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The Railway Herald

3 November 2006 Issue 60

The complimentary UK railway journal for the railway enthusiast

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The Railway Herald
Issue 60

Front Cover

With specially applied 'London 2012' branding, the mock-up for the new Javelin trains that will operate commuter service out of London St. Pancras from 2009, together with shuttes during the Olympic and Paralympic games in 2012, was on show to press and VIPs at Stratford Market Jubilee Line depot on 30 October.
Brian Morrison

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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.

Publication

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ABOVE: FM Rail Class 47 No. 47703 *Hermes* leads one of the stoneblowers through Bickley Junction with an Ashford Crane Works - Taunton Fairwater Yard movement on 1 November.
Kerry Parker

RIGHT: Class 31 No. 31206 arrived at Rushden station on a low-loader on 24 October from Booths scrapyard at Rotherham.
Steve Madden

BELOW: While the Lowestoft - Norwich line has been closed for engineering works, the East Suffolk RHTT has worked a simplified diagram consisting of a Mondays, Wednesdays and Fridays operation from Stowmarket to Lowestoft (via Ipswich) and return. Class 20/3s Nos. 20308 and 20311 climb out of Halesworth on the return working to Ipswich on 1 November. *David Smith*

New facilities open at Wolverhampton Oxley depot

Alstom Traincare officially opened its extended facilities at Wolverhampton Oxley depot on 29 October.

The official opening was performed by Deputy Mayor of Wolverhampton, Trudy Anna Bowen, who unveiled a commemorative plaque.

A significant amount of investment has taken place at Oxley, to create a new one-road shed which is equipped with a new bogie drop and state-of-the-art paint shop.

The bogie drop at Oxley has been transferred from the Asfordby test centre when that facility closed earlier this year.

The majority of the work at Wolverhampton is to assist the company in the turn-around and pre-traffic preparation of Class 390 'Pendolino' sets, which Alstom maintain for Virgin Trains.

Other work at Oxley has included the creation of a gantry within the existing running shed to allow staff easier and safer access to train roofs.

TOP: The new bogie drop facility is pictured inside the new shed at Alstom's Wolverhampton Oxley depot on 29 October.
ABOVE: Alstom's WCML Customer Director Tony Mercado and the Deputy Mayor of Wolverhampton, Trudy Anna Bowen, shortly after unveiling the plaque to mark the opening of the enhanced facilities at Oxley. *Both: Glen Flurry*

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Limited edition sandwich

Midland Mainline has launch a limited edition sandwich in support of the Royal British Legion Poppy Appeal. The BLT on poppy seed roll will be sold on MML trains between 28 October and 11 November. For every one of these sandwiches sold, Midland Mainline will donate 50p to the Poppy Appeal.

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ABOVE: Jubilee line extended unit No 96119, Hitachi Javelin mock-up and cycles were all on display at the Jubilee Line Stratford Market Depot on 30 October, in connection with the London 2012 Olympics Transport Plan to try and ensure that the Olympic and Paralympic Games encourage 100% of all competitors and spectators to travel to the venue by public transport or by walking or cycling. A 360 low emission hybrid bus was also a part of the event. *Brian Morrison*

News In Brief

■. First Great Western is to introduce a new 'Park & Ride' ticket offer at Chippenham between 11 November and 24 December. The new ticket, which costs £10, covers car parking for one vehicle, plus a day return ticket to Bath Spa for up to five people. The offer is available on all services from Chippenham to Bath Spa on weekends only.

■ Freightliner has been awarded a new contract by MSC (UK) to carry the equivalent of one full train of containers daily, to and from Felixstowe and Widnes, in Cheshire. The new contract coincides with Freightliner being awarded the 25th service slot by the Port of Felixstowe.

■ A major programme to replace the original overhead line equipment between Laindon, Stanford-le-Hope and Shoeburyness will be carried out during the Christmas - New Year period, resulting in a rail replacement bus service from Laindon and Stanford-le-Hope to Shoeburyness from 27 December until 1 January 2007. A special rail timetable will operate from Fenchurch Street to connect with the road coaches.

Kyle of Lochalsh line partially reopens to traffic

Passenger services returned to part of the Kyle of Lochalsh line last week after an improvement in the weather allowed Network Rail engineers to carry out repair work.

With a limited service operating between Kyle and Garve and between Inverness and Dingwall, engineers have turned their attention to the remaining parts of the route that suffered more extensive damage during recent storms.

The work will include repairing bridges, relaying track, removing trees and shifting many tons of rubble that landed on the railway during last week's storms.

Extensive structural work and relaying of track is being carried out between Dingwall and Garve and it is hoped that services will resume by the end of this week. In the meantime, a bus service is providing connections between the two towns.

No trains are running on the Far North Line where major work is being carried out at three sites north of Dingwall.

At Helmsdale, large sections of the railway have had to be completely removed by crane over the weekend as the supporting ground had been washed away by a landslide. Structural work and relaying of track is underway and train services are expected to resume by the end of next week.

At Watten, between Georgemas Junction and Wick, a railway bridge has been virtually destroyed by floods and landslides. Repair work is underway and will take a few weeks to complete.

From 8 November, train services are expected to fully resume between Inverness and Kyle of Lochalsh and Inverness and Tain.

However, the re-introduction of services north of Tain will depend on the completion of work at at Ardgay and at Watten and could take a few weeks to complete.

BELOW: Class 57/3 No. 57309 *Brains* was called upon to rescue 'Super Voyager' No. 221106 *Willem Barents* from Totnes on 28 October. The unit was declared a failure at Totnes while working the 08.25 Virgin Trains service from Plymouth with only two operational engines - the unit had five engines on departure from Plymouth! The Class 57/3 is pictured at Totnes, during a shunt move to access the 'down' main from the 'up' main. *Brian Garrett*

GWML closed after engineering collision

The Great Western main line was blocked for several hours on 1 November, following a collision between two items of engineering plant, east of Bristol.

Shortly after 23.00 on 31 October a tamper collided with a stationary ballast regulator while undertaking engineering work at Acton Turville near Badminton, between Swindon and Bristol Parkway.

Four rail staff were injured, with two being taken to Frenchay hospital in Bristol and the other two to Bath hospital.

The two trains involved were removed from site around 13.00 on 1 November and following an inspection of the track, the line reopened to services, which had been diverted via Bath, in time for the evening rush-hour traffic.

ABOVE: The livery variety continues unabated on the UK rail network! First ScotRail-liveried Class 90 No. 90024 pilots 'one Anglia'-liveried No. 90014 *Norfolk and Norwich Festival* on the 12.01 Manchester Trafford Park to Wembley EWS intermodal service on 30 October, here approaching Manchester Oxford Road. *Peter Heppenstall*

BELOW: FM Rail's 'Blue Pullman' visited Buckfastleigh on 28 October. On arrival at Totnes on the South Devon Railway, Class 37/3 No. 37321 replaced the two Class 47's and hauled the train to Buckfastleigh. Upon arrival, the '37' ran round and No. 20110 was attached to the rear as a drawback locomotive. The train then ran ECS to Bishop's Bridge loop, near Staverton to stable. Here No. 37321 approaches Hood Bridge with the ECS working to Bishop's Bridge loop. *Nathan Williamson*

New smarter-look Metro-Train Class 321/9s EMUs unveiled

By Bill Wilson

The first of three Class 321/9 EMUs used on the Northern Rail-operated Doncaster - Leeds commuter services, emerged from an extensive overhaul on 26 October.

Work started on Class 321/9 No. 321902, the first of the fleet to receive a C6X overhaul at Hunslet Barclay's works in Kilmarnock, on 1 August.

The units are undergoing a number of modifications during the work that are similar to the refurbished First ScotRail Class 322s. The existing 3+2 seating formation has been retained, although the seats have been refurbished with new upholstery and new tip-up seating has been installed in the disabled and cycle rack areas.

Each vehicle has received a full interior repaint to give a brighter feel and a softer tone blending to give a relaxed atmosphere, in addition to new wall dado panels and new flooring, fitted to meet the current rail vehicle accessibility requirements (RVAR). A new refurbished toilet and wash hand basin have also been installed.

The careful handling of space for wheelchair users in the vehicles has been successfully accomplished by fitting tip-up seating in the area within the DTS (Driving Trailer Standard) vehicle,

TOP: The first of the refurbished Class 321/9 EMUs to return to Leeds Neville Hill from Hunslet-Barclay's Kilmarnock works, No. 321902 is pictured during a brief stop at Edinburgh Waverley on 29 October. *Ewan Tait*

ABOVE: The fresh and pleasant look to the 3+2 seating fitted throughout the four-coach EMU. All the seating has been re-upholstered. *Bill Wilson*

BELOW: Before! Class 321/9 No. 321902 in Metro Train red and cream colour scheme with Northern Rail branding, approaches Leeds City station with a service from Doncaster. *Richard Tuplin*

BELOW: Afterwards! The first of the three Class 321/9s to be refurbished at Kilmarnock, No. 321902 is pictured in ex-works condition at Hunslet Barclay on 26 October. *Bill Wilson*

that can be used when there are no wheelchairs being conveyed. In addition, both DTS coaches contain a wheelchair ramp which has been neatly stored in a purpose-built cupboard.

A single cycle storage facility has been fitted to each of the DTS vehicles to enable one cycle to be secured upright by both wheels in the side of the tip-ip seats, cycle retension straps being fitted on the underside of these seats so that the cycles are restrained from moving by use of a recoiling seat lap belt style strap/catch.

Intermediate door controls have been fitted for use by the conductors, which reduces the need for them to return to the rear cab at every stop to release and open the doors. All the units will have an on-board audio and visual passenger information system (PIS), giving passengers full journey information, along with end of vehicle destination boards giving passengers an improved indication of the train's location. Customer safety and security has also been improved by the installation of CCTV cameras.

The improvements to the vehicle are not just concentrated on the passenger accomodation. Both driving cabs have been upgraded and refurbished, with a new console giving an improved layout, which is also equipped with LED lighting.

A full exterior repaint has been completed into a revised livery, which forms a cross between the current Metro (West Yorkshire PTE) red and Northern Rail blue liveries. The inner vehicles feature all-over deep red livery, while the outer driving vehicles have a base red colour, with Northern's blue colour scheme over the centre section, between the passenger doors, which extends at frame level to the front 'drivers' door. In addition, to assist the partially sighted passengers and again conforming to disability requirements, all passenger doors on the set have been painted in a light grey colour.

A few external structural alterations have been made to No. 321902, the most noticeable of these being the fitting of LED lighting units on the cab fronts, giving front and rear marker and headlight functions.

Of the two remaining units, No. 321901 arrived at Kilmarnock for its C6X overhaul on 31 October and No. 321903 is due to pass through the works in late 2006 and be returned to traffic by February 2007.

Our thanks to HSBC Rail, Hunslet-Barclay and West Yorkshire PTE (Metro) for their help and assistance with this feature.

ABOVE RIGHT: The new style driving console fitted to the cabs of the refurbished Class 321/9 EMUs. *Bill Wilson*
RIGHT: The refurbished toilet area. *Hunslet Barclay*

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One of the most requested additions to *Railway Herald* has been that of stock changes to the UK national network operational fleets. The 'Fleet Changes' column appears 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 28 October.

New Sector Codes

CSPC Class 73 Preservation Group
SDAC FM Rail Electric Locos

LOCOMOTIVES

New to TOPS

66414 KM XHSS
66415 KM XHSS
66416 KM XHSS
66417 KM XHSS
66418 KM XHSS
66419 KM XHSS
66420 KM XHSS

Re-allocations

37410 WQ WNTA – MG WKCK
37421 MG WKCK – WQ WNTR
47298 KM XHNC – KM XHSS
60030 IM WCBN – WQ WNTR
60091 WQ WNTR – IM WCBN
66414 KM XHSS - KM XHIM
66415 KM XHSS - KM XHIM
66416 KM XHSS - KM XHIM
66417 KM XHSS - KM XHIM
66418 KM XHSS - KM XHIM
66419 KM XHSS - KM XHIM
66420 KM XHSS - KM XHIM
73136 SL MBEL – SL CSPC
86223 HQ SAXL – HQ SDAC
86235 HQ SAXL – HQ SDAC
87031 WB ATXX – HQ SBXL
90017 CE WEFE – WQ WNTR
90019 WQ WNTR – CE WEFE

Names removed

37248 *Midland Railway Centre*

Livery changes:

Corus Yellow: 20066
DRS: 37667, 37688
First Great Western Blue: 43092, 43093, 43097, 43098, 43179
FM Rail (All Black): 31459

Storage locations:

Eastleigh: 37422
Long Marston: 08813
Old Oak Common: 37419
Oxley: 86233

Vehicles cut up

Rotherham-Booths: 47624
Rotherham-Hulls: 47345, 47803
Stockton-Thompson: 47336

COACHING STOCK

Reinstated to TOPS

94101 HQ CRAL

Removed from TOPS

10510 HQ SBXH
10538 HQ SBXH
10695 HQ SBXH
80386 WQ PPXX
94175 WQ PPXX
94202 WQ PPXX
94226 WQ PPXX
94449 WQ PPXX
94453 WQ PPXX
94506 WQ PPXX

Re-allocations

1961 HQ MBCS
3131 OM RCCS
3132 OM RCCS
3232 CP VSNB
3336 HQ SAPH
3417 HQ SAPH
4996 OM RCCS
5002 OM RCCS
5950 HQ SAPH
6006 HQ SAPH
6035 CF HLSE
6042 HQ SAPH
6066 CF HLSE
6124 CF HLSE
6167 HQ SAXH
6170 CF HLSE
6378 HQ SBXH
6379 HQ SBXH
6396 HQ SBXH
6806 HQ SAXH
6820 HQ SAXH
9521 CF HLSE
9524 CF HLSE
9704 HQ SAXH
9713 HQ SAPH
10206 NC IANR
10231 HQ SBXH
10256 HQ SBXH
10260 HQ SBXH
10403 NC IANR
10563 HQ SBXH
10588 HQ SBXH
11021 NC IANR
11023 HQ SBZZ
11065 MM CRAL
11086 HQ SBXH
11089 HQ SBXH
11097 HQ SBXH
12092 HQ SBXH
12121 HQ SBXH
12128 HQ SBXH
12139 HQ SBXH
12172 HQ SBXH
21245 OM RCCS
41096 LA IWRR
41161 LA IWRR
41163 LA FGXT
41166 LA FGXT
42093 LA FGXT
42094 LA FGXT
42108 LA FGXT
42115 LA IWRR
42178 LA IWRR
42336 LA IWRR
42338 LA IWRR
44042 LA IWRR
44076 LA FGXT
82104 NC IANR
82107 NC IANR
82125 HQ SBXH
82134 HQ SBXH
94106 WQ PPXX
94155 WQ PPXX
94168 ML PPEF
94214 ML PPEF
94412 ML PPEF
94413 WQ PPXX
94514 ML PPEF
94534 ML PPEF

Transfer of ownership:

Gwili Rly: 80371
Nene Valley Rly: 80402
Severn Valley Rly: 94200, 94117
Oxley: 86233

Vehicles cut up

Rotherham-Booths: 10510, 10538, 10539, 10649, 10658, 10695, 10732, 35509, 80386, 94449
Stockton-Thompson: 94175, 94202, 94226, 94503, 94506

MULTIPLE UNITS

New to TOPS

185131 AK EAAK
185132 AK EAAK
185133 AK EAAK
185134 AK EAAK
185135 AK EAAK
185136 AK EAAK
185137 AK EAAK
185138 AK EAAK
185139 AK EAAK
185140 AK EAAK
185141 AK EAAK
185142 AK EAAK
185143 AK EAAK
185144 AK EAAK
185145 AK EAAK
185146 AK EAAK
185147 AK EAAK
450111 NT NSSX
450112 NT NSSX
450113 NT NSSX
450114 NT NSSX
450115 NT NSSX
450116 NT NSSX
450117 NT NSSX
450118 NT NSSX

Renumbered

158803to 159102

Re-allocations

156488 NH HDNN
156489 NH HDNN
158724 IS HAIS
158750 CF HKCE
158760 PM HKPM
then CF HKCE
158761 PM HKPM
then CF HKCE
158766 PM HKPM
then CF HKCE
158791 NL EDGA
158792 NL EDGA
158793 NL EDGA
158794 NL EDGA
158797 NL EDGA
158800 HQ SBXH
158801 HQ SBXH
158803 HQ SBXH
158804 HQ SBXH
158805 HQ SBXH
158807 HQ SBXH
377153 SU NSSX

Names applied

319425 *Transforming Travel*

Livery changes:

Arriva: 143604, 143610, 143622, 143624, 143625, 153333, 158823
Central Trains: 150008 150013
First ScotRail: 156449, 156462, 156499, 158734
Northern Trains: 153346
Southeastern: 465151, 465164, 465181, 465183, 465184

Transfer of ownership:

Keighley & Worth Valley Rly: 53268

RIGHT: The near constant procession of wagons and vehicles being moved into and out of storage at Long Marston continues. On 1 November, Class 47/4 No. 47813 *John Peel* approaches Lower Moor crossing, near Pershore, with the 09.00 Gloucester - Long Marston working with a rake of IZA wagons. The locomotive returned from Long Marston as the 12.00 trip to Bescot Yard conveying a different rake of IZA wagons! *Peter Tandy*

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
04 Nov	Kingfisher	EWS Class 67	London KX-Potters Bar-Stevenage-York and return
04 Nov	Past Time Rail	34067	London Cannon Street-London Bridge-Hither Green-Orpington-Sevenoaks-Tonbridge-Hastings-Rye-Appledore-Ashford International (rev)-Appledore-Dungeness (rev)-Appledore-Ashford International-Paddock Wood-Tonbridge-London Bridge
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
16 Nov	Kingfisher	6201	(Birmingham International-Wolverhampton-Crewe)-Preston-via WCML-Carlisle-Glasgow Central
17 Nov	Kingfisher	6201	Glasgow Central-Beattock-Carlisle-Shap-Preston-(Crewe-Wolverhampton-Birmingham International)

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.

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for a complete railtour listing and contact details of all current railtour operators.
Please remember to mention *Railway Herald* when responding to railtour companies

News In Brief

■ Kingfishers' 'Mid-Day Scot' all dining train which celebrates the non-stop record runs between Euston and Glasgow performed by No. 6201 *Princess Elizabeth* in 1937 is selling well with some dining options already fully booked. The train heads north from Birmingham on 16 November and returns south the next day, with No. 6201 in charge from Preston to Glasgow and back.

■ Look out for a Hertfordshire Rail Tours' celebration of the return to frontline action of a Class 86/2. FM Rail is well advanced in preparing No. 86233 for a mainline return and the word is that it will not 'just' happen, but will be the subject of a special working, no doubt at the head of the 'Blue Pullman'.

The 'Buffer-Puffer' heads north!

Hot on the heals of Pathfinder's announcement that it is organising a re-run of its fully booked 20 January 'Buffer Puffer' on 31 March, comes the news that the company is actively looking into running a similar train around the passenger branch lines of Glasgow.

The trip is provisionally planned to operate on 10 February with traction again being a pair of EWS Class 37's in 'top and tail' mode. This development is connected with the cancellation of Pathfinder's planned 'Moray Marauder' weekend charter that would have seen a pair of Class 50s work from Swansea to Aberdeen over the weekend of 9-12 February.

Instead, a Swansea to Edinburgh train will run on 9 February, returning on 12 February, again in connection with the Scotland vs Wales Six-Nations Rugby International at Murrayfield that weekend. Traction is likely to be an EWS Class 67. Pathfinder hopes to utilise the stock from this train for the 'MacBuffer Puffer on 10 February.

BELOW: Ex-GWR 'King' No. 6024 *King Edward I* storms through Bodmin Parkway station on 28 October with Past Time Rail's 'The Cornubian' charter from Penzance to London Paddington. The 'King' worked the train to Taunton, from where 'Western' No. D1015 *Western Champion* took over. Stood in the adjacent platform on the Bodmin & Wenford Railway are ex-LSWR 'Well Tanks' Nos. 30585 and 30587, posed especially for this photograph as they were undertaking a China Clay photographic charter working. *Martin Creese*

ABOVE: **The diesel-leg of Past Time Rail's 'The Cornubian' charter was worked by the recently repainted 'Western' No. D1015 *Western Champion*. The locomotive, looking superb in its maroon livery, sweeps through Totnes station with the southbound working to Penzance on 28 October.** *Brian Garrett*

The Week Ahead

A curiosity of 11 November is the fact there are two diesel-hauled enthusiast tours picking up at Ealing Broadway, St. Albans, and Bedford and both seem to be selling well!

Pathfinder's 13-coach 'Edwalton Equinox' is reported nearly full with over a week to go, which has to be a good sign. The train also picks up at Kettering before heading for the Great Central (Nottingham) where a Class 25 joins the stock as pilot between Rushcliffe Halt and Fifty Steps Junction. Here the tour reverses and heads for Melton Mowbray, and onto the Asfordby test track where a visit to the Alstom Test Centre is made, before proceeding via the Holwell Curve onto the test track itself and northwards to Edwalton. The train returns south via Corby. Mainline traction is a Class 67, with Class 60 assistance in the East Midlands.

Meanwhile, Hertfordshire, which also report good bookings, will call in additionally at Leicester while travelling via Toton, Pye Bridge Junction, Shirebrook, Doncaster and Goole en-route to Hull with the 'Humber High Ordinary'. After a break at Hull, the return runs via Doncaster freight avoiding flyover and Rotherham Central to an additional set down point at Sheffield, before heading home via Leicester. Class 66 and 67 EWS traction is scheduled throughout.

Two steam hauled trips feature on 11 November. Kingfisher lead the way with their 'Garden of England Statesman' featuring No. 34067 *Tangmere* on a circular tour from London Victoria, running via Swanley and Maidstone through the Kent countryside to the coast at Ramsgate and Margate before returning the capital via Faversham and Rochester.

The departure time of 11.00 from Victoria means that the train is within reach of people travelling from the north and standard class fares at £39 represent a good deal for a six-hour all-steam tour.

Steamy Affairs has an affinity with No. 6201 *Princess Elizabeth* and the North Wales coast, and the two combine once again with a steam haulage from Chester to Holyhead and back. The tour originates at Watford Junction and picks up at Milton Keynes, Northampton, Long Buckby, Rugby, Coventry Birmingham International, Stafford and Crewe.

Variety for Past Time in 2007

Past Time has announced it's early 2007 programme, which features No. 6201 *Princess Elizabeth* on two classic northern itineraries commencing with 'The Merseyside Express' on 10 February to Liverpool Lime Street.

The train originates at London Euston, with steam taking over in the Birmingham area; whether that will be at Birmingham International or Bescot remains to be confirmed, as does the routing to and from Liverpool. The steam section of *Princess Elizabeth's* next outing on 17 March is the classic Preston to Carlisle via Shap each way, entitled 'The Lakes Express'. London Euston is the start point.

Past Time's opening tour of 2007 features No. 34067 *Tangmere* on 'The Ewell Tide Express' which is a circular tour from London Victoria working via Brixton, Streatham, Ewell East, Horsham, Arundel, Havant, Botley, Wimbledon and back to Victoria.

Later on 3 March, No. 6024 *King Edward I* is employed on 'The Red Dragon' special for St. Davids Day, which features steam throughout from Bristol Temple Meads to Carmarthen and back.

The Diesel Traction Group's 'Western' No. D1015 *Western Champion* has its first charter of 2007 on 24 February, from London Waterloo to Okehampton to celebrate the 30th anniversary of the last working of the class on British Railways. 'The Western South-Western' calls at Clapham Junction, Woking and Salisbury en-route.

Past Time is actively seeking new dates for the Cornish and Devon branch line week that was postponed in October due to OTMR issues affecting the booked steam locomotive, BR Standard 2-6-0 No. 76079.

It is understood that EWS, which was running the trains for Past Time, had not sought derogation for operating steam traction without activated OTMR beyond the 30 September deadline. Interest in the trains had been exceptional, and once new dates are released early booking is essential.

'ED' Action

ABOVE: Continuing engineering work on the North Kent route as reported in our last issue, created a need for Class 73 'Electro-Diesel' hauled engineers trains. A slight error crept into our last issue concerning where the Class 66 locomotives are permitted. They are able to traverse the entire length of the North Kent Line from Dartford via Abbey Wood, Woolwich and Charlton. However, the Greenwich line which runs from Charlton Junction via Greenwich to North Kent East Junction has a limited route availability for locomotive workings, which require the Class 73s to be used. Here 'hire-in' No. 73109 *Battle of Britain 50th Anniversary* approaches Hoo Junction at the the end of the journey with an engineers train from North Kent East Junction. Of note are the first two wagons, both FEA container flats, purpose built for use by GBRf. The wagons have interchangable cradles fitted allowing them to be used for a variety of purposes.

CENTRE: The electricity pylons around Hoo Junction dominate the skyline as Network Rail yellow-liveried No. 73212 departs with an infrastructure working for Charlton. The editorial team did wonder if this particular locomotive had ambitions of destinations further afield ... note the GB sticker on the route code window!
Both: Ewan Tait

RIGHT: Following the completion of the weekend's engineering work, five of the Class 73s moved from Hoo Junction to Willesden TMD, led by South West Trains Class 73/1 No. 73109. Here the convoy passes Hither Green with Nos. 73209 *Alison*, 73205 *Jeanette*, 73204 *Janice* and heritage liveried No. 73136 *Perseverance* in tow. *Kerry Parker*

ABOVE: On 27 October, the Lakeside & Haverthwaite Railway's Fairburn 2-6-4T No. 42073 stands in the sun at Haverthwaite. *Chris Dixon*

Lakeland line used for the launch of Bachmann's latest model

Bachmann Europe plc launched its new Fairburn 2-6-4T model locomotive alongside the active locomotive at Haverthwaite station on the Lakeside & Haverthwaite Railway on 27 October.

The railway is home to two Fairburn 2-6-4T locomotives that entered preservation after withdrawal from British Railways in 1968.

Graham Hubbard, Managing Director of Bachmann Europe plc, handed over the first locomotive off the production line to Michael Maher, General Manager of the Lakeside & Haverthwaite Railway during a short ceremony.

The new Bachmann Branchline OO gauge model is DCC ready and three versions are currently being released. These include No. 2691 in LMS livery (Catalogue No. 32-875), No. 42096 with early emblem (32-876) and No. 42073 with the late crest (32-877). The recommended retail price of each model is £70.35.

Graham Hubbard said: "We are delighted to be launching our new Fairburn tank at the Lakeside & Haverthwaite Railway where the two remaining locomotives can be found at work. By launching our new model here, we hope it will encourage many modellers to come and enjoy a ride behind these locomotives in the future".

Designed by Charles Fairburn, a total of 277 engines were constructed between 1945 and 1951 at the LMS Derby Works and after Nationalisation in 1948, 41 members of the class were constructed at the old Southern Railway works in Brighton.

The building of locomotives during the war was somewhat restricted and it was during this time that the only class attributed to Fairburn was built. With additional locomotives being required following the end of the Second World War, Fairburn took time to evaluate the Stanier locomotives by conducting a series of trials.

As a result, he calculated that a reduction in the coupled wheelbase would be beneficial, as would a reduction in the overall weight, and managed to reduce the total weight to 85 tons 5cwt, weighing in 2.5 tons less than the Stanier examples.

As part of the 1948 Locomotive Trials, two Fairburn tank locomotives (Nos. 2198 and 2199) worked on the Southern Region.

The Central and South Eastern Divisions contained a number of non electrified lines over which a number of older pre-grouping locomotives were used. The region were obviously impressed and the Brighton-built examples went into service on the Southern Region, allowing many older locomotives to be retired. They remained until 1960 when BR Standard 2-6-4Ts from the London Midland Region were exchanged for the Fairburn tanks.

Elsewhere, the Fairburn tanks were spread far and wide. In Scotland they worked suburban trains around Glasgow and Edinburgh. Some were allocated to the North Eastern Region, working mainly on semi-fast services around Leeds and Newcastle. Workings from Leeds included hauling the Bradford portions of London – West Riding trains which were split at Wakefield from the Leeds Central portions.

London Midland Region workings were widespread and the class were regular performers on London area suburban trains in and out of Euston, Fenchurch Street, Marylebone and St. Pancras. Other London Midland Region examples could be found at work around, Birmingham, Liverpool and Manchester.

The first Fairburn tank was withdrawn in 1961 and the last in 1965. In its formative years, the Lakeside & Haverthwaite Railway secured two locomotives, Nos. 42073 and 42085 from British Railways for preservation in 1968. Once the line had been secured they moved to Haverthwaite where they remain in service today.

West Somerset announce plans for popular Winter Steam Festival

The West Somerset Railway will once again be holding its one-day Winter Steam Festival on 30 December.

The event, which has become a popular attraction in the railway's calendar, will provide total steam haulage with a minimum of four locomotives in action, chosen from the operational pool of S&DJR No. 88, GWR Nos. 3850, 5553, 6412 and 9351 and BR Standard 2-6-4T No. 80136.

The WSR is hoping that the star attraction of the year, ex-Southern Railway No. 850 *Lord Nelson* will be back in traffic after fitting of OTMR equipment.

An active timetable of five 'up' and six 'down' trains will operate over the entire length of the line, supplemented by the popular restored auto-trailer No. 178 and No. 6412 operating over the northern half of the branch from Minehead to Blue Anchor, Washford, Watchet and Williton.

In addition, an attraction which is likely to prove popular with the photographers will be the operation of the railway's restored demonstration freight train.

Rover tickets purchased in advance (and available now) cost £17 adult, £16 senior citizen, £8.50 child and £35 for a family. Contact Minehead station on 01643 704996 for credit card bookings between 09.00 and 17.00.

Wadebridge and 'Beatties' return to Bodmin

The weekend of 28/29 October saw a number of key aims achieved on the Bodmin & Wenford Railway.

Two photographic charters operated with a pair of restored and operational 'Beattie' well tanks which worked the Wenford Bridge branch in steam days.

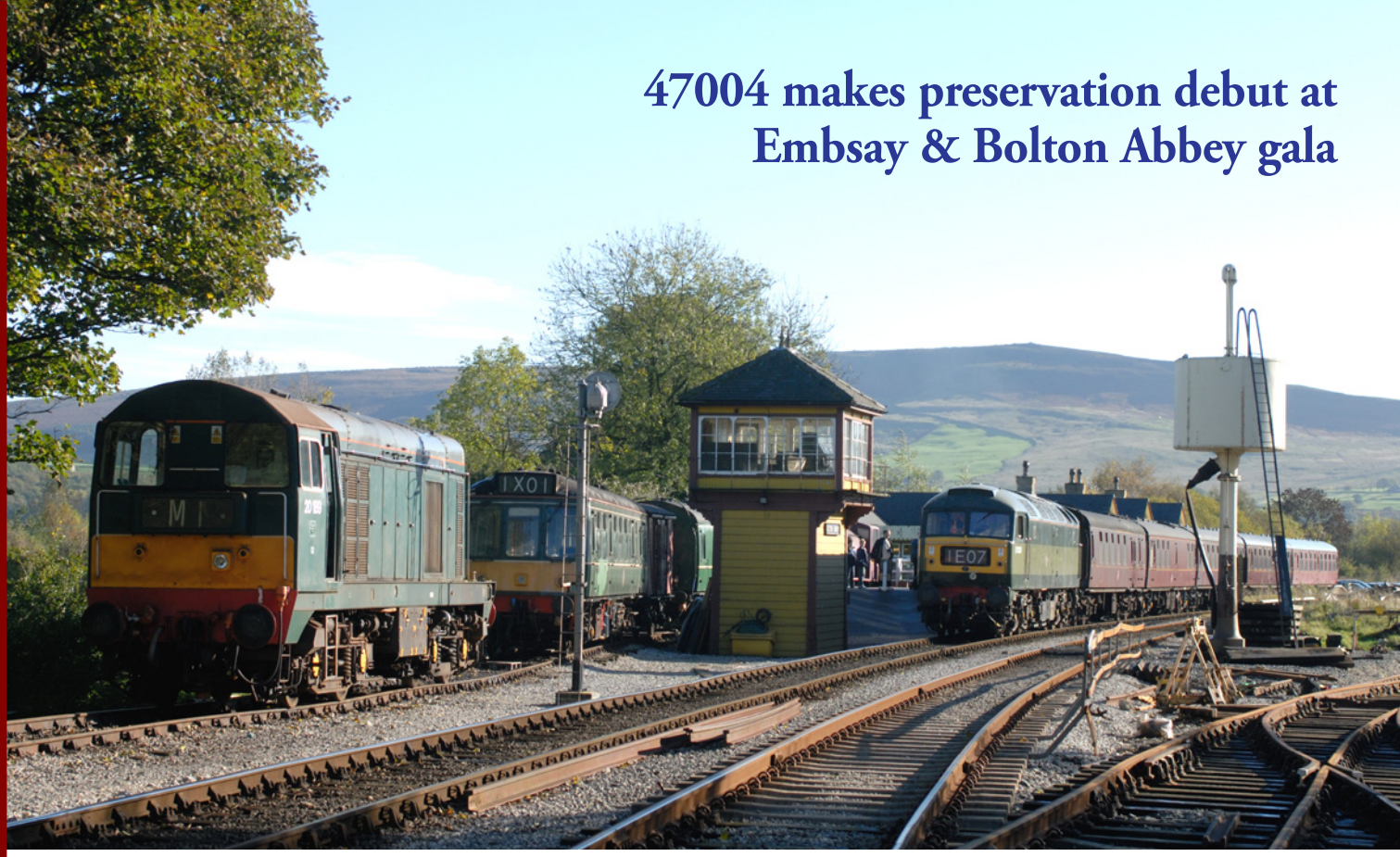
Also on 29 October, the long-term restoration of No. 34007 *Wadebridge* was officially completed when the locomotive was rededicated at Bodmin General station.

ABOVE: On 30 October, the rededicated and returned to steam 'West Country' No. 34007 *Wadebridge* climbs the bank from Bodmin Parkway to Bodmin General, during a photographers charter. *Tony Pearce*

CENTRE: For many Western Region enthusiasts at the end of steam, the sight of two 'Beatties' at Boscarne Junction was one which was unlikely to be repeated again. However, the preservation movement has yet again recreated the past to almost perfection. No. 30587 stands in the loop at Boscarne Junction on the Bodmin & Wenford Railway, while classmate No. 30585 leaves with a china clay working for Bodmin following a rain shower during a photographers charter on 28 October. *Martin Creese*

RIGHT: Climbing away from the mist of Boscarne Junction on the morning of 29 October, Beattie 'Well Tanks' Nos. 30587 and 30585 storm up the grade towards Bodmin with a mixed goods and china clay working, recreating a stereotypical Wenford branch feel during a 30742 photo charter. *Sam Felce*

47004 makes preservation debut at Embsay & Bolton Abbey gala



ABOVE: On 29 October, Class 47 No. D1524 prepares to depart from Bolton Abbey with the 10.25 service to Embsay. On the left, Class 20 No. 20189, which had failed the previous day, is stabled. *Fred Kerr*

CENTRE: With the Class 20 ruled out of the action, the majority of services were in the hands of 'Dutch'-liveried Class 31 No. 31119 and the Type 4. Some return workings were made with one of the lines DMU sets being hauled by one of the two diesel shunters, either Class 08 No. 08773 or Class 04 No. D2203. Here No. 31119 nears Draughton Bottom while in charge of an early afternoon Bolton Abbey to Embsay service on 29 October. *Nigel Cockburn*

RIGHT: Class 47 No. D1524 (TOPS number 47004) stands in the platform at Embsay, awaiting its next working to Bolton Abbey. *Fred Kerr*

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BELOW: Ex-LNER B1 class No. 1306 *Mayflower* is pictured at Shackerstone on the Battlefield Line on 29 October. The locomotive is visiting the railway until the end of the year. *John Whitehouse*

Ex-GWR 5700 Class 0-6-0PT No. 5786 approaches the terminus of the South Devon Railway at Buckfastleigh on 30 October with a service from Totnes Riverside.
Tim Godden