ISSN 1751-8091

The Railway Herald

10 November 2006 Issue 61

The complimentary UK railway journal for the railway enthusiast

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The Railway Herald
Issue 61

Front Cover

Battle of Britain Pacific No. 34067 *Tangmere* storms through Orpington on 4 November with the 08.44 Past Time Rail charter from London Cannon Street to Hastings, Rye and Dungeness, returning to London Bridge via Swanley. *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

The ***Railway Herald*** is due to be published every Friday and is available on e-mail subscription or by download from our website - www.railwayherald.com

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ABOVE: FM Rail has commenced its three-week trial Intermodal service between the Midlands and Scotland. The northbound train runs overnight, departing Hams Hall aroud 22.30, giving a Mossend arrival of 06.30. The southbound working departs Mossend at 11.23. The second train of the trial heads south at Cartland on the approach to Craigenhill summit on 8 November behind Class 47 Nos. 47145 *Myrddin Emrys* and 47832 *Driver Tom Clarke O.B.E.* *Peter Kellett*

BELOW: On 3 November, the 06.26 Crewe - Sellafield flask working approaches Grange-over-Sands led by recently introduced Class 37/5 No. 37510. Behind are Nos. 37194 and 37038 together with Class 47/0 No. 47237. The appearance of the Class 47s on this section of the route has only occurred in recent weeks. *Terry O' Connor*

BELOW: Cotswold Rail's Class 47/4 No. 47813 *John Peel* powers through Abbotswood Junction on 9 November with a Brush Traction, Loughborough to Swansea Landore stock move. In the consist is Mk3 FO No. 11065, Mk3 Sleeper No. 10563 and freshly overhauled powercar No. 43153. Heading in the opposite direction is Central Trains Class 170/6 No. 170638 with a cross country service to Birmingham. *Don Gatehouse*

Overhead problems cause chaos on Anglia main line

Services on the Anglia mainline between Ipswich and Norwich were thrown into disarray on 9 November after a 'one' Anglia service brought the wires down.

The pantograph of Class 90 No. 90013, on the rear of the 09.00 London Liverpool Street - Norwich service, became entangled in the overhead wires south of Stowmarket, near Claydon, bringing the cantenary down and damaging the pantograph.

Having coasted to a stand, the train was finally dragged back into Stowmarket station by a pair of DRS Class 20s which were stabled in the sidings adjacent to the station.

A a result, Norwich - London and Ipswich - Cambridge/Peterborough services were all affected by the problems, with all Norwich services starting from and terminating at Ipswich and a special service in operation between Norwich and Diss.

TOP: 'one' Anglia-liveried Class 90 No. 90013 is pictured at Stowmarket on 9 November having been dragged back into the station by Class 20/3 Nos. 20306 and 20308, which were on one of the Rail Head Treatment Trains (RHTTs), and can be seen still attached to the train in this view.

ABOVE: The damaged pantograph arm on Class 90 No. 90013. *Both: John Day*

New 'Downlander' rover unveiled for Southern

Southern, in partnership with the South Downs Joint Committee, has launched the Downlander, a new one-day, bus and rail travel card to allow people to explore the eastern South Downs and beyond by public transport.

The integrated ticket allows users to travel across the Southern network and onwards on specific services provided by local bus companies.

Tickets can be purchased online at www.southernrailway.com/downlander and printed at home.

There are two types of ticket available, the South Coast Downlander (£10) and the All Network Downlander (£12.50) with children aged 5-15 travelling for £2.50 on either ticket.

The South Coast Downlander will enable users to enjoy unlimited travel after 09.30 and covers Southern stations including Brighton, Southampton, Portsmouth, Bognor Regis, Haywards Heath, Chichester, Eastbourne, Hastings, Rye and Ashford.

The All Network Downlander allows travel across the whole Southern network and South Downs area, incorporating all other Southern stations, including Crawley, Horsham, Redhill, East Croydon and London Victoria, and is valid after 10.00.

Virgin XC HST diagram alteration

Due to the Engineering possessions in the South West between Worle Jn and Cogload Jn which will see CrossCountry services diverted via Westbury, Virgin have changed the 'hired-in' HST diagram.

The new diagram sees the set work 07.05 Leeds - Plymouth (SX) and the 15.25 Plymouth - York (FSX) or 16.25 Plymouth - York (FO). The new diagram runs from 20 November.

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News In Brief

■ Train services have resumed between Inverness and Kyle and Inverness and Tain following the completion of extensive repairs to flood-damaged sections of the Highlands railway. By the end of next week it is hoped that services will also be able to run to Thurso.

■ From early 2007, passengers on Heathrow Express will be able to access the internet through a wireless connection on the trains. T-Mobile is fitting equipment to the units, which will offer a connection speed of around 3Mbps, even through the tunnel sections. T-Mobile wi-fi passes are available for use at all the company's 'hotspots' with a 'one-day' pass being available for £10.

■ A number of Southern Class 377/3s are now fitted with wi-fi equipment to provide a wireless internet connection on London Victoria - Brighton trains. These being Nos. 377304, 377305, 377313, 377315-317, 377320-322 and 377324-328.

■ Around £157,000 is being invested by Network Rail at Beverley station on the Hull - Bridlington line, to replace the existing lighting, installed more than 30 years ago in the Grade 2 listed building. Improvements to the lighting outside the train shed and to the footbridge are being made as well as on the inside. An additional benefit of this work will be to improve the quality of images recorded by the CCTV system. Work should be completed in January 2007, following which, improvement works will be made to the footbridge. East Riding of Yorkshire Council and Network Rail will also provide and install new secure and undercover cycle parking facilities, for up to 50 cycles.

First locomotive movements on Alloa line

Track laying has begun on the Kincardine - Alloa - Stirling line in Scotland.

RT Rail-owned Class 08 No. 08756, recently overhauled at Wabtec Rail, Doncaster, is based at the former Kincardine Power Station where a materials site has been established.

Around 1.5 miles of track have been laid since 6 November with the 350hp shunter performing a regular shuttle from the Kincardine base to the track limit. The loco then returns 'light engine' to prepare the next train, before retrieving the empty wagons from the worksite. Due to the nature of the work, the wagons are loaded at Kincardine and then propelled to the current worksite at walking pace, with the Class 08 at the rear of the train.

ABOVE: On 8 November, RT Rail Class 08 No. 08756 propels a rake of loaded wagons to the worksite, near Kilbagie, around one mile west of Kincardine. Because of the propelling movement, the working proceeds at walking pace. *Bill Roberton*

DRS moves passenger stock out of Long Marston

BELOW: DRS Class 37/0 No. 37069 is pictured alongside the mainline connection on to the Honeyborne - Long Marston branch in rapidly fading light, having retrieved seven loco-hauled Mk3 coaches from store at Long Marston. The use for the vehicles is not yet known, but it is thought that they will form a future charter rake for DRS. *Ken Brunt*

ABOVE: **In the lengthened bay platform at Cheshunt on 6 November, with the new footbridge to the rear, Class 315 EMU No 315827 awaits departure as the 10.31 service to London Liverpool Street.** *Brian Morrison*

Platform improvements at refurbished Cheshunt

Broxbourne MP Charles Walker formally declared a new-look Cheshunt station open on 6 November, when he unveiled a plaque to the £4 million that has been invested in the project by National Express as part of the new franchise commitment between 'one' and the Department for Transport.

The bay platform at the Hertfordshire station had been only able to take a four-car EMU as it was originally constructed for a six-coach train length. This can now accommodate eight cars, allowing enhanced capacity for peak services. In addition to the bay platform extension, a new modern ticket office has been provided that contains new ticket machines and information screens, a new footbridge is in place, there is CCTV coverage, a new toilet accommodating the disabled, a new covered area for parking cycles and new heated self-enclosed waiting areas on both platforms.

First TransPennine franchise to be expanded to Scotland!

Following discussions with the DfT, it has been announced that First TransPennine Express (TPE) would, subject to contract, be operating trains between Manchester and Glasgow/Edinburgh, from December 2007.

The news means that TPE services running on its North West route will be extended to run to Glasgow and Edinburgh.

The proposal will mean an overall increase in direct services between Manchester and Scotland, with new direct links to Manchester Airport created from stations north of Oxenholme.

TPE says it will use the new Class 185 DMU fleet on the Scottish services. Although with the takeover of Manchester - Blackpool trains into the portfolio from Northern Rail in recent months, it is difficult to see how the fleet availability will release enough units for yet more additional services without extra sets being constructed.

The possibility does exist for a move-around of stock within the First Group franchises to allow displaced modern DMU stock, which is suited to Intercity-style operation to be used from December 2007.

TPE has confirmed that five Class 170/3s will be moving north from South West Trains for use on Hull - Manchester Piccadilly service.

These will be Class 158 worked until the 170s move north. The remaining three Class 170/3s are to stay with South West Trains, while SWT's additional set, No. 170392 should move to Southern.

The prospect also exists for the increasing of all 51 Class 185s to four-car sets and this project is currently awaiting funding.

Draft RUS for North West published

Longer trains, extra platforms, new stations and simplified track layouts have been proposed by Network Rail as it unveils its Route Utilisation Strategy (RUS) for the North West.

The proposals are intended to cope with a predicted increase in passengers in the North West of up to 13% over the next 10 years.

Some of the options under review include relocating Salford Crescent station 400 meters further north, away from the current bottleneck, an additional hourly train between Manchester and Blackpool, plus improved line speeds on the route, a third platform at Manchester Airport station to give greater operational flexibility, the reinstating of Olive Mount freight chord onto the Bootle branch in Liverpool from the Huyton direction to give greater capacity and better freight capability achieved by faster junction speeds, increased loop lengths, improved loading gauge and route availability

Almost 80 options are set out in a draft strategy that aims to improve busy routes, boost the capacity of the network and increase punctuality of train services. Other suggestions include the provision of additional platforms at Manchester Piccadilly, making more use of Manchester Victoria and redeveloping Guide Bridge station as a key interchange.

Its not all good news, however, as the RUS also proposes the closure of three little-used stations; Ardwick, Denton and Reddish South. Ardwick, for example, is used by fewer than five passengers each day.

The consultation period will last until 5 January next year and following further analysis, the final strategy will be published in spring 2007.

LEFT: On 6 November, Class 66/0 No. 66234 leads classmate No. 66235 at a fogbound Taunton while working the 02.08 Exeter Riverside - Cardiff Tidal service. The train, which is conveying both china clay slurry tanks and scrap metal wagons is rarely double headed. *Brian Garrett*

Stagecoach shortlisted

Stagecoach Group plc has been shortlisted to submit a final bid to operate the current Manchester Metrolink tram network.

Greater Manchester Passenger Transport Executive (GMPTE) has invited Stagecoach to submit a Best and Final Offer to run the existing system as well as carrying out tram maintenance. Stagecoach has also been asked to submit its proposals for a combined operating, systems and infrastructure maintenance contract. The 10-year contracts would run from 1 April 2007.

Nearly 20 million passengers travel every year on the Metrolink network, currently operated by Serco, which generates an annual turnover of around £22million and operates from Bury to Altrincham with branches to Piccadilly station and Eccles.

Stagecoach already operates the 28km Sheffield Supertram system.

Repairs to Altrincham Interchange

Greater Manchester Passenger Transport Authority (GMPTA) is investing £180,000 in renewing the roof over the main Metrolink platform at Altrincham Interchange.

The work, which is already underway, is due to be finished before Christmas. From 6 November all trams are using Platform 2 until the work is completed, although the ticket office will remain open as normal during the perod.

The roof over the platform is part of the main station building. The glazed panels over it were removed by Network Rail due to safety concerns. The new roof will be made of coated steel with clear panels to let in the light.

Councillor Roland Griffin, the Trafford spokesperson for GMPTA, said: "The platform is the busiest at the interchange and I'm sure Altrincham's residents will appreciate having somewhere dry to stand while they wait for a tram."

GMPTA is committed to carrying out a multi-million pound redevelopment of Altrincham Interchange in the future. The project could become a priority for the region if additional funding is made available by the government.

In the meantime, GMPTA is pursuing an alternative funding package which would include contributions from other organisations committed to the redevelopment of the interchange, such as Trafford Council, Network Rail and private developers.

News In Brief

■ A new 'Park and Ride' site has opened at Malin Bridge on the Sheffield Supertram network. Offering spaces for 104 cars, together with covered cycle stands and extensive CCTV coverage, parking costs just £3.60 per day which also includes unlimited use of the entire Supertram network.

■ The Metro station of Tyne Dock on South Tyneside is to undergo a £100,000 modernisation, with the work set to start later this month. It is to have its roof canopy upgraded, new lighting installed and will receive a fresh application of special anti-graffiti paint.

BELOW: Very few Docklands Light Railway units now remain in the original red, white and blue livery, and the upgrade programme is scheduled for total completion in March 2007. Viewing the old colours, however, is becoming increasingly rare as the DLR always use the refurbished trains whenever it can, the old-colour units usually stabled out of sight inside Poplar depot. On 30 October, units cross near South Quay with No 63 on the rear of No 31 heading to Bank from Lewisham, and No 33 leading a service from Stratford to Lewisham. *Brian Morrison*

EWS Energy and Industrial launched

EWS officially launched its Energy and Industrial divisions on 6 November.

The company say that creating the two new divisions will allow them to quickly widen the range of services available to the power generating and metals and petroleum sectors respectively.

Independent forecasts by Network Rail project that the movement of heavy raw materials by rail is increasing. Use of rail freight services by the metals and petroleum industries alone are projected to grow by up to 45% by 2015, based on current traffic volumes.

Both divisions are planning to increase their profitablility and haulage capacity by running longer, heavier trains on the network, with EWS Energy announcing plans to work with Network Rail to allow it to run coal trains that are over half-a-mile long.

As a result, a programme of work with Network Rail has begun to increase the length of coal services from Ayrshire to Yorkshire from 21 HTAs to 23 HTAs by early next year.

This will be followed by a plan to double train lengths to 46 HTAs. The aim is to run such longer services out of Scotland to the Aire Valley power stations by the summer of 2007. The longer trains will operate at 75mph and carry up to 4,000 tonnes of coal, allowing EWS Energy to move two trains of coal in one slot in the timetable.

A similar EWS train already runs daily between Carlisle and York, hauling 42 HTAs which the company say demonstrates the ability of longer trains to operate on the rail network today.

EWS Industrial meanwhile is to develop its capability for operating services through the Channel Tunnel, opening up new opportunities through working with Euro Cargo Rail.

ABOVE: Two of DRS's new recruits, Class 66/4s Nos. 66414 and 66417 approach journey's end on 2 November with a flask working from Sellafield to Heysham Power Station. Despite a few teething problems, the new arrivals are now settling down into service, with 66415 based at Inverness (with No. 66403) and Nos. 66416 and 66418 currently based in London, both pairs being used on RHTT workings. The final member of the batch, No. 66420 has been transferred to Glasgow Works for attention to a number of problems. Fred Kerr

GNER's entire diesel and electric train fleet goes wireless!

GNER has announced that its entire train fleet has now been equipped with wireless internet equipment (WiFi).

All 41 of GNER's Mk4 sets and HSTs now have WiFi on board, offering passengers the ability to surf the internet and send and receive email while travelling at speed along the East Coast Main Line route. This gives GNER the world's biggest fleet of wireless internet equipped coaches and Britain's first all-WiFi train fleet.

The £3.2 million project had a completion date of May 2007, but in response to popular demand from passengers, GNER speeded up the scheme which has been completed more than seven months ahead of schedule.

GNER trains send and receive communication signals via a combination of a roof-mounted satellite dish and mobile phone antenna, using 3G and GPRS technology. Each coach along the entire length of the train is then connected via the onboard wireless network to create a WiFi 'hot-spot' throughout every coach on the train.

WiFi access is free to First Class passengers and available on a 'pay-as-you-go' system in Standard Class. The service can also be accessed by passengers in all of GNER's First Class station lounges.

BELOW: Engineering work in late October resulted in an hourly GNER HST shuttle between Newcastle and Edinburgh via Carlisle. In this classic West Coast location, Class 43 powercar No 43006 *Kingdom of Fife* heads a southbound service out of Carlisle. This is one of the HST sets that has now been fitted with wireless internet. *Peter Hewitt*

'one' Anglia Class 90 operational diagrams

ABOVE: EWS Class 90 No 90036 is currently on hire to 'one' Anglia to provide some flexibility to the company's Class 90 fleet on Liverpool Street-Norwich services. On 6 November, powering all-refurbished Mk3 coaching stock, the loco propels an on-time departure, the 13.00 service to Norwich, out of the London terminus.
OPPOSITE PAGE: Workstained Class 90 No 90009 arrives at Liverpool Street with the 09.30 service from Norwich and draws alongside an immaculate No 90007 *Sir John Betjeman*. *Both: Brian Morrison*

The Class 90-hauled service trains out of London Liverpool Street are the last remaining daily electric loco-hauled services in the UK.

Although a peak hour loco-haul train still operates out of Cardiff to Rhymney and the Scottish and Western sleepers remain with diesel traction, the Norwich route features a 30-minute interval electric loco-hauled service for most of the day, Monday to Saturday with an hourly service on Sundays.

The following diagrams are the booked workings for the Class 90s, separated into weekdays, Saturdays and Sundays. Operational issues and incidents occasionally mean that sets will be swapped between diagrams or that other traction will work all or part of a diagram as required.

Unless stated otherwise, all diagrams follow on during the week. For example, NC501 diagram on a Monday will form NC502 on a Tuesday, then NC503 on a Wednesday etc. If there are any variations from this flow, these are shown at the end of the diagram. i.e NC506 diagram on a weekday, forms NC505 the following day, Monday - Saturday.

All 'one' Anglia services are now operated by its own fleet of Class 90 locomotives, plus one Class 90 from EWS.All information is believed to be correct at the time of going to press.

WEEKDAYS

NC501
05.57 Norwich CP-Norwich (ECS)
06.40 Norwich-London Liverpool St
09.00 London Liverpool St-Norwich
11.30 Norwich-London Liverpool St
14.00 London Liverpool St-Norwich
16.30 Norwich-London Liverpool St
19.00 London Liverpool St-Norwich
21.10 Norwich-Norwich CP (ECS)

NC502 (MO)
00.40 Norwich-Stowmarket
01.28 Stowmarket-Norwich
02.10 Norwich-Norwich CP (ECS)
04.57 Norwich CP-Norwich (ECS)
06.55 Norwich-London Liverpool St
09.30 London Liverpool St-Norwich
12.00 Norwich-London Liverpool St
14.30 London Liverpool St-Norwich
17.00 Norwich-London Liverpool St
19.30 London Liverpool St-Norwich
23.30 Norwich-Norwich CP (ECS)

NC502 (MX)
04.57 Norwich CP-Norwich (ECS)
06.55 Norwich-London Liverpool St
09.30 London Liverpool St-Norwich
12.00 Norwich-London Liverpool St
14.30 London Liverpool St-Norwich
17.00 Norwich-London Liverpool St
19.30 London Liverpool St-Norwich
23.30 Norwich-Norwich CP (ECS)

NC503
03.00 Norwich CP-Norwich (ECS)
06.10 Norwich-London Liverpool St
08.30 London Liverpool St-Norwich
11.00 Norwich-London Liverpool St
13.30 London Liverpool St-Norwich
16.00 Norwich-London Liverpool St
18.20 London Liverpool St-Norwich
21.00 Norwich-London Liverpool St
23.30 London Liverpool St-Norwich

NC504
01.00 Norwich CP-Norwich (ECS) (MO)
05.40 Norwich-London Liverpool St
08.00 London Liverpool St-Norwich
10.30 Norwich-London Liverpool St
13.00 London Liverpool St-Norwich
15.30 Norwich-London Liverpool St
17.50 London Liverpool St-Norwich
20.03 Norwich-Norwich CP (ECS)
Forms NC501

NC505
06.47 Norwich CP-Norwich (ECS)
07.40 Norwich-London Liverpool St
10.00 London Liverpool St-Norwich
12.30 Norwich-London Liverpool St
15.00 London Liverpool St-Norwich
17.30 Norwich-London Liverpool St
20.00 London Liverpool St-Norwich
22.13 Norwich-Colchester SD (ECS) (runs via Colchester station TO)

NC506
06.15 Colchester SD-Colchester (ECS)
06.23 Colchester-London Liverpool St.
08.00 London Liverpool St-Norwich
10.30 Norwich-London Liverpool St.
13.00 London Liverpool St-Norwich
15.30 Norwich-London Liverpool St.
18.00 London Liverpool St-Norwich
20.30 Norwich-London Liverpool St.
22.50 Norwich-Norwich CP (ECS)
Forms NC505

NC507
02.00 Norwich CP-Norwich (ECS)
05.10 Norwich-London Liverpool St
07.30 London Liverpool St-Norwich
10.00 Norwich-London Liverpool St
12.30 London Liverpool St-Norwich
15.00 Norwich-London Liverpool St
17.30 London Liverpool St-Norwich
20.00 Norwich-London Liverpool St

NC508
06.00 London Liverpool St-Norwich
08.30 Norwich-London Liverpool St
11.00 London Liverpool St-Norwich
13.30 Norwich-London Liverpool St
16.00 London Liverpool St-Norwich
18.30 Norwich-London Liverpool St
21.30 London Liverpool St-Norwich
23.45 Norwich-Norwich CP (ECS)

NC509
05.32 Norwich CP-Norwich (ECS)
06.25 Norwich-London Liverpool St
08.45 London Liverpool St-Thornton Fields (ECS)
17.28 Thornton Fields-London Liverpool St (ECS)
18.00 London Liverpool St-Norwich
20.25 Norwich - Norwich CP (ECS)
21.47 Norwich CP - Norwich (ECS)
23.05 Norwich - Ipswich

NC510
05.23 Ipswich-London Liverpool St
07.00 London Liverpool St-Norwich
09.30 Norwich-London Liverpool St
12.00 London Liverpool St-Norwich
14.30 Norwich-London Liverpool St
17.00 London Liverpool St-Norwich
19.03 Norwich-Norwich CP (ECS)
Forms NC507

NC511 (MO)
06.27 Norwich CP-Norwich (ECS)
07.10 Norwich-London Liverpool St
09.24 London Liverpool St-Thornton Fields (ECS)
17.58 Thornton Fields-London Liverpool St (ECS)
18.30 London Liverpool St-Norwich
22.00 Norwich-London Liverpool St

NC511 (MX)
02.30 Norwich-Norwich CP (ECS)
06.27 Norwich CP-Norwich (ECS)
07.10 Norwich-London Liverpool St
09.24 London Liverpool St-Thornton Fields (ECS)
17.58 Thornton Fields-London Liverpool St (ECS)
18.30 London Liverpool St-Norwich
22.00 Norwich-London Liverpool St

NC512
06.25 London Liverpool St-Norwich
09.00 Norwich-London Liverpool St
11.30 London Liverpool St-Norwich
14.00 Norwich-London Liverpool St
16.30 London Liverpool St-Norwich
19.00 Norwich-London Liverpool St
22.30 London Liverpool St-Norwich
Forms NC511

SATURDAYS

NC501
07.22 Norwich CP-Norwich (ECS)
08.00 Norwich-London Liverpool St
10.30 London Liverpool St-Norwich
13.00 Norwich-London Liverpool St
15.30 London Liverpool St-Norwich
18.00 Norwich-London Liverpool St
20.30 London Liverpool St-Norwich
22.50 Norwich-Norwich CP (ECS)

NC502
05.52 Norwich CP-Norwich (ECS)
06.30 Norwich-London Liverpool St
09.00 London Liverpool St-Norwich
11.30 Norwich-London Liverpool St
14.00 London Liverpool St-Norwich
16.30 Norwich-London Liverpool St
19.00 London Liverpool St-Norwich
21.10 Norwich-Norwich CP (ECS)

NC503
03.00 Norwich CP-Norwich (ECS)
06.00 Norwich-London Liverpool St
08.30 London Liverpool St-Norwich
11.00 Norwich-London Liverpool St
13.30 London Liverpool St-Norwich
16.00 Norwich-London Liverpool St
18.30 London Liverpool St-Norwich
21.00 Norwich-London Liverpool St
23.30 London Liverpool St-Norwich

NC504
05.30 Norwich-London Liverpool St
08.00 London Liverpool St-Norwich
10.30 Norwich-London Liverpool St
13.00 London Liverpool St-Norwich
15.30 Norwich-London Liverpool St
18.00 London Liverpool St-Norwich
20.35 Norwich-Ipswich (ECS)
Forms NC503 (SuO)

NC505
Spare set

NC506
Spare set
Forms NC505 (SuO)

NC507
02.00 Norwich CP-Norwich (ECS)
05.00 Norwich-London Liverpool St
07.30 London Liverpool St-Norwich
10.00 Norwich-London Liverpool St
12.30 London Liverpool St-Norwich
15.00 Norwich-London Liverpool St
17.30 London Liverpool St-Norwich
20.00 Norwich-London Liverpool St
22.30 London Liverpool St-Norwich

NC508
06.30 London Liverpool St-Norwich
09.00 Norwich-London Liverpool St
11.30 London Liverpool St-Norwich
14.00 Norwich-London Liverpool St
16.30 London Liverpool St-Norwich
19.00 Norwich-London Liverpool St
21.30 London Liverpool St-Norwich
23.45 Norwich-Norwich CP (ECS)
Forms NC512 (SuO)

NC509
06.52 Norwich CP-Norwich (ECS)
07.30 Norwich-London Liverpool St
10.00 London Liverpool St-Norwich
12.30 Norwich-London Liverpool St
15.00 London Liverpool St-Norwich
17.30 Norwich-London Liverpool St
20.00 London Liverpool St-Norwich
22.15 Norwich-Norwich CP (ECS)
Forms NC509 (SuO)

NC510
07.09 Ipswich-Norwich
08.30 Norwich-London Liverpool St
11.00 London Liverpool St-Norwich
13.30 Norwich-London Liverpool St
16.00 London Liverpool St-Norwich
18.30 Norwich-London Liverpool St
Forms NC510 (SuO)

NC511
02.30 Norwich-Norwich CP (ECS)
06.27 Norwich CP-Norwich (ECS)
07.00 Norwich-London Liverpool St
09.30 London Liverpool St-Norwich
12.00 Norwich-London Liverpool St
14.30 London Liverpool St-Norwich
17.00 Norwich-London Liverpool St
19.30 London Liverpool St-Norwich
22.00 Norwich-London Liverpool St
Forms NC507 (SuO)

NC512
07.00 London Liverpool St-Norwich
09.30 Norwich-London Liverpool St
12.00 London Liverpool St-Norwich
14.30 Norwich-London Liverpool St
17.00 London Liverpool St-Norwich
19.10 Norwich-Norwich CP (ECS)

SUNDAYS

NC501
05.52 Norwich CP-Norwich (ECS)
06.30 Norwich-Stowmarket
07.12 Stowmarket-Norwich
08.30 Norwich-Stowmarket
09.37 Stowmarket-Norwich
10.30 Norwich-Stowmarket
11.25 Stowmarket-Norwich
12.30 Norwich-Stowmarket
13.25 Stowmarket-Norwich
14.30 Norwich-Stowmarket
15.25 Stowmarket-Norwich
16.30 Norwich-Stowmarket
17.25 Stowmarket-Norwich
18.30 Norwich-Stowmarket
19.25 Stowmarket-Norwich
20.30 Norwich-Stowmarket
21.25 Stowmarket-Norwich
22.05 Norwich-Stowmarket
23.25 Stowmarket-Norwich
Forms NC502 MO

NC502
Spare set

NC503
07.42 Ipswich-London Liverpool St
09.30 London Liverpool St-Ipswich
10.53 Ipswich-Ipswich Yard (ECS)
11.20 Ipswich Yard-Ipswich (ECS)
11.42 Ipswich-London Liverpool St
13.30 London Liverpool St-Ipswich
14.53 Ipswich-Ipswich Yard (ECS)
15.20 Ipswich Yard-Ipswich (ECS)
15.42 Ipswich-London Liverpool St
17.30 London Liverpool St-Ipswich
18.53 Ipswich-Ipswich Yard (ECS)
19.20 Ipswich Yard-Ipswich (ECS)
19.42 Ipswich-London Liverpool St
21.30 London Liverpool St-Ipswich
23.10 Ipswich-London Liverpool St

NC504
01.49 Norwich-Norwich CP (ECS) then spare.
Forms NC501 (MO)

NC505
08.00 Colchester SD-Colchester (ECS)
08.05 Colchester-Ipswich
08.42 Ipswich-London Liverpool St
10.30 London Liverpool St-Ipswich
11.53 Ipswich-Ipswich Yard (ECS)
12.20 Ipswich Yard-Ipswich (ECS)
12.42 Ipswich-London Liverpool St
14.30 London Liverpool St-Ipswich
15.53 Ipswich-Ipswich Yard (ECS)
16.20 Ipswich Yard-Ipswich (ECS)
16.42 Ipswich-London Liverpool St
18.30 London Liverpool St-Ipswich
19.53 Ipswich-Ipswich Yard (ECS)
20.20 Ipswich Yard-Ipswich (ECS)
20.42 Ipswich-London Liverpool St
22.30 London Liverpool St-Ipswich
23.59 Ipswich-Colchester SD (ECS)

NC506
Spare set
Forms NC505 (MO)

NC507
07.53 London Liverpool St-Ipswich
09.42 Ipswich-London Liverpool St
11.30 London Liverpool St-Ipswich
12.53 Ipswich-Ipswich Yard (ECS)
13.20 Ipswich Yard-Ipswich (ECS)
13.42 Ipswich-London Liverpool St
15.30 London Liverpool St-Ipswich
16.53 Ipswich-Ipswich Yard (ECS)
17.20 Ipswich Yard-Ipswich (ECS)
17.42 Ipswich-London Liverpool St
19.30 London Liverpool St-Ipswich
20.53 Ipswich-Ipswich Yard (ECS)
21.20 Ipswich Yard-Ipswich (ECS)
21.42 Ipswich-London Liverpool St
23.30 London Liverpool St-Ipswich

NC508
00.47 Norwich-Norwich CP (ECS) then spare.

NC509
Spare set

NC510
08.30 London Liverpool St-Ipswich
09.53 Ipswich-Ipswich Yard (ECS)
10.20 Ipswich Yard-Ipswich (ECS)
10.42 Ipswich-London Liverpool St
12.30 London Liverpool St-Ipswich
13.53 Ipswich-Ipswich Yard (ECS)
14.20 Ipswich Yard-Ipswich (ECS)
14.42 Ipswich-London Liverpool St
16.30 London Liverpool St-Ipswich
17.53 Ipswich-Ipswich Yard (ECS)
18.20 Ipswich Yard-Ipswich (ECS)
18.42 Ipswich-London Liverpool St
20.30 London Liverpool St-Ipswich
22.05 Ipswich-Liverpool St (ECS)
Forms NC507 (MO)

NC511
Spare set

NC512
Spare set
Forms NC511 (MO)

Abbreviations:
CP-Norwich Crown Point
ECS-Empty Coaching Stock

Day Codes:
MO-Mondays Only
MX-Mondays Excepted
SO-Saturdays Only
SuO - Sundays Only
TO-Tuesdays Only

The Great Marquess to return in January

Reports suggest that John Cameron's Class K4 No. 61994 *The Great Marquess* will soon be turning a wheel, as the boiler and frames have been re-united at the LNWR Works at Crewe and certification of the boiler for insurance purposes is imminent, if not already completed.

Running-in is due to take place on the Churnet Valley Railway, to where the locomotive could be moved during December. The Churnet Valley Railway is advertising the use of the locomotive on its service trains over the weekend of 13/14 January when it will be joined by No. 7821 *Ditcheat Manor*.

It is understood that No. 61994 will then return to the LNWR Works for TPWS and OTMR equipment to be fitted prior to re-commencing a mainline career.

The locomotive is booked to double-head with John Cameron's other locomotive, 'A4' No. 60009 *Union of South Africa* between Perth and Aviemore, and a few days later, between Inverness and Aviemore, both trips on the Railway Touring Company's 'Great Briton' charter which is scheduled to operate on 6-14 April.

6201 booked for 2007 tours

No. 6201 *Princess Elizabeth* is an engine in demand, having already secured two bookings with Past Time for 2007, as described last week.

The locomotive is now involved with a number of charters for Steamy Affairs' spring programme commencing with a Crewe to Carlisle train on 24 March.

It is booked via Shap both ways and originates at Watford Junction, picking up at stations through to Crewe. Two weeks later, *Princess Elizabeth* heads along the North Wales Coast to Holyhead from Crewe. This train originates at Guildford, calling at Woking, Weybridge, Esher, Surbiton, Wimbledon, Watford Junction, Milton Keynes, Coventry and Birmingham International.

On 21 April, No. 6201 is booked to take over a train at Birmingham International having originated from Ashford (Kent), running via Tonbridge and Kensington Olympia, for a return trip to Chester. Meanwhile, passengers have a choice on 31 March with either York or Keighley (for a trip on the Keighley and Worth Valley Railway) as the joint destinations. This diesel-hauled tour operates from St. Albans, picking up at principal stations to Leicester.

ABOVE: The FM Rail-operated 'Blue Pullman' passes through Litchfield Trent Valley, hauled by No. 47703 *Hermes*, on 3 November with a London Euston - Blackpool North charter. Blue-liveried Class 47 No. 47712 *Artemis* was attached to the rear. *John Whitehouse*

BELOW: Ex-SR Merchant Navy No. 35028 *Clan Line* storms through Basingstoke on 5 November with its loaded test run to Eastleigh formed of VSOE stock. *Patrick Seale*

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.** *During the winter period, our weekly railtour listings will provide details for the next three weeks.*

Date	Operator	Traction	Route
11 Nov	Hertfordshire	EWS 66/67	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 Cl. 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)
18 Nov	ICMM	FMR Cl. 47	London King's Cross-Potters Bar-Stevenage-Peterborough-Manchester Piccadilly and return (outwards via Hope Valley, return via Uttoxeter)
18 Nov	NRM	4771	York-London King's Cross (& return)
18 Nov	Past Time Rail	6024	Minehead-Dunster-Blue Anchor-Washford-Williton-Stogumber-Crowcombe-Taunton-Castle Carey-London Paddington (& return)
22 Nov	Steam Dreams	71000	(Finsbury Park-Stevnage-Peterborough-York (break/rev))-York-Finsbury Park
25 Nov	Kingfisher	tbc	Redhill-Dorking West-Guildford-Woking-Wimbledon-Clapham Jnc-York and return
25 Nov	NRM	4771	London King's Cross-York (& return)
25 Nov	Pathfinder Tours	40145	Manchester Piccadilly-Stockport-Crewe-Stafford-Birmingham International-Coventry-Banbury-Swindon-Westbury-Salisbury (break)-Southampton-Woking-High Wycombe-and return
25 Nov	Steam Dreams	71000	London Victoria-Clapham Junction-Staines-Reading-Newbury-Bath-Bristol Temple Meads and return
25 Nov	Steamy Affairs	tbc	Ipswich-Colchester-Chelmsford-Shenfield-Stratford-Peterborough-York and return
25 Nov	Vintage Trains	4965	Tyseley Warwick Road-Nuneaton-Leicester-Loughborough-York-Derby-(Tyseley WR)
30 Nov	Past Time Rail	34067	London Victoria-Clapham Junction-Barnes-Feltham-Virginia Water-Chertsey-Woking-Guildford-Shalford-Redhill-Purley-Balham-London Victoria

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.

Our online railtour pages provide detailed listings through into 2007
Click here for our complete railtour listing and contact details of all current railtour operators.
Please remember to mention *Railway Herald* when responding to railtour companies

Tour Amendments

■ Kingfishers 'Garden of England Statesman' on 11 November, from London Victoria to Ramsgate and Margate, scheduled for haulage by No. 34067 *Tangmere*, has been cancelled due to insufficient bookings. It had already been re-scheduled from 27 May, and when re-dated it was booked for haulage by No. 850 *Lord Nelson*.

Festive steam outings from Steam Dreams

The festive season is always a busy time for Steam Dreams with its 'Cathedral Christmas Carol' outings, and in total the company has nine trains operating between 22 November and 21 December.

Traction is scheduled to be No. 71000 *Duke of Gloucester* on five trains, and No. 45231 *Sherwood Forester* on the remainder. The first outing heads north behind heritage diesel traction, returning behind No. 71000. Bristol is visited twice, on 25 November via Newbury with No. 71000 and on 5 December via Salisbury with No. 45231, while No. 71000 works to Lincoln from Finsbury Park on 8 December, Salisbury from Waterloo on 12 December and Winchester from London Victoria on 21 December.

Sherwood Forester meanwhile has charge of a Liverpool Street to Ely working on 9 December and from Victoria on 16 December to Chichester, and then to Canterbury on 19 December.

The Week Ahead

The forthcoming weekend's tours are dominated by No. 6201 *Princess Elizabeth* on its return working to Glasgow from Preston on 16/17 November.

The charter is operating exactly 70 years to the day that the same locomotive took part in the epic record breaking runs from Euston to Glasgow and back. The celebration of this event has not gone un-noticed as the all-dining train is a sell-out. All profits are being donated to The Railway Children charity.

On 18 November, No. 6024 *King Edward I*, heads out of Minehead on the West Somerset Railway to London Paddington. The feature of the tour is that the train picks up at Dunster, Blue Anchor, Washford, Watchet, Williton, Stogumber, Crowcombe and Bishops Lydeard as well as Taunton and Castle Cary on the main line. The return is diesel hauled.

The National Railway Museum continues its 'Giants of Steam' season with No. 4771 *Green Arrow* heading a York to London King's Cross charter, which returns diesel-hauled. The 'V2' will remain in London for the week, and return on 25 November with a King's Cross-York charter.

Also steam-hauled on 18 November is a VSOE luncheon train with the traditional Pullman stock headed by No. 34067 *Tangmere*.

FM Rail has an 'Intercity Merrymaker' running on 18 November from Kings Cross, picking up at Potters Bar, Stevenage and Peterborough, aimed at an afternoon's shopping in Manchester. However, the routing is attractive, outwards via the Hope Valley and returning via Stoke-on-Trent and Uttoxeter.

BELOW: Ex-SR Battle of Britain No. 34067 *Tangmere* became one of the first steam locomotives in a number of years to traverse the Dungeness branch on 4 November. The train was hauled down to Dungeness by Class 66 No. 66127, with No. 34067 then hauling the train back to London Bridge. Here the charter approaches Dungeness in beautiful lighting. *Don Benn*

Arriva Trains Wales operated loco-hauled services from Newport and Gloucester to Cardiff on 4 November in conjunction with the Wales vs Australia Rugby International at the Millenium stadium.

ABOVE: Class 37/4 No. 37406 *The Saltire Society* roars through Severn Tunnel Junction on 4 November with the 09.40 Cardiff Central - Gloucester shuttle service. No. 37410 was on the opposite end. *Jeff Treece.*

RIGHT: No. 37410 departs from Chepstow the same day, with a Cardiff-bound train. *Tom Curtis*

BELOW: The two Fifty Fund locomotives, Nos. 50049 *Defiance* and 50031 *Hood* prepare to depart from Newport. *Garry Sparks*

ABOVE: The EWS Class 90s, hired to First ScotRail and painted in its livery are becoming a common sight on electric-hauled freight workings between London and the Midlands and the North West. On 6 November, No. 90019 worked the morning Bescot-Daventry Enterprise vice the booked Class 92. Here No. 90019 approaches Beechwood Tunnel with the 11.25 Daventry - Bescot return working, hauling a lengthy rake of internationally registered 'Cargowaggons'. *Ron Kosys*

BELOW: As mentioned in our last issue, Freightliner has been awarded additional container traffic between East Anglia and the North West. On 3 November, Class 90 No. 90042, still carrying the original Railfreight-grey livery with Freightliner branding, heads south at Brantham with a well loaded 07.45 Felixstowe - Ditton service. *David Smith*

Volunteers plea to restore Garw Line

With less than a year to the target date for operation, the Garw Railway is looking to increase volunteer numbers to help restore its valley line.

The group, made up of members from the former Bridgend and Rhondda & Cynon Valleys' railway societies, lack sufficient numbers of active volunteers to complete the railway restoration.

Halloween Saturday next year should be the first day of operations between Pontycymer and Pontyrhyl, a distance of one mile of the four mile branch line. Although a small team of volunteers has started vegetation clearance at Pontycymer the scheduled work over the next year also includes refurbishing and replacing some track, replacing culverts and installing new drainage ditches.

Restoration of the Garw branch has been split into four stages that, subject to funding, could be developed over the next 10 years.

Starting with a diesel multiple unit operation in phase one the group hope to progress restoration to Llangeinor, the mid point of the railway and introduce a steam service during certain weekends along a two-mile route within three years.

The restoration work currently takes place on a Thursday, together with the first and third Sunday of each month. To help attract new volunteers to the railway the Garw group have introduced a temporary membership scheme for £1, to allow a month's 'try-before-you-buy'!

Any readers interested in volunteering this services should contact the volunteer co-ordinator Peter Kincaid on 01656 721633 for details.

First winter steam gala for G-WR

The Gloucestershire Warwickshire Railway is staging its first-ever winter gala on 30/31 December.

Promoted as the 'Centenary Christmas Cracker', the gala is expected to feature all of the railway's locomotives including the National Railway Museum's No. 3440 *City of Truro*, No. 4936 *Kinlet Hall*, No. 7903 *Foremarke Hall*, 92203 *Black* Prince and Hunslet 0-6-0ST *King George*.

Also in steam should be No. 35005 *Canadian Pacific* on its last outing before returning to the Mid-Hants Railway.

All locomotives will be working each day and the gala will include double-heading as well as freight and local passenger services between Toddington and Winchcombe.

Restoration of 2807 continues

Cotswold Steam Preservation Ltd owners of ex-GWR 2800 class 2-8-0 No. 2807, have successfully water tested their Churchward 3,500 gallon tender.

Tender No. 2065 was built in 1919 and was used behind a series of 2-6-0s and 2-8-0s, until allocated to No. 7815 *Fritwell Manor* between June and December 1963, and then finally allocated to 2-8-0 No. 3802.

When purchased in 1981, this was the last 3,500 gallon tender left in Barry scrapyard.

The restoration has progressed steadily since with a new well water tank welded inside the original plating and many original parts restored for use.

There were no significant problems or leaks encountered during the fortnight that the tank was filled.

The restoration of No. 2807 is ongoing and it is hoped that it will be steamed during 2007.

ABOVE: Class 73 No. 73129 arrives at Winchcombe during the G-WR's Diesel Gala on 5 November. Also evident is the new toilet block being constructed on the platform. *Neil Walking*

LEFT: The South Devon Railway held its 'Gronk Aid' event on 4 November, with all monies raised going towards the restoration of Class 09 No. 09002. Here, Class 25 No. D7612 powers alongside the River Dart with a freight service for Buckfastleigh. *Nathan Williamson*

Talyllyn runs final train of the season

ABOVE: The Talyllyn Railway operated its final passenger train of the ordinary 2006 season on 4 November, bringing to an end a continuous 224 days of operation. 'Santa Specials' operate on 16/17 and 23/24 December and there is a daily service between 26 December and 1 January. Here No.2 *Dolgoch* leaves Tywyn Wharf on 4 November with the 14.00 final departure. *Talyllyn Railway*

Major hurdle over for WHR as Cambrian line is crossed

One of the biggest hurdles in rebuilding the Welsh Highland Railway has been overcome.

Railway Herald reported two weeks ago that the specially constructed 'flat-crossing' to allow the narrow gauge line to cross Network Rail's Cambrian Coast line had been constructed.

During a week-long possession of much of the ex-Cambrian line in North Wales, the opportunity was taken to install the flat crossing at Porthmadog. The original was taken out around 1938 and there are not many narrow/standard gauge crossings remaining in the world, although several do exist in India and in the Australian state of Queensland, where a number of sugar cane tramways cross the Cape Gauge QR tracks.

A new purpose-built two-axle ballast wagon arrived at Dinas in late October from the builders in Romania.

ABOVE CENTER: The operation of ballasting the narrow gauge line is pictured being delicately handled on 2 November. The road-rail machine is running on Network Rail's Cambrian main line to Pwllheli. *John Stretton*

RIGHT: Nantmor road bridge, just south of the Aberglaslyn Pass on the extending WHR, was removed some months ago as the original structure was deemed unsafe for the passage of the ex-South African 'Garratts' that will use the line. A replacement bridge was installed by contractors on behalf of the WHR on 29 October. This is the view two days later, showing the basic construction, trackbed base and walkway on either side. *John Stretton*

In fading light, Riviera Trains XP64-liveried Class 47/8 No. 47853 (D1733) *Rail Express* heads a Sellafield to Crewe flask working through Grange-over-Sands on 24 October. The low winter sunlight provides a glint off the lower roof line and illuminates the rails. *Terry O' Connor*