ISSN 1751-8091

The Railway Herald

24 November 2006 Issue 63

The complimentary UK railway journal for the railway enthusiast

For the latest issue and copies of all back issues, visit www.railwayherald.com

The Railway Herald
Issue 63

Front Cover

On 22 November, Midland Mainline Class 222 'Meridian' No. 222015, recently upgraded to a five-car formation, with an additional vehicle from unit No. 222005, arrives at Loughborough as the 12.07 Nottingham - London St Pancras service. *Richard Tuplin*

Contents

Additional Class 319 EMU for First Capital Connect *Page 3*

GNER previews first of its rebuilt power cars. *Page 4*

Cross-River tram mock-up unveiled for public consultation. *Page 6*

Regular Sections

Classified Advertisements	**5**
Rolling Stock News	**7**
Railtour News	**9**
Notable Workings Pictorial	**10**
Preservation View	**13**

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

Editorial Team

Richard Tuplin — *Magazine Editor*
Brian Morrison — *Contributing Editor*
John Whitehouse — *Railtour Correspondent*
Philip Wormald — *World Correspondent*
For our team contact list, click here.

Editorial Address:
The Railway Herald, PO Box 252, Scunthorpe, North Lincolnshire. United Kingdom. DN17 2WY.
Telephone: *0870 28 56041*
E-mail: *editor@railwayherald.com*

Railway Herald is produced by Railway Herald Ltd
© Copyright Railway Herald Ltd 2006

First Capital Connect Class 319 derails at Brighton

Problems occurred on the Southern main line on 18 November, when First Capital Connect-operated Class 319/3 No. 319369 derailed some 100 yards outside the platforms at Brighton station during the mid-afternoon. Services were heavily disrupted until the following day, with First Capital Connect trains running as far south as Haywards Heath, while Southern and Virgin Trains' services all terminated short of Brighton.

The Old Oak Common breakdown crane attended the scene, hauled by 'Royal' Class 67 No. 67005 *Queen's Messenger* and once re-railed early on 19 November, the errant unit was moved to Three Bridges depot for assessment.

ABOVE: Class 319/3 No. 319369 awaits the arrival of the breakdown crane at Brighton during the early evening of 18 November. *Paul Pettitt*

Lord Nelson moves from Somerset to Lancashire!

ABOVE: West Coast Railway Company Class 33/0 No. 33029 *Glen Loy* passes Oath on the Somerset Levels between Taunton and Castle Cary, with ex-SR No. 850 *Lord Nelson* in tow. The locomotive was being moved from the West Somerset Railway, where it had undertaken running-in trials, to Ian Riley's workshops at Bury where it will undergo fitment of the various safety systems such as OTMR, to allow it to operate under its own steam on the National Network. *Brian Garrett*

ABOVE: With winter bringing darker mornings and evenings, views of the First ScotRail Class 90s working the overnight sleeper trains from London Euston are somewhat rare! In early November, the first of the class to be repainted, No. 90024, passes the frost-covered fields of Auchengray on a bitterly cold autumn morning, but in perfect winter sun, with the 08.22 Edinburgh - Polmadie empty sleeper stock. The livery difference between the refurbished stock (carrying the First branding) and those vehicles yet to pass through works (wearing white and purple livery) is readily apparent. *Gary Lennon*

BELOW: Four Class 86 locomotives were moved from storage at Immingham to Bescot Yard on 24 November. Hauled by Class 60 No. 60019, Class 86s Nos. 86260, 86234, 86245 and 86247 pass through Scunthorpe on a late-running 10.28 Immingham - Bescot working. Attached to the rear of the train as far as Doncaster was a 'Shark' brakevan No. 993902. *Steve Thompson*

Additional Class 319 for First Capital Connect

First Capital Connect is to gain an additional Class 319 EMU next month to provide extra capacity during the peak hours.

From 10 December the additional set will provide an extra 316 seats that should help to ease crowding during peak time travel periods in and out of London.

The four-car unit, which will strengthen cross-London Thameslink services enabling an eight-car train to be operated at key times, has been made available following discussions with First Capital Connect, Southern and the Department for Transport.

First Capital Connect currently operates 73 out of the 86 Class 319 EMUs, and the additional unit will be a permanant transfer from Southern, who currently operate the remaining 13 sets.

RAILWAYANA.COM

A dedicated website, created for UK and oversea's railwayana collectors

RAILWAYANA AUCTIONS UK LTD

STAFFORD

(GEC CENTRE)

Next auction on **13th January 2007**.

Sellers commision only 10%.

Items are still being accepted.

For comprehensive details visit our website. View all lots now, click here www.ukrailwayana.com

LEADING RAILWAYANA AGENTS

Are you unsure how much your railwayana is worth?

Contact the experts now and let us auction on your behalf your single or whole collections. Our professional guidance is free of charge.

Arrangements can be made for collection anywhere in the UK. Insurance cover on all items ❖ Probate valuations undertaken.

All enquiries handled discreatly and professionally

Visit our website at www.railwayana.com

To download an order form, visit our website at *www.1122uk.com*

For guidance on the best way to suit you, please contact Neil Booth on 01242 620020 or 07836 225711

ABOVE: Class 43 No. 43300 (previously No. 43100) *Craigentinny* stands on display at Brush Traction, Loughborough, for invited guests. The power car has been reunited with its original name, that was first allocated under British Rail ownership. *All: Richard Tuplin*

First rebuilt HST power car handed over to GNER

GNER previewed the first of 25 rebuilt and re-engined power cars for the East Coast Main Line at Brush Traction in Loughborough on 22 November.

Class 43 No. 43300 (previously No. 43100), owned by Porterbook and now carrying *Craigentinny* cast nameplates, was on show to invited guests and the railway press. Brush Traction is undertaking a huge amount of work on the £15 million project that will not only give increased reliability but also reduce environmental emmissions.

As part of the re-engineering project, the HST power cars receive a complete strip down and rebuild with new components, several of which have been completely redesigned and use modern solid state technology. The vehicles are also fitted with the German-made MTU 16V4000R41 power units. These can provide 3,000hp, but have been downrated to 2,250hp partially because of the traction equipment and partially to provide a continuity for drivers to the unrefurbished vehicles. The newer engines, while providing a cleaner output, are also more efficient with a 15% reduction expected to be delivered in the fuel consumption.

The trials which have been carried out on the Great Western main line with MTU-fitted power cars working for First Great Western, have so far proved successful and GNER is hoping for similar results from its fleet. However, the GNER programme is completely different to that being undertaken by Angel Trains and First Group on the Great Western power cars.

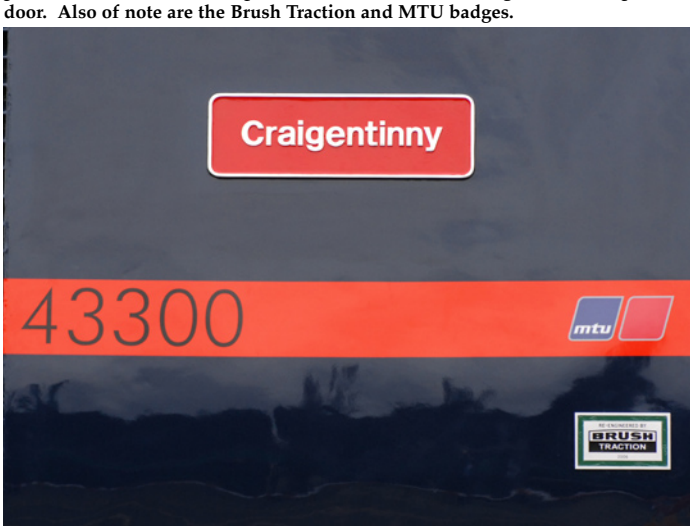
Voith cooler groups are fitted in the First Great Western operated power cars, while GNER have chosen a Brush Traction cooler group. In addition, more advanced wheelslip protection (WSP) electronics have been fitted that will provide more advanced braking characteristics. Despite the large number of changes to the electronics, all of the re-engined power cars are still fully compatible with the unrebuilt Class 43s.

As the vehicles pass through Brush Traction, they are being renumbered by having 200 added to the number series. This will provide GNER with 25 MTU-engined power cars to work with the refurbished Mk3 sets, the first of which is currently progressing through the workshops at Wabtec Rail, Doncaster and is due to be unveiled in February 2007.

During the short ceremony at Brush Traction, the third cast nameplate was presented to GNER by Brush to mark the completion of the first power car. The choice of the name is significant to the locomotive as No. 43100 was the pride of Edinbugh Craigentinny depot for a number of years, having carried the plates during BR days. The naming also brought with it a mark of respect for Paul McGuire who worked at Craigentinny and who recently died. His widow, Angie, was one of the invited guests at the event at Brush.

No. 43300 is due to move to Neville Hill depot in Leeds on 1 December, with 'shake down' trials on ECS workings taking place over the following two days and an expected entry into revenue-earning traffic occurring shortly afterwards.

BELOW: Traditional style *Craigentinny* nameplates have been attached to the power car in the usual HST position between the radiator grills and the parcels door. Also of note are the Brush Traction and MTU badges.



BELOW: For the press roll out, the existing GNER branding was complimented by the Brush Traction and MTU logos which will be removed before the power car enters traffic, leaving just the standard GNER blue livery.

Upgrade ahead for Chiltern's Gerrards Cross station

Chiltern Railways has listened to passenger comments and is to invest over £300,000 on improving the station facilities along its route, commencing with Gerrards Gross.

Work includes the refurbishment of the majority of the station with a primary focus on the platform areas, the booking hall and waiting room including new seating and new community notice boards. In addition, the booking hall and waiting room doors will be automated to assist disabled passengers.

Other components of the station enhancement include new Gerrards Cross station signage, new platform lines, a relocation and replacement of the cycle shelter, replacement of the old clock and the removal of the old fence from the car park entrance. Chiltern is also to create a landscaped garden throughout the station area. For most of the week, Chiltern Railways runs at least three trains an hour between Gerrards Cross and London, with a minimum of one train an hour that runs westwards and connects with other services for Birmingham.

Following the completion of work at the station, Chiltern Railways will be turning its attention to the nearby Beaconsfield station.

Revenue-earning freight returns to Long Marston

ABOVE: Class 47/0 No. 47145 *Myrddin Emrys* passes Evesham on 20 November with the 07.45 Derby Chaddesden Sidings - Long Marston service, conveying ex-FGW Motorail vehicles for loading with luxury cars. This train then formed the first revenue-earning freight service out of the Long Marston complex for several years. As part of the service, No. 47145 has had the 'FM Rail in partnership with Victa Railfreight' slogan applied to one side of the locomotive only. *Don Gatehouse*

FM Rail has added extra traffic to its recently launched intermodal trial freight service from Hams Hall to Mossend in the form of leased motorcars.

The top-of-the-range luxury vehicles (normally Mercedes, BMWs, Jaguars and 4x4 vehicles) are loaded within the old Ministry of Defence complex at Long Marston and transported to Hams Hall freight terminal near Birmingham, from where the vans are added to FM's thrice-weekly intermodal service to Mossend.

The return flow south sees off-lease motorcars returned from Scotland to Long Marston.

To enable the safe and secure transportation of the vehicles, ex-First Great Western 90mph Motorail vans leased from HSBC Rail are being used.

The Hams Hall to Mossend service that was launched on 1 November is already carrying a range of commodities including thermalite blocks and perishable goods.

The three-times weekly intermodal service between Hams Hall and Mossend is being marketed under the 'VFM Railfreight' brand in conjunction with Victa Railfreight Limited. A dedicated booking line has been set up on 0845 873 8100 for customers seeking to move single or multiple containers between the Midlands and Scotland or vice-versa.

The company is hoping to expand the intermodal service south from Hams Hall to North Thameside (London) during 2007.

Milton Keynes coach link to Luton Airport upgraded

Virgin Trains and Stagecoach have relaunched the Milton Keynes to London Luton Airport Virgin Trains ExpressCoach service with a fleet of six road coaches which are fully accessible to disabled passengers.

The coaches are finished in the Virgin colour scheme and operate hourly, linking Milton Keynes railway station with Luton town centre and railway station and London Luton Airport. The service provides an end-to-end journey time of around one hour.

Costing over £500,000, the six vehicles, which can each seat 49 passengers, have an integral wheelchair lift facility located within the normal entrance area, which is operated by the driver.

Connecting with Virgin's long-distance and Silverlink County services at Milton Keynes Central, the coaches are operated by Stagecoach from its depot at Bedford and are driven by a dedicated team of drivers, all of whom wear Virgin Trains uniforms and have been trained in customer service excellence by Virgin Trains.

Currently, over 146,000 journeys are made on the Luton Airport coach link each year, with through tickets available from most staffed rail stations. Over three-quarters of all journeys are made for leisure purposes.

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.

Books

Railway Books bought and sold. Visit www.nigelbirdbooks.co.uk

Freight Information

Freightmaster Online
Over 100 freight timetables updated weekly, plus an interactive forum and Wagon Encyclopedia, all for just £6/month
Click for further details!

Railway Magazines

British Railways Illustrated & *Railway Bylines*, latest issue available now.
Irwell Press 59A,
High Street, Clophill,
Bedfordshire MK45 4BE
Tel: 01525 861888
Fax: 01525 862044
www.irwellpress.co.uk

Later services from Glasgow

First ScotRail is to run extra late night services on 18 routes out of Glasgow Central on Friday nights.

The new services span Ayrshire, Dumbartonshire, Lanarkshire and Renfrewshire as well as the city itself, outlying areas and also Livingston. Services will depart the city just before or after midnight, allowing customers extra time in Glasgow and are the latest expansions included in First ScotRail's winter timetable that comes into effect on 10 December.

The winter timetable will also see the 07.09 Arrochar & Tarbet-Glasgow Queen Street train now call additionally at Maryhill and Possilpark & Parkhouse, while there will also be some minor retimings to morning peak services on the East Kilbride route, designed to improve the punctuality.

London's Cross-River tram mock-up on public display

The Mayor of London, Ken Livingstone, was joined by the London Transport Commissioner, Peter Hendy, near the South Bank, Waterloo, on 20 November to start a consultation asking people for their views on routes for the proposed Cross River tram, expected to be operational by 2016 subject to funding.

The tramway is to run between Euston and Waterloo, with branches to Camden Town and King's Cross in north London, and to Brixton and Peckham in the south of the capital.

Trams would run every two minutes on the stretch between Euston and Waterloo and every four minutes on the outer lines. The scheme promotes economic regeneration in parts of London that have experienced decades of underinvestment in transport, and would create jobs as well as improving access to work, education and healthcare facilities.

People could be moved quickly and comfortably across London, and overcrowded Underground lines such as the Northern and Victoria would be much relieved. Such a cross-river link would also help to cut pollution by offering another alternative to car use.

It is envisaged that the system will carry over 60 million passengers a year. A full size mock-up of a spacious and air-conditioned tram built by Alstom was on display.

RIGHT: The proposed interior of the new tram vehicles.
BELOW: With the BA London Eye to the rear, the mock-up of the new tram stands on display near Waterloo. *Both: Brian Morrison*

Commuter's Monday chaos

Thousands of London commuters suffered a bad start to the week on 20 November, when problems on five Underground lines affected journeys to work.

The Central line was closed due to computer problems, both the District and Circle lines were suspended because overnight engineering works had over-run into the morning rush hour, the Northern line had signal failures and there were several failed trains on the Metropolitan line!

New Northern link for Leeds - Nottingham corridor from 2008

A four-fold increase in Leeds - Nottingham train services has been announced by the Department for Transport (DfT).

Around £2 million per year has been pledged by DfT to substantially increase the number of train services between Leeds, Nottingham and Sheffield. Currently Midland Mainline runs seven trains daily between Sheffield and Nottingham, two of which extend to Leeds.

From December 2008, the cities will receive 28 daily trains. Passengers will receive a more regular service throughout the day, with extra trains operating at morning and evening peak times.

The services will start with the new December 2008 timetable, which will be finalised by spring 2008 and will be operated by Northern Rail. It is expected that all trains will call on an hourly basis at Wakefield Kirkgate, Barnsley, Meadowhall, Sheffield, Chesterfield and Alfreton, and many will also call at Dronfield and Langley Mill. Dronfield station will receive a substantially better service than today. This is in addition to the existing semi-fast service between Leeds and Sheffield via Barnsley.

LEFT: Passengers travelling between Leeds and the East Midlands will be able to make use of the new service via Barnsley and reduce the number of changes required during the journey. How the journey time will compare with direct Leeds - Sheffield and Sheffield - Nottingham services is yet to be seen however. Passengers wait to board Class 158 No. 158910 at Leeds . *Brian Morrison*

Class 442 Weekday Diagrams

With the proposed replacement of the 'Wessex Electric' Class 442 EMUs with newer Siemens-built Class 444 and 450 units, a number of readers have asked *Railway Herald* for details of the services that the fleet works.

The 'Wessex Electrics' are operated by South West Trains on the routes out of London Waterloo to Bournemouth, Southampton, Poole and Weymouth. All 24 units are currently based at Bournemouth Depot (BM) for maintenance.

The following weekday details are believed to be correct at the time of going to press, although operational requirements can mean that any of these services could be worked by other units if required.

ABOVE: Class 442 'Wessex Electric' No (44)2414 between Southampton Central and Millbrook forming a service from London Waterloo to Poole. *Brian Morrison*

BM201

04.45	Bournemouth T&RMD-Poole Sidings (ECS)
05.17	Poole Sidings - Poole (ECS)
05.23	Poole - Brockenhurst
06.16	Brockenhurst - Poole
06.58	Poole - Poole Sidings (ECS)
07.16	Poole Sidings - Poole (ECS)
07.20	Poole - London Waterloo
11.05	London Waterloo - Poole
13.21	Poole - Poole Sidings (ECS)
13.48	Poole Sidings - Poole (ECS)
14.01	Poole - London Waterloo
17.05	London Waterloo - Southampton Central
18.25	Southampton Central - Poole
19.28	Poole - Poole Sidings (ECS)
19.48	Poole Sidings - Poole (ECS)
19.54	Poole - London Waterloo
23.05	London Waterloo - Bournemouth
01.18	Bournemouth - Bournemouth Middle Sidings (ECS)

BM202

05.00	Bournemouth T&RSMD - Southampton Down Loop (ECS)
07.04	Southampton Down Loop - Southampton Central (ECS)
07.30	Southampton Central - Poole
08.35	Poole - Poole Sidings (ECS)
08.48	Poole Sidings - Poole (ECS)
08.54	Poole - London Waterloo
12.05	London Waterloo - Poole
14.21	Poole - Poole Sidings (ECS)
14.52	Poole Sidings - Poole (ECS)
15.01	Poole - London Waterloo
17.48	London Waterloo - Southampton Central
19.21	Southampton Central - Southampton Down Loop (ECS)
19.45	Southampton Down Loop - Southampton Central (ECS)
19.55	Southampton Central - London Waterloo
22.35	London Waterloo - Bournemouth
	Bournemouth - Brockenhurst (ECS)

BM203

05.00	Bournemouth T&RSMD - Southampton Down Loop (ECS)
07.04	Southampton Down Loop - Southampton Central (ECS)
07.15	Southampton Central - London Waterloo
09.35	London Waterloo - Weymouth
13.00	Weymouth - London Waterloo
16.35	London Waterloo - Weymouth
20.06	Weymouth - London Waterloo
	London Waterloo - Clapham Junction

BM204

00.03	Bournemouth - Bournemouth T&RSMD (ECS)
05.20	Bournemouth T&RSMD - Poole (ECS)
05.45	Poole - London Waterloo
08.05	London Waterloo - Poole
10.26	Poole - Poole Sidings (ECS)
10.48	Poole Sidings - Poole (ECS)
11.01	Poole - London Waterloo
14.05	London Waterloo - Poole
16.21	Poole - Poole Sidings (ECS)
16.55	Poole Sidings - Poole (ECS)
17.01	Poole - London Waterloo
19.35	London Waterloo - Weymouth

BM205

05.20	Bournemouth T&RSMD - Poole
05.45	Poole - London Waterloo
08.05	London Waterloo - Southampton Central
09.30	Southampton Central - Southampton Up Loop (ECS)
09.51	Southampton Up Loop - Southampton Central (ECS)
09.55	Southampton Central - London Waterloo
12.05	London Waterloo - Poole
14.21	Poole - Poole Sidings (ECS)
14.52	Poole Sidings - Poole (ECS)
15.01	Poole - London Waterloo
17.48	London Waterloo - Southampton Central
19.21	Southampton Central - Southampton Down Loop (ECS)
19.45	Southampton Down Loop - Southampton Central (ECS)
19.55	Southampton Central - London Waterloo
22.35	London Waterloo - Bournemouth
00.28	Bournemouth - Bournemouth T&RSMD (ECS)

BM206

05.30	Bournemouth T&RSMD - Bournemouth (ECS)
05.56	Bournemouth - Bournemouth Middle Sidings (ECS)
06.27	Bournemouth Middle Sidings - Bournemouth (ECS)
06.34	Bournemouth - London Waterloo
09.05	London Waterloo - Poole
11.21	Poole - Poole Sidings (ECS)
11.50	Poole Sidings - Poole (ECS)
12.01	Poole - London Waterloo
15.05	London Waterloo - Poole
17.23	Poole - Poole Sidings (ECS)
17.50	Poole Sidings - Poole (ECS)
17.54	Poole - London Waterloo
21.05	London Waterloo - Poole
23.41	Poole - Bournemouth T&RSMD (ECS)

BM207

05.30	Bournemouth T&RSMD - Bournemouth (ECS)
06.04	Bournemouth - London Waterloo
08.35	London Waterloo - Bournemouth
10.36	Bournemouth - Bournemouth T&RSMD (ECS)

BM208

05.40	Bournemouth T&RSMD - Poole (ECS)
06.08	Poole - Southampton Central
07.00	Southampton Central - London Waterloo
08.35	London Waterloo - Weymouth
12.00	Weymouth - London Waterloo
15.35	London Waterloo - Weymouth
19.00	Weymouth - London Waterloo
22.05	London Waterloo - Bournemouth
00.19	Bournemouth - Bournemouth T&RSMD (ECS)

BM209

05.50	Bournemouth T&RSMD - Bournemouth (ECS)
06.12	Bournemouth - Weymouth
07.25	Weymouth - Brockenhurst
09.01	Brockenhurst - Poole Sidings (ECS)
09.57	Poole Sidings - Poole (ECS)

BM209 (continued)

10.01	Poole - London Waterloo
13.05	London Waterloo - Poole
15.21	Poole - Poole Sidings (ECS)
15.48	Poole Sidings - Poole (ECS)
16.01	Poole - London Waterloo
18.39	London Waterloo - Southampton Central
20.19	Southampton Central - Southampton Down Loop (ECS)
20.27	Southampton Down Loop - Southampton Central (ECS)
20.55	Southampton Central - London Waterloo
23.25	London Waterloo - Clapham Yard

BM211

06.30	Bournemouth T&RSMD - Bournemouth (ECS)
07.04	Bournemouth - London Waterloo
10.05	London Waterloo - Poole
12.21	Poole - Poole Sidings (ECS)
12.55	Poole Sidings - Poole (ECS)
13.01	Poole - London Waterloo
16.05	London Waterloo - Poole
18.25	Poole - Poole Sidings (ECS)
18.48	Poole Sidings - Poole (ECS)
18.54	Poole - London Waterloo
22.05	London Waterloo - Bournemouth
00.19	Bournemouth - Bournemouth T&RSMD (ECS)

BM214

07.31	Bournemouth T&RSMD - Bournemouth (ECS)
07.59	Bournemouth - London Waterloo
10.35	London Waterloo - Bournemouth
12.28	Bournemouth - Bournemouth Middle Sidings (ECS)
13.48	Bournemouth Middle Sidings - Bournemouth (ECS)
13.59	Bournemouth - London Waterloo
16.35	London Waterloo - Bournemouth T&RSMD

BM216

06.48	Clapham Yard - London Waterloo (ECS)
07.36	London Waterloo - Weymouth
11.00	Weymouth - London Waterloo
14.35	London Waterloo - Weymouth
18.00	Weymouth - London Waterloo
21.35	London Waterloo - Weymouth

BM217

05.49	Weymouth - Southampton Central
07.30	Southampton Central - London Waterloo
09.05	London Waterloo - Poole
11.21	Poole - Poole Sidings (ECS)
12.05	Poole Sidings - Bournemouth T&RSMD (ECS)

BM218

06.19	Weymouth - Southampton Central
08.00	Southampton Central - London Waterloo
10.05	London Waterloo - Poole
13.21	Poole - Poole Sidings (ECS)
13.55	Poole Sidings - Poole (ECS)
14.01	Poole - London Waterloo
17.05	London Waterloo - Weymouth
	Weymouth - Bournemouth T&RSMD

BM219

06.54	Weymouth - London Waterloo
10.35	London Waterloo - Weymouth
14.00	Weymouth - London Waterloo
17.35	London Waterloo - Weymouth
21.10	Weymouth - London Waterloo

BM220

01.00	Clapham Yard - London Waterloo (ECS)
05.30	London Waterloo - Weymouth
09.00	Weymouth - London Waterloo
12.35	London Waterloo - Weymouth
16.00	Weymouth - London Waterloo
19.05	London Waterloo - Poole
21.25	Poole - Poole Sidings (ECS)
21.36	Poole Sidings - Bournemouth T&RSMD (ECS)

BM221

01.00	Clapham Yard - London Waterloo (ECS)
06.30	London Waterloo - Weymouth
10.00	Weymouth - London Waterloo
13.35	London Waterloo - Weymouth
17.00	Weymouth - London Waterloo
20.35	London Waterloo - Weymouth

The pioneer member of the fleet, Class 442 'Wessex Electric' No (44)2401 *Beaulieu* passes St Denys with a London Waterloo-Weymouth service. *Brian Morrison*

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 few 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
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
09 Dec	5305 Loco Assoc.	tbc	Tyseley Warwick Road-Tamworth-Burton upon Trent-Derby-York and return
09 Dec	Compass Tours	2xFMR 47	Preston-Lancaster-Oxenholme-Penrith-Carlisle-Dundee-Aberdeen and return
09 Dec	Hertfordshire (BP)	2xFMR 47	London KX-Potters Bar-Stevenage-Lincoln and return
09 Dec	Kingfisher	EWS Class 67	Wolverhampton-Stafford-Stoke on Trent-Macclesfield-Stockport-Manchester Piccadilly-Bolton-Chorley-Preston-Edinburgh and return.
09 Dec	Railtourer	2xWCRC 47	Scarborough-Windsor Riverside and return
09 Dec	RTC	60009	St. Albans-Luton-Kettering-Corby-Oakham-Loughborough-York-Leicester-(and return)
09 Dec	Steam Dreams	45231	London Liverpool Street-Ely and return
10 Dec	RTC	45407	Manchester Victoria-Rochdale -Hebden Bridge-York and return12 Dec
Steam Dreams		71000	London Waterloo-Clapham Junction-Staines-Woking-Salisbury and return
14 Dec	Hertfordshire (BP)	2xFMR 47	London Victoria-Folkstone Harbour (break/rev)- London Victoria
14 Dec	Past Time Rail	34067	London Victoria-Clapham Junction-Barnes-Feltham-Virginia Water-Chertsey-Woking-Guildford-Shalford-Redhill-Purley-Balham-London Victoria
14 Dec	Steam Dreams	71000	London Waterloo-Clapham Junction-Woking-Salisbury-Sherbourne and return
15 Dec	Vintage Trains	45305	Tyseley-Nuneaton-Leicester-Oakham-Ely and return (luncheon train)
16 Dec	Heartland Rail	CR Class 47	Gloucester-Cam & Dursley-Yate-Bristol Parkway-Mystery Tour

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.

The Week Ahead

December dawns, and thoughts immediately turn towards Christmas.

It has to be said that the charter companies now see this period as an opportunity rather than a time of reflection and planning for next year. The opening weekend of the month certainly provides a range of train options; No. 6024 *King Edward I* is working for Past Time on 2 December, with the steam section from Willesden to Bath via Swindon and back to Willesden. The tour originates at Tonbridge and runs diesel hauled via Sevenoaks, Orpington, Bromley South and Kensington Olympia. On 3 December it is the more usual surroundings of London Paddington for No. 6024, as it heads a Railway Touring Company charter throughout via Swindon and Stroud to Worcester Shrub Hill. The previous day, the Railway Touring Company has a London King's Cross to York outing for 'A4' No. 60009 *Union of South Africa*, which is also steam hauled throughout.

A highlight of the weekend must be the NENTA Traintours charter which is scheduled to traverse the freight-only branch from Skipton to Grassington on 2 December, although the train also has York, Keighley and Skipton options. The routing from Norwich is via Ipswich, Cambridge and Peterborough. Railtourer also head north from Stevenage to Edinburgh.

Hertfordshire Rail Tours is bound for Scotland with its traditional pre-Christmas Scottish Weekend. It's 'Old Flying Haggis' heads from London King's Cross on 2 December, stopping off at Edinburgh, en-route to Aberdeen. There is an Aberdeen to Elgin and return working on 3 December, before heading back to King's Cross on 4 December.

Steam Dreams commences its festive season in earnest on 5 December, with Bath and Bristol the optional destinations. The train is scheduled for 'Black 5' haulage with No. 45231 from London Victoria, via Clapham Junction, Staines, Woking, Salisbury and Westbury.

Our website at www.railwayherald.com provides a comprehensive listing of all known UK railtours, over the coming months, 24 hours a day!

Please remember to mention *Railway Herald* when responding to railtour companies

LEFT: On 22 November, FM Rail supplied Class 31s Nos. 31602 *Chimaera* and 31454 *The Heart of Wessex* to work a Finsbury Park - York charter for Steam Dreams. The train returned to London behind BR 7P No. 71000 *Duke of Gloucester*. Here the two Class 31s arrive at Stevenage on the outward working. *Kevin Taylor*

ABOVE: On 22 November, former BR Southern Region Electro-Diesels Nos. 73204 *Janice* and heritage-liveried No. 73136 *Perserverance* powered a VSOE stock move from Stewarts Lane to Wimbledon Park (via Richmond) for wheel turning. The colourful consist passes through through New Malden on the LSWR mainline.

BELOW: Due to SWT Class 73 No. 73109 *Battle of Britain 50th Anniversary* being needed in the London area, it worked north from Bournemouth on the front of 'Wessex Electric' No. 2422 *Operation Overlord* that was forming the 12.00 Weymouth - London Waterloo service, shown heading through the pouring rain at Weybridge on 22 November. *Both: Chris Nevard*

ABOVE: Gatwick Express-operated Class 460 No. (4600)07 weaves across Factory Junction just outside Wandsworth Road on 18 November. Any sightings of these units away from their normal London Victoria - Gatwick Airport stamping ground is very rare. On this occasion, No. (4600)07 had been receiving attention at Chart Leacon depot and was returning to Stewarts Lane. *Antony Guppy*

BELOW: First Capital Connect has now branded all of its rolling stock, with several also carrying the company's unique style of the 'Dynamic Lines' livery, which uses rectangular blocks rather than the fibre-optic style lines. Here four-car Class 365 No. 365522 approaches Shepreth Branch Junction, Shelford, as the 15.28 Cambridge-London King's Cross service in early November. *Chris Nevard*.

ABOVE: With the ongoing rebuild of the multi-storey car park and extended shopping centre at Doncaster, the view overlooking the station has not been available in recent months. However, with the car park now finished and re-opened, this is the new view looking across Doncaster station to the works and beyond. Network Rail's NMT, led by Class 43 No. 43014 is seen on one of the goods lines awaiting the road north on 18 November, while in the works yard of Wabtec Rail, several Class 158 vehicles can be seen awaiting repairs and in some cases conversion to Class 159/1 DMUs for South West Trains. A Central Trains Class 158 can also be observed in Doncaster West Yard, along with several stored Class 08 shunters, as it awaits return to Tyseley depot following attention. *Richard Burrows*

BELOW: With the White Horse on the hillside in the background and a friendly wave from the train crew, Midland Mainline power cars No. 43178, with No. 43166, on the rear leaves Westbury on 20 November, working Virgin Train's 07.05 Leeds - Plymouth service. Trains are currently being diverted away from their booked route, due to three weeks of engineering work on the Bristol-Taunton line. *Mark Few*

ABOVE: Class 20 No. 20188, still carrying its Waterman Railway's black colour scheme, arrives at Corfe Castle station on the Swanage Railway with a demonstration freight service. The locomotive will be in action on passenger services on the line on 25/26 November. *Andrew P. M. Wright*

Swanage Railway turn the clocks back to the 1960s this weekend

The Swanage Railway is to turn back the clock more than 40 years this weekend on the Purbeck Line to Corfe Castle and Norden when it stages the line's first fund-raising 1960s Weekend.

The retro event takes to the rails on 25/26 November, and features the line's resident Class 20 in addition to the usual steam line up.

Swanage Railway General Manager, Nick Brown, explained: "While the 'Swinging 60s' saw the Beatles pop group rocket to worldwide fame, the rise of British fashion, pop art and youth culture, the 1960s in Dorset saw several major railway lines closed and the end of trains being hauled by steam locomotives with diesel and electric taking over."

The Swanage Railway's special weekend includes the official turning on of the Christmas lights in Swanage and a special Victorian Market when Father Christmas arrives in the seaside town by train on the Saturday.

There will also be the chance to enjoy a vintage bus trip around Swanage and the chance to drive the railway's Class 08 diesel shunter for £5.

During the 1960s Weekend, there will be an intensive two-train service operating between Swanage, Herston, Harman's Cross, Corfe Castle and Norden (Park and Ride), hauled by steam and diesel locomotives representing Swanage branch traction from the 1960s.

The steam traction will be ex-BR Standard Class 4MT Tanks No. 80078 and No. 80104, whose classmates operated the rail service between Wareham, Corfe Castle and Swanage between 1964 and the end of steam traction on the branch line in 1966.

Representing the end of steam and the arrival of diesel traction for the last five years of British Rail operation between 1966 and 1972 will be ex-BR Class 20 diesel-electric locomotive No. D8188, dating from 1967.

The Class 20 is appropriate to the line as its engine is of a slightly more powerful design as than engines that powered the three-coach 'Hampshire' class diesel-electric multiple units that ran the services on the Swanage branch from 1966 until the closure of the line in 1972.

Special Day Rover tickets for the 1960s Weekend are £10 for adults, £7 for children and senior citizens and £28 for families of up to two adults and three children. Further details can be found on the Swanage Railway's website at www.swanagerailway.com

Canopy work progresses at Ramsbottom

Work is progressing to install the new canopy at the East Lancashire Railway's Ramsbottom station.

The majority of the stanchions are now in situ, awaiting the roof sections to be added. The addition of the canopy will provide welcome shelter to passengers awaiting Rawtenstall-bound services.

RIGHT: Resident Class 24 No. D5054 awaits the 'right-away' from Ramsbottom on 18 November with the 13.21 Heywood - Rawtenstall service. *Richard Tuplin*

ABOVE: Looking superb at the head of the VSOE British Pullman, ex-SR Battle of Britain Pacific No. 34067 *Tangmere* passes Factory Junction on the approach to Wandsworth Road on 18 November, with a circular luncheon train from London Victoria via Whitstable, Ramsgate and Paddock Wood. *Anthony Guppy*

Severn Valley wins top HRA award

The Heritage Railway Association's top award has this year gone to the Severn Valley Railway for it's 'ongoing investment in its own future'.

The award cites the railway's investment in over £1.5 million of ticket revenue over the last three years in the extension to Kidderminster station, the repair of Victoria Bridge and the installation of a carriage washing plant. This is in addition to the ongoing investment in track, signalling and buildings.

Mick York, SVR plc Chairman commented, "We have all seen how a lack of investment left the national railway network in a dreadfully run-down state and do not want to se the Severn Valley Railway in that position, so keeping on top of renewals is vitally important to us". He was 'heartened' by recognition of the fact that the SVR are looking to the future.

HRA spokesman, Ian Smith, said "It would be wonderful to think that all steam railways in the UK are ahead of the game in this way, but actually many of them aren't, and they're storing up trouble for the future. We would want to encourage them to follow the SVR lead".

The HRA Award is presented for outstanding achievement in railway preservation and is a London, Brighton & South Coast Railway heraldic coat of arms originally carried by locomotives on Royal Train duties pre–1923. It was presented to the HRA by the NRM a number of years ago. The award presentation will be made by Dame Margaret Weston, former Head of the Science Museum, in Taunton on 10 February next year.

This is the third time the SVR has received the award. The last occasion was in 1985 for the Bewdley-Kidderminster extension, and previously in 1979 for locomotive restoration.

BELOW: Ex-LMS 4F No. 44422 has charge of the slightly late running 14.51 Heywood - Rawtenstall service on 18 November. Framed by the magnificent gantry behind, the train arrives at Bury Bolton Street, with the golden light of the low winter sun catching the rails around Bury South signal box, which can be seen in the distance. *Richard Tuplin*

ABOVE: Ex-LMS 'Princess Royal' No. 6201 *Princess Elizabeth* stands at Preston as EWS Class 67 No. 67012 arrives with the charter from Birmingham International. From here the Pacific took over for the northbound run to Glasgow Central.

70th anniversary run celebrations

The owner of ex-LMS 'Princess Royal' No. 6201 *Princess Elizabeth,* in association with Kingfisher Railtours celebrated the 70th anniversary of a notable run between London and Glasgow with a special charter working on 16/17 November over the northern stretches of the West Coast Main Line from Preston as *John Whitehouse* reports. Photography by *Chris Dixon,* unless otherwise stated

The 16/17 November provided the sight of a 'Princess Royal' once again attacking the climb of, not one, but both of the West Coast gradients, Shap and Beattock. At 10.12, on 16 November *Princess Elizabeth* eased a train of seven vehicles plus an idling EWS Class 67 No. 67012 away from Preston on a northbound journey to Glasgow Central.

Not an uncommon sight it could be said, as steam can frequently be seen on the national network, especially around Preston. However, this was a remarkable train as its journey north and the return from

RIGHT: Photographers line the boundary fence at Scout Green on the climb up Shap, seen from the footplate of No. 6201 during its northbound run on 16 November.

RIGHT: The two crews involved are pictured during the changeover at Carlisle on 16 November. In the cab are fireman Peter Sheridan and Inspector Bob Hart, while on the platform are Fireman Keith Murphin, Driver Brian Grearson and Driver Bob Morrison. Driver Grearson is the last EWS Carlisle-based driver passed for mainline steam operation.

Glasgow the next day, commemorated a notable event in railway history that occurred 70 years ago; on 16 November 1936, the same locomotive was charged with powering a non-stop run from London Euston to Glasgow Central, returning south, again non-stop, the following day.

That No. 6201 is still with us today is a success story in itself, but heading a train somewhat heavier than the 225 ton trailing load in 1936 is a major achievement and testament to the many people involved in both restoration and overhaul to mainline standards.

The 1937 Story

Why was the 1937 run so important? The London Midland & Scottish Railway's arch rival, the London & North Eastern Railway (which operated out of London King's Cross) had pushed both standards and speeds considerably upwards on the East Coast Main Line, and a West Coast response was felt necessary.

That response was in the form of The 'Coronation Scot', an up-market service of moderate load with the target of a six-hour timing between London and Glasgow scheduled to commence in July 1937. New locomotives were ordered to haul the service, which, of course, became the 'Princess Coronations'.

However, the operating authorities needed data, both to finalise the design of the new locomotives and to establish what was possible, as the proposed high speed running had implications for both the new coaching stock and the civil engineer.

Hence, a high speed run was arranged north-bound on 16 November and south the next day, and No. 6201 chosen as the locomotive had quite recently undergone a general overhaul at Crewe Works.

With Crewe North crews having route knowledge south to London and up to Glasgow (Perth in some cases) that shed provided the enginemen, who were Driver Tom Clarke, and Firemen Fleet and Shaw for the train. They were joined on the footplate by R.A. Riddles (a future CME of both the LMS and later the nationalised British Railways.

RIGHT: Steam at night can almost be guaranteed to produce an atmospheric picture. Here No. 6201 is watered at Polmadie depot in Glasgow during the late evening of 16 November, in preparation for its return run to Preston the following day. Alongside is the latest form of West Coast motive power in the form of a Virgin Trains 'Pendolino' set.

The northbound 'down' run covered the journey in just under five hours and 53 minutes, which after permanent way slacks translated into a net time of five hours and 45 minutes. This was achieved at a cost, as the locomotive had to make an overnight visit to Glasgow's St. Rollox Works for attention to one of the crossheads.

However, all was well for the next day, and with the same enginemen, the return non-stop run reached Euston in the staggering time of five hours and 44 minutes, five hours and 39 minutes net. This was ground-breaking as the normal journey time between the two cities at that time was in excess of seven hours. Also, a feature of both trips was sustained high-speed running, in some instances of an order not to be beaten until the onset of the diesel era.

Any real comparison between the runs of 1936 and 2006 is meaningless as the railway network has changed so much in the interim. Water troughs have been replaced by road water tankers, electrification masts stand where semaphore signals and telegraph poles once stood, and the train, the fastest on the line in 1936, has now to keep out of the way of Virgin Train's 125mph tilting 'Pendolinos'.

40th anniversary run

The magic of steam, however, remains a big draw to the general public.

For the 2006 trip, 140 people paid premium rates for an all-dining car return trip from Birmingham International to Glasgow Central, with overnight accommodation included, just for the privilege of being hauled by No. 6201 from Preston, via the classic West Coast route over the summits of Shap and Beattock.

Of necessity, the schedules were easy when compared to 1936 standards but nevertheless *Princess Elizabeth* performed faultlessly, handled the grades well and kept time with ease.

The return working on 17 November attracted much attention at Glasgow Central and featured on local television. The Lord Provost of Glasgow was in attendance, and helped to launch a new book (see next page) looking at the life and times of Glasgow Central. Half of the profit from the book, written by Dugald Cameron, will go to the Railway

ABOVE: Hard at work, Driver Bob Morrison watches the road ahead, while Fireman Keith Murphin and Inspector Bob Hart check the fire on No. 6201 *Princess Elizabeth* as the train departs from the loops during a brief pathing stop at Oxenholme to allow a Voyager unit to pass.
BELOW: Catching some of the last rays of daylight against an ever threatening sky, No. 6201 *Princess Elizabeth* departs from Carlisle station on 16 November bound for Glasgow. Only the overhead electrification and the modern day signs on the business premises below the arches give the date of this scene away.
John Whitehouse

Children's Charity. The charity also benefited from an on-board raffle which raised £690.

Ironically, 17 November also celebrated a key date in Scottish railway history as it was the centenary of the re-opening of the newly rebuilt Glasgow Central station by the Caledonian Railway.

Travelling with the train was Mrs. Pam Brooks, the great grand-daughter of Driver Tom Clarke, who carried with her his Order of The British Empire which had been presented to him by King George VI a month after he had set a world record speed on LMS 'Princess Coronation' No. 6220 *Coronation*. Also on board was the son of Albert Shaw, one of the two firemen employed on both trips. To complete the guest list, Roger Bell was also present as he was responsible for securing *Princess Elizabeth* for preservation in 1962 for a grand total of just £2,160! A large amount of money at the time, but a small portion of the 10-yearly running costs of today!

Clive Monjonnier, Chairman of The Princess Royal Locomotive Society paid tribute to the support crews who serviced the locomotive throughout the two days, often in adverse weather conditions, Peter Watkinson and Ian Paite of Kingfisher for managing the train, and Nick Dobson for the use of his coaching stock. However, a special mention is due to Clive himself as he was the inspiration and guiding force throughout, and without whose tenacity this memorable event would not have happened.

It is good and indeed pleasing to note, even in the technology-led 21st century, that a mechanical machine built in the 1930s and nearly 80 years old can still achieve what was its daily work, not only with ease but with style, while creating a huge amount of interest at the same time! Long may it continue!

ABOVE: Crowds of enthusiasts and the general public alike gather around the locomotive at Glasgow Central on the morning of 17 November, shortly before the train's departure for Preston. The sight of a 'Princess Royal' back in Glasgow with the latest form of West Coast traction opposite, provides an interesting comparison.

***Railway Herald* would like to thank Chris Dixon, the locomotive crews, Kingfisher Railtours and Clive Monjonnier and the support crew of the 6201 Locomotive Society for their help and assistance with this article.**

Glasgow Central, Central to Glasgow

This new book from Strathwood looks at the history of Glasgow Central station and runs to 120 pages and costs £19.95. Half of the profits from the book will go to the Railway Children charity. Look out for a review coming shortly in *Railway Herald*. For more details and to buy your copy, visit www.strathwood.com

BELOW: Chairman of the 6201 Locomotive Society, Clive Monjonnier, stands with the Right Hon The Lord Provost of Glasgow, Liz Cameron, to promote the society's own book that charts the history of 'their' locomotive. Also launched on 17 November, before the departure of the return working, was a new book from Strathwood looking at the history of Glasgow Central station as shown above. *Bill Wilson*

Journey Log

Motive Power: LMS 'Princess Coronation' 4-6-2 No. 6201 *Princess Elizabeth*
Load: 7 Coaches (including support coach) and Class 67 No. 67012
Trailing weight: approximately 330 tonnes.

Location	Booked		Actual		Notes
Preston		d. 1009		d. 1012	
Lancaster		p. 1033	p. 1036		
Carnforth	a. 1042	d. 1113	p. 1041		
Oxenholme	a. 1133	d. 1214	a. 1057	d. 1133	*Water stop*
Grayrigg					*Train looped for Pendalino to pass.*
Tebay		p. 1237		p. 1204	
Penrith	a. 1303	d. 1351	a. 1233	d. 1352	*Water stop*
Carlisle	a. 1418	d. 1437	a. 1413	d. 1437	
Gretna		p. 1450		p. 1450	
Lockerbie	a. 1509	d. 1517	a. 1507	d. 1517	*Pathing stop*
Beattock		p. 1537		p. 1532	
Beattock summit	a. 1555	d. 1626	a. 1547	d. 1626	
Abingdon	a. 1640	d. 1710	a. 1638	d. 1716	*Water stop*
Carstairs	a. 1730	d. 1732	a. 1733	d. 1734	*Pick up conductor*
Law Junction		p. 1747		p. 1747	
Uddingston		p. 1805		p. 1800	
Rutherglen		p. 1819		p. 1808	
Glasgow Central	a. 1832		a. 1829		