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The Railway Herald

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The complimentary UK railway journal for the railway enthusiast

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The Railway Herald
Issue 62

Front Cover

On the Bluebell Railway, ex-LBSCR 0-6-0T 'Terrier' No 362 *Martello* exits Sharpthorne tunnel with a photographer's charter on 14 November. The loco is currently visiting the line from Bressingham.
Chris Nevard

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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: The Fifty Fund's Class 50s stood in for the non-availability of a pair of EWS Class 37s to work the Cardiff - Gloucester shuttles in connection with last weekends's England vs Argentina Rugby International match. Here, No. 50031 *Hood* approaches Magor with classmate No. 50049 *Defiance* on the rear, with a Gloucester bound train. *Don Gatehouse*

Princess Elizabeth recreates record run on WCML

Ex-LMS 'Princess Royal' Class No. 6201 *Princess Elizabeth* worked a special two-day charter on 16/17 November from Birmingham International to Glasgow and return, with the steam sections commencing at Preston.

The train commemorated the record run carried out 70 years ago when No. 6201 covered the London Euston - Glasgow Central distance in just five hours 53 minutes and 38 seconds.

Railway Herald will have a full in-depth behind-the-scenes report on the two-day charter, together with **exclusive** photographs in next week's issue!

BELOW: On its way north, LMS Stanier Pacific No. 6201 *Princess Elizabeth* storms through Scout Green with its seven-coach train, bound for Glasgow Central and its overnight stay. On the rear was Class 67 No. 67012. *John Whitehouse*

Northern Rail unveils refurbished Class 155s

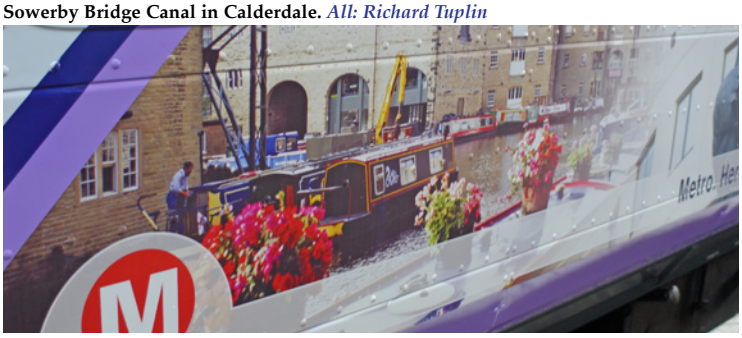
Metro and Northern jointly unveiled the new look to the Class 155 fleet at Leeds on 14 November.

The £671,000 C6 overhaul programme, jointly funded by both parties, is providing new flooring, refurbished seating, new interior panel coatings, enlarged wheelchair space and improvements to toilet areas. In addition, mechanical work is being undertaken along with attention to door operation.

The exterior is being repainted in the latest Northern livery with joint branding and panels depicting scenes from Yorkshire. The refurbishment of two trains has been completed, with the remainder of the fleet due to be finished by summer 2007. The work is being completed in-house at Neville Hill depot in Leeds. The first unit to be refurbished and now in traffic, was No. 155346.

Also on display was the first of the refurbished Class 321/9s. The second unit, No. 321901, is currently at Hunslet-Barclay, Kilmarnock. Once all the C6 overhauls have been completed on the Class 155s, the Class 158/9s will receive attention. The units will loose the Metro livery, gaining a version of the Northern colour scheme, akin to that carried by the Class 155s.

ABOVE: Class 155 No. 155345 arrives at Leeds on 14 November, to form a special for press and invited guests to Horsforth.
RIGHT: The new style upholstery and bright interior.
BELOW: One of the pictorial panels carried by No. 155345, here depicting the Sowerby Bridge Canal in Calderdale. *All: Richard Tuplin*



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Eurostar to move from Waterloo to St. Pancras overnight

The movement of Eurostar operations from London Waterloo International will take place in under twelve months time.

The Channel Tunnel opened on 14 November 1994 and at a press conference held just 12 years later on 14 November this year, it was announced that the last full day of Eurostar services to and from Waterloo International would be 13 November 2007.

Full passenger services are due to commence from St Pancras International the following day, 14 November 2007, following an overnight move, with trains using Ebbsfleet International station a few days later.

The term Channel Tunnel Rail Link (CTRL) is being changed to 'High Speed 1', but whether this implies that there is a chance of a new London-North high-speed rail corridor in the not too distant future being 'High Speed 2' was not the subject of comment!

The new end-to-end 186mph line will avoid congestion in south-east London and the trains will no longer have to change from 75kV overhead catenary to third-rail, the third-rail shoes on the Eurostar trains being removed.

The fastest travel times between London and Paris will reduce to 2hrs 15mins; London-Brussels to 1hr 51mins and London-Lille to 1hr 20mins, and the route will connect with a burgeoning high-speed European rail network with the new Paris-Strasbourg line opening in summer 2007 and the Brussels-Amsterdam route set to commence operations in 2008.

St Pancras station with its famous Barlow train shed was built in 1868 and the new International station retains this main structure and also keeps St Pancras Chambers, the frontage hotel, both currently being the subject of a painstaking restoration and extension. The new St Pancras is to be billed as 'Europe's Destination Station' and apart from Eurostar, Midland Mainline, Javelin high-speed commuter trains from 2009 and London Underground lines, it will also have 82,000 square feet of retail space containing outlets divided into five zones:

- Rendezvous St Pancras containing the longest champagne bar in Europe, a top-class brasserie, a high quality Gastro pub, bars, live music and entertainment.
- St Pancras Market with a daily fresh farmers' food market.
- Concourse St Pancras featuring high street retail outlets.
- Arcade St Pancras with independent boutiques and shops.
- Sortie St Pancras for primary retail units with tax-free facilities.

Among shops already confirmed are Marks & Spencer's first venture at any railway station, and Boots with a brand new concept store.

The Gastro pub will be run by Geronimo Inns. It is estimated that 44 million people will pass through the station annually and the intention is that the complex will become the finest station in Europe.

Waterloo International is being returned to the Government, and despite previous reservations about its future because of the cost of alterations to the rail infrastructure outside Waterloo station, is now said to be promised for re-use to reduce congestion for commuter trains.

TOP: The interior of St Pancras International on 14 November, looking northwards towards the new platforms. On the left can be seen the access way to the Midland Mainline platforms, which have now been in use for several months.
RIGHT: The interior of the new International section of London St. Pancras seen looking south towards the main concourse area. *Both: Brian Morrison*

ABOVE: Newly formed five-car Class 222 Meridian No 222015 stands in the domestic platforms at London St Pancras on 14 November, awaiting departure time with the 11.30 service to Nottingham. *Brian Morrison*

Office of Rail Regulation fines EWS over £4 million

The Office of Rail Regulation (ORR) has notified English Welsh & Scottish Railway (EWS) that it has infringed the prohibition contained in Chapter II of the Competition Act 1998 and Article 82 of the EC Treaty.

The ORR's decision is based on findings that EWS concluded contracts whose terms had the effect of excluding competitors from the market for coal haulage by rail and that it had also pursued discriminatory and predatory pricing practices in the same market.

EWS says it "has accepted its findings as set out in the infringement decision" and since the issue was first raised with the ORR in 2001, has put management procedures in place to ensure compliance with the Competition Act 1998. This acceptance has has allowed the ORR to resolve this case quicker and more effectively than would otherwise have been the case.

The ORR has therefore taken the co-operation of EWS into account and set a penalty of £4.1 million to be imposed on the company.

In addition to the penalty, the ORR is also issuing certain directions to EWS and other parties to remove the contractual terms found to have an exclusionary effect.

Classified Advertisements

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

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

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Major refurbishment work completed at Southampton Central

A major redesign project to improve the image and visibility of one of Southampton's key gateways, Southampton Central station has now been successfully completed.

The work marks the first phase of Southampton City Council's Gateways and Approaches initiative which aims to enhance the visitor experience and image of the city.

The station's pedestrian concourse, which leads to the northern entrance has been widened and a new feature canopy installed, along with new paving which greatly improves the entrance's visual appearance making it more welcoming and safer for visitors.

In addition, new lighting and banners signpost the approach to the station and newly designed lamppost signs provide visitors with clear directions to the city centre and the station.

ABOVE & TOP: The new look exterior and interior at the north entrance of Southampton Central, following the work. Both: *Brian Morrison*

Wessex Electrics to leave SWT

Following on from the report previously in *Railway Herald* that the Class 442 'Wessex Electrics' were to be handed back to the leasing company, it appears that the final day for the fleet in traffic will be 13 January.

It is not known what the future will hold for the Class 442s as there are few other third-rail operators who could make use of what are long-distance inter-regional trains.

News In Brief

■ Passengers using Metheringham near Lincoln station are set to benefit from a £500,000 revamp by Network Rail. The project will see the station's two platforms rebuilt, incorporating tactile paving to aid the visually impaired. The work also includes the construction of new waiting shelters and installation of new lighting. In addition, new level access ramps to each platform will make the station fully accessible for the first time. Central Trains' services will operate as normal. Work starts on 18 November and is scheduled to be completed by March.

■ Passengers from Holmfirth and the Holme Valley in West Yorkshire can take advantage of a new direct bus link to Huddersfield station and can buy their inclusive bus and First TransPennine rail tickets from the bus driver. All bus services operated by First from Holmfirth and the Holme Valley into Huddersfield will be extended from Huddersfield bus station to serve the railway station with buses running direct to the station instead of to the bus station. A new late night bus will run from Huddersfield at midnight to connect with later trains. The 'Holmfirth Connection' initiative has been made possible thanks to a successful joint bid by Metro and First for £387,000 funding over three years.

ABOVE: Anglia Railways-liveried Class 47/7 No. 47714 passes Iver on 3 November, returning a container flat from Hinksey Yard, Oxford to West Ealing. *Chris Holt*

Metrolink contract

The multi-million pound development of Greater Manchester's Metrolink network has taken its first major step forward since the announcement earlier this year that £640 million has been secured for the scheme.

The funding is being used to build three new Metrolink lines and make major improvements to the existing network. Carillion Construction Ltd will replace nearly 20 miles of trackwork on the Bury and Altrincham lines during Summer 2007 on behalf of Greater Manchester Passenger Transport Executive (GMPTE).

A total of £102 million is being invested in the improvements to the existing Metrolink network, which also includes new ticket machines, stop upgrades and the introduction of eight new trams during 2009.

The work to replace track on the Bury line is due to begin in May next year and is to be completed by the end of September. Work on the Altrincham line is scheduled to start in July and is to be finished by the end of August.

Work to build the three new Metrolink lines to Oldham and Rochdale, Droylsden in Tameside, and Chorlton in South Manchester is due to start in 2008. The bidding process to appoint a contractor will begin later this year.

Cornish viaduct works

Extensive work has been carried out on East Largin Viaduct in Cornwall at a cost of £2 million.

The timber decking was over 40 years old and in need of urgent replacement. In order to carry out this extensive work, the railway was closed between Liskeard and Bodmin Parkway from midnight on 10 November until 05.00 on 15 November.

DfT announces more step-free access stations

The Department for Transport (DfT) has announced funding to provide step-free access at a further 45 stations across England and Wales.

The stations have been included in the second round of the DfTs 'Access for All' funding.

'Access for All' is a ring-fenced fund of over £370 million through to 2015. The investment will make stations easier for disabled people to use. It means that passengers will recieve an obstacle free, accessible route from station entrances to and between all platforms. The funding is provided over and above commitments made in franchises and the ongoing renewal of stations and major station improvement projects.

This latest announcement brings the number of stations to be improved to 92, with a third round of stations expected to be announced next year. Work will be carried out by Network Rail and completed between 2009 and 2011.

In addition, the Government has allocated an additional £2.5 million in the second round of 'Small Schemes' funding. This will deliver enhancements such as ramps, induction loops, improved flooring and disabled parking at over 300 stations. The funding, part of the 'Access for All' fund announced in March, will be matched by funding from elsewhere in the industry, bringing the total level of investment to almost £12 million.

The stations that have been allocated funding in this latest announcement are Audley End, Barrow-in-Furness, Blackburn, Boston, Bracknell, Bridgend, Burnham (Bucks), Chadwell Heath, Dorking, Earlsfield, Fareham, Finsbury Park, Fleet, Forest Hill, Fratton, Gloucester, Gravesend, Grimsby Town, Grove Park, Harpenden, Havant, Highbury and Islington, Horley, Ipswich, Keighley, Letchworth, Littleborough, Liverpool Central, Long Eaton, Marple, Metro Centre Gateshead, New Cross, Northfield, Selly Oak, Sittingbourne, Southampton Airport Parkway, Staines, Streatham Common, Sutton Coldfield, Thornton Heath, Twickenham, Vauxhall, Waterloo (Merseyside), West Byfleet and Wrexham General.

ABOVE: FM Rail's 'more-black'-liveried Class 31 No. 31459 *Cerberus* and No. 31128 *Charybdis* pull off the Long Marston branch at Honeybourne on 15 November, with the ex-First Great Western 'Motorail' vans, forming the 12.00 Long Marston - Hams Hall trip. The vehicles were being moved in preparation for use on FM Rail's trial freight working to Mossend. On the rear is Cotswold's Class 47/4 No. 47828 *Joe Strummer*, which had arrived the previous day with a further rake of IZA wagons for store. The locomotive was detached from the train at Worcester. *Ron Kosys*

ABOVE: The sight of Class 66 locomotives working in multiple is set to become more commonplace on the East Coast Main Line if EWS is provided with the timetable paths to operate coal trains of up to 46 HTA vehicles. Here one of the so-called 'Jumbo' coal trains passes Darlington on 14 November with a Carlisle Yard - York North Yard working, behind Class 66/0s Nos. 66243 and 66204. *Ian Hardy*

Fleet Changes ■ Fleet Changes ■ Fleet Changes ■ Fleet Changes ■ *Compiled by D400*

One of the most requested additions to *Railway Herald* has been that of stock changes to the UK national network operational fleets. 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 12 November.

LOCOMOTIVES

Re-allocations

47810 GL CRRH - HQ SBXL
47840 HQ CRRH - HQ SBXL
60100 IM WNTR - IM WCAN
66062 TO WBAN - TO WBEN
66064 TO WBAN - TO WBEN
66403 KM XHIM - KM XHNR
66405 KM XHIM - KM XHNR
66407 KM XHNR - KM XHIM
66409 KM XHNR - KM XHIM
66412 KM XHNR - KM XHIM
66413 KM XHNR - KM XHIM
66416 KM XHIM - KM XHNR
66418 KM XHIM - KM XHNR
66420 KM XHIM - KM XHMW

Storage locations:

Long Marston: 86248
Old Oak Common: 56113

MULTIPLE UNITS

New to TOPS

185149 AK EAAK
450119 NT NSSX
450120 NT NSSX
450121 NT NSSX
450122 NT NSSX

Reformations

222004 60164 60544 60554 60564 60624 60344 60444 60244
222005 60165 60545 60555 60565 60625 60345 60445 60245
222014 60174 60534 60924 60634 60254
222015 60175 60535 60925 60635 60255

FM Class 31 goes back in time

FM Rail Class 31/1 No. 31190, which has previously carried its maroon livery has been repainted into BR-green.

The work was carried out at Barrow Hill, before being moved to the Great Central Railway (Nottingham) at Ruddington for a filming assignment over 15/16 November for a popular ITV drama series.

Initially the locomotive will return to Barrow Hill for refitting of various items including the headlight!

No. 31190 will retain its green livery although not its nameplates when it returns to traffic with FM Rail. The company do intend to reunite the locomotive with its *Gyphon* nameplates at some point in the future.

No West Highland charter in 2007

Bob Branch has confirmed that his plans for a Scottish Photographic Charter based on Fort William in October 2007 will not go ahead.

The highlight of the event was to have been the use of John Cameron's 'K4' No. 61994 *The Great Marquess* in BR black-livery. The locomotive is currently being returned to full working order at the LNWR workshops in Crewe.

However, the Royal National Mod, which is the premier Gaelic language festival of arts and culture, will be taking place in Lochaber from 12 – 20 October and already accommodation in the area is scarce.

As the photographic charter has to dovetail with the West Coast Railway Company's 'Jacobite' season, which itself concludes on 12 October (see separate story below), and the likely difficulty in the charter participants finding suitable accommodation, Mr. Branch has concluded that his proposals are now unviable.

Steam Dreams takes *Sir Lamiel* to Hastings in 2007

The feature of next year's Steam Dreams' early season trains is the scheduled appearance of 'King Arthur' No. 30777 *Sir Lamiel*, commencing on 25 April 2007 with a circular working around Kent and Sussex that will include the Ashford to Hastings via Rye route.

Other trains featuring No. 30777 are to Bristol on 9 May, via Salisbury and Bath, Canterbury on 16 May, Cranmore (for Wells) on 30 May and finally to Weymouth, via Salisbury and Sherborne, on 13 June.

The full programme includes all the usual 'Cathedral' destinations plus this year Stratford-upon-Avon, Minehead, Newcastle-upon-Tyne and Chester. For complete details of the company's full programme, see our full railtour listings for 2006 and 2007 at http://www.railwayherald.com.

The highlight of Steam Dreams' programme is probably the commemoration of the end of Southern steam in July 1967. Two back-to-back tours are scheduled commencing on 8 July with a London Waterloo to Exeter run, outwards via Salisbury and Yeovil and returning via Bristol and Westbury. Next day, it is a classic Waterloo to Weymouth trip, outwards via Yeovil and returning via Bournemouth. Steam haulage is scheduled throughout on both days.

The company's locomotive pool for 2007 has yet to be determined, but in addition to the National Railway Museum's No. 30777 *Sir Lamiel*, expect to see 'Black 5' No. 45231 *Sherwood Forester*, BR Standard Pacific No. 71000 *Duke of Gloucester*, Battle of Britain No. 34067 *Tangmere* and 'A4' No. 60019 *Bittern* upon completion of it's overhaul.

Uncertain future for Kingfisher Railtours in 2007?

Kingfisher Railtours is reviewing its operations for 2007 in the light of experiences gained this year.

Its comments emanate from a press release from Kingfisher proprietor Roger Hardingham in response to speculation aired in a web site chat forum concerning the company. It is believed that the comments have since been withdrawn together with a full apology being made.

He emphasises the difficult trading environment in which charter train companies operate. Kingfisher ran 24 trains between early March and October, which were "on the whole totally successful and profitable". He adds that the period was also fraught with difficulty, citing the loss of several trains due to the demise of No. 34067 *Tangmere*, as an example. These cancellations cost the company "tens of thousands of pounds in lost marketing costs and deposit", adding the reminder that the train promoter loses its deposit if a train is cancelled for whatever reason.

As a consequence, these adverse events in which he also includes locomotive failures and engines not being ready in time for scheduled trains, have caused Mr. Hardingham to re-think the charter train operation.

It seems Kingfisher will concentrate more on "some areas of charter work" and will not be engaging in so many 'one-offs' in the future. The company's successful trains will, it is said, be emulated in 2007, but Kingfisher will also be seeking a more cost-effective operation of trains such as 'The Dalesman'

RIGHT: Ex-GWR 'King' Class No. 6024 *King Edward I* heads along the famous Dawlish Sea Wall on the approach to Kennaway Tunnel in late October with Past Time Rail's charter from London Paddington to Penzance, which the 'King' took over at Taunton. No. 6024's next outing is 18 November from Minehead to London Paddington, over the recently inaugurated mainline connection between Network Rail and the West Somerset Railway. The tour returns to Somerset diesel-hauled. *Ron Cover*

Daily running for West Highland steam in 2007 summer season

The 2007 Fort William to Mallaig 'Jacobite' steam train season will, for the first time, feature continuous daily running between 30 June and 26 August.

West Coast Railway Company Operations Manager, James Shuttleworth, commented that daily operations have been introduced during the high season in response to the steadily growing passenger demand.

He added, "On many days in previous seasons we have been fully booked, and in order to cope have run a few largely unadvertised additional services, mainly for group bookings and charters. These will now become part of the main operation. Saturdays have historically always been seen as change-over days but changing habits do not necessarily reflect that any longer".

The overall running season now spans the period from 21 May, which is the week prior to the Spring Bank Holiday weekend, until 12 October. During low season, the trains will operate on weekdays only. The service will continue to depart from Fort William at 10.20, returning from Mallaig at 14.10 with a 16.00 arrival back at Fort William.

Fares are £28 for an adult Standard return and £41 for a First Class return, with child fares at £16 and £20.50 respectively. For more information go to http://www.steamtrain.info or telephone 01524 737751 or 737753.

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
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	Compass Tours	2xFMR 47	Layton-Poulton le Fylde-Preston-Bamber Bridge-Cherry Tree-Blackburn-Accrington-Burnley Manchester Road-London KX and return
25 Nov	Hertfordshire (BP)	2xFMR 47	London KX-Potters Bar-Stevenage-York and return
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
02 Dec	Hertfordshire (BP)	2xFMR 47	'The Old Flying Haggis' Day 1: London King's Cross-Peterborough-Aberdeen
02 Dec	Kingfisher	tbc	Kettering-Mkt Harborough-Leicester-Loughborough-Long Eaton-Derby-Belper-Chesterfield-Sheffield-Swinton-Doncaster-Edinburgh and return.
02 Dec	NENTA Traintours	2xFMR 47	Norwich-Ipswich-Peterborough-Skipton-Grassington and return
02 Dec	Past Time Rail	6024	Tonbridge-Sevenoaks-Orpington-Kensington Olympia-Bath Spa and return
02 Dec	Railtourer	tbc	Stevenage-Peterborough-Newark-Doncaster-Edinburgh and return
02 Dec	Railtourer	2xWCRC 47	Stevenage-Edinburgh and return
02 Dec	RTC	60009	London KX-Potters Bar-Stevenage-Peterborough-York and return
03 Dec	5305 Loco Assoc.	4965	Dorridge-Solihull-Tyseley-Tamworth-Melton Mowbray and return
03 Dec	Hertfordshire (BP)	2xFMR 47	'The Old Flying Haggis' Day 2: Aberdeen-Elgin-Aberdeen
03 Dec	RTC	6024	London Paddington-Slough-Reading-Swindon-Worcester Shrub Hill and return
04 Dec	Hertfordshire (BP)	2xFMR 47	'The Old Flying Haggis' Day 3: Aberdeen-London King's Cross
05 Dec	Steam Dreams	45231	London Victoria-Clapham Junction-Woking-Salisbury-Bath-Bristol TM and return
06 Dec	Kingfisher	EWS Class 67	Preston-Leyland-Wigan North Western-Warrington Bank Quay-London Euston
07 Dec	Hertfordshire (BP)	2xFMR 47	Stevenage-Welwyn Garden City-Potters Bar-London Finsbury Park-Bath and return
08 Dec	SRPS	40145	Linlithgow-Edinburgh-Drem-Berwick-Alnmouth-Morpeth-Cramlington-Newcastle-Durham-Lincoln and return
08 Dec	Steam Dreams	71000	Finsbury Park-Stevenage-Lincoln 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.

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

The Week Ahead

Nearly all tours head for York on 25 November, as the four-day St. Nicholas Fayre gets into full swing.

Two tours start from London King's Cross, one steam hauled by the NRM's 'V2' No. 4771 *Green Arrow*, which returns diesel-hauled, while the second is a Hertfordshire 'Blue Pullman' trip that picks up at Potters Bar and Stevenage. Steamy Affairs also has the 'St. Nicholas Fayre' in its sights, operating from Ipswich and selected stations to Stratford, together with a Peterborough pick-up.

The final tour originates at Tyseley Warwick Road and is steam hauled by No. 4965 *Rood Ashton Hall* running via Nuneaton, Leicester, Toton and Chesterfield to York. On the return, steam comes off at Derby to be replaced by a heritage diesel back to Tyseley.

Operating in the reverse direction to London King's Cross is a Compass tour which sets out from Layton (first station out of Blackpool North), and picks up at Poulton-le-Fylde, Preston and stations to Burnley Manchester Road, before making its way over the Copy Pit route and along the Calder Valley for a day in the Capital. FM Class 47's should provide the traction.

Heritage diesel tour of the day is Pathfinder's oddly named 'Son of Christmas Cracker' which features Class 40 No. 40145 from Manchester Piccadilly to Salisbury. Outwards, the train runs via Crewe, Birmingham International, Banbury, Swindon and Westbury, while the return heads to Southampton before turning north through Woking to regain the outward route via High Wycombe at Aynho Junction.

Steam Dreams' employ No. 71000 *Duke of Gloucester* from London Victoria to Bath and Bristol, which also calls at Newbury to cater for race-goers for the Hennessey Gold Cup at Newbury Racecourse.

Later in the week, Past Time's 'The Downsman' is scheduled to operate on 30 November running from London Victoria through Barnes, Virginia Water, Woking, Guildford and Redhill back to Victoria with *Tangmere*.

LEFT: LMS 'Princess Royal' 4-6-2 No. 6201 *Princess Elizabeth* powers along the North Wales coast, alongside the A55 dual-carriageway, just west of Abergele & Pensarn station on 11 November, with a Steamy Affairs' charter from Watford Junction. *Princess Elizabeth* took over the train for the out-and-back run from Crewe to Holyhead. *John Whitehouse*

ABOVE: Providing a perfect night exposure, Class 37/4 No. 37417 *Richard Trevithick* awaits departure time at Skipton on 11 November with a civil engineers train. The train had originated from Doncaster Wood Yard and run to Skipton to run round before retracing its steps to Shipley and joining the Guiseley link onto the Ilkey branch. The train returned to Doncaster the following morning and the locomotive filled in on a local trip working to Goole and Scunthorpe on 13 November before returning to Scotland within the consist of that night's Doncaster - Mossend Enterprise service. *James Rose*

BELOW: Class 37/4 No. 37406 *The Saltaire Society* powers through Acton Bridge on 16 November with a Folly Lane - Warrington Arpley chemical tanks service, catching the last rays of the afternoon sun. *Tom Mcatee*

Intermodal DRS style

ABOVE: The daily DRS intermodal workings between Scotland and Daventry are now a regular sight in the hands of the company's Class 66 fleet. On 9 November, Class 66/4 No. 66409 heads south at Carlingill with a service for The Malcolm Group, conveying a mixture of containers including those with Malcolm's own branding and those of supermarket chain, Asda.

BELOW: Creating a truely eye-catching image, the unique Stobart Rail-liveried, DRS-operated Class 66/4 No. 66411 *Eddie the Engine*, heads a northbound working past Moresdale Hall on 9 November. This train is a joint operation between Eddie Stobart and DRS for Tesco Supermarket. *Both: Ian Hardy*

Autumn lighting

ABOVE: In early November, Railfreight triple grey-liveried Class 60 No. 60099 *Ben More Assynt* crosses Saddleworth Viaduct with an empty Roxby Gullet to Northenden 'Binliner' service. The wooded area around the viaduct provides a superb array or autumnal colours in the late autumn sunshine. *Julie Knowles*

BELOW: Further north and on 2 November, Class 60 No. 60028 *John Flamsteed* catches the early morning sunlight at Dandry Mire Viaduct, near Garsdale, as it heads north with the morning gypsum working from Drax to Kirkby Thore. *Richard Armstrong*

Terrier Weekend for Bluebell Railway

ABOVE: The Bluebell Railway provided a line up of five 'Terrier' locomotives for its Terrier Gala over the weekend of 10-12 November. The five locos should have been joined by No. 3 *Bodiam* from the Kent & East Sussex Railway, but it did not prove possible to repair a serious crack on the cylinder cover in time. The 14.00 service from Sheffield Park passes Three Arch Bridge with ex-LBSCR No. 662 *Martello* leading and No. 672 *Fenchurch* on the rear. The superb looking vintage train comprises of three Metropolitan coaches. *David Bowles*

LEFT: The Isle of Wight Steam Railway's Stroudly-designed 0-6-0T No. W8 *Freshwater* heads a short goods working between Sheffield Park and Horsted Keynes on 10 November. The locomotive is to remain on hire to the Bluebell Railway until March 2007 and should see use on several 'Footplate Experience' trains. *Tony Pearce*

BELOW: BR lined black-liveried 'Terrier' 0-6-0T No.32678 (formerly named *Knowle*) from the Kent & East Sussex Railway poses at Horsted Keynes on 10 November, during an evening photo session with the line's Bulleid set. *David Bowles*

South Devon Railway gains restored Wickham!

A retired Kent enthusiast has helped the South Devon Railway to restore a Wickham trolley vehicle that has lain abandoned for many years.

Bernard Wickham of Bromley has helped fund a £5,000 restoration and rebuild of an old motorised, four-wheeled railcar trolley designed to transport trackworkers around the railway system.

The vehicle was built by D. Wickham & Co. Ltd of Ware in Hertfordshire, most likely for railway service in a far flung corner of the globe, and is fitted with a French engine built by Bernard Moteurs. As a result, it had become known affectionately as the 'Bernard Wickham' after its purchase for restoration by a group of railway enthusiasts.

Retired insurance broker and Charlton Athletic fan, Bernard Wickham, was searching the Internet for long lost family members and namesakes when he stumbled on this most unexpected 'Bernard Wickham'. After some investigation, he discovered the trolley was lying un-restored in Norfolk.

The machine was purchased from D. Wickhams by a group of enthusiasts involved with the South Devon Railway in 1989. After the trolley spent a decade quietly rusting in a garden in Sevenoaks, it was finally moved to Norwich and into covered accomodation in the the garage of Peter Treglown, Marketing Director of the South Devon Railway.

Following an an initial visit, Mr. Wickham offered to fund the complete restoration, and since then the trolley has received a thorough rebuild including the the design and construction of a new body, under the care of Trevor Mallett in Norfolk.

It is thought that the car was built as a prototype and demonstrator Type No.4, possibly in connection with a large order that was placed for Bernard-engined Type 4s for Indonesia, delivered in 1977. It was noted under construction on 4 June 1976, but it was not then allocated a works number and was never recorded as leaving the works. The Wickham trolley appears to have lain outside forgotten until around July 1989 when it and two trailers were sold to the South Devon Railway. It was only then that they were allocated works numbers, the Bernard car as 11717, and the trailers, classed Type No.17, as 11718 and 11719.

Now fully restored, the trolley has been moved to the South Devon Railway where it will be used by volunteer track workers and staff.

The Bernard Wickham trolley was formally named 'The Addick' by the real Bernard Wickham at a special reception on 12 November. An 'Addick' is a supporter of Charlton Athletic FC!

BELOW: The restored Wickham unit stands at Buckfastleigh, in front of ex-GWR 2-6-2T No. 5526 which was on a photographers charter. *Peter Treglown*

'K1' Garrett on WHR Phase Four!

ABOVE: The Welsh Highland Railway's 0-4-0+0-4-0 Beyer Garratt locomotive No. K1 was used on a photographers' charter on phase four of the extension works, south of Rhyd-Ddu. The locomotive is pictured on this section of the line, which is not yet open to the public, and was the first appearance of a Beyer Garratt since the track was relayed. It is also thought that the charter took steam further along the extension towards Beddgelert than ever before. *Martin Creese.*

Drive a pair of Class 56s on the NVR

Modern traction enthusiasts are being offered a unique opportunity - the chance to drive a pair of Class 56 locomotives in multiple!

Enthusiasts will be able to take the controls of either visiting Loadhaul-livieried No. 56003 or resident large logo-liveried No. 56057 *British Fuels*, or both, for a round trip with an eight-coach train between Wansford and Peterborough on the Nene Valley Railway. During the course, two round trips will be made, one driving and one riding. A guided tour of the engine room and lunch is included!

There are two courses each day, with a maximum of two people per course. The available dates are 24 November, 8 December, 12/26 January and 9/23 February, with starting times of 09.30 and 13.15 each day.

Advanced booking is essential for this unique 'Driver Experience' and people will be grouped depending on which locomotive they wish drive. Further details are available from Cris Rees at the Nene Valley Railway on 01780 784444 (Tuesday to Saturday).

All courses are subject to loco availability and the necessary minimum number of participants. Price per person are, for the opportunity to drive a single loco £350 or £450 to drive both in multiple. All the proceeds from the courses will go towards keeping both Type 5s operational.

Yarwell Junction on target for Easter

Plans are now well advanced for opening the Nene Valley Railway's new Yarwell Junction station at Easter 2007.

Planning permission has been obtained for the platform and a small station building and the contract for construction of the platform wall has been let. This should be completed by December.

Final minor trackwork around the new station site is also expected to be completed by December and commissioning of the new intermediate crossover by March next year.

The remainder of the platform works will be undertaken by volunteers. A grant application has been made towards funding of the small station building.

PRODUCT REVIEWS

Welcome to *Railway Herald's* new occasional product review section. The feature will aim to provide an unbiased overview of a whole range of new products from books and DVDs to the latest railway models.

In addition to this feature, all the reviews will also be included in a fully searchable 'Reviews Library' on our website. From here, readers can easily access information on products, obtain an unbiased view and also add their own comments.

We welcome products being forwarded for inclusion in this section, publishers and manufacturers should contact the editorial office for details.

The new online Reviews Library will launch shortly at www.railwayherald.com/reviews

Duchess of Abercorn limited edition print

Produced by: Locos in Profile
Contact: Richard Green on 01634 362735 or email richard@locos-in-profile.co.uk
Size: 320mm x 720mm
Price: £25.00 GBP post free *Click here to visit the website*

The latest release by Locos in Profile is a stunning profile full colour limited-edition print of Stanier Princess Coronation No. 6234 *Duchess of Abercorn* portrayed in the condition in which it made its record run on 26 February 1939.

The degree of detail in this 320mm x 720mm (12.5in x 28.5in) top-quality drawing is quite exceptional and the print size makes it ideal for framing and wall mounting.

Each print is signed and numbered by the artist Richard Green, and only 250 copies are available at £25 each, representing excellent value for money. Also available in the 'Duchess' series is No. 46232 *Duchess of Montrose* in BR Brunswick Green and No. 46245 *City of London* is due out later this month. Given that there is also a print available depicting Nos. 6220 *Coronation* and 6225 *Duchess of Gloucester* there is scope for your own 'Duchess' corner in the lounge!

Loco's in Profile is the brainchild of freelance and graphic artist Richard Green, whose childhood interest in steam locomotives blossomed again in 1974 during a visit to his local railway, the Bluebell.

He is responsible for the masthead of its house magazine and also produced drawings for the production of the enamel nameplate plaques for No. 34059 *Sir Archibald Sinclair*. He has since produced line drawings for various publications.

Additionally, there are prints available representing locomotives of other railway companies and a visit to the website is recommended, whether your tastes are Bullied Battle of Britain's, B17/4 'Footballers' or 'Coronations'.

Readers can also make their particular preference known via the website, as suggestions for future products.

With Christmas looming, one (or more!) of these prints would make an excellent gift for any self-respecting railway enthusiast, as well as a potential long term investment!

Highly recommended

JW

Bachmann Class 166 3-Car DMU

Produced by: Bachmann Europe plc
Catalogue Number: 31-027
Available from: All good model shops
Gauge: OO Gauge
Price: £96.80 GBP Recommended Retail Price
Click here to visit the website

One of the items released by Bachmann Europe during 2006 has been the Class 166 3-Car DMU set.

In reality these DMUs were built between 1992 and 1993 by British Rail Engineering Limited (BREL) at York and currently work on First Great Western Link services out of London Paddington, being based at Reading depot.

The model is a superb recreation of the prototype and nicely detailed.

The external livery has been very well applied with the edges of all bodyside colours being clean and the lettering of both the FGW Link logo (see image below) and the numerous data panels and stickers, together with the nose-end minature First logo and set numbers being very crisply applied and readable.

Although the Class 166s are all three-car units, any modeller wishing to run the set as a two-car version will have a major problem, as it is the centre coach which contains the motor!

Couplings between vehicles are of the European style of model coupling, which when connected, not only provides a close-coupled train, but plenty of flexibility in the model for curves.

On a layout, the model is smooth, with a stable body and the ability to obtain slow running. The only slight downside being the lack of a DCC connection built in. Overall, a good model that will enhance any modern day layout.

RT

Classic Countdown

Produced by: Globe Video Films
Catalogue Number: GVF132
Available from: Highfield House, Saltern Road, Goodrington, Paignton, Devon. TQ4 6NT
Media: DVD Only Price: £19.95 GBP
Running Time: 92 mins *Click here to visit the website*

Every so often a video company produces a programme which makes people think - why has this not been done before?!

Classic Countdown is one of the latest programmes from Globe Video and is based on the results of a six-month online questionnaire to find out the most popular diesel class. Not unsurprisingly, the video is devoid of Class 66s!

A good cross section of traction is featured, including 'Deltics', 'Westerns', 'Hymeks', Class 20s, 31s, 47s, 50s and 56s.

The video comprises a countdown from number 12 to one. Each section begins with archive cine footage (where appropriate) followed by early video and then more recent footage. The cinefilm sections are well produced with the footage being of good quality.

The reproduction of early video isn't as good, but this isn't the fault of the producer, more the technology of the time!

A worthy video to add to the collection. The winning locomotive class by the way is .... we're sworn to secrecy!

RT

Class 37s are currently a daily sight on the North Wales Coast line as DRS provide a pair for the railhead treatment train (RHTT) working from Chester to Holyhead. In less than perfect conditions, Nos. 37069 and 37259 power eastwards along the coast at Penmaenmawr with the return working from Holyhead on 11 November. *John Whitehouse*