booked to operate 'The Man of Kent' out of London Bridge to the Dungeness branch. Outwards the train runs via Orpington and Sevenoaks to Ashford International where a diesel will be attached at the rear.

It then continues via Appledore and the long-closed and miraculously still existent Lydd station en-route to the Network Rail limit at the nuclear flask loading sidings. The train will be drawn back to Appledore diesel hauled, at which point the diesel will detach and *Tangmere* will then continue alone via Rye, Hastings, Battle and Tonbridge back to London Bridge via Swanley.

With an outline departure time of 09.00 from London, returning at around 17.00, this train has a number of opportunities for use by potential travellers from the North East and North West of England.

Pathfinder Type 3 'Buffer-Puffer' success

With a recent spate of cancellations for any number of reasons, it is first of all good to report a 2007 sell-out.

That is Pathfinders 'Buffer Puffer III ½' on 20 January. The even better news is that the company plan a re-run for those passengers who were unable to book on the original tour. 'The Buffer Puffer IV' will operate on 31 March to exactly the same itinerary, which is from London Paddington to London St Pancras, reversing on the way at Ardingly, London Victoria, London Bridge, Orpington, Cannon Street, London Bridge Central and Waterloo.

Traction is booked for a pair of Class 37's in 'top and tail' mode.

BELOW: **Great Western 'Hall' No. 4965 *Rood Ashton Hall* storms across Wychnor Viaduct with Vintage Trains Tyseley to Barrow Hill charter on 21 October, which operated in conjunction with the steam gala being held at Barrow Hill that weekend. Tyseley 'Halls' Nos 4936 *Kinlet Hall* and 4953 *Pitchford Hall* were also in attendance, having moved to Barrow Hill the previous day double-headed plus support coach.** ***John Whitehouse***

ABOVE: GB Railfreight utilised Class 87 No. 87022 *Lord President* to move a DVT vehicle from Norwich Crown Point to Doncaster on 20 October. The movement is seen in the sun, approaching Stratford in East London. *James Welham*

BELOW: Following reliability modifications, Class 87 No. 87002 *The AC Locomotive Group* has returned to operation with Virgin Trains on the evening loco-hauled 'peak-hour' diagram from London Euston to Birmingham and return. The locomotive awaits departure time alongside the latest form of West Coast motive power, a Classs 390 Pendolino set on 13 October. *Chris Holt*

Engineering Diversions

ABOVE: The Saturday GBRf/Medite Felixstowe to Hams Hall service is once again diverted to run via the GWML to Didcot, thence via Oxford, Banbury and Birmingham, due to the various West Coast engineering closures. On 21 October, the train, hauled by Metronet-liveried Class 66/7 No. 66719 passes through the building site that will become the new Coleshill Parkway station, due to open Spring 2007. *Ron Kosys*

BELOW: The Lackenby-Llanwern steel slab working was diverted via Solihull and Oxford on 21 October. With Class 60 No. 60092 *Reginald Munns* in charge, the train passes through Dorridge station in bright autumn sunlight. *Peter Tandy*

LEFT: With Freightliner short of motive power, the company has hired in Class 66/7 Nos. 66708 and 66713 from GB Railfreight. On 20 October, No. 66708 climbs into South Greenford station with a Dagenham Dock to Calvert 'Binliner' working. *James Welham*

BELOW: Freightliner Heavy Haul has started to operate a new aggregate service on behalf of Hanson. The train, which originates at Whatley Quarry, runs empty to Machen Quarry in South Wales, where it is loaded before forming a mid-day departure to Allington in Kent. Following discharge the wagons then return empty to Whatley. The first working of the new train on 19 October was worked by Class 66/9 No. 66952 and is pictured in a rain shower at Twyford on the Great Western main line running some 130 minutes late. The train ran for a second time on 24 October behind No. 66515. *Ken Brunt*

ABOVE: **Barrow Hill Roundhouse staged what is believed to be a preservation first over the weekend of 21/22 October, when three operational ex-Great Western 'Hall' class locomotives were in steam together, the locomotives being No. 4953 *Pitchford Hall*, No. 4965 *Rood Ashton Hall* and No. 4936 *Kinlet Hall*. The line-up was joined by visiting 'Manor' No. 7822 *Foxcote Manor* from the Llangollen Railway.** *Fred Kerr*

Western Courier returns to action

The Western Locomotive Association (WLA) had a momentous day on 20 October when No. D1062 *Western Courier* returned to SVR metals for the first time in many years.

The locomotive worked two return trips between Bridgnorth and Bewdley to test out the repaired transmission which had been returned by manufacturer Voith in Germany during August.

Both runs were successful, the first being undertaken 'light engine' while the second run included a rake of coaches. The locomotive was last in traffic in 1998, and the WLA expect to have it fully back in traffic by mid-2008, after an absence of 10 years!

Following the test runs the locomotive was drained down and put under tarpaulin protection for the winter. Early next year the body may be lifted, depending on availability of lifting equipment at Bridgnorth, in order to service the fuel tanks, small springs and possibly the cardan shaft.

A maroon repaint will follow, with small yellow warning panels. Meanwhile, classmate locomotive D1013 *Western Ranger* has had repairs to the cylinder lining completed, the cause of the loco's premature withdrawal from traffic in August. Some transmission components have also been obtained from Voith.

The WLA is confident that the loco will be ready for the beginning of the 2007 running season next May, followed by the long awaited return of D1062 a few months later.

NRM plans return of *Flying Scotsman*

The National Railway Museum has announced it is seeking partners to work with the museum in order "to keep the 83-year old rail icon and other steam locomotives in action for years to come".

Andrew Scott, head of the NRM, added that "both *Flying Scotsman* and *Oliver Cromwell* are due out of overhaul by the end of next year and so, rather than running the business on a year to year basis, as we have done in the past, this is an ideal time to take a long term view of how we keep these fantastic engines working for the benefit of the public".

He also mentioned that the boiler certificate of the NRMs current 'flagship' locomotive, 'V2' No. 4771 *Green Arrow* expires in early 2008 and the museum is looking to work with tour operators and the preservation movement to maximise the loco's exposure prior to withdrawal.

In real terms, the NRM has a small problem, with too many operational locomotives and insufficient work to cover their maintenance and operating costs. This situation will be exacerbated when Nos. 4472 and 70013 emerge from overhaul, hence the NRMs need to get a robust operating plan in place.

Marketing *Flying Scotsman* should not be a problem, but it is unlikely that *Oliver Cromwell* will become anywhere near as iconic as No. 4472, although the maintenance cost will be similar. This fact has to be set against other national collection engines such as *Lord Nelson* and *Sir Lamiel*, as well as *Green Arrow* until 2008, which will all be competing for mainline work, together with the need to maintain *City of Truro* and the 'Super D' for work on the heritage railways.

The long awaited pairing of the NRMs 'City' 4-4-0 No. 3440 *City of Truro* with the Bluebell Railway's 'Dukedog' 4-4-0 No. 9017 *Earl of Berkeley* took place during the Bluebell's 'Giants of Steam' gala on 21/22 October. The pair head away from Horsted Keynes on 21 October. *Tony Pearce*

ABOVE: The current southern limit of tracklaying on the approaches to the Forestry Commision campsite within Beddgelert Forest is seen on 14 October. *John Stretton*

Tracklaying work on new Welsh Highland reaches Beddgelert Forest

With the ultimate deadline of just two years to complete the rebuilding of the Welsh Highland Railway, track laying is well advanced.

During a visit on 14 October, it had reached deep into the forest at Beddgelert and had just completed circling the massive Horseshoe Curve.

The next stretch swings south, past the nearby campsite and the gang have hopes of reaching the northern outskirts of the Beddgelert station site by the end of October.

BELOW: The specially constructed narrow gauge/standard gauge crossing, that will allow the WHR to cross Network Rail's Cambrian line at Porthmadog has been built by Corus Rail and is seen on 20 October. Is this a unique crossing of gauges? *Welsh Highland Railway Construction Ltd*

Class 89 Appeal

Help us save 89001

We have until **16th November** to make our bid to save 89001 for preservation. Our primary aim is to make sure this unique prototype **does not** end up in a scrap yard, and to do that we need to raise literally thousands. You can help by contributing to our appeal fund: visit our website at www.aclocogroup.co.uk (or click anywhere in this advert) for full details and our progress.

Don't let 'the Badger' become extinct!

AC LOCO GROUP

The AC Locomotive Group

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Mayflower visits Battlefield Line

Nene Valley-based 'B1' No. 1306 *Mayflower* will be spending Christmas on the Battlefield Line and will be primarily used on Santa Special services between 26 November - 23 December.

The railway also plans to operate the 'B1' on two days for enthusiasts. On 29 October, it will work the 12.00, 13.20, 14.40 and 16.00 services from Shakerstone. A similar day is booked for 25 November, although the timetable was not available as we went to press. No. 1306 is reported to be facing north.

News In Brief

■ Class 47/0 No. 47004 should make its preservation debut this coming weekend, at Embsay. Also in action should be Class 20 No. 20189 and Class 31 No. 31119.

■ RMS Locotec-liveried Class 20 No. 20107, has been moved by road from Flixborough Wharf in Lincolnshire to the Weardale Railway for preservation.

RIGHT: Class 73/1 No. 73101 *The Royal Alex* is pictured arriving at Oldland Common station on the Avon Valley Railway on 23 October, with a crew training trip, in preparation for its first passenger runs on 29 October. The loco is now a permanent resident on the AVR and will share diesel duties with the line's ex-BR Class 07 next year. *Mike Goodfield*

The wonders of Eritrea's Railways

Cyril J. Lofthus takes a look the narrow gauge railway system of Eritrea

When the Eritrean Railway, the only railway in the country, was built, Eritrea was an Italian colony.

It is hardly surprising then that the line, built by Italian engineers, was to Italian standards, equipment being purchased from Italy. One of the standard Italian gauges of 950mm was chosen and this enabled the line to use 'off the shelf' secondhand equipment from Italy.

Construction started from the Red Sea port of Massawa in 1887, heading inland from there to the capital city of Asmara. Because of the long climb up the mountains to the high plateau of inland Eritrea, progress was slow, and it was not until 1911 that the line reached Asmara.

Further extensions took place in later years, ending finally at Biscia in 1932, giving the line a final length of 280 km.

Because of the demands of the terrain, the line from Massawa to Asmara was a significant undertaking. There are no less than 65 bridges, 30 tunnels and grades of more than three degrees! The highest point on the line, just to the east of Asmara, is 2,394 metres, that is 7,856 feet above mean sea level!

Wartime action such as the Italian engagement in Ethiopia placed high demands on the line. In 1935 there were 30 trains running daily, and by 1965 the line was carrying nearly half a million passengers as well as 200,000 tons of freight.

Up until 1941, the line was Italian controlled, but the British Occupation put an end to that. Sections west of Asmara were abandoned at this time.

After World War II hostilities ceased, the British remained in occupation, but finally pulled out in 1953, and unwillingly, Eritrea became part of the Ethiopian Federation. This resulted in 40 years of unrest followed by war as Eritrea fought for its independence.

The railway was used effectively through the 1950s and 1960s, but in 1975, with the battle for independence escalating, the ruling Ethiopian regime destroyed the railway.

TOP: The incredible terrain of the area is shown as a train clings to the mountain side on the climb to Asmara on 15 October. At Nefasit on this westbound trip, train engine No. 442.59 gets additional assistance from No. 442.55 to cope with the heavier load.

ABOVE: Mallett No. 442.59 made the trip from Asmara downhill to Arbaroba on 12 October, then returned performing runpasts at various locations. This is near the summit of the line which is reached before the final descent into Asmara.

Much of the infrastructure was used for fortification and other military purposes. Today, many of the more basic domestic buildings around the railway utilise bits and pieces of railway material.

In 1993, Eritrea finally won its independence from Ethiopia and immediately announced that rebuilding the railway line was a priority. Renovation started at Massawa using recovered steel ties - wooden sleepers don't last in this climate.

At the same time, restoration began on the rolling stock. Eleven steam locomotives had survived along with a few 1930s built vintage Fiat 'Littorina' railcars. Eventually the line was re-opened from Massawa to Asmara, a distance of 117 km. However, no scheduled services exist over the line.

The main customers at present are the foreign railway enthusiast groups which frequently charter the trains. The

surviving equipment is sufficient to cope with this demand, but if a more serious attempt to provide regular services was to be undertaken, more modern equipment would have to be acquired.

The Eritrean Government has decided that the last thing they needed was more debt, so for the time being it has been decided to keep the line running using the existing facilities and with local talent, but there are obvious limits to the effective use of such ancient technology.

Most of the work today is carried out by the small Class 202 0-4-0T shunters and the 0-4-4-0T Class 442 Mallets.

The shunters were built by Breda, Milan, between 1927 and 1937, and the compound Mallets by Ansaldo, Genova, in 1938. These latter locos carry out most of the mainline work and these tough compounds are much in demand for the tourist trains and can often be found working trains double-headed.

ABOVE: On 12 October, the sole working Fiat 'Littorina' railcar, which is based at Asmara, makes a run down the mountains to Nefasit and return. Here the car does a runpast shortly after leaving Nefasit as it begins the long climb back to its base.

ABOVE: For the first few miles after leaving Massawa, the line runs through dry and arid desert terrain. There is little greenery and erratic rainfall makes it difficult to predict when the river will flow again. This special train, organised by 'Enthusiast Holidays' on 13 October, heads west to terminate at the town of Ghinda, hauled by Mallet No. 442.54.

BELOW: The final extension of the causeway in Massawa has only recently been completed and now gives trains access to the loading and unloading facilities at the dockside. Mallet 0-4-4-0T No. 442.54 runs past on 13 October. ***All: Cyril J. Lofthus***

The final passenger vehicle is the Fiat 'Littorina' railcar, two of which survived the war. These were built in the 1930s, and are finished in a pleasing creamy white, grey and red livery. The 'art deco' styling makes these very attractive, and they are also in much demand by the tourists. There are several passenger cars, all mounted on two four-wheel trucks, and a varied collection of freight cars.

The railway today faces an uncertain future. The unbounded enthusiasm of the foreign railway visitor can hardly be considered as sufficient to sustain the line, and the efforts of a limited but enthusiastic workforce to keep this dated technology running may not be enough. Improvements to the mountainous road between Asmara and Massawa continue, and will diminish demand for the railway as a freight carrier.

Most visitors to the line are astonished by the whole concept. How such an engineering feat has managed to survive the ravages of wars and neglect over the years, then attract a complete rebuild, is a source of wonderment to the first time visitor.

One can but hope that somehow substantial investment can be found and modernisation will keep the unique Eritrea Railway in existence for many years.

With maroon locomotives and maroon stock presenting a unified image, West Coast Railway operated Class 33s Nos. 33025 *Glen Falloch* and 33029 *Glen Loy* pass through the leafy approach to Scunthorpe on 17 October with a Carnforth - Barnetby ECS working, in preparation for the following day's Barnetby to Aberystwyth charter. *Richard Tuplin*