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The Railway Herald

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The complimentary UK railway journal for the railway enthusiast

The Railway Herald
Issue 64

Front Cover

Fastline Freight's Class 56/3 No. 56302 passes Old Denaby, between Doncaster and Rotherham, on 27 November, with the Doncaster Railport-Isle of Grain Intermodal service. *James Rose*

Contents

Bad weather brings operational problems for Devon rail services
Page 3

'one' Railway names Class 156 DMU after Saint Edmund
Page 6

Great Western mainline chaos after RHTT hits landslide at Pewsey.
Page 7

Regular Sections

Classified Advertisements	5
Rolling Stock News	10
Railtour News	11
Notable Workings Pictorial	13
Preservation View	15
World Interlude	18

Submission Guidelines

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

Submissions

We welcome submissions from all readers, especially photographs from those enthusiasts with a digital camera. Pictures should be sent to the editor at *editor@railwayherald.com*

Good quality scans of colour slides and prints are also acceptable. Currently there is no financial payment made for photographs published in *Railway Herald*. Once the magazine is moved to a commercial basis then we will pay a standard reproduction fee.

Where possible we always try to use news photographs taken within the production week of the publication date, especially for news stories and features.

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ABOVE: Stock movements from a variety of locations currently form a large part of the work for Cotswold Rail's fleet of Class 47 locomotives. Here Anglia-liveried Class 47/7 No. 47714 powers through Hatton on 28 November, with the 09.10 Old Oak Common to Loughborough working, conveying FGW power car No. 43164. *Peter Tandy*

BELOW: On 30 November, Cotswold provided Class 47/4 No. 47813 *John Peel* for the 09.15 Immingham Reception Sidings to Long Marston, conveying redundant tank wagons for storage. The train is seen passing Scunthorpe around 30 minutes late. *Steve Thompson*

BELOW: The sole Class 86/5 No. 86501 passes through Ipswich station on 28 November, hauling the 11.41 Felixstowe-Trafford Park Freightliner service. The loco took over the train at Ipswich Yard, after it arrived from the Port of Felixstowe behind Class 66/5 No 66501 and Class 57 No 57009. *Brian Morrison*

Bad weather causes problems for Devon rail services

Heavy rain and strong winds caused a number problems for the railway network over the evening of 24 November.

Problems initially occurred to the 12.05 London Paddington - Exeter when power car No. 43124 failed on the rear of the train. As a result, Virgin Trains Class 57/3 'Thunderbird' No. 57313 *Tracy Island* piloted the train over the Devon banks from Exeter to Plymouth, where the service was terminated.

Due to high tidal levels on the Dawlish sea wall, the Class 57/3 then proceeded back 'light engine' to Exeter St. Davids to pilot Class 221 'Voyager' No. 221128 *Captain John Smith* on the 12.10 Glasgow Central to Penzance service from Exeter to Newton Abbot as a precaution against failures.

The 'Thunderbird' locomotive was then used to pilot the 12.05 Edinburgh to Plymouth (No. 221103 *Christopher Columbus*) and the 14.10 Glasgow to Plymouth (No. 221126 *Captain Robert Scott*) services, which had been combined at Exeter St Davids, through to Newton Abbot, again as a precaution.

Further problems emerged when Class 66/0 No. 66221 was stopped at Newton Abbot while working the Fawley to Tavistock Junction fuel tanks, after being hit by a large wave on the sea wall, which caused damage to the front of the loco, resulting in various electronics sustaining faults and a cracked windscreen! The train was rescued by another Class 66 from St Blazey depot.

ABOVE: Class 57/3 No. 57313 *Tracy Island* detaches from the 12.05 Paddington - Penzance, led by power car No. 43033 at Plymouth, where the train terminated some 90 minutes late.

***RIGHT:* The damaged Class 66 No. 66221 stands at Newton Abbot station awaiting assistance.**

BELOW: A close-up of the cracked windscreen on the same loco. ***All: Nathan Williamson***

Progress made on London to Shropshire direct rail link

Progress continues to be made by the Wrexham, Shropshire and Marylebone Railway (WS&MR) to secure a through service from Wrexham via Shrewsbury to Marylebone.

The route is considered ripe for development as in the absence of other direct services between the two locations a bid can be made under the 'open access' rights.

A major hurdle has now been overcome with the agreement between the Welsh Assembly and Network Rail to provide a servicing point for the stock at Wrexham General station.

The bay platform at the southern end of the station will be upgraded, together with existing buildings, for crewing and passenger purposes.

The next step is a formal application to the Office of Rail Regulation seeking formal approval to operate the service.

The WS&MR are currently looking to operate five weekday return workings, which are planned to call at Ruabon, Chirk, Gobowen, Shrewsbury, Telford, Wolverhampton and Banbury in each direction.

A decision on the application is expected during April 2007, and if the outcome is successful, the service is likely to commence in June 2007.

Traction requirements are still being considered before any final decisions are made. The Bombardier Derby-built Class 170 'Turbostars' are believed to be the preferred option. However, with currently no spare units available, a locomotive hauled solution is possible, likely involving Class 67's, three or four coaches and a DVT, which is similar to the consist of a test run that operated in October and to the EWS Executive train.

The company is a joint venture between Renaissance Trains Limited and Laing Rail, which itself is a subsidiary of Laing plc which owns Chiltern Railways.

ABOVE: **In appalling weather, Seco-Rail's new wagons, which have recently been delivered are tested in the company's compound at Westbury. MFS-D (No. DR92377) is nearest the camera, with MOBC No. DR76601 at the far end.** *John Stretton*

Loco-hauled Central Trains' services for Lincoln Christmas Fayre

As one of a number of improvements implemented by Central Trains for the Lincoln Christmas Market weekend, 15,000 extra seats will be available on services from across Lincolnshire and North Nottinghamshire.

The company is to run extra loco-hauled trains from Nottingham and Leicester while extending the number of vehicles on other 'key' services.

The loco-hauled trains will be the 09.45 and 11.55 Nottingham to Lincoln, returning at 10.55 and 16.50 on 8 December and the 08.46 Leicester to Lincoln, returning at 17.00 from Lincoln, and 09.27 and 11.40 Nottingham to Lincoln services returning at 10.38 on 9 December.

To help passengers catch their trains during the busiest period, staff at Lincoln will be supervising access to the platforms from 15.00 on 9 December.

The locomotives and coaching stock are being provided by West Coast Railway Company.

BELOW: **Work has taken place at Parson Street, south west of Bristol Temple Meads, to relay the 'up' main and 'up' relief/goods and crossover. The operator of the track equipment has used a remote operating console to remove the travelling bogies from the unit in order to lower the rig, seen here holding the sleepers, to rail height. All of the bogies have been removed ready for lowering. In this view taken on 19 November, the site of Malago Vale carriage sidings, now a housing estate, can be seen in the right background.** *Chris Perkins*

News In Brief

■ Work to improve Hayle station in Cornwall started on 27 November. A new entrance is to be created together with better signage.

■ Network Rail is to carry out track refurbishment on the Bittern line, with the investment of £4.5 million. The line between North Walsham and Sheringham will be closed from 2 December until 16 December, thereafter only the Cromer to Sheringham section will remain closed until 23 December. Replacement buses will operate.

■ A new seven-mile conveyor belt is to be constructed linking Glenmuckloch with the railhead near New Cumnock to allow 2.8 million tonnes of coal to be shipped by rail. The new conveyor is costing around £7.5 million.

■ The Office of Rail Regulation (ORR) is to give consent for part of the land of Taunton West Yard to be disposed of to the South West of England Regional Development Agency, which wants to purchase the area for regeneration and a likely new relief road. Network Rail will retain an access for vehicles to travel in and out of the retained part of West Yard, with future facilities in this respect likely to be from the relief road.

South West Trains takes delivery of first Class 159/1

The first of South West Trains' new three-car Class 159/1 sets No. 159102 was delivered from Wabtec Rail at Doncaster on 27 November.

The ex-First TransPennine Express three-car Class 158 units are being fully overhauled and refurbished both internally and mechanically and have been finished in the attractive South West Trains colour scheme.

ABOVE: No. 159102 passes Doncaster as it starts its long delivery run to Salisbury depot. *Derek Porter*
RIGHT: Making its first movements on Southern Region territory, No. 159102 powers through Chertsey on 27 November. *Chris Nevard*

Step forward for Airdire-Bathgate route

The Scottish Parliament has given its unanimous support to a Bill that proposes the reconstruction of a new £300 million railway line between Airdrie and Bathgate.

Network Rail, promoter of the bill, is celebrating the endorsement of plans to re-open the 15-mile Airdrie-Bathgate passenger rail link after 50 years of closure and to upgrade existing links between Airdrie and Drumgelloch and Bathgate and Newbridge Junction.

Now that the Bill has received Parliamentary support it will proceed to Consideration Stage, when all elements of the proposals will be examined in detail.

If the Bill is passed, it is anticipated that services will be running on the new railway in 2010.

This will bring passenger benefits including an increased number of services between the two cities, shorter travel times, improved reliability of existing services and a reduction in passenger congestion.

The environmental benefits include offering a public transport alternative to the M8 and reducing congestion.

Work starts on new East Midlands Control Centre

Margaret Beckett MP and Network Rail Chairman Ian McAllister officially inaugurated the start of construction of the East Midlands Control Centre on 24 November.

The £15-million East Midlands Control Centre (EMCC) will be the first its kind in the UK to be built to a modular design that enables Network Rail to provide high quality facilities at a lower cost. The EMCC will be the forerunner to similar control centres around the country, including Cardiff and Glasgow.

The EMCC is a key part of Network Rail's £250 million investment to renew the signalling in the East Midlands over the next six years. The first phase of the signalling between Leicester and Nuneaton is already complete and will be followed by further schemes at Chesterfield, Clay Cross, Alfreton, Langley Mill and Nottingham. As work to renew the signalling at each phase is complete, operations will transfer into the EMCC at Derby. The EMCC will eventually control over 350 route miles of railway across the East Midlands and employ 240 staff.

Classified Advertisements

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

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'one' Railway names Class 156 after historic saint

'one' Railway named one of its East Anglian based Class 156 DMUs after *Saint Edmund* at Ipswich station on 28 November in support of a campaign inspired by BBC Radio Suffolk.

The unveiling of the nameplate on No. 156416 was undertaken by BBC Radio Suffolk breakfast presenter, Mark Murphy, and East Anglian Daily Times editor, Terry Hunt.

The naming of the unit by 'one' was in support of a campaign by BBC Radio Suffolk for Saint Edmund to become the patron of England, as he was before George the dragon-slayer took over the title.

Saint Edmund was a king who ruled the Anglo Saxon realm of East Anglia between 855AD and 869 AD and is believed to have been killed by Danish or Viking raiders near the village of Bradfield St Clare in Suffolk. Reports suggest that some time after his death his body was interred at a monastery in the small royal town of Bedericesworth. Over time that location became known as Saint Edmund's Bury, or Bury St. Edmunds as we now know it.

The event itself was unique as it is believed to be the first railway naming ceremony to be covered live on radio.

The unit later worked an afternoon service from Ipswich to Cambridge.

The name was previously carried by Rail Express Systems Class 86/4 No. 86430, having been named in June 1996 in the Wagon Repair Depot at Ipswich.

ABOVE TOP: **Following the short naming ceremony, No. 156416 *Saint Edmund* stands in Ipswich Yard awaiting its next working.**

ABOVE MIDDLE: **Peter Meades, 'one' Railway Public Affairs Manager joins Mark Murphy from BBC Radio Suffolk and Terry Hunt, editor of the East Anglian Daily Times with the presentation third plate.**

RIGHT: **One of the producers of BBC Radio Suffolk's Breakfast Show, Emily Fellows, reports on the proceedings and keeps listeners updated during the live broadcast. The event at Ipswich is believed to be the first time that any railway naming ceremony has been broadcast live on radio.** *All: Brian Morrison*

Landslide causes minor derailment to RHTT service

Network Rail's Berks & Hants route was thrown into chaos on 28 November when heavy rain in the Pewsey area resulted in a landslide.

The first train through the affected area was Class 67s Nos. 67013 and 67011 operating in 'top and tail' mode on the Reading to Bristol Barton Hill RHTT service.

After hitting the landslip, the leading bogie of No. 67013 was derailed closing the route to all traffic and causing delays to all services in the area.

While the re-railing work was underway, eastbound trains were diverted via Bristol, while westbound services operated via Didcot and Chippenham, then via the single track section through Melksham, to rejoin the booked route at Westbury.

Network Rail engineers worked through the night to repair track and stabilise the embankment and the route re-opened the following morning.

TOP RIGHT: **Class 67 No. 67013 stands after hitting the landslip and taking one of the nearby trees with it! The train came to a stand some 400 meters after the landslip.**

RIGHT: **The location of the landslide.** *Both: Ken Brunt*

BELOW: **After having been re-railed, No. 67013, complete with a bent front deflector plate and covered in a liberal coating of mud, continued to Westbury. Here, the consist passes Manningford. On arrival it reversed at Westbury and No. 67011 led to Barton Hill.** *Mark Few*

As PPM trials end, the future looks good

A future mini-tram service may run seven days a week between Stourbridge Town and Stourbridge Junction when a new company takes over from Central Trains.

Councillors believe a 10 minute shuttle service could build on the success of the trial operation that has been running on Sundays for the past year.

Rail companies bidding to take over from Central Trains are being urged to draw up plans to offer Stourbridge passengers an improved service.

Centro-PTA has helped fund the trial by the Parry People Mover railcar. Although this comes to an end on 3 December, the regional transport body believes it has shown the way forward.

The Parry People Mover combines flywheel technology and a gas-powered engine to make it very cheap and clean to run. The experimental operation on the Stourbridge branch line has proved popular with passengers, especially as it restored a Sunday service for the town. The lightweight vehicle has proved to be 100% reliable on most days, with almost 99% of services running on time.

Centro-PTA's chairman, Cllr Keith Chambers, is now urging potential franchisee bidders for the new West Midlands franchise to make the Stourbridge line operation with lightweight railcars part of their bids.

Four million extra jouneys

The Mayor of London, Ken Livingstone, has set out a 20-year transport programme aimed at ensuring London's future economic prosperity.

Transport for London's (TfL) report highlights the importance of sustained investment and sets out ways that the impact of transport on the environment can be reduced.

London's economy is expected to grow by 900,000 jobs and its population by 800,000 people, in the next two decades.

This translates into four million extra journeys a day. Three hundred thousand of these new jobs will be in Central London including the City, Docklands and the West End.

The essential projects for TfL include completing the rebuilding of the Tube through the PPP, the building of Crossrail and expanding the bus network by a further 40 per cent.

250,000th user logs onto GNER wireless internet service

GNER has reached a new milestone in the development of its wireless internet facility, as the 250,000th user logged on to the service.

The landmark log-on took place on 23 November on the 08.00 Glasgow Central - London King's Cross service.

The news comes as latest statistics covering the four weeks to 11 November show a 10% rise in the number of passengers logging on to GNER's WiFi on board its trains, compared with the preceding four weeks to 14 October.

GNER operates the largest fleet of WiFi-equipped railway carriages in the world with all Mk3 and Mk4 vehicles now having wireless access.

ABOVE: At speed through Alexandra Palace on 20 November, leading Class 43 powercar No 43099, bearing the legend 'WiFi is here', heads the 09.00 Newcastle to London King's Cross service. No 43117 *Bonnie Prince Charlie* was on the rear. *Brian Morrison*

As well as the wireless internet service on board its trains, GNER also provides WiFi in all eight of its First Class lounges along the East Coast route, at London King's Cross, Doncaster, Wakefield Westgate, Leeds, Darlington, Newcastle, Berwick-upon-Tweed and Edinburgh Waverley.

News In Brief

■ Merseytravel has given the green light to the reopening of Olive Mount Chord in Liverpool at a cost of £7.6m. The chord, which closed 20 years ago, will link the Port of Liverpool with the London-Liverpool route.

■ Northern Rail is to introduce an additional late evening service from Carlisle calling all stations to Kirkby Stephen. The train, which departs Carlisle at 21.00, arriving in Kirkby Stephen at 21.56, returns to the border city at 22.06, arriving 23.01 and runs until 21 December.

Christmas service changes for Paddington

Pre-Christmas services out of London Paddington will be disrupted on Christmas Eve as Network Rail begins engineering work.

All First Great Western long-distance services will start and terminate at Ealing Broadway as Network Rail will be undertaking large scale renewals on part of the infrastructure around London Paddington from lunchtime on 24 December until 06.15 on 27 December.

Passengers will need to connect with westbound high-speed services at Ealing Broadway or take a London and Thames Valley regional train service to Reading to make the connection. Oxford and north Cotswold services are unaffected.

In line with previous years, First Great Western will run a Saturday timetable service between 27-29 December.

Heathrow Express services are not affected by the work.

North Berwick goes virtual!

Passengers travelling in and out of North Berwick will soon be able to take advantage of a brand new Virtual Ticket Office facility.

Work on installing the Virtual Ticket Office (VTO) - a convenient, fully enclosed heated waiting room, began on 20 November and is due to be ready for use by mid-December.

It will include new seating, a retail facility and dome style CCTV for additional security, raising the overall level of comfort for users.

A second phase of work will see the installation of a ticket vending machine and flat screen Customer Information System, allowing passengers a quick and easy way to purchase a ticket prior to boarding, as well as up-to-the-minute information on their particular train.

The addition to the station is part of First ScotRail's ongoing plan to improve facilities. The train operating company has invested £660,000 to install the Virtual Ticket Office at North Berwick as well as four other stations in the Central belt - Airdrie, Crossmyloof, Hairmyres and Bathgate.

ABOVE: 'one' Railway is to remove the final Mk2 DBSO from traffic within the next few days. The penultimate Mk3 DVT has been delivered from Wabtec Rail, Doncaster (No. 82121), following its overhaul and the final vehicle is due within the next few days. The DBSOs were originally drafted onto the Anglia Region to work with the Class 86/2s after being made redundant from the Edinburgh-Glasgow/Aberdeen routes. Here No. 9714 leads a Norwich bound train at Manningtree. *Brian Morrison*

Birmingham supports New Street redevelopment

Network Rail's plans to redevelop Birmingham New Street station have passed another important hurdle as Birmingham City Council's Planning Committee backed the scheme.

Planners described the redevelopment proposals as "genuinely transformational" and "a robust solution for rail, the city and the region."

The planning decision confirms that the New Street Gateway project is required to meet regional transport needs of Birmingham and the West Midlands. It also acknowledged that the proposed development would embrace 'best practice' in promoting social and environmental sustainability.

This would include the creation of an extra 3,000 permanent jobs, the use of locally sourced materials and labour, the promotion of green travel plans and recycling schemes.

The redevelopment of Birmingham New Street has the support of all key regional stakeholders. It is backed by Network Rail, Birmingham City Council, Advantage West Midlands, Centro (West Midlands Passenger Executive) and Birmingham Chamber of Commerce as well as MPs.

BELOW: How Birmingham New Street could look. *Network Rail*

Eddington report suggests a vote in favour of rail

The rail industry has welcomed the publication of the Eddington Study which emphasises the three strategic economic priorities for transport; growing city catchments, key inter-urban corridors and key international gateways.

Over three million people use Britain's railways daily and ATOC predicted during 2005 that passenger growth on the rail network would increase by at least 30% within 10 years. That figure is likely to be higher if the Government introduces road user charging.

According to Britain's two key railfreight companies, EWS and Freightliner, Sir Rod Eddington's principal conclusion that each transport mode should pay its full environmental costs is a vote in favour of railfreight's sustainability credentials as rail freight produces less than a tenth of the emmissions of road freight.

Balfour Beatty and Carillion to built new East London rail line

Balfour Beatty and Carillion have formed a joint venture that has been awarded the £363 million contract to create the new East London rail line between Dalston Junction in the North, and West Croydon in the South, by Transport for London.

The project, which is the first of two phases, will extend the existing East London Line to Dalston Junction in the North and New Cross, Crystal Palace and West Croydon in the south.

It is scheduled for completion in late 2010, with construction works to begin in early 2007. Some additional work, not covered by the base contract for Phase 1, could be commissioned from the joint venture over the next few months.

The contract will involve railway works including track, signalling, telecommunications and electrification, and major civil engineering works including the construction of two large new bridges, new stations and a new depot at New Cross Gate.

News In Brief

■ The Southwold Railway Society hope to submit a planning application next month for the first phase of the reinstatement of the historic narrow gauge railway that ran from Southwold to Halesworth between 1879 and 1929.

■ Andrew Davies, Minister for Enterprise, Innovation and Networks, officially opened a new British Transport Police station at Pontypridd railway station on 16 November.

■ Northern Rail has invested £1.5 million on high visibility rail security teams across its network. The teams working on the Airedale and Wharfedale lines and between Bolton and Rochdale, provide support to both passengers and staff at stations and on-board trains. The security teams will be in uniform and equipped with vehicles allowing them to respond quickly to incidents. The mobile units will be fully equipped with communications and video equipment capable of remotely monitoring stations and car parks while the teams are responding to an incident or patrolling the route by train. The teams will work in partnership with the British Transport Police, sharing intelligence and attending regular joint briefings.

■ Up to 50 cyclists can now park their bikes in a designated, CCTV monitored area at Chester station following investment by Arriva Trains Wales and Cheshire County Council. The improvements come in the lead up to a redevelopment of the station concourse area to include a new booking office and travel information centre, shops, a café and a small supermarket. The £1.25 million Arriva funded project follows the introduction of ticket gated entry and self-service ticket machines at Chester station in July this year.

ABOVE: The 12.00 Hoo Junction to Whitemoor Departmental trip, consisting of three FEA Salmon wagon, loaded with sleepers, passes through New Eltham on 24 November, hauled by GBRf Class 73/2s Nos 73208 *Kirsten* and 73206 *Lisa*. *Brian Morrison*

EWS Pool Update

In connection with the launch of the new EWS divisions the company's locomotive pools have been reorganised to allocate locos and classes to the appropriate divisions. The depot allocations for each pool are shown in brackets:

WAAN - EWS Class 67 Network Standard (TO)
67001-003/005/006/008/012-023/025-029

WABN - EWS Class 67 RETB (TO)
67004/007/009/011/030

WBAI – EWS Class 66 Industrial (TO):
66005/012/015/067/072/074/075/082/083/090/129/130/150/154/157/169/174/189/191/196/219/232/239

WBAK – EWS Class 66 Construction (TO)
66007/011/079/115/141/144/152/156/161/172/190/192/198/207/225/227/234

WBAM – EWS Class 66 Energy (TO)
66008/009/016-019/021/026/031/033/037/040/044/050/060/061/063/065/066/068/069/071/077/080/084/085/091/093/094/096/097/118/121/122/125/134/136/142/145/147/149/158/162/164/165/179/181/184/186/194/195/200/202/203/205/209/211-214/220/222/229/233/236/238/240-248

WBBI - EWS Class 66 Industrial RETB (TO)
66111

WBBK - EWS Class 66 Construction RETB (TO)
66114

WBBM - EWS Class 66 Energy RETB (TO)
66100-103/105/108/110/112/113

WBBN - EWS Network RETB (TO)
66099/104/106/107

WBLI - EWS Class 66 Industrial (Lickey Banker) (TO)
66058

WBLM - EWS Class 66 Energy (Lickey Banker) (TO)
66055-057/059

WCAI - EWS Class 60 Industrial (Short Range Fuel Tank) (IM)
60008/018/019/029/042/043/047/053/060/062/068/069/072-076/079/093/500

WCAK - EWS Class 60 Construction (Short Range Fuel Tank) (IM)
60039/040/049/078/082/094/095/099

WCAM - EWS Class 60 Energy (Short Range Fuel Tank) (IM)
60013/034/045/048/061/065/084

WCBI - EWS Class 60 Industrial (Long Range Fuel Tanks) (IM)
60002/004/007/009/010/017/023/025/026/028/030/038/046/051/052/054/055/058/071

WCBK - EWS Class 60 Construction (Long Range Fuel Tanks) (IM)
60015/020/021/022/059/090-092/096/097

WDAK - EWS Class 59/2 Construction (TO)
59201-206

WKBN - EWS Class 37 Network RETB : (TO)
37405/406/417

WKCN - EWS Class 37 Standard : (TO)
37410

RIGHT: During the early hours of 27 November, First ScotRail's 'Caledonian Sleeper' service from Inverness to London Euston experienced low rail adhesion in the Madeley Junction area, which resulted in the Class 90 requiring assistance. EWS provided Class 66 No. 66191, which took over the train at Stafford, pictured here, and worked it through to London Euston. Departure from Stafford was at 09.12, some 195 minutes late! *Brad Joyce*

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
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	2xWCRC 47	Stevenage-Peterborough-Newark-Doncaster-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.	4953	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-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 return
12 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
16 Dec	Heartland Rail	CR Class 47	Gloucester-Cam & Dursley-Yate-Bristol Parkway-Festive (Mystery Tour)
16 Dec	Hertfordshire (BP)	2xFMR 47	London KX-Potters Bar-Stevenage-Skipton and return
16 Dec	Kingfisher	6024	Bristol TM-Keynsham-Bath Spa-Swindon-Newbury-Trowbridge-Bristol TM.
16 Dec	Kingfisher	EWS Class 67	Newcastle upon Tyne-Durham-Darlington-York-London KX and return
16 Dec	Past Time Rail	6201	(London Euston-Northampton-Birmingham International)-Stafford-Crewe-Chester-Crewe-Whitchurch-Shrewsbury-Birmingham International (& return)
16 Dec	Pathfinder Tours	50031+50049	Cardiff-Newport-Bristol Parkway-Cam & Dursley-Cheltenham Spa-Barnt Green-Birmingham NS-Carnforth-Wennington-Hellifield-Leeds (break)-and return
16 Dec	RTC	71000	St. Albans-Luton-Bedford-Wellingborough-Kettering-Melton Mowbray-Loughborough-Toton-Barrow Hill-York (break/rev) and return
16 Dec	Steam Dreams	45231	London Victoria-Chichester and return
16 Dec	Vintage Trains	45305	Tyseley-Nuneaton-Leicester-Oakham-Ely and return (luncheon)
19 Dec	FM Rail (ICMM)	FMR Class 47	Watford Junction-Milton Keynes-Northampton-Rugby-York and return
19 Dec	Past Time Rail	34067	London Victoria-Clapham Junction-Barnes-Feltham-Virginia Water-Chertsey-Woking-Guildford-Shalford-Redhill-Purley-Balham-London Victoria
19 Dec	Steam Dreams	45231	London Victoria-Bromley South-Canterbury and return
20 Dec	Vintage Trains	4965	Dorridge-Solihull-Tyseley-East Midlands circular
21 Dec	Hertfordshire (BP)	2xFMR 47	Stevenage-Welwyn Garden City-London Finsbuey Park-Norwich and return
21 Dec	Steam Dreams	71000	London Victoria-Winchester and return
21 Dec	Vintage Trains	4965	Dorridge-Solihull-Tyseley-East Midlands circular (luncheon)
22 Dec	Vintage Trains	4965	Dorridge-Solihull-Tyseley-East Midlands circular(luncheon)

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.

Past Time Rail 2007 programme

Past Time has two new tours for its early 2007 season commencing on 20 January, with 'Black 5' No. 45407 heading a trans-Pennine working from Manchester Victoria.

Outwards the train is via Standedge to Huddersfield, before cutting back to Halifax and then north to Bradford Interchange. There, a diesel will attach to haul the train to Leeds, before once again No. 45407 takes over for the return to Manchester Victoria via the Calder Valley and Copy Pit. Milton Keynes is the starting point, picking up at Northampton, Rugby, Birmingham International and New Street, Wolverhampton and Crewe.

To celebrate St. David's Day on 1 March, Past Time offer 'Castle' No. 5051 *Earl Bathurst* a rare mainline opportunity, working throughout from Swansea, picking up at Neath, Port Talbot, Bridgend, Cardiff Central and Newport through to Paddington. On the return, steam comes off at Didcot.

As a consequence, the company's planned Bristol Temple Meads to Carmarthen tour with No. 6024 *King Edward I* on 3 March has been deferred to 14 April.

However, an early casualty is the 2007-opener planned for No. 34067 *Tangmere* from London Victoria on a circular charter via Ewell East on 6 January, which has been cancelled.

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

BELOW: Ex-GWR 'Hall' No. 4965 *Rood Ashton Hall* coasts through Bolton Percy on 26 November during a signal check on the final approaches to York. The locomotive was working a Vintage Trains' excursion from Tyseley Warwick Road, one of two steam-hauled charters into the Viking City that day - the other being worked by the NRM's ex-LNER V2 No. 60800 *Green Arrow*. *Richard Tuplin*

The Week Ahead

Lincoln and its 'Christmas Market' is under siege from charters on 8 December.

Three charters are scheduled to arrive at Lincoln between 11.30 and 13.00! First is a 'Northern Belle' working from the north-west, which is due to reach Lincoln via Nottingham before heading for Barnetby to run round and stable. From the north is the SRPS charter from Linlithgow, which is booked to arrive via Gainsborough (with the ECS also continuing to Barnetby for stabling). This tour was originally booked for 'Deltic' No. 55022, but with Class 40 No. 40145 substituting following the engine incident with the 'Deltic' on the ECML earlier in the year.

The third train, booked to operate behind No. 71000 *Duke of Gloucester* on the Steam Dreams' charter from Finsbury Park has been cancelled due to resourcing issues.

Central Trains has also hired in a rake of locomotive-hauled stock that will operate on both Friday and Saturday between Nottingham and Lincoln to provide much needed added capacity. These trains are booked for West Coast traction, expected to be No. 57601 in 'top and tail' mode with one of the Class 33s.

On 9 December, Hertfordshire's 'Blue Pullman' heads for Lincoln from King's Cross, while Compass go for the east-coast of Scotland, with Dundee and Aberdeen as dual destinations from Preston and stations to Carlisle.

Meanwhile, Railtourer buck the trend north and east with a tour from Scarborough to Windsor and Eton Riverside with West Coast traction.

However, York is not left out of the activity as Vintage Trains head there with No. 4953 *Pitchford Hall* enjoying a rare solo outing from Tyseley Warwick Road. It should be noted that this train now runs via Nuneaton and Loughborough instead of Tamworth, Burton upon Trent and Derby. However, perhaps the appearance of No. 60009 *Union of South Africa* is more likely to set East Coast pulses racing as it is booked to head a Railway Touring Club charter from St. Albans, via Luton, Bedford, Kettering, Oakham and Loughborough. Steam traction gives way to diesel at Leicester on the return for the remaining leg to St. Albans.

Steam Dreams is also operating, with 'Black 5' No. 45231, from Liverpool Street to Ely. The final working of the day is a Wolverhampton to Edinburgh outing for the EWS Mk2 set with Class 67 traction. The train runs via Stoke-on-Trent, Stockport, Manchester Piccadilly and Bolton.

To conclude a busy weekend for steam, the Railway Touring Company has No. 45407 running on 10 December from Manchester Victoria to York, picking up at Rochdale and Hebdon Bridge. This is a re-routed charter as Lincoln was the original destination.

Steam Dreams continue its 'Cathedrals Express Christmas Carol' season with *Duke of Gloucester* from London Victoria to Salisbury and back on 12 December.

Au Revoir to FM Rail's 'Peak'

FM Rail-operated Class 45/1 No. 45112 will bow out of the mainline scene early in the new year pending the eventual fitment of On Board Train Monitoring Equipment (OTMR).

The farewell is planned for 27 January from York (approx 07.30) to Holyhead and back, picking up at Doncaster, Sheffield, Chesterfield and Derby.

From Derby the train will then run via Uttoxeter, Crewe and Chester with set-down points at Llandudno Junction and Bangor, before a projected two hour break at Holyhead.

It is entitled 'The Tubular Belle' in recognition of the two tubular bridges, one existant, the other a mere memory, to be found along the route. Fares range from adult Standard at £34.50, with a £5 discount if booked in conjunction with another IC Merrymaker trip, juniors at £24.50 and First Class at £49.50.

This is 'au revoir' as against farewell, as FM Rail insists that No. 45112 will get OTMR equipment at some point, but for the foreseeable future it is not a pressing issue. In the meantime it will remain with FM Rail, although it may engage in short term visits to other railways.

This is the second FM Rail charter in 2007, as one week earlier on 20 January it has rostered a pair of Class 31's for a circuitous trip over and around the Pennines.

Running under the title of 'The Lancashire Witch', the train originates at Birmingham New Street (approx 08.00) and picks up at Burton-upon-Trent, Derby, Chesterfield and Sheffield before heading for the hills via Moorthorpe, Wakefield Westgate, Hebdon Bridge to Preston via Copy Pit, where a lunch time break is scheduled. The return is via Manchester Victoria, Standedge and Mirfield, before retracing the outward route. Standard fare is £29.50 (Junior £19.50) and First Class £44.50.

The railtour listing on our website carries details of all known steam and modern traction charters for 2007, including FM Rail's Intercity Merrymaker programme.

It is interesting that FM Rail is now positioning the Hertfordshire and IC Merrymaker branding all under the Hertfordshire banner. Look out also for future specific loco-hauled tours, as FM Rail has quite an interesting range of traction to engage the enthusiast market.

Railway Herald has learnt that there is a good chance of seeing a Class 86/2 at the head of a revenue-earning passenger train again before Christmas.

Pathfinder's 'McBuffer Puffer' tour confirmed

A few weeks ago, we mentioned the possibility that Pathfinder would run a suburban tour around Glasgow similar to the very successful 'Buffer-Puffer' tours around London.

The good news is that 'The McBuffer-Puffer' will take place on 10 February. Based on reversal points, the tour will operate as follows: Glasgow Central, Lanark, East Kilbride, Gourock, Glasgow Queen Street, Milngavie, Helensborough Central, Wemyss Bay and Glasgow Central, all with 'top and tail' '37s'.

Those south of the border wishing to enjoy this 'McTractor Fest' can book onto the tour, (fares ranging from £68 Standard to £96 First Class) and be transported to Scotland on Pathfinder's associated tour from Swansea to Edinburgh, northbound on 9 February and southbound on 12 February, for a return fare of £50.

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

RIGHT: FM Rail's two 'Blue Pullman' liveried Class 47/7s Nos. 47709 *Dionysos* and 47712 *Artemis* are seen in 'top and tail' mode with the 'Blue Pullman' set on a London King's Cross to York charter on 26 November. This day saw a number of charters into York in connection with the St. Nicholas Christmas Market. Other diesel-hauled charters were from Ipswich (worked by No. 67001), London King's Cross (No. 67005 *Queen's Messenger*) and Bristol (Nos. 67020 and 67006 *Royal Sovereign*). *Richard Tuplin*

ABOVE: DRS Class 37/6 Nos. 37605 and 37612 pass Dewsbury in 'top and tail' formation with the 08.55 Stockport-Derby Serco Test Train on 24 November. *Mark Allatt*

LEFT: The DRS involvement in the 2006 season of RHTT trains has also seen the use of Class 66/4s on a regular basis, as shown at Settle Junction on 1 December when No. 66412 was paired with No. 66413 on the Settle & Carlisle working. The duo head north after a reversal at Settle Junction with the Carnforth - Carlisle leg of their daily diagram. *Fred Kerr*

BELOW: Class 37/0 No. 37194 runs through Brantham on 30 November, with the 09.15 Stowmarket - Ilford EMUD trip working, conveying one of the Sandite wagon sets for tyre turning. *John Day*

Departmental Wanderings

ABOVE: On 21 November, Network Rail's Ultrasonic Test Unit No. 901001 (comprising vehicle Nos. 977391, 999602 and 977392) failed on Dainton Bank in Devon with an engine failure, while on an Exeter to Penzance test run. The unit limped back to Exeter using the one remaining engine. The following night No. 901001 attempted another rest run from Exeter to Totnes, this time with the aid of FM Rail's recently repainted Class 31 No. 31459, which was sent down from Derby that afternoon. The Class 31 dragged the unit to Totnes, where it ran round and returned to Exeter St Davids forming the 20.28 Exeter New Yard to Exeter New Yard via Totnes. Here the train is pictured having just arrived at Totnes on what the photographer describes as being a very wet and windy night! The centre car in this three-car formation, No. 999602 (previously No.62483) is a heavily-modified former Southern Region Class 432 4REP driving motor vehicle. *Nathan Williamson*

LEFT: The sole remaining operational Class 101 DMUs on the National Network are the two departmental sets working on behalf of Network Rail. The second of these is No. 901002 *Lab 19 Iris II* which like the three-car No. 901001 can be seen across most of the UK undertaking various trips in connection with current research work. On 18 November, No. 901002 runs over the viaduct section between Manchester Oxford Road and Piccadilly stations with the 09.00 Motherwell TMD - Derby RTC working. *Mike Ford*

BELOW: Network Rail's EurailScout GB DMU set heads northwards through Ipswich on 28 November, conducting the usual untrasonic track assessments. *Brian Morrison*

Eddystone returns to steam on the Bluebell Railway

ABOVE: **Ex-Southern Railway West Country class No. 34028 *Eddystone* is captured by the camera climbing Freshfield Bank on 17 November in charge of a Bluebell Railway service, with ex-British Railways Standard Class 4MT No. 75027 as pilot. This was *Eddystone's* first official working on the Bluebell.** *David Bowles*

Peak Rail moves a step closer to trains from Matlock station

Peak Rail services currently operate to a platform constructed approximately ½-mile outside Matlock town centre, and the railway realises that operating out of the main railway station will see a massive potential for an increase in passenger journeys.

The development of services into Matlock station is tied in with a major retail and housing development in the town and it was announced in mid-November that construction of the new supermarket, housing development and a relief road will commence in January.

As part of the deal the developers are relaying the trackwork around the former loop at the north end of Matlock station.

The existing trackwork materials are all being donated to Peak Rail for future use and the railway has just three weeks from the 8 January, to remove the redundant materials.

The railway will also benefit from the donation of a large amount of stone from a goods warehouse which stands in the way of the development and which is due to be demolished over the coming weeks.

Meanwhile, the railway is now negotiating with Network Rail for a lease to operate services into the 'down' platform at Matlock station.

Class 50 groups to merge and form the Class 50 Alliance

The Fifty Fund (TFF) and Project Defiance Ltd (PDL) have announced that they are to merge their operations and become Class 50 Alliance Ltd (C50A).

The proposals went before members of both societies on 25 November, who voted in favour of the merger. TFF owns Nos. 50035 *Ark Royal* and 50044 *Exeter*, as well as operating No. 50031 *Hood*, whilst PDL owns No. 50049 *Defiance*. The merger will take effect from 1 January 2007.

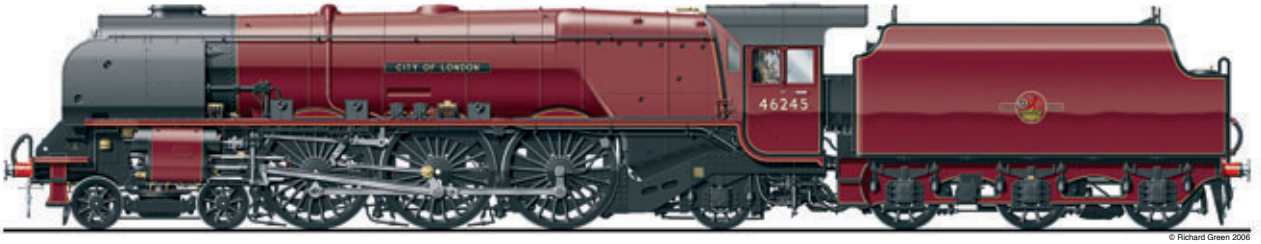
Although PDL will disappear, TFF will remain as a forum for Class 50 enthusiasts and to deal with fund raising through sales of enthusiast-related merchandise and donations. It will also continue to operate a savings scheme for those wishing to buy shares in C50A by instalments.

The plan for 2007 is to maintain at least two Class 50s to mainline standard. Following a successful season of work for ATW in 2006, it is anticipated that arrangements will also be negotiated for 2007, alongside charter work. The long-standing commitment to provide a locomotive for use on the SVR will also be fulfilled.

Alongside the mainline registered Nos. 50031 and 50049, No. 50044 *Exeter* is currently resident on the Severn Valley Railway and No. 50035 *Ark Royal* is at present out of traffic, awaiting a main generator repair.

LOCOS IN PROFILE

Highly Detailed Side Elevation Illustrations of British Steam Locomotives by Richard Green



The latest Limited Edition print portrays LMS 4-6-2 Princess Coronation Class, No.46245 *City of London* in BR red • Drawn to a scale of 8mm/ft (590mm over buffers) • Only 250 signed and numbered copies • £25 (includes p&p) • 46232 *Duchess of Montrose* and 6234 *Duchess of Abercorn* also available • Prints only available direct from the artist

For further details on these and other prints visit: www.locos-in-profile.co.uk

Didcot 'Saint' conversion project makes progress

ABOVE: No. 2999 *Lady of Legend* in its current condition is pictured shortly after arrival back at the Didcot Railway Centre on 18 November. Work is currently being undertaken on the actual tender for the locomotive, so for the purpose of moving it over Network Rail metals, No. 2999 was paired with the recently restored tender from No. 6023 *King Edward II*. *John Stretton*

The project to convert ex-GWR 'Hall' No. 4942 *Maindy Hall* to a 'Saint' class locomotive is making progress at the Didcot Railway Centre, although there is still a long way to go

Already, the new driving wheels and front bogie wheelsets have been manufactured. All the boiler tubes were removed last year before the boiler itself was removed to Ian Riley's workshops at Bury for further work to be undertaken. The rolling chassis was returned to Didcot on 14 November.

The new locomotive, will be unique among British steam locomotives in that once it is operational, it will be possible to undertake a conversion to allow the loco to run as a 4-4-0 design!

The current hope is that the new 'Saint' locomotive, No. 2999 *Lady of Legend* will be steaming in 2011 after the manufacture of numerous items including new cylinders with inside steam pipes and a 'Saint' style cab.

Steam makes first movements on rejuvinated Weardale Railway

RIGHT: On 29 November, steam traction returned to the Weardale Railway when ex-National Coal Board (NCB) 0-6-0T No. 40 undertook a test run prior to operating the first weekend of 'Santa Specials'. Here, the locomotive crosses the River Wear near Rogerley Park between Frosterley and Stanhope in less than desirable photographic conditions! Built in 1954 by Robert Stephenson and Hawthorn in Newcastle, the locomotive was used by the NCB on the Coal Board network in Northumberland. It was eventually saved for preservation and moved to the Colne Valley Railway in Essex from where it has recently been purchased by the Wear Valley Railway Trust. *John Lewins*

Ffestiniog coal trials bode well for 2007 expansion

Special Report by
Tim Goodspeed

The Ffestiniog Railway and Welsh Highland Railway (Caernarfon) have relied on oil to fuel their fleet of steam locomotives on all scheduled passenger trains for many years.

While the original Ffestiniog locomotive *Palmerston* (built by George England & Co., London in 1864) was restored as a coal burner in 1993, its use has been restricted to special occasions.

When the preservation era of the railway commenced in the 1960s, to limit the number of line-side fires in the Snowdonia National Park and the fines that could result from these, the Ffestiniog Railway Society converted from coal to oil firing. However, the large rises in the price of oil recently has forced the railway to reassess the situation.

The result was the trialing of 'Single-Fairlie' *Taliesin* on coal firing during *2005*. This seven-year old locomotive was built by the company at Boston Lodge Works in 1999 to a design which would allow it to be convertible between oil and coal firing.

Trials with *Taliesin* on winter and 2005 'Santa Special' services were highly successful and the decision was taken to convert a 'Double-Fairlie' for the main 2006 season.

Earl of Merioneth was the chosen locomotive, being converted in early 2006 at Boston Lodge and following initial trials during May, it re-entered traffic with a coal fired boiler on 27 May.

During the peak season the locomotive has seen regular work with very positive results. This year's operation was the first time that *Earl of Merioneth* had been coal fired, having been built by Boston Lodge Works in 1979 as a dedicated oil burner.

The trials with *Taliesin* and *Earl of Merioneth* have shown fuel cost savings of 50%-60%, figures which are higher than expected.

The fuel costs for an average day's work for an oil buring 'Double-Fairlie' is around £370, compared with around £170 when burning coal. These figures show the high rises in oil costs as the comparision was almost equal two years ago.

Self-cleaning spark arrestors have been fitted to the coal locomotives, *Palmerston*, *Taliesin* and *Earl of Merioneth*. The other positive result of this fitting is that the line's 142-year old *Palmerston* is now seeing more regular use.

Recently, the Ffestiniog has regularly had three 'Double-Fairlies' and the 'Single-Fairlie' on the locomotive roster for the same day, two of which have been burning coal. This is the first time ever that four Fairlie's have been in regular service together on the railway!

The success of the coal conversion programme will lead to more locomotives in the main fleet being converted to coal for the 2007 season.

ABOVE: During a guest driver charter on 26 May, a footplate experience guest takes on the challenge of firing the vintage locomotive *Palmerston* in the fashion that it was built. *Both: Tim Goodspeed*

LEFT: A coal-fired *Earl of Merioneth* heads across the Cob on the departure from Porthmadog with the first train of the day to Blaenau Ffestiniog. Note the coal bunkers in front of the centre cabs.

Belgium infrastructure projects benefit European high-speed travel

Eurostar services to and from Belgium are scheduled to become more reliable from 10 December, when a new £7.5 million, 435 metre viaduct outside Brussels Midi station opens.

Brussels Midi station is currently one of the busiest on the Belgium network. Each day it handles over 1,200 trains across 22 platforms, six of which are dedicated to international services.

Belgian infrastructure company Infrabel, part of the SNCB Group, officially inaugurated four new railway projects on 1 December, all aimed at increasing capacity and decreasing journey times for both domestic and international traffic.

The first of the projects is the new viaduct at Brussels Midi. The structure is the final section in the Belgian high-speed line that runs from the French border, near Lille, through to Brussels.

The viaduct carries two dedicated tracks over 22 other railway lines at the entrance to Brussels Midi and separates Eurostar and other high-speed TGV and Thalys services from the busy domestic traffic.

It will mean that Eurostar services, which have previously had to cross all the tracks to arrive or depart from Brussels will have much easier journeys into and out of the station and will cut the 2hrs 15min run to 2hrs 11mins. This will drop further to 1hr 51min when the new high-speed route starts on 14 November 2007, and by 2008 journey times between London and cities such as Amsterdam and Cologne will be reduced by between 20% and 30%.

Work on the construction of the new viaduct commenced in March 2004 and will be used by scheduled services from the timetable change on 10 December.

In addition, a new Brussels-Nord viaduct (or Schaerbeek Viaduct) has been opened just north of Schaerbeek station on the Brussels - Leuven line (Line 36 North.) Again this will allow trains departing westwards to access the eastern branch without having to cross the new lines. The new curve will benefit international services heading for Germany, together with some local services, including those to De Panne-Landen and Gent-Genk.

This project is combined with the third infrastructure project which has been ongoing for several months to quadruple the tracks between Brussels and Leven.

The work is part of the eastern branch of the high-speed network towards Germany.

Operationally, two tracks will become dedicated to high-speed services running at 160km/h, while the remaining two tracks will be devoted to local and inter-regional traffic. It is thought that the completion of this work will cut the timings of Brussels - Paris Thalys services by a further six minutes.

Local Reseau Express Regional services are also benefitting from this work as it will save three minutes on journey times, and the eight intermediate stations on the route are to be modernised during 2007/2008.

The final project relates to the new Leven curve. Located east of Brussels, the new 1,750 metre long, single-track curve links the Hasselt-Leuven line (L.35) with the Leuven-Brusels route (L.36).

In all over €50 million (equivalent to around £33.4 million) is being spent by Infrabel on the projects.

All the projects help Brussels-Midi to become a central hub for international travellers with Eurostar connections to the UK, ICE connections to Germany and Thalys connections to Holland and France.

ABOVE: A view looking down the new viaduct towards Brussels-Midi station. The new structure has cost £7.5 million to build and will save three-minutes on international services, while at the same time improving the reliability of domestic traffic as there will be fewer cross-over movements within the station approaches. *Richard Tuplin*

LEFT: Thalys TGV set No. 4306 awaits departure time at Brussels-Midi on 1 December with the 14.40 service to Paris Nord. From 10 December, this is one of the services which will benefit from the new viaduct, along with Eurostar services to the UK. *Richard Tuplin*

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.

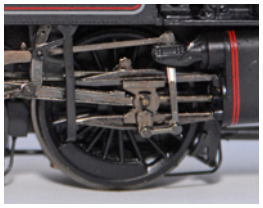
In addition to this feature, all the reviews will also be included in a fully searchable 'Reviews Library' on our website. From here, readers can easily access information on products, obtain an unbiased view and also add their own comments.

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

Bachmann Fairburn 2-6-4T No. 42073

Produced by: Bachmann Europe plc
Catalogue Number: 32-877
Available from: All good model shops
Gauge: OO Gauge
Price: £70.35 GBP Recommended Retail Price
Click here to visit the website



The latest model release from Bachmann is the Fairburn 2-6-4 tank.

The model has been released in three versions, No. 2691 in LMS livery (catalogue No. 32-875), No. 42096 with the early BR crest (32-876) and the one shown below, No. 42073 in the late BR crest.

The model currently carries the same livery as the actual No. 42073, which is preserved on the Lakeside & Haverthwaite Railway.

No less than 277 Fairburn tanks were built between 1945 and 1951 at Derby and Brighton and in later years became regular performers out of London Euston and Fenchurch Street on suburban services.

The model is very well detailed with all logos and writing clearly printed as the above two insets show.

The model, which runs very smoothly on a layout, is fitted with sprung buffers and comes DCC ready.

When coupled with Bachmann's suburban stock, the model will make a fine addition to any model railway.

Glasgow Central - Central to Glasgow

Published by: Strathwood Limited
ISBN: 1-905276-05-2 Price: £19.99 GBP
Available from: Glenavon House, Kinchurdy Road, Boat of Garten, Inverness-shire. PH24 3BP
Compiled by: Dugald Cameron OBE
Pages: 120, Softback *Click here to visit the website*

This publication tells the story of Glasgow Central station, its role in the lives of Glasgow people and the trains that served it.

History expands over its 36 chapters, each of which has been written by a different author, one of whom is Christopher Garnett, the previous chairman of GNER. Each chapter covers its own part of the history and is superbly illustrated by a number of black and white and in places colour photographs.

The colour of a number of the modern day images does not appear to be 100% correct but it does not detract from what is a well written title.

A nice feature is a map of the Glasgow area showing where all the key stations were located and the lines leading to them. Likewise there is a photographic run-down at the rear of the book of several namings of modern traction at the stations.

The publishers, Strathwood, are donating 50% of the receipts from the book to the Railway Children charity.

Drawn to Scottish Steam

Published by: Strathwood Limited
ISBN: 1-905276-00-1 Price: £29.99 GBP
Available from: Glenavon House, Kinchurdy Road, Boat of Garten, Inverness-shire. PH24 3BP
Authors: Bill Rhind Brown & Dugald Cameron OBE
Pages: 160, Hardback *Click here to visit the website*

This title brings with it a fascinating view of steam in Scotland, with photographs dating from 1937 through to the end of steam in the 1960s.

The presentation and layout of the book are nice and clean with one large photograph per page for the majority of the 160 pages.

An introduction from the authors takes up the first 18 pages, all of which are illustrated with some interesting photographs.

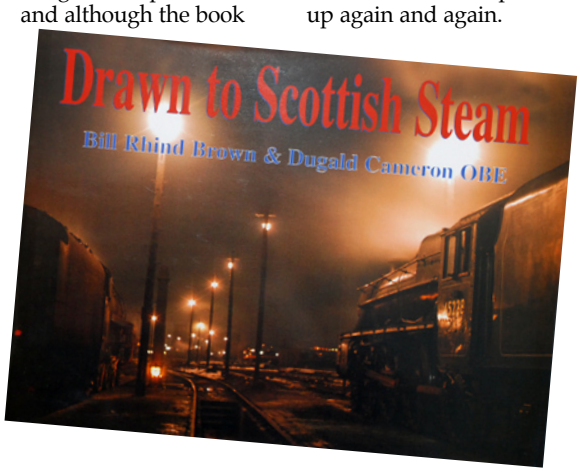
Overall the quality of the printing and image reproduction is good. Some of the pictures or negatives have obviously suffered over time with scratches being present on the pages, but having said that some of the images are over 60 years old and worth including.

The majority of other images have printed well and although the book concentrates on the busy Glasgow and Edinburgh areas, there are views from across Scotland.

Each photograph is accompanied by a descriptive caption which provides an insight to the reader at the happenings at the time.

This reviewers' favourite image has to be 'A3' No. 60073 *St. Gatien* departing from Edinburgh Waverley with a London King's Cross-bound service around 1950, taken from the mount at the south end of the station. The changes that have occurred in 55 years are nothing less than remarkable!

Nearly £30 is perhaps a little on the expensive side for a black and white 160 page book, but it does provide a fascinating title that will easily while away several hours, and will no doubt cause the reader to pick it up again and again.



Sixties Spotting Days - 2007 Calendar

Published by: Strathwood Limited
Price: £6.99 GBP
Available from: Glenavon House, Kinchurdy Road, Boat of Garten, Inverness-shire. PH24 3BP
Click here to visit the website

An ideal Christmas present for the steam railway enthusiast is this 2007 calendar from Strathwood Limited.

The calendar features twelve superbly reproduced colour photographs from the 1960s, featuring the West Coast Main Line and the Eastern, Southern and Western Regions.

Space is available on the calendar to note down the all-important commitments while wallowing in nostalgia!

For the price, the calendar represents superb value for money and a copy should be under the tree for all enthusiasts of steam!

Although all the Class 465/2 and 466 Networkers have been reliveried into the later Connex colours but with 'southeastern' branding, a few '465/0s' remain to be done and all but five of the 47-strong Class 465/1 fleet currently remain in the red, white and blue of Network SouthEast. The five members of the '465/1s' are likely to have been reliveried into the Connex white and black with yellow doors as a result of graffiti damage. The latest unit to be observed shorn of its original NSE livery is No 465160, pictured here departing from New Eltham on 24 November, forming the 12.16 service from Gravesend to London Charing Cross. *Brian Morrison*