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The Railway Herald

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The complimentary UK railway journal for the railway enthusiast

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The Railway Herald
Issue 65

Front Cover

The sole remaining Intercity-liveried Class 47 still in action on the National Network, WCRC-operated Class 47/4 No. 47826 *Springburn*, powers through Bolton Percy, south of York, on 25 November with an ECS working to Milford Sidings. *Richard Tuplin*

Contents

New advertising look for Gatwick Express Class 460. *Page 3*

First refurbished Class 159/1 enters traffic with South West Trains *Page 4*

The end approaches for Virgin Trains' Class 87 renaissance. *Page 5*

Regular Sections

Rolling Stock News	8
Railtour News	9
Notable Workings Pictorial	11
Preservation View	12

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: DRS Class 37/6 No 37605 departs from Platform 9 at London Bridge on 7 December, heading a Serco working with No 37609 on the rear. In Platform 6 on the through lines, refurbished and reliveried Class 319/4 No 319425 forms the 10.37 First Capital Connect Thameslink service from Brighton to Bedford. *Brian Morrison*

BELOW: Class 37/4 No. 37405 heads through Heatheryknowe on 4 December in hazy sunshine, with the 11.57 Deanside - Mossend Enterprise trip working, consisting of four internationally registered 'Ferrywagons'. *Gary Lennon*

Late News ■ Late News ■ Late News ■ Late News ■

West Coast Main Line chaos as wires come down

The West Coast Main Line was thrown into disarray during the early afternoon on 7 December after almost two miles of overhead wires came down in high winds at Castlethorpe, a few miles north of Milton Keynes.

The incident occurred shortly after 13.30, involving Class 390 'Pendolino' No. 390046 which was working the 09.39 Glasgow Central - London Euston service. All four lines were closed as a result of the extensive damage. The 09.39 service, finally arrived in the capital, having been rescued by a Class 57/3 locomotive, around 18.15!

The 'up' slow line was finally reopened around 19.00 on single line working principals, with services running via Northampton. The 'down' slow followed around two and a half hours later, with trains operating via Weedon.

Virgin Trains was running a temporary timetable out of London Euston on the morning of 8 December, with an hourly service to Wolverhampton, Liverpool, Manchester and Preston, with most of the latter trains being extended through to Glasgow Central. All other services were cancelled. North Wales Coast London-Holyhead trains were only operating over the diesel section, with passengers travelling on other services between London and Crewe, with the exception of the 11.25 Euston - Llandudno which was booked to operate thoughout.

Delays are being encountered on all Silverlink and Virgin services as both 'fast' lines are likely to remain closed until Sunday or possibly the early hours of Monday morning.

A knock-on effect of the problems on the evening of 7 December, was the inability for GB Railfreight to operate the electric Class 325 postal sets out of London's Princess Royal Distribution Centre at Willesden. In a common-sense move that showed the co-operation available in today's industry, West Coast Railway Company's Class 37/0 No. 37248, which was stabled at Old Oak Common, was hired to haul Class 325s Nos. 325002, 325013 and 324004 between Willesden and Warrington, operating via Reading and the cross-country route to avoid the problems. The southbound postal service was slightly delayed but operated under its own power over the normal route, as the 'down' slow had been reopened by the time it reached the affected area.

Livery variation for Gatwick Express

Gatwick Express unveiled a new-look livery on one of its Class 460 EMUs on 5 December at London Victoria.

Class 460 EMU No. (4600)08 has been sponsored by Delta Air Lines and the entire eight-coach unit has been vinylled from end to end in an attractive red, white and blue colour scheme.

ABOVE: No. (4600)08 departs from London Victoria on 5 December.
LEFT: The advertising slogan and livery in close-up. ***Both: Peter Starks***

New-look HSTs from January

First Great Western has announced that the first of its new-look HST trailers will be previewed in January.

The new interiors are the result of more than two years of design work and cover everything from seats, lighting and toilets to power points, catering and décor.

Work on the new-look interiors is currently underway at Bombardier Transportation's refurbishment facility in Derby.

The coaches feature a new taupe and blue colour scheme for First Class with lilac and blue in Standard Class. First Class passengers will also enjoy the only leather seats on UK trains.

The now standard 240v power points are incorprated at table level in First Class seats and between the seats in Standard, which are now mostly airline style. Glass screens replace the old partitions of the luggage rack, meaning passengers can see their luggage far more easily from their seats.

The old buffet car has been radically redesigned and is now the Express Café. Far more open in design than the buffet car, Express Café will offer freshly ground and brewed coffee as well as a wide range of light snacks.

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VALOROUS WARSHIP CLASS — MORAY FIRTH

First refurbished Class 159/1 enters service with South West Trains

The first refurbished ex-TransPennine Express three-car Class 158 commenced revenue-earning service on South West Trains (SWT) on 5 December, reclassified '159/1' and working the 08.20 train from Yeovil Junction to London Waterloo and the 11.20 return as far as Salisbury.

The unit is the first of eight to be treated in this way to replace the two-car Class 170/3 Turbostars on the West of England line, the move providing 80 additional seats per unit, 74 Standard Class and six First Class.

The refurbishment of the units is being carried out at Wabtec Rail, Doncaster, and apart from the provision of SWT livery, includes a new air-conditioning unit, re-upholstered Standard Class seating, new carpets and dado panels throughout with an interior repaint that includes ceilings, window frames, divides and bulkheads. There is an array of improvements in First Class with a new seat layout, new tables, curtains with bottom guides and LED downlighters on the luggage racks.

On the mechanical side, a new cab secure radio together with selective door opening is fitted and CET tanks are to be installed in the near future.

When all the refurbished Class 159/1s are in service, the fleet of Class 159/0 units will be similarly treated.

Eight of the current SWT Turbostar fleet are being exchanged with TransPennine Express, with No. 170392 being incongruously transferred to Southern.

When constructed, this unit was initially numbered 170727 in error and painted in Southern green, it being later repainted into SWT colours and renumbered!

The recently acquired pair of two-car Class 158s are also to be returned to the Rosco, meaning that at the culmination of the programme, the SWT fleet of DMUs will consist solely of refurbished Class 159s.

ABOVE: Class 159/1 No 159102 at Salisbury on 5 December, after arrival on the rear of the 11.20 from Waterloo. Having detached from the Yeovil Junction portion, the unit arrives in the bay platform for public viewing of the new interiors.

ABOVE: The 24 First Class seats are entirely new and have been given a revised layout and new tables. The curtains and downlighters on the luggage racks are also new.

ABOVE: Standard Class has the same seating configuration as before the refurbishment, but the interiors have been completely repainted and the moquette is all new. *All: Brian Morrison*

BELOW: Comparison front-ends of Class 159/0 No 159017 and Class 159/1 No 159102 at Waterloo on 5 December, after the units arrived forming the 08.20 from Yeovil Junction. The front-end colour swirls are lengthened, the outer doors are now orange instead of red and the South West Trains branding is much larger.

The end approaches for Virgin Trains' Class 87 renaissance

LEFT: The sander modification programme currently being undertaken on Virgin Trains' Pendolino fleet is now entering the final stages. The last Class 390 EMU to be modified, expected to be No. 390026, should be released back into service following modification on 18 December. As a result, the loco-hauled operation will remain in service for another two weeks on the current diagram, and its last workings are expected to be on 22 December, following which both the coaching stock set and the associated locos will be stood down for handback repairs. In early December, the unique Porterbrook-liveried Class 87 No. 87002 *The AC Locomotive Group* arrives at Birmingham International with the 16.52 London Euston - Birmingham service. *John Whitehouse*

Remodelling work to take place at Milton Keynes

Major work is about to get underway at Milton Keynes to provide a more reliable service as Network Rail upgrade the signalling in the area and carry out track remodelling.

The £200 million Milton Keynes project will increase capacity and improve rail links into the town by providing a third northbound fast line and platform, which will enable consecutive trains to call at Milton Keynes during peak times. A new platform capable of handling future services to and from Bedford will be constructed, allowing the possibility of future trains from Oxford or Aylesbury and better 'turnback' facilities for trains that will improve the reliability of London to Northampton services.

The early stages of the two-year programme began on 4 December and involves clearing the land between the existing northbound fast line and the A5 road, which will provide the location for the new northbound tracks.

Fencing will be used to enclose the clearance work and act as a barrier to members of the public. There will be no disruption to road traffic and all footpaths will remain open during this phase of the work, which is scheduled to be completed by April 2007.

Any vegetation removed during clearance work will be mulched and redistributed along the top of existing embankments. Once the track remodelling works have been completed at the end of 2008, replanting and landscaping will take place.

The Milton Keynes project includes funding of £23.6 million from the Department for Transport and £8.3 million from Milton Keynes Council.

ABOVE: Mk3 DVT No. 82146, now part of the EWS Executive Train, passes the soon to be closed Pinxton signalbox near Kirkby in Ashfield on 6 December with the 10.10 Leicester - Leicester via Toton, Shirebrook, Newark and Wellingborough trip. Providing the motive power on the rear of the train was the usual Class 67 No. 67029. *Ian Thurman*

News In Brief

■ British Transport Police have been granted extra powers to remove youths from three Merseyrail stations. The Section 30 Dispersal order applies at Seaforth and Litherland, Waterloo and Blundellsands and Crosby stations from 1 December. The extra powers allow police officers to deal with youths during enforcement times, if they believe that their presence may lead to anti-social behaviour. Anyone who has been removed can be arrested if they return to the station within 24 hours.

■ 'one' Railway is to install automated ticket barriers on Platforms 8-10 at London Liverpool Street in a project costing £880,000. The work will mean that all platforms at the station will have automated barriers.

■ First TransPennine Express has introduced the Class 185 'Pennine' units onto North West services out of Manchester Piccadilly. The services to Barrow and Windermere saw the Class 185s take over from the Alstom-built Class 175 DMUs from 7 December. All of the currently sub-leased Class 175s are to be handed back to Arriva Trains Wales from the start of the new timetable on 10 December.

The look of tomorrow's Underground trains, today

Metronet Rail unveiled the look of tomorrow's new air-conditioned Tube trains on 6 December, which will run on four of the 12 lines on the London Underground.

Metronet joined London Underground (LUL) to launch its £3.1billion upgrade of the Metropolitan, Circle, District and Hammersmith & City lines. This will deliver at least a 25% increase in capacity, through a 15% reduction in journey times, more trains in the busiest sections and a greater capacity to the trains themselves. In addition, all Circle and Hammersmith & City line trains will have a seventh carriage added.

It is the first time that the four lines have undergone a complete fleet replacement. The new fleet will consist of 190 air-conditioned trains, which Metronet say will be more reliable and run more frequently.

The first of the new Bombardier designed MOVIA trains, to be built at Derby, are due to arrive in 2009 for the Metropolitan line, with the new trains being introduced to the Circle and Hammersmith & City lines in 2012 and the District line in 2013.

The trains will accelerate faster and operate on a new communication-based train control system, allowing them to travel closer together. An on-board customer information system will give details of stations coming up and real-time travel news, allowing passengers to replan their journeys if necessary.

London Underground Ltd and Metronet have additionally signed a £105 million deal for delivery of the seventh carriage to the Circle and Hammersmith & City lines, equivalent to an extra 17% capacity. LUL requested the 40 additional vehicles as part of a specified right under the PPP contract following passenger forecasts which predict the Circle line will be unable to cope with additional likely demand. Trains which operate the District line service between Edgware Road and Wimbledon will also benefit from the additional carriage.

In addition, a new signalling and control system, allowing trains to run faster and closer together, will be introduced with a new control centre, the location of which has yet to be decided.

ABOVE: How the exterior of the MOVIA trains will look when in traffic in 2009.
BELOW: The fresh, light and airy interior view of the new trains. The combined fleet will see use across the Circle, District, Metropolitan and Hammersmith & City routes. *Metronet Rail*

The signalling alone involves more than 2,000 miles of new cable, building over 90 new equipment rooms, replacing more than 1,000 signals and the commissioning, over eight years, of 50 separate signalling zones, including the extremely complex hubs of Baker Street, Earl's Court, Aldgate and Harrow.

The first phase of the signalling upgrade begins in spring 2007 at the north end of the Metropolitan line; the last section will be the Richmond branch of the District line, planned for 2015. Beacons are being installed every 100 metres along the track, which as part of the Distance-To-Go Radio control system will feed exact train positions into a new, state-of-the-art control centre, allowing trains to run faster and closer together. As a benefit of the new signalling system, these stations will have new customer information systems giving next train details.

Ancillary works depots at Neasden, Upminster, Ealing Common and Hammersmith and a number of sidings will be upgraded to accept the new fleet, and traction power will be improved.

Train frequency will increase from 28 trains per hour (TPH) on the south side of the Circle/District line to 34 TPH - a 21% increase - resulting in an interval between trains of less than two minutes (the interval will drop from 130 seconds to 105 seconds).

Improvement works underway at Lime Street

Merseytravel has started a £2million facelift for the interior of Liverpool Lime Street Station.

A key gateway for a large number of visitors to the city every year, the works include a series of improvements to the southern concourse of the station, including new flooring, the relocation of a glazed screen, new information screens, a relocated taxi rank, improved pick up/drop off point, extra cycle parking, extra seating and a new short stay car park with spaces dedicated for the disabled.

The improvements to the south concourse of the station, due for completion in May 2007, and separate to the external works being carried out by English Partnerships and Liverpool Vision, is part of Merseytravel's ongoing commitment to enhancing key stations in Liverpool city centre and across the wider region.

Network Rail, on behalf of Merseytravel, will carry out the work near to platforms 7, 8 and 9 of the station, over the next six months.

Plans include resurfacing the south concourse in slip resistant ceramic tiles and contrasting coloured flooring tiles will define the edges and seating areas. New 20 inch data display screens will provide clearer and more defined information for passengers.

The decorative glazed screen, currently forming a barrier in the south concourse of the station, will be relocated for better access to the platforms and to the Skelhorne Street entrance/exit of the station. This entry/exit is currently the highest used in the station, with more than 40% of all passengers using this facility.

The taxi pick-up/drop-off point for the station will be relocated from the existing Lord Nelson Street to the Skelhorne Street side of station and kerb heights will be also raised to provide level boarding, making taxis accessible to all users. Seven new dedicated drop-off and pick-up points will be created, including an extended point for rear loading blue badge holder vehicles.

The short stay parking area within the station will be improved and made fully accessible. Once completed it will include 29 spaces including four blue badge spaces. Cycle parking on the Skelhorne Street side of the station will also be improved, with the existing five cycle stands relocated inside the station and a further six stands built in, with heavy duty stands for motorcycles.

A Help Point and new seating will be installed along the route from the pick up/drop off point and short stay car park to the station's southern concourse, platforms and facilities, while additional seating will be installed at the south concourse of the station.

News In Brief

■ Merseyrail's Travelline has been named Britain's best call centre for the fifth year running. The 13-strong team obtained an overall score of 98%, which covered no less than 21 separate criteria.

■ Industry sources have suggested that a number of companies are currently looking to buy into FM Rail. No comment was available from the company, but *Railway Herald* understands a significant announcement could be expected within two months.

■ WBB Minerals has awarded EWS Construction a new contract to move silica sand from Norfolk to Yorkshire, as well as other services to Ayrshire. The contract will mean an extra 120,000 tonnes of product to be transferred from road to rail, with EWS Construction also providing road haulage for the final leg of the journey.

Advertising liveries for First ScotRail 'Turbostars'

A number of First ScotRail trains are set to become giant mobile billboards.

The trains are being made available for 'wrapping' in the livery of advertisers' choice next year under a deal with Viacom Outdoor.

It is the first time that the entire exteriors of First ScotRail trains will have been branded.

Only the company's Class 170s are involved in the deal, which will see them carrying the advertising vinyls. All three carriages can be 'wrapped' for 12 months.

Until now, only two First Scotrail carriages have ever received such high impact branding, for the VisitScotland campaign and a newspaper.

The number of trains made available on a commercial basis will be subject to demand.

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ABOVE: **The latest batch of Class 66/4 locomotives have now settled well into service. On 1 December, No. 66417 leads a waste service through Gilberdyke, bound for King George Dock at Hull, with classmate No. 66402 on the rear.** *Ron Cover*

MIDDLE: A sight not seen outside the confines of Selhurst Depot is the air-conditioning equipment for the driving cabs on Southern's refurbished Class 455/8 fleet. The module is designed to slide out from behind the front-end panel for servicing, as shown here on No. 455838 on 7 December. Alongside are Class 377 Electrostars Nos. 377130 and 377201. *Brian Morrison*

BELOW LEFT: Class 67 No. 67026 returned to traffic in late November after two years in store! By early December, the loco had found its way to Doncaster to take up duties as the GNER 'Thunderbird'. Recent Sundays have seen certain early morning services dragged via Leeds due to engineering work. Here No. 67026 passes Garforth on 3 December, with the diverted 09.34 Doncaster - Edinburgh Waverley service. *Ron Cover*

News In Brief

- Originally based in South Wales, 'cut-down cab' Class 08/9s, No. 08995 was moved to Doncaster TMD in late November, for a 'D Exam'. No. 08567 also moved to Doncaster for assessment.

- Class 43 No. 43300 *Craigentinny* entered traffic on 8 December, working the 09.30 Edinburgh - London King's Cross service.

ABOVE: **LMS 'Black Five' No.45231 climbs up the grade at Byfleet to join the LSWR main line with 'The Cathedrals Express' from London Victoria to Salisbury, Bath and Bristol on 5 December.** *Chris Nevard*

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
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)
23 Dec	Hertfordshire (BP)	2xFMR 47	London Waterloo-Clapham Junction-Reading-Newbury-Castle Cary-Yeovil-Weymouth (break/rev)-Bournemouth-Southampton-Romsey-Andover-Waterloo
28 Dec	Kingfisher	6024	(Ealing Broadway-Maidenhead-Reading-Didcot-Swindon-Chippenham-Bath Spa)-Bristol TM-Cheltenham-Worcester-Malvern-Hereford-Bristol TM-(and return)
29 Dec	Pathfinder Tours	tbc	Swindon-Chippenham-Bath Spa-Bristol Parkway-Cheltenham Spa-Barnt Green-Birmingham NS-Shrewsbury-Hooton Long Siding (rev)-Kirkby (rev)-Preston (break/rev)-Manchester Victoria-Crewe-and return
29 Dec	Vintage Trains	4965	Tyseley Warwick Road-Tamworth-Buron upon Trent-Loughborough and return

Key to tour listings:

BLACK	Charters expected to operate as booked.	**RED**	Tours cancelled by the operator
GREEN	Tours postponed to a future date by the operator	**WCRC**	Operated by West Coast Railway Company Traction
BP	Blue Pullman service	**ICMM**	InterCity Merrymaker

Location in (brackets) in a steam tour listing indicate a diesel or electric hauled section.
PLEASE NOTE: Not all pick up/set down points are shown. Please check with the operator before travelling any distance.

Cornish & Devon branch weekend

Past Time Rail has confirmed that its re-arranged Cornish and Devon Branch Line Week will operate from 25 March until 29 March 2007 to the same scheduling as proposed for last years trains.

St Ives is the obvious major attraction, which will be visited on 25 March, together with Falmouth Docks, followed by a trip to Par Docks and Newquay next day. Two trains should operate on 27 March to Bere Alston from Plymouth with another departure from Plymouth on 28 March for Carne Point and Parkandillack. The final day will feature a trip to Buckfastleigh.

Full details will appear in our full 2007 railtour listings on the *Railway Herald* website, click here.

Traction is expected to be BR Standard Class 4 'Mogul' No. 76079, although this is currently receiving a major overhaul at Ian Riley's works at Bury. Trains will be 'topped and tailed' with the steam locomotive sharing the workload with a Class 37 diesel. Bookings are now being taken by Past Time Rail which can be contacted at 0871 871 4119.

In a further significant move, Past Time has also extended the running season for its 2007 'Torbay Express' trains from Bristol to Kingswear. Trains are scheduled to operate on 10 consecutive Sundays from 8 July until 9 September.

Traction has yet to be announced but as with previous years, No. 6024 *King Edward I* will be a likely candidate.

The Week Ahead

The penultimate weekend before Christmas has three steam and three diesel-hauled tours on 16 December, making it one of the busiest of the year.

Railway Touring Company leads the way with a St Albans to York charter featuring No. 71000 *Duke of Gloucester* throughout. The train runs via the Midland Main Line and Barrow Hill.

Past Time's traditional pre-Christmas outing, its 'Christmas Chester Chuffer' which originates at London Euston, has No. 6201 *Princess Elizabeth* in charge, most likely from Bescot, and running via Stafford and Crewe to Chester. The return is via Wrexham and Shrewsbury.

Meanwhile, in the south-east, Steam Dreams 'Christmas Carol Cathedrals Express' from London Victoria to Chichester has No. 45231 for traction. Perhaps reflecting other commitments at this time of year, Kingfisher has cancelled its proposed circular working from Bristol with No. 6024 *King Edward I* due to lack of bookings.

The star diesel tour has to be Pathfinders 'Airean Raider' which features Class 50s Nos. 50031 and 50049 throughout from Cardiff to Leeds, running via Birmingham New Street and the West Coast route to Carnforth, where they will turn east for a rare Class 50 visit over the Little North Western route through Clapham and Giggleswick, eventually reaching Leeds via Hellifield and Skipton.

Also heading for Skipton is Hertfordshire's 'Blue Pullman', from King's Cross. Both trains offer options for the 'Grassington Dickensian Festival', while Pathfinder additionally stops at Keighley for the Keighley and Worth Valley Railway.

Heartland Rail has a 'Christmas Luncheon Mystery Tour' heading south from Gloucester and picking up as far as Bristol Parkway - and from there, only they know!

Earlier on 14 December, three trains are operating, all within the south-east, with the pick being a rare visit to Folkestone Harbour by Hertfordshire's 'Blue Pullman'. Steam Dreams has a 'Christmas Carol Cathedrals Express' with No. 71000 from Waterloo to Salisbury and Sherbourne while Past Time's 'The Downsman' is scheduled for a circular tour from London Victoria via Virginia Water, Woking and Guildford hauled by No. 34067 *Tangmere*.

Stable future ahead for Kingfisher

Kingfisher proprietor Roger Hardingham has expressed his frustration at the 'rumour mill' which currently surrounds Kingfisher Railtours, in view of the potential damage to the company's reputation that could follow.

He has outlined the problems Kingfisher has faced due to lost deposits on cancelled railtours (see *RH* Issue No. 62) and is now looking forward to a stable future with a varied but robust 2007 operating plan.

Finalised details are still to be confirmed but Mr Hardingham did indicate that he is looking to operate a series of tours with mainline returnee No. 850 *Lord Nelson* commencing in March.

He also has in mind trains to Southampton Docks and the West Somerset Railway, while in the north 'The Dalesman' will again operate between Hellifield and Carlisle on selected weekends, and not the preferred weekdays as the S&C remains closed to steam in mid-week due to pathing constraints.

The Cumbrian Coast looks set for a mini-revival with projected workings to Ravenglass and Sellafield over the May bank holidays.

Problems hit *King Edward I*

The failure of No. 6024 *King Edward I* at Bristol while being serviced between the steam sections of Past Time's Tonbridge to Bath charter on 2 December, resulted in the loco being piloted back to Willesden by a Class 67.

The problem was a battery failure that rendered the TPWS equipment inoperable. To compound matters, when approaching the outskirts of London while being piloted, a smell was detected which indicated a hot box problem. Examination revealed that the front left hand side box on the tender had overheated.

A new pad was produced while at Willesden, which was followed by a slow return to Old Oak Common. After a thorough check, only slight damage was revealed and a new bearing is to be made and fitted at Old Oak Common.

This is the first problem with a tender axle-box during the locomotive's preservation era. Unfortunately, the 'King' had to withdraw from te Railway Touring Company charter on 3 December from Paddington to Worcester, which ran with a Class 67 instead.

The locomotive is likely to be sidelined for only a short period of time and would have been ready for its next booked working for Kingfisher on 16 December, but that train has been cancelled. Its final working for 2006, again for Kingfisher, is on 30 December on a circular tour from Bristol via Worcester and Hereford.

BELOW: **Ex-GWR 'King' 4-6-0 No. 6024 *King Edward I* thunders through Shrivenham with the Willesden to Bath leg of Past Time Rail's 'The Christmas Great Western' charter from Tonbridge on 2 December.** *John Stretton*

ABOVE: Despite the fact that the TOC depicted by the livery no longer exists, it having been taken over by 'one' Railwaym, the Anglia Railway livery still continues to wander around the network! On 6 December, Class 47/7 No. 47714 enters the 'down' loop at Bromsgrove with the 10.00 Stoke Marcroft - Long Marston wagon move. The consist comprised 3 TDA tanks and 7 JNAs, which were destined for storage. In the background, in the 'up' loop, an unidentified EWS Class 66 prepares to bank a Class 60 on a South Wales - North East steel train up the Lickey incline. *Don Gatehouse*.

BELOW: DRS has moved two ex-Anglia Railways-liveried Class 86/2 locomotives from Immingham Rail Freight Terminal to Carlisle Kingmoor, where it is understood that they will undergo assessment before being returned to traffic for trials on DRS intermodal operations between Daventry and Mossend. The locos journey from North Lincolnshire to Cumbria was a two-part affair with the first leg from Immingham to York taking place on 27 November, behind Class 66/4 No. 66414. The second stage to Carlisle was undertaken the following day, and the two locomotives, Nos. 86218 and 86232 are pictured at Carlisle awaiting the road to Kingmoor behind the Class 66 on 28 November. *Nathan Williamson*

Cameron fleet move from SVR

In a joint announcement, the Severn Valley Railway and Mr. John Cameron have announced that ex-LNER Class A4 No. 60009 *Union of South Africa* and Class K4 No. 3442 (BR No. 61994) *The Great Marquess* are to leave the SVR for a new home in Scotland.

The location is widely believed to be at Thornton Junction, where there is a vacant depot which was used until recently by EWS. If Thornton Junction is the chosen location it has two major advantages being both mainline connected and close to Mr. Cameron's home in the nearby County of Fife.

No. 60009 is expected to head north following completion of its mainline commitments in December, while No. 3442 is due to move to the Churnet Valley Railway during December to commence running-in turns following completion of a major overhaul by the LNWR Works at Crewe and Ian Riley's Works at Bury. Still to be confirmed is what the support structure will be for the locomotives once in Scotland, especially if they are to be accommodated in an entirely new (to steam operations) depot.

Meanwhile, the departure of *Union of South Africa* leaves the SVR without an air-braked locomotive, which will be required to fulfil expected further visits from 'The 'Northern Belle' in 2007. Currently, this commitment seems likely to be covered by a visiting air-braked locomotive.

New supporters club for Great Central Railway

The Great Central Railway is on the look-out for people to join its 'Friends Of The Great Central Main Line' (FOGCML), the new supporters club for the Great Central Railway, which replaces the membership roles of the Main Line Steam Trust and 'Friends' loyalty organisation.

The new club is now open and brings the two former groups together, creating a single focus for people who want to support the railway.

The FOGCML will receive travel discounts on standard operating days, four copies of the award winning magazine *Main Line* and four copies of a news sheet. The line has set itself a high target of bringing back together the disparate memberships of various groups around the railway and encouraging new people to support it.

With FOGCML now created, the massive restructuring of the company, which began in March 2005 is practically complete.

Reconstruction of *Beachy Head* on the Bluebell makes progress

Work on the Bluebell Railway to reconstruct one of the Brighton Atlantic locomotives is making good progress.

A total of 11 locomotives were originally built at Brighton from 1905 onwards to a D. Earle Marsh design, originally by H. A. Ivatt, who was responsible for the Great Northern Railway designed Atlantic locomotives. The Southern Railway engines were a slightly modified design but basically the same. The 'H2s' were a superheated development of the original 'H1' class and had larger cylinders. The 'H2s' being introduced from 1911.

The final member of the class in traffic, was No. 32424 *Beachy Head* and the final working was a railtour on 30 April 1958 to Newhaven, following which the loco was withdrawn and later scrapped.

Unlike a number of the reconstruction projects currently underway, the Atlantic Project is to recreate a previously scrapped locomotive in the form of No. 32424 *Beachy Head*.

The idea for the project gained ground in 1987 when the Bluebell Railway purchased one of four GNR Atlantic boilers, which had been discovered at a firm in Mouldham, Essex, where they were being used for heating. With a boiler available, this formed the basis of the project to rebuilt a Brighton Atlantic. Progress was slow however, but in 2000, major strides began to be made.

Since then, all the driving and bogie wheels for the locomotive have been cast by Nortons in Sheffield and now await machining. The new mainframes for the locomotive have been constructed and cut by Corus and are now located in a purpose built shed at Sheffield Park.

The main effort has recently been concentrated on the tender. An ex-London, Brighton and South Coast Railway 'B2X' tender chassis was purchased from the group restoring Battle of Britain No. 34070 *Manston*, who in turn had purchased it from St. Leonards. The chassis is a Brighton product which therefore retains a link with the project. However, on receipt of the chassis, it only had two wheelsets! These have now been replaced and the rolling chassis now uses wheelsets from a 'C2X' tender. The tender has now been rewheeled and painted and current work is focusing on fitting the Westinghouse air-brake equipment. The main concentration next year will be to construct the tank.

Work on the engine is focusing on the frames, which are being drilled. The patterns for the stretcher bars are being produced by the Bluebell Railway's in-house pattern maker, who has also produced the patterns for the locos wheelsets and chimney.

Due to the price of steel continuning to rise a large number of parts are being accumulated in an effort to reduce the overall cost of the project, which was originally estimated at £300,000. The majority of the work is being done by volunteers in-house with the minimum amount of outside contracting being undertaken. The group expects that the final bill will top £500,000, but are well on their way to financing the entire project, with over £200,000 having been collected so far through donations and group member's standing orders.

Over the next 12 months, the group is aiming to machine and tyre the driving and bogie wheels for the engine. The hope is that in 2008, the frames will be sufficiently advanced to allow the wheelsets to be inserted to create a rolling chassis.

Any readers who are interested in sponsoring parts of the engine, or who would like to contribute to the costs through a standing order are encouraged to contact The Brighton Atlantic Project, c/o David Jones, 3 Nutley Mill Road, Shorecross, Pevensey, East Sussex. BN24 5PD.

ABOVE: How the Bluebell's reconstructed Atlantic will look. H2 class 4-4-2 'Atlantic' No. 32426 *St Albans Head* departs from London Bridge on 25 June 1952 with the 17.40 service to Newhaven. *Brian Morrison*