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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 74

Front Cover

A set of 12 TEA bogie tanks were moved from Gloucester Yard to Long Marston by Cotswold Rail's No. 47703 *Hermes* on 20 February. The working passes Norton Junction, where the crew took the single line token to proceed to Evesham and the Cotswold Line. *Don Gatehouse*

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Submissions

We welcome submissions from all readers, especially digital photographs. 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*. Where possible we always try to use news photographs taken within the production week of the publication date.

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National Rail Timetable

The entire UK National Rail Timetable is now available as a PDF download from the Network Rail website.

Produced in the same fashion as the printed version and ordered by table number, the current timetable is available by clicking here.

The railway by-laws and information for enthusiasts are also available online from the Network Rail website, by clicking here.

TOP: **Departmental two-car Class 101 No. 901002 departs Sheffield on 20 February, with a Derby-Inverness working! The unit was involved in various testing runs in the Highlands a few days later.** *Simon Cutts*
ABOVE: **Bubble car No. 977859 *Pandora* was used for a route learning trip on 27 February, working from Cardiff to Cwmgrach, Morlais and Onllwyn before running via the Swansea District line back to Cardiff. The unit crosses Clyne TMO (trainman operated) crossing on its return from Cwmgrach.** *Kevin Dancer*
BELOW: **Class 313/1 No. 313105 approaches Stratford mainline station where Silverlink Metro services on the North London Line now terminate instead of using the low level platforms as previously.** *Craig Leaper*

Points blamed following Cumbrian Pendolino crash

ABOVE: How the wreckage of Class 390 No. 390033 *City of Glasgow* ended up. Each of the front six coaches are numbered in this illustration, clearly showing how the train came to rest. Recovery work is expected to take days. *RAIB*

The driver of a Virgin Trains' Pendolino has been hailed as a hero following last Friday's rail crash in Cumbria.

The 17.15 London Euston - Glasgow Central service was well into its journey, travelling at around 90mph, when the accident happened on 23 February. Around 20.15, the train, worked by Class 390 Pendolino No. 390033 *City of Glasgow* left the track just south of Grayrigg Loops on the West Coast Main Line.

The interim report from the Rail Accident Investigation Branch (RAIB) states, "The leading carriage fell down the embankment to the west of the track turning through 180 degrees from its previous direction of travel. The second carriage ended up lying near perpendicular to the track on the side of embankment and the following carriages came to rest at various positions along the embankment. Carriages three to five ended up on their sides at the base of the embankment and the remaining carriages were at various positions either sloping or vertical on the side of the embankment." The above illustration indicates clearly how the train came to rest following the derailment and amazingly how the stucture of the coaches absorbed the forces involved.

The leading end of the second carriage hit and demolished an overhead line mast that caused damage to the vestibule area but not to the passenger compartment. The fact that few, if any, of the windows visible in the photographs have broken in the derailment, is testimony to the design of the stock. It is known that some of the windows on the left hand side of the second carriage have broken, but due to the lie of the remaining vehicles, accident investigators have so far been unable to ascertain the condition of the windows of coaches one, three, four and five.

Emergency services were quickly on the scene, along with two helicopters from the RAF, due to the remote location of the accident. One elderly lady lost her life in the crash, while five others, including the driver, were seriously injured, three of who are still critical. A further 17 people were also taken to hospital suffering less serious injuries, all of whom have subsequently been discharged.

Sir Richard Branson, founder of the Virgin Rail Group, paid tribute to the staff on board shortly after the accident saying, " Our greatest concern still remains the family of Margaret Masson and those who remain in hospital, including Iain Black, the driver of the train. Once derailed, it has become apparent that, as the train continued for a further 600 metres beyond the derailment, that Iain battled to slow the train down, and I have previously expressed my admiration for his efforts to try to avert a disaster. It has emerged over the weekend that the other three members of staff on board the train, Karen Taylor, Derek Stewart and Gordon Burns all behaved in an exemplary fashion, well beyond the call of duty. I understand that the on-board crew led many of our customers safely from the train, despite suffering minor injuries themselves."

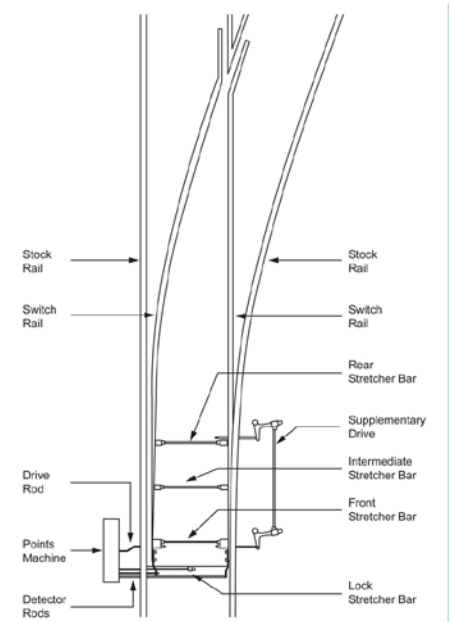
The initial RAIB report into the accident focuses on the facing points on the down main that form Lamrigg emergency crossover, located at milepost 24.20 (measured from Lancaster station).

On investigation of the lock and stretcher bars in the facing points one of the three stretcher bars was found to be missing and the bolts that secured the lock bar and another stretcher bar were not in place. Some of these bolts and the associated nuts and washers were found in the ballast, but others were not. RAIB say that there is no evidence that the bolts had been deliberately removed.

Two of the stretcher bars were fractured, although in the case of one, the nature of the damaged surface indicates that it may have been caused by the derailment. The surface of the other, however, suggests that it may have predated the derailment, although this will be confirmed by further analysis at a later date. As a result of these fractures, there was no complete stretcher bar in place between the switch rails immediately before the derailment, which meant that the left hand switch rail was free to move across close to the left hand stock rail while the right hand switch rail remained, correctly, against the right hand stock rail. (See the adjacent point diagram for further clarification.)

As a result of this, the initial investigation indicates that when the train approached the points, both switch rails were in contact or very close to the respective stock rail, setting the wheels of the Class 390 on a course where the track gauge narrowed, causing the bogie to ride up over the point and become derailed.

The remainder of the train suffered the same fate and at least five sets of wheels crossed on to the 'Up' road, the



RAIB

ABOVE: Having run south from Mossend yard as 'light engine', Class 86/6s Nos. 86609 and 86638 depart from York, with the Yorkshire Wheel in the distance, with a diverted Southampton - Coatbridge Freightliner on 26 February. The train had worked north from Southampton behind a Class 66/5 locomotive, with electric traction taking over at Holgate Sidings in York. *Marvin Peanuts*

southbound running line, during the derailment.

Responding to the initial finding of the RAIB, Network Rail Chief Executive, John Armitt said, "Network Rail is devastated to conclude that the condition of the set of points at Grayrigg caused this terrible accident. We accept the RAIB report in all respects. We would like to apologise to all the people affected by the failure of the infrastructure."

He continued by saying that Network Rail, " - now need to understand how the points came to be in this condition". A further detailed report from RAIB is to be presented in due course.

Once the RAIB and Police investigations have been completed, the accident site will then be handed back to Network Rail for the recovery of the train to take place. This work commenced on 1 March, once an area of hard standing and a temporary half-mile road had been constructed to the site.

There is considerable damage to be repaired, both to the track and the overhead line equipment. The plain line on both the 'Up' and 'Down' tracks from the points to the position where the train stopped was destroyed. The overhead electrification masts were brought down on the 'Down' line by the derailed carriages, and also severely damaged on the 'Up' line. Current estimates from Network Rail for the reopening of the line was provisionally 12 March, although this was described as a fluid date.

Once the train can be recovered, it is like to be removed to a secure storage location for further accessment of the repairs needed. The Pendolino set involved in the accident, Class 390 No. 390033 entered service with Virgin Trains in November 2003 and was reformed as a nine-coach train at the end of March 2004. The set has covered nearly three-quarters of a million miles in a little over three years.

In the meantime, while the West Coast Main Line is closed between Lancaster and Penrith, Virgin Trains West Coast services are terminating at Lancaster for a local coach to Oxenholme and Penrith, while passengers for Carlisle and stations north are being bused from Preston. All Cross Country services are terminating at Preston on the West Coast.

Once normal services are resumed, Virgin will obviously be a Class 390 set short. Although 46 sets are available for traffic each day, with a requirement for 45, the extra one being a spare Pendolino stabled at Longsight, Virgin is to make use of the Mk3 set, used prior to Christmas by the Class 87 locomotive on the 110mph Rugby - London - Birmingham - London diagram. It is expected that the set, hauled by a Class 90 locomotive hired from EWS, will commence operations on this diagram from 5 March, until further notice.

The other key passenger operator over the route, First TransPennine, is operating a shuttle service on the Windermere branch as far as Oxenholme, from where passengers can connect into a coach shuttle to Preston for onward travel to Manchester.

With the West Coast Main Line being a key freight artery into Scotland, the freight operators have been badly hit by the closure. A number of Freightliner Intermodal services have been diverted via the Edinburgh Suburbs and then down the East Coast Main Line (ECML), while DRS has operated its intermodal services north to Warrington, before turning east across the Pennines and using either spare paths on the Settle & Carlisle line or continuing across via Wakefield to York and then over the ECML.

BELOW: Direct Rail Services found its Daventry - Grangemouth train, operated for Stobart Rail/Tesco Supermarkets, diverted via the Pennines, Healey Mills, York and the ECML on 26 February. Here Class 66/4 No. 66415 departs from Healey Mills with the northbound service. *Mark Allatt*

Don't run the risk at level crossings message was "loud and clear" in TV broadcast says Network Rail

On 25 February, after months of waiting for a suitable broadcast slot, BBC Television's Top Gear programme showed the outcome of Network Rail's staged level crossing crash at Hibaldstow on the Barnetby to Gainsborough line, a route which is only used by scheduled passenger and freight traffic at weekends.

Network Rail says that the crash was a "unique event set up ... to highlight the dangers of level crossing misuse." The piece lasted five minutes, showed the point of impact and gave viewers a rough idea of how far the loco travelled before it came to a stop. However, the question has to be asked, whether the piece achieved its aim after the production team added the programme's own style of spin to the event.

Although the footage should hit home to any drivers tempted to ignore level crossing barriers, at no point did the presenter tell viewers not to take the risk or what the outcome might have been for anyone in the people carrier used for the demonstration. Your editor was left wondering how Mr Clarkson thinks the occupants of the vehicle would have faired had they been wearing high-visibility protective clothing, the message shown on screen directly after the impact being: "THINK! Always wear a high visibility jacket." Surely, the message of "THINK! Don't run the risk at level crossings." would have been far more appropriate?

Iain Coucher, Network Rail's Deputy Chief Executive, said prior to the broadcast: "Though light-hearted in tone, the message is serious: Don't run the risk at level crossings. Our people worked hard for months to safely plan this staged event and the results are breathtaking."

Railway Herald has asked Network Rail for its opinion on the broadcast, asking if they felt it gave the correct message and whether the months of hard work were worth it? A spokesperson for Network Rail, said "We worked with Top Gear on the staged stunt because its audience are the people we want to get to. In doing this we accepted that Jeremy Clarkson has his own inimitable style and would have his own take on the message. That said, the main message we wanted to get across – what can happen if a car misuses a level crossing – came through visually loud and clear, and the message was reinforced by Richard Hammond saying that people should not run the red lights at a level crossing."

Boost for City Line rail services

Merseytravel is to boost services on the busy City Line from Liverpool Lime Street to Wigan and beyond to St Helens, Warrington and Manchester, having acquired six cascaded Northern Rail Class 156s from Angel Trains to replace four ageing Class 142 'Pacers'.

Six key commuter services in the morning and evening peak periods will benefit from the additional stock with some trains increasing from two to four carriages. The first units will be delivered to the region within the next few weeks, but will need some maintenance before entering service, hopefully in May, when the '156s' will work many off-peak trains on the St Helens line, with services to Manchester Victoria and Manchester Oxford Road also strengthened. Around seven million passengers use the City Line every year.

Amec Rail sells rail interest

The engineering group Amec Rail has agreed to sell its 50% stake in Amec Spie rail systems to the French infrastructure company Colas, thus marking its exit from the rail sector.

The French company Spie that owns the other half of the business is also selling out to Colas. Amec Spie employs some 500 people in the UK and in 2005 generated revenues of £156 million, working on such projects as the ongoing West Coast mainline upgrade.

How this will affect the company's timber contract between Carlisle and Chirk and the proposed operation from the West Highlands is not yet known. Nobody from Amec Spie Rail was available for comment as we went to press.

Major investment for James Street

A £2 million package of improvements to Liverpool's James Street station has been given the go-ahead by the City Council.

Merseytravel is carrying out the works in partnership with Liverpool City Council, Merseyrail and Network Rail to improve facilities for both rail and bus passengers. Work will start in the summer and is due for completion by the end of the year.

The plans include widening the footpath outside the building to improve pedestrian access to and from the station, as well as waiting areas for bus passengers. A new canopy is to be built over the station entrance, giving the building more prominence with better weather protection for passengers.

Work planned inside the station includes a refurbished and extended booking hall, a fully accessible toilet for the disabled and a revamp of the external facade of the station building.

BELOW: The Fridays-only china clay service from Burngullow to Cliffe Vale on 23 February only reached as far as Bristol Stoke Gifford, where it was stabled awaiting a relief driver. The 'clays' are normally banked up the Lickey Incline early on a Saturday morning but the eventual forward working of this delayed service on 26 February, provided a rare winter opportunity to photograph the train in Worcestershire during daylight hours. No. 66067and its mixed consist of clays, all bound for Cliffe Vale, is shown well into the climb near Finstall, with classmate No. 66059 providing the banking assistance at the rear. *Don Gatehouse*

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ABOVE: Refurbished Southern Class 456 No 456006 at Streatham Hill on 26 February, in its special vinyl wrap, publicising the investment made by TfL in London's suburban stations. *All: Brian Morrison*

TfL wraps Southern Class 456 in City of London vinyl!

To highlight Transport for London's (TfL) £32 million investment to make London's suburban stations safer, refurbished Southern Class 456 No. 456006 has been uniquely vinyl wrapped to show an aerial view of the City of London from end-to-end of the two-car unit.

The London Mayor, Ken Livingstone, visited Streatham Hill station on 26 February, to view the £4 million CCTV Control Centre that allows monitoring of all Southern stations in and around the capital, 24 hours a day, seven days a week and 365 days a year, and is in direct contact with British Transport Police. So far 162 stations have received new and upgraded CCTV, Help Points and better lighting, and another 54 stations will be added to the list when TfL takes control of the North London line in November as the first part of the 'London Overground' network.

LEFT: Part of the vinyls showing an aerial view of the City of London on No 456006, including the River Thames and Tower Bridge.

BELOW LEFT: Refurbishment of all 24 Southern Class 456s has now commenced, six having been returned to traffic so far with an upgraded interior that sees new flooring and a blue moquette on the seats.

BELOW RIGHT: A small section of the Streatham Hill CCTV Control Centre, where all 50 Southern stations are in view 24 hours a day.

LEFT: With their removal from Class One passenger trains, the majority of the ex-'one' railway DBSO vehicles have been stored as they are surplus to current requirements. However, three have been moved to Derby - Nos. 9702, 9708 and 9714. These vehicles are to be modified at Derby to allow them to work with the loco-hauled test trains, currently operated by 'topped and tailed' Class 31s or 37s. The use of the DBSOs on these trains will reduce the locomotive requirement for Network Rail and SERCO. On 27 February, Nos. 9708 and 9714 are pictured at Derby. *Ken Parker*

ABOVE: Following the accident at Grayrigg, only one service northbound and one southbound is dragged daily between Carlisle and Preston, these being the 04.33 Carlisle - London Euston and 19.46 London Euston - Carlisle, which are hauled by a Class 57/3 via the Settle & Carlisle line. On 1 March, Class 57/3 No. 57312 *Virgil Tracy* awaits departure time from Preston with Class 390 No. 390045 *Virgin Valiant*, bound for Carlisle. The move provides the opportunity to change sets at Carlisle, hence alternating for maintenance purposes, the Pendolino's which are stranded in Scotland. *Mark Bearton*

Northern Rail vinyls first Class 158 unit

Following the work that has taken place to refurbish and relivery the Class 155 and 321 units for West Yorkshire, together with the relivery of several Class 150 and 156 DMUs, Northern Rail has now started to brand its Class 158 DMUs in the company colours, Class 158 No. 158787 being the first.

RIGHT: The graphical branding on the side of Class 158 No. 158787. *James Taylor*

Duke of Gloucester brings steam revival for Cumbrian Coast

The entire Cumbrian Coast line saw the return of a steam hauled passenger train on 24 February.

East Lancashire Railway-based BR Standard Class 8 4-6-2 No 71000 *Duke of Gloucester* took charge of a Manchester Victoria - Carlisle charter heading northbound over the route, with Class 47/4 No. 47826 on the rear.

A late change, as a result of the accident at Grayrigg the previous evening, saw the charter return steam-hauled on the Cumbrian Coast rather than its booked route of the West Coast Main Line, providing the first southbound run of a charter train over the coast line in several years. Further diesel hauled trips are planned to operate later this year.

TOP: **Although the weather conditions could have been better, it certainly did not hamper the performance of the locomotive. Here, No. 71000 passes Crosby Village bound for Carlisle.** *Peter Kellett*

MIDDLE: ***Duke of Gloucester* leaves Workington after its scheduled water stop.** *Fred Kerr*

LEFT: **The train skirts the scenic section of the Cumbrian Coast line through Parton.** *Peter Kellett*

Cotswold purchases Steamy Affairs!

The rapid change in the railway charter business took another turn on 28 February, with Cotswold Rail's announcement that it had acquired Kings Lynn-based Steamy Affairs.

This gives Cotswold access to the significant client base of Steamy Affairs which has been growing its business in East Anglia and the South-East over recent years. Allied to Cotswold's existing Heartland-operation and the recent acquisition of the 'Blue Pullman' coaching stock, this now positions them as a significant player in the rail charter business. The key is that the company now has an alternative means of selling its own tours using its own fleet of coaches and being hauled by its own locomotives.

Also, as holders of an operating licence, Cotswold has a real edge as the business can manage their costs much more effectively, as virtually the whole operation from inception of the tour to delivery can be kept in-house. It also means that Cotswold Rail can be very competitive on pricing and will be announcing plans in more detail shortly, which should make for very interesting reading.

Pathfinder heads to Dean Forest Railway

Pathfinder plan to achieve two 'firsts' on 22 April, by taking steam along the Sharpness branch for the first time in 40 years and being the first operator to work through to Parkend on the Dean Forest Railway.

BR Standard Class 4 No. 76079 will provide the traction, commencing at Cardiff and picking up at Newport, Cam and Dursley and Gloucester via the Severn Tunnel. The tour then proceeds to Lydney to gain access to the Dean Forest Railway for a through working to Parkend, the DFR's new northern terminus which opened last year.

The train then returns directly to Gloucester for a break, before two return workings along the Sharpness branch are undertaken. Following which, the return to Cardiff is via the direct route through Chepstow. There are a number of travelling options, and for more details go to www.pathfindertours.co.uk or telephone 01453 835414

BELOW: Ex-Great Western Railway 'Castle' No. 5051 *Earl Bathurst* climbs towards Patchway Tunnel, near Bristol , with Past-Time Rail's 'St.David's Day Express' from Swansea to London Paddington on 1 March. *Chris Perkins*

'Lizzie' for S&C duty

Past Time is to return to the scenic Settle and Carlisle line in style during June with four tours planned.

The first train is booked to operate on on 9 June, with the remainder running on the three successive Saturdays. All feature 'Princess Royal' No. 6201 *Princess Elizabeth* which will operate alternatively northbound from Preston (9 June from Reading & 23 June from St.Albans) and southbound from Carlisle (16 June from Lincoln & 30 June from Gloucester).

The Week Ahead

Pathfinder has another sell-out on 10 March with their double-headed DRS Class 20-hauled 'Twenty-Twenty Vision' from Crewe to Sizewell (NR limit).

The tour runs via Birmingham New Street, Nuneaton, Leicester and Peterborough to Ipswich via Bury St. Edmunds. At Ipswich the train reverses before taking the singled-East Suffolk line to Saxmundham where the train will access the branch to Sizewell. A short break is planned at Saxmundham on the return, prior to heading for Cambridge, again via Ipswich and Bury St. Edmunds, where the train will again reverse to head back to Crewe via Ely and the outward route.

There are two steam charters on 10 March, the first being Past Times' tour from Hereford via Bristol Temple Meads to Minehead featuring the SVR-based 'Manor' No. 7802 *Bradley Manor.* The train positions the locomotive at the West Somerset Railway for its Steam Gala that takes place over the following two weekends. No. 7802 is also booked to haul the return as far as Bishops Lydeard, where diesel traction will take over for the run back to the train's point of origin, Birmingham New Street.

The second steam outing is behind No. 71000 *Duke of Gloucester* and is the Railway Touring Company's second 'Cumbrian Coast Pullman', which commences at Leeds and runs via Manchester Victoria to Preston where the steam section both commences and terminates.

Following the derailment at Grayrigg, which caused the first working on 24 February to be diverted to run both ways steam-hauled around the coast route (see separate story) it is unclear at the moment whether the mainline over Shap will have re-opened in time to permit this tour to return by the direct route or whether the train will again return via the Cumbrian Coast. Hopefully, we will be able to confirm the situation in next week's issue.

Hertfordshire, under the Victa Westlink banner, also has a charter on 10 March, although at present it is unclear exactly which stock will be used. Interestingly, the company is now marketing these trains as 'Pullman' services, rather than the 'Blue Pullman' previously used.

Hertfordshire's arrangement with Riviera was due to expire on 1 March, and it is understood that discussions are ongoing with Riviera about providing resources for tours in the future, although at this time, no agreement is in place. It is hoped that a definitive update can be provided next week.

Whatever stock is used, the train will commence from London King's Cross and run via Doncaster and Wakefield Kirkgate on the outward section to the Yorkshire town of Hebdon Bridge, while the return trip is via Todmorden, Rochdale, Manchester Victoria and the Standedge route. Motive power for the train will no doubt feature Class 47s, although which remains to to be seen.

ABOVE: **The Diesel Traction Group's Class 52 'Western' No. D1015 *Western Champion* was renamed and renumbered for a charter from London Victoria to Okehampton via the South Western mainline on 24 February. Here, running as No. D1046 *Western Marquis*, the train heads past Potbridge near Winchfield, with the Western Southwestern tour.** *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.** *With the winter period, our weekly railtour listings have been extended to provide details for the next four weeks.*

Date	Operator	Traction	Route
03 Mar	Past Time Rail	6024	Bristol TM-Newport-Cardiff Central-Bridgend-Neath-Carmarthen and return
03 Mar	Pathfinder Tours	40145	Crewe-Stoke-Derby-Burton-B'ham NS-Jersey Marine-Llandrindrod Wells and return
03 Mar	RTC	4771	'The Great Central': (London KX-Potters Bar-Stevenage-Huntingdon)-Peterborough-Lincoln-Barnetby-Immingham-Gainsborough Central-Deepcar-(and return)
03 Mar	Northern Belle	EWS Class 67	Manchester-Crewe-Birmingham International-London and return
10 Mar	Hertfordshire (P)	2xRiveria 47	London KX-Peterborough-Doncaster-Wakefield Kirkgate-Hebdon Bridge (break)-Todmorden-Manchester Victoria-Staleybridge-Huddersfield-Wakefield & return
10 Mar	Past Time Rail	7802	(Birmingham NS-Kidderminster-Worcester Foregate Street-Ledbury)-Hereford-Bristol TM-Minehead (break)-Bishops Lydeard-(and return)
10 Mar	Pathfinder Tours	2xDRS Cl.20	Crewe-Bham New St-Nuneaton-Leicester-Peterborough-Ipswich (rev)-Leiston/Sizewell (to NR limit)-Saxmundham-Cambridge-Peterborough and return
10 Mar	RTC	71000	'The Cumbrian Coast Pullman': (Leeds-Huddersfield-Manchester Victoria-Wigan)-Preston-Sellafield-Workington-Carlisle (break/rev)-Shap-Preston-(and return)
17 Mar	Hertfordshire (P)	2xRiveria 47	Southend Central-Basildon-Upminster-Barking-Stratford-Bath-Bristol TM and return
17 Mar	Hertfordshire	2xRiveria 47	Guildford-East Croydon-Kensington Olympia-Finsbury Park-York and return
17 Mar	Past Time Rail	6201	(Euston-Coventry-B'ham Int-Crewe)-Preston-Shap-Carlisle-Shap-Preston (and return)
17 Mar	RTC	60009	London KX-Potters Bar-Stevenage-Peterborough-York and return
17 Mar	Vintage Trains	6024	Solihull-Dorridge-Didcot (break)-Swindon-Worcester Shrub Hill-Kidderminster-Birmingham Snow Hill-Tyseley Warwick Road
18 Mar	Heartland Rail	CR Class 47	From Gloucester (Luncheon Circular)
22 Mar	Hertfordshire (P)	2xRiveria47	London Euston-Blackburn-Hellifield-S&C-Carlisle-Shap-Crewe and return
24 Mar	Compass Tours	86101/2xCl47	Carlisle-Crewe-Holyhead and return
24 Mar	Hertfordshire	2xRiveria47	Sheffield-Burton-Tamworth-Barnt Green-Minehead and return
24 Mar	RTC	60009&71000	60009:Mill Hill B'way-Bedford-Melton Mowbray-Toton-Barrow Hill-York and return
24 Mar	Steamy Affairs	6201	(Watford Jct-Rugby-Coventry-Stafford)-Crewe-Shap-Carlisle-Shap-Crewe (and rtn)
24 Mar	Vintage Trains	50031	Tyseley Warwick Road-Nuneaton-Leicester-Loughborough-Durham-Newcastle
25 Mar	Past Time Rail	45407/Cl. 37	(Par-St. Austell-Truro-Falmouth Docks)-(rev)- Falmouth Docks-Truro (rev)- (Truro-Penzance) (rev)- Penzance-St. Ives-(rev)-(St. Ives-Penzance) (rev)-Penzance-Par
26 Mar	Past Time Rail	45407/Cl. 37	Plymouth-Par-St. Blazey (rev)-(St. Blazey-Par Harbour) (rev)-Par Harbour-St. Blazey (rev)-(St. Blazey-Par)(rev)-Par-Newquay (rev)-(Newquay-Par-Plymouth)
27 Mar	Past Time Rail	45407/Cl. 37	(Plymouth- Bere Alston) (rev)-Bere Alston-Plymouth Friary) (rev)-(Plymouth Friary-Plymouth) Two round trips

Key to tour listings:

BLACK Charters expected to operate as booked.
GREEN Tours postponed to a future date by the operator
P Hertfordshire Pullman service
RED Tours cancelled by the operator
WCRC Operated by West Coast Railway Company Traction

(Locations) in brackets on a steam tour listing indicates 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.

'Black 5' heads for Cornwall

The fast-track overhaul of BR Standard Class 4 No. 76079 is proceeding at a pace, but unfortunately it seems, not fast enough to make the locomotive available for Past Time Rail's Cornish and Devon branch line programme later this month.

However, Ian Riley's other locomotive, 'Black 5' No. 45407 will be used on all the scheduled steam-sections of the proposed itinery, which commences on 25 March with visits to Falmouth Docks, Penzance and St. Ives.

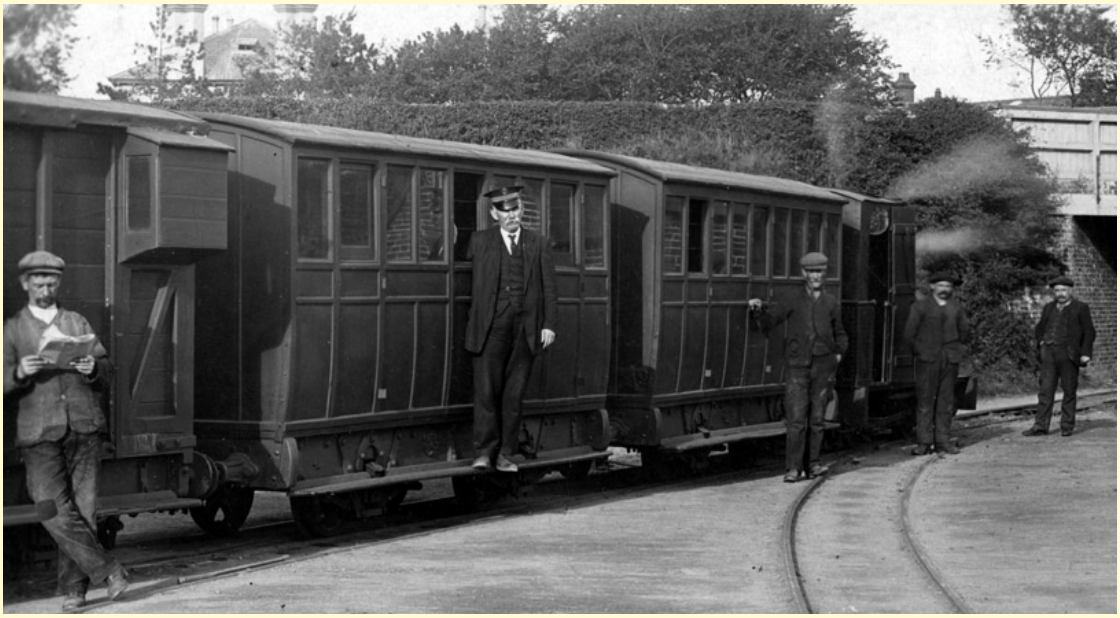
However, although not being available for Cornwall, No. 76079 should be ready in good time for the return of steam to Pwllheli which Past Time plans for 20 May; the loco is booked to take the train forward from Shrewsbury.

With speculation rife as to the fate of the proposed West Coast operations between Machynlleth and Pwllheli, this at least means steam will make an appearance on the Cambrian this year.

Class 66 wanderings

ABOVE: Diverted from the WCML because of the Grayrigg accident, DRS Class 66/4 No. 66411 *Eddie the Engine* heads through a wind and rain-swept Kirkby Stephen on the Settle & Carlisle line with the Daventry - Grangemouth Tesco Express service. This is believed to be the first time that the Stobart Rail-liveried locomotive has worked over the Settle & Carlisle route. *Andrew Naylor*

BELOW: Freightliner Heavy Haul's Bardon Aggregates-liveried Class 66/6 No. 66623 visited Scotland on the 23/24 February, being used on permanant way work in the Carnoustie area. The locomotive is seen awaiting the lifting of a possession near Dundee before continuing south with an Arbroath to Millerhill 'spoil' working. A total of four Class 66s from Freightliner were used on the work, the others being Nos. 66509, 66510 and 66566. *Jim Ramsey*



ABOVE: Talyllyn Railway guard Jacob Rowlands pictured with other railway staff at Tywyn Wharf Station. *Talyllyn Railway Collection*

85th Birthday train for guard's grandson

The Talyllyn Railway operated a special train service on 4 February to celebrate the 85th birthday of retired consultant anaesthetist, David Rowlands.

He chose the Talyllyn for the event as his grandfather, Jacob Rowlands, was the Railway's guard until 1928. Born in 1858, Jacob initially worked in Bryn Eglwys quarry, but his wedding certificate of 1886 showed his occupation as "Railway guard", a post he held until his death in 1928. He is thought to have been the only employee on the line to be provided with a proper uniform.

Mr Rowlands had no fewer than 14 direct descendants of Jacob travelling with him in the carriages used by his grandfarther when working on the line during the reigns of Queen Victoria, King Edward VII and King George V.

Hauled by No. 4 *Edward Thomas*, the train departed Tywyn Wharf station at 11.00, shortly after the past and present combined for the 'right away', which was given by Jacob's great granddaughter using the technology of a mobile phone while she was at work at a hospital in Kabul, Afghanistan!

Talyllyn progresses with winter overhaul programme

The Talyllyn Railway is currently carrying out winter repairs and overhauls of its locomotive fleet.

Work is nearing completion to overhaul locomotive No.1 *Talyllyn*. The valve gear overhaul has been completed and the boiler hydraulically tested. By the end of January the boiler was nearly ready for refitting into the frames.

When stripped for its cold exam, No.2 *Dolgoch* revealed a rivet in the rear firebox seam that had been leaking and had subsequently cut a deep groove through the copper plate. This requires repairing before the boiler can be steamed and a repair procedure has been agreed with the boiler inspector.

No. 3 *Sir Haydn*, has been retubed and passed both its hydraulic test and cold inspection. A bronze regulator valve previously fitted is worn out and has not been a success, so a cast iron version has been fitted in place of the existing one.

No. 4 *Edward Thomas*, passed both its cold and steam tests and is now in regular use.

No. 6 *Duncan* required a modification to the oil pipes leading to the axle boxes to prevent them fouling the spring pin brackets; the work was undertaken in December. The ride behind the locomotive has been considerably improved following an experimental modification to the draw gear.

Finally No. 7 *Tom Rolt*, was also stripped for, and passed its cold exam. Before the steam test the rear and side mud doors were built up and the openings tidied up; the loco then passed its steam test and is available for use when required.

Reconstruction heads south

RIGHT: **Work on restoring the Welsh Highland Railway is continuing with the rails now through Beddgelert Forest. Work is underway on preparing the trackbed and station area on the site of the old Beddgelert station, on which the concrete base for the original water tower (on the right in this picture) still stands. A safe walking area has been created alongside the worksite to protect walkers from the work that is currently taking place. Trackwork is due to be laid here by early Summer this year.** *John Stretton*

Visitors for MHR gala

The Mid-Hants Railway will hold its Spring Steam Gala over 2-4 March.

The event sees the resident steam locomotive fleet supplemented by visiting ex-LSWR 'Well Tank' 0-4-2T No. 30585, ex-LB&SCR 'Terrier' No. 662, ex-LB&SCR 'E4' No. 32473 and ex-GWR 'Small Prairie' No. 5542.

The full working timetable for the gala weekend is available through the railway's website, or alternatively by clicking here.

Streamlining update

In a letter to 229 Club members, Chairman Donald Heath confirms that work on the tender of *Duchess of Hamilton* is now complete and that the task of fitting the skirts is advancing.

The next move will be to remove the front bufferbeam so that the complicated task of dealing with the front-end casing can commence. Because the front doors to the streamlined casing are of a complex design, this job is to be put out to contract.

During the course of the work it was found that the cab was out of position and had to be eased back into place. Also, as the existing cab pipe work is both "worn and battered" the decision has been made for it to be replaced.

The need to go out to contract for the fron doors and the failure to find a sponsor to supply steelwork for the project means that it is running over budget by between £10,000-£20,000 and a further appeal for funds is likely.

229 Club members and partners through the *Steam Railway* magazine appeal will have the opportunity to view work to-date at a special event to be held at Tyseley in May

The locomotive is due to move back to York later this year.

ABOVE: A perfectly lit Class 56 No. 56098, carrying a version of the Railfreight red-stripe livery, stands in the platform at Wansford on the Nene Valley Railway with a mock engineers train during an evening photographic session. The railway has a major diesel gala event planned for this weekend, 3-4 March, with triple-headed Class 56s and Class 14s featuring! The line up includes Nos. 08484, 31271, 33065, 56003, 56057, 56098 and 66718 together with D306,D9516, D9520 and D9523 and the lines resident Class 117 DMU. *GWOT*

Churnet Valley volunteers complete restoration of heritage wagons

Volunteers on the Churnet Valley Railway have recently completed the restoration of two wagons.

The first is a 14-ton Esso tank wagon No 2305, built by Charles Roberts of Wakefield in 1944 for use by the Petroleum Board as an Air Ministry lubrication car and given the LMS number 164490. After the war it was taken over by Esso, eventually becoming a static storage tank at Trafford Park Depot. It was donated to the railway, arriving at Cheddleton in 1981. Restoration has taken nearly two years and the wagon has been completed in the pre war livery of W. Walker & Sons, a well known local oil distributor based in Hanley, Stoke-on-Trent.

The other vehicle is an LMS 20-ton Goods Brake Van No 731790. Built at Wolverton in 1944 and given extra braking adhesion with concrete-filled under floor ballast. This brake van has been fitted with through vacuum and air pipes. It was purchased from BR Chester in 1996 by several volunteers and has been restored over a six month period, being finished in LMS bauxite livery.

ABOVE: The two restored wagons, Esso tank wagon No. 2305 and LMS brake No. 731790 are pictured at Cheddleton with one of the railways diesel shunters. *David Gibson*

North Norfolk carriage sheds take shape

The new carriage sheds are taking shape at Bridge Road, Kelling, on the North Norfolk Railway.

These buildings are being funded by a generous £300,000 Heritage Lottery Grant to house the railways unique LNER Gresley Quad-Art suburban set that is currently under restoration at Carnforth and which is due back on the line later this year.

As well as the Quad-Art set these sheds will hold most of the railway's historic coaching stock.

RIGHT: The progress on construction of the new carriage sheds is clearly visible on 17 February. *Steve Allen*

ABOVE: EWS Class 66 No. 66071 is pictured at work in France, near the village of Surat, about 15kms north-east of Riom, on the Vichy-Riom line on 23 February. The locomotive is working a train of mineral water - one of Euro Cargo Rail's recently acquired contracts that was previously operated by SNCF. *Dr William E. A. Davies*

Class 66 design passed for Romania

The EMD JT42CWRM design of locomotive (known in the UK as Class 66) has obtained certification for operation in Romania.

The country becomes the 10th area that the type is now certified for, following the United Kingdom, Germany, the Netherlands, Belgium, Luxembourg, Norway, Sweden, Denmark and Poland.

As Romania has just recently joined the European Union, the certification of the Class 66 marks the opportunity for EMD to contribute further to the integration and economic improvement of this new member state. Romania has been noted as an important access route from East to West as part of the European Union's Trans-European Network strategy.

The Romanian certification comes just on the heels of EMD's acquisition of Turner Diesel Ltd's rail services business focusing on EMD locomotives, now called Electro-Motive Services International Ltd. A UK company, Electro-Motive Services International Ltd focuses on supporting EMD locomotives with comprehensive spare parts and maintenance services.

ABOVE: *Railway Herald* **reported several weeks ago on the accident in Switzerland on 6 January in which a locomotive was involved in a landslide derailment in Valindas Sagogn, South Switzerland. The loco, GE4/4 class No. 632, hit four concrete pylons holding up a snow shelter, which then collapsed on top of the locomotive. No. 632 is currently languishing in the the Rhaetian Railway depot at Landquart, seen in late January. The extensive damage to the locomotive is obvious. It is understood that No. 632 is currently awaiting a decision as to its future.** *Brian Henton*

Loco order placed

Italian Railways have ordered a further 150 E464 electric locos from Bombardier.

Currerntly 350 out of a total order of 538 E464s are in traffic in Italy.

Taiwan bullet train complete

The final section of Taiwan's new high-speed rail link was officially launched for passenger use on 2 March according to media source NewsAsia.

The route links Taipei with major cities in the central and southern areas of the country.

The final section from Taipei to Panchaio should have been opened with the remainder of the route in early January, but was delayed pending a separate evaluation.

The first train departed from Taipei at 06.50, arriving 100 minutes later after completing the 345 kilometer journey.

The initial public response to the service has been enthusiastic as more than 80,000 tickets were sold in the first 10 days!

The new service will cut the previous journey time of four-and-a-half-hours between Taipei and Kaohsiung by three hours.

LEFT: In early February, the Danish Railways (DSB) ran a farewell tour to the second generation of S-Train stock, used around Copenhagen. Here the train is pictured at Alberstlund, complete with front decoration. *Eric Gagla*

Freightliner expands operations as FPL takes to the rails

In 2005 the Freightliner Group saw what it considered was an opportunity to expand into the European market. Freightliner Poland (FPL) was the result, a company set up to investigate the viability of a number of potential markets for Freightliner's services.

Reality came a step closer in August 2006 when the company signed track access agreements with Polish Railways (PKP) and received access to all standard gauge public access railway routes.

FPL is set to begin revenue-earning operations by the end of the first half of the year. Its headquarters have already been established in Warsaw and personnel are currently being sourced from within Poland.

Motive power for the new company will follow the same lines as the UK operation, with traction being standardised on the Electro-Motive Diesel Inc. Class 66 design, or type JT42CWRM.

Freightliner Poland has made an investment of seven low-emission Class-66 locos for its new European operations, leased from Angel Trains. The locomotives are to be known as Class 29 in Poland and will be capable of operating within both Poland and Germany.

In addition to the locomotives, FPL has also invested in 432 wagons, totalling £30 million. FPL will therefore become the first private freight operator in Poland to utilise exclusively new rolling stock.

ABOVE: Awaiting shipping to Europe, Freightliner Poland Class 66, temporary number EU03, is seen in the coldness of Canada in January. All four of the FPL locomotives delivered in early February were shipped without cab fittings, this being the reason why the marker and tail light positions are blanked off. These will be fitted along with the internal cab equipment in the Netherlands. *Angel Trains*

The wagons, for use on coal workings, will be the first of their kind to be used and have been constructed by Greenbrier, in Poland.

The first sight of the new locomotives for the company's European arm was obtained on 6 February, when the Jumbo Shipping vessel, *MV Fairload*, called at Newport to deliver Freightliner Heavy Haul's latest two Class 66/6s Nos. 66623 and 66624. Also on board were the first four locomotives for FPL, initially numbered EU02-EU05, works numbers 20058725-002 through to 20058725-005.

The ship continued to Rotterdam, where the locos were unloaded, along with two other Class 66s for another European operator.

The Freightliner locomotives are currently located in the Netherlands, having the cabs fitted out, as all four were shipped without cab fittings. Once complete they will be tested by Nedtrans, before moving to Poland.

Coal is not the company's only aspiration in Poland however, currently FPL are looking at the aggregates market as well and hope to be able to expand business to include destinations in southern and central Poland as well as the Gdansk-Warsaw corridor in the north.

FPL is also in the process of concluding an agreement with a partner in Germany to operate cross-border traffic.

Freightliner Poland and Freightliner will operate as separate entities and there are no immediate plans to integrate the two business on a port-to-port logistics scenario.

With three Pan-European corridors running through it, Poland is an important transit territory. It has the third largest rail network in Europe and is one of the world's largest exporters of coal.

It certainly appears that the international and cross-European barriers are starting to fall with both EWS, in the form of Euro Cargo Rail and Freightliner now operating within Europe; French-operator SNCF is looking to obtain a safety case to operate freight services in the UK.

LEFT: One of the new Greenbrier-built wagons for Freightliner Poland. These vehicles will be used on FPL's European coal trains. *Freightliner*

TURNING THE CLOCK BACK

Battledown Flyover on 8 September 1952

Brian Morrison looks back to the sights of a typical day at Battledown in the late summer of 1952

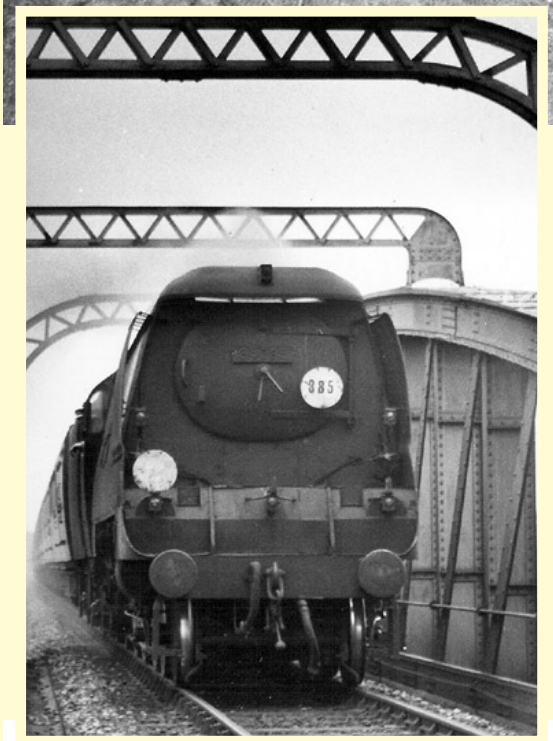
Unlike the majority of locations in the United Kingdom, the Battledown viaduct site at Worting Junction, Basingstoke, has hardly changed at all over the past half century, apart from the motive power, of course!

Today the passenger services consist mainly of Desiro EMUs to Bournemouth and Weymouth and Turbostar DMUs to Salisbury and Exeter.

The reasonably extensive freight

ABOVE: The 11.05 train from Bournemouth West to Waterloo crosses Battledown viaduct on the day, headed by Battle of Britain Pacific No. 34109 *Sir Trafford Leigh-Mallory*. The viaduct carries the 'up' Bournemouth line flyover, the track in the foreground being the 'down'. The two lines curving under the viaduct are the Southern Region mainline to the West Country.

RIGHT: Leaking smoke from nearly everywhere that it shouldn't, 1914-built Urie ex-LNWR Class H15 4-6-0 No. 30485 crosses Battledown viaduct with a passenger service from Bournemouth West to Waterloo.



workings are mainly in the hands of both EWS and Freightliner Class 66s, relieved by one or two Class 57s.

On this particular day in 1952, however, most of the passenger turns were in the hands of the then unrebuilt Bulleid Merchant Navy, West Country and Battle of Britain Pacifics with a few Lord Nelson and 'King Arthur' 4-6-0s thrown in for good measure, as well as a smattering of both 'H15s' and 'S15s' and a Bulleid/English Electric Diesel No. 10201.

The freight was exclusively 4-6-0 hauled on the day with everything in the hands of the prolific Class H15s and S15s and one or two headed by 'King Arthurs'.

ABOVE: Heading a typical Waterloo-West Country express of the day, Merchant Navy Pacific No. 35021 *New Zealand Line* is about to round the curve under Battledown Viaduct at a fair turn of speed hauling 11 coaches. The first three in the consist are set No. 963, the first coaches to have been designed by Bulleid.

LEFT: On the viaduct, West Country Pacific No. 34096 *Trevone* heads for Waterloo with an express from Bournemouth West.

BELOW: Introduced in the previous year, Bulleid/English Electric 1,750hp Diesel Electric 1 Co-Co 1 No. 10201 rounds the curve beneath the viaduct, powering the 13.00 Waterloo-Plymouth train, a regular working for one of two 6P/5F diesels at this time; the third member of the class was a modernised 2,000hp version of the first two and was introduced in 1954. The locomotives were constructed at Ashford Works, and as far as the machinery was concerned, were generally similar to the 1,600hp LMS Co-Co Nos. 10000 and 10001. The Southern machines were withdrawn from service in 1963 and broken up at Cashmeres in 1968.

EWS Class 66/0 No. 66198 thunders past the limeworks at Melton Ross in North Lincolnshire with a trainload of bogie HTA wagons conveying imported coal from Immingham Docks, to one of the Aire Valley power stations on 26 February. One of the last remaining stretches of track still in-situ on the formation of the old 'Up' slow line can be seen on the far left. *Richard Tuplin*