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The Railway Herald

20 April 2007 Issue 80

The complimentary UK railway journal for the railway enthusiast

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The Railway Herald
Issue 80

Front Cover

Class 66/0 No. 66018 passes Harris Croft, Wootton Bassett, on 13 April with the 12.06 Washwood Heath - Southampton diverted intermodal, due to engineering at Basingstoke. *Matt Turner*

Back Cover

Its First Group livery provides no hint to its previous operator - Hull Trains - as Class 170/3 No. 170395 approaches Blackford on 10 April, with the 08.42 Aberdeen - Glasgow Queen Street service. *Richard Tuplin*

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Don't miss our supplement on 'The Great Britain' on Monday 23 April

Submissions

We welcome submissions from all readers, especially digital photographs. Pictures should be sent to the editor at editor@railwayherald.co.uk

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.

LEFT: Visiting Class 31/1 No. 31108 departs from Grosmont with the 15.10 service to Pickering on the first day of the NYMR's Diesel Gala on 20 April. *Tom Mcatee*

BELOW: Following a heavy bodyside clean and paintwork touch up, Class 50 No. 50033, at the time owned by the NRM, stands on Grosmont shed on 13 August 2004, the day before working its farewell trains on the NYMR. *Glorious* is presently owned by STEAM, The Museum of the Great Western Railway, which itself is operated by Swindon Borough Council. *Richard Tuplin*

A new dawn on the horizon for *Glorious*

Class 50 No. 50033 *Glorious* is to run again following plans announced this week to move the locomotive to East London.

Glorious has been incarcerated within STEAM, The Museum of the Great Western railway, since its farewell runs on the North Yorkshire Moors Railway in August 2004.

Originally presented to the National Collection and based at York following its removal from BR service, the ownership of the loco was transferred to STEAM some time ago. *Glorious* is now to move to the recently-closed two-mile line between North Woolwich and Custom House, which is to become the base for RailSchool and the Royal Docks Heritage Railway, for an indefinate period of loan.

RailSchool is being backed by the London Borough of Newham, Newham College and the Learning & Skills Council, and has been created to meet the need for thousands of new recruits on London's growing railways.

RailSchool CEO Neil Howard, who was a senior manager with British Rail, said: "We are deeply moved by the generosity of STEAM and Swindon Borough Council in entrusting *Glorious* to this project. It will be arriving as a working diesel locomotive, and will be a vital part of RailSchool. This is about creating a working railway which will launch thousands of young people on new careers over the next few years. There's nothing else like this in Britain, and the closure of the railway between North Woolwich and Custom House last year provided a unique opportunity. Railways in London rarely close, and we are grabbing this very special opportunity with both hands. We will also be using the line for heritage trains soon, adding to the tourist assets in this exciting and fast-regenerating part of Docklands, and relaunching the railway museum at North Woolwich too. The arrival of *Glorious* is just the start."

The locomotive is scheduled to arrive in East London later this year, but not until a secure shed is constructed to ensure that the locomotive is not subjected to open store or any possible vandalism. The current plans are for a five-road, 100 metre-long locomotive and rolling stock shed to be constructed at the North Woolwich end of the line, which is likely to be on the site of the south goods yard. Although no plans have yet been put before the local borough council for planning permission, RailSchool is hoping that the shed will be able to hold around 25 vehicles, with each road holding four vehicles of a similar length to a Mk1 coach.

By the time that No. 50033 *Glorious* does arrive, the mainline connection will have been removed, as the route north of Custom House is being converted for operation by Docklands Light Railway. Hence, the locomotive will arrive by road, likely to be at the Silvertown end of the route - providing the spectacle of an operational Class 50 arriving under its own power at North Woolwich!

The RailSchool organisers have made it quite clear that subject to the commitments of RailSchool being covered, there is the potential for the locomotive to be hired out for short periods to other heritage railways around the country, although mainline operation is definately not on the agenda.

London - Leeds for £5 from GNER

GNER is slashing single fares to only £5 between Leeds and London King's Cross to attract more passengers, as extra services and seats are introduced on the route.

More than 100,000 of the discounted tickets will be available over a two-week booking period, running from 16 to 27 April, and can only be purchased online at www.gner.co.uk for travel from 21 May onwards.

The £5 ticket also applies to GNER journeys between Wakefield Westgate, Doncaster, Grantham, Newark, Peterborough and King's Cross.

From 21 May, the company is introducing 12 extra services (six in each direction) between Leeds and King's Cross. Intermediate stations will also receive a boost in services, with Wakefield (12 extra), Newark (10), Doncaster (9), Grantham (7), Peterborough (6) and Stevenage (1).

In addition a £7 one-way fare will be available for travel to London from 62 West Yorkshire stations, including Halifax, Huddersfield and Hebden Bridge. Passengers will use Northern Rail services to connect with GNER at Leeds, Wakefield or Doncaster.

Direct Rail Services use Birch Coppice

ABOVE: Due to the water-proofing of a bridge at Rugby, the West Coast Main Line was closed for four days over the Easter weekend. As a consequence, DRS operated its Daventry Intermodal services to and from the terminal at Birch Coppice. The first of the affected services, and the only one to depart from Birch Coppice in daylight, is seen here passing the Kingsbury Link industrial estate on 6 April behind Class 66/4 No. 66404 lightly loaded bound for Coatbridge. Classmate No. 66415 worked an empty train into Birch Coppice the same afternoon, but did not depart until late on the evening of 9 April. The third diverted working was cancelled. *Ron Kosys*

Next phase of Milton Keynes and Bletchley project starts

As part of a major modernisation project, Network Rail has begun the next stage of work to remodel tracks and upgrade the signalling in the Milton Keynes area.

The £200 million Milton Keynes and Bletchley project will increase capacity and improve rail links into the growing town. The planned improvements include a third fast line and platform, which will enable consecutive trains to call at Milton Keynes during peak times with reduced effect on line capacity, a new platform capable of handling future services to and from Bedford and possibly, in the future, trains from Oxford or Aylesbury and improved reversing facilities for slow line trains.

Network Rail's West Coast Programme Director Tom McCarthy said: "This is a massive investment, which when completed will deliver improved performance and increased capacity for thousands of passengers on the West Coast line. The project reaches some exciting milestones in the next few months, and we will continue to update the local community as the modernisation takes shape."

The first stage of the two-year programme began in December 2006 and involved clearing the land between the existing northbound fast line and the A5 road to the west of the station, which will provide the location for the new northbound tracks. Land clearance has also been completed to the east of the station so that the southbound slow line can be re-aligned to make space for a new slow line turnback facility.

Any vegetation removed during clearance work has been 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 next stage of the work, which will run through the remainder of 2007, will involve earthwork preparation for the new northbound fast line and the preparation of a temporary car park on the practice pitch land adjacent to the National Hockey Stadium.

The work at Milton Keynes is part of Network Rail's West Coast Modernisation programme, with extensive work taking place along the line until December 2008.

News In Brief

■ The call to step up the restoration of the rail link to Dunstable has moved forward with the launch of a petition on the No.10 Downing Street website. The petition calls on the Prime Minister, Tony Blair, to consider the plea for the line from Leighton Buzzard to Luton to be reinstated. The petition can be found by clicking here.

■ Network Rail has announced that it will provide a total of over 2,000 extra car parking spaces at 17 stations at a cost of £90 million. The project is part of a massive programme of car park expansion on the West Coast Main Line to meet the demands of the new timetable starting in January 2009. Work is likely to start in early 2008 with completion by December 2008.

■ Hull Trains welcomed its 2,222,222nd passenger on 11 April, a milestone with a difference, as instead of celebrating reaching the two million passenger mark, the company celebrated its 2,222,222nd passenger on-board, in honour of its Class 222 Pioneer trains! - and a special passenger helped the company mark this occasion when in preparation for her 91st birthday, May Welch travelled with Hull Trains for a birthday treat in London, her family arranging for her to see her favourite West End Show, The Sound of Music. The on-board team gave her a memorable journey with a bottle of champagne to help the celebrations get underway.

■ Network Rail engineers worked through the Easter weekend on the £300 million project to expand the railway through the Trent Valley, itself part of the £8.6 billion modernisation of the WCML. Easter also saw major work to bridges at Huddlesford and Lichfield and new track laid at Armitage, Huddlesford and Lichfield Trent Valley station.

First phase of Basingstoke engineering project completed on time

Network Rail successfully completed the first phase of a major £130 million rail engineering project in Basingstoke over the Easter period. The railway was reopened as planned on 16 April so that normal train services could resume.

The ambitious project, which will run until 2008, is one of the biggest being undertaken by Network Rail in the country and will see hundreds of pieces of equipment being replaced including installing a completely new signalling system for the entire area. The first phase over Easter included the opening of a state-of-the-art signalling control centre at Basingstoke station, the commissioning of the new signalling system in and around the station, and the remodelling of Great Western Junction (a key point on a busy section of railway just outside the station) which entailed the installation of 11 new sets of points.

During 10 days over the Easter period, Network Rail employees and contractors worked 'round the clock' to ensure this important first phase of the project was completed to deadline. Over the 10 days, there were between 600-800 people on site during any one shift, including over 100 people alone who tested the new signalling system to ensure it was fully operational. Two large Kirow cranes weighing over 100 tonnes were used to lift track components into place and 19 engineering trains were in action to bring new track, ballast and sleepers to the site. Network Rail estimate that £500,000 was spent for each day of the 10 day works over Easter.

The Basingstoke project is part of Network Rail's £1.5bn nationwide investment in signalling over the next three years. The investment in signalling in the area will make the railway more reliable, resulting in fewer delays in the

ABOVE: With the Basingstoke blockade underway, 6 April saw the start of freight diversions via Westbury. Running around three hours late, Class 66/0s Nos. 66054 and 66094 pass Dilton Marsh with the 02.48 Hams Hall-Southampton Western Docks.

BELOW: Class 66/5 No. 66577 pilots Class 57/0 No. 57002 through Upton Scudamore on 10 April with the diverted 12.45 Southampton Maritime-Manchester Trafford Park Intermodal service. Both: *Mark Few*

area. Improving the rail layout around Basingstoke station will not only ensure trains can run faster but also give more options to signalmen so they can divert trains to keep services running if there are problems on the line. Overall, the project will see the replacement of more than 270 signalling units along an 80km stretch of track from Grateley to Farnborough and Mortimer to Litchfield Tunnel (north of Micheldever).

Over 1,000km of cable will be used for the entire project, including 230km of copper and fibre-cable alone for a new telecommunications system.

While the work was undertaken, booked freight services through Basingstoke were diverted over other routes, the key services affected being the large number of intermodal operations that run to and from Southampton Docks.

ABOVE: Class 67 No. 67003 unusually powers a late-running Hams Hall to Eastleigh Intermodal past Hanging Langford on 12 April. *Chris Nevard*

BELOW: Freightliner Class 66/5 No. 66510 heads south near Norton Bavant with a Garston to Southampton service on 12 April. *Don Gatehouse*

Duchess of Sutherland rescues Class 47 after minor fire

ABOVE: While in charge of a Green Express Charter returning from Perth to Sheffield, InterCity-liveried Class 47/4 No. 47826 *Springburn* sustained a traction motor blower fire around the summit of Beattock. After attendance from the local fire brigade, the locomotive was dumped in the 'cripple' siding at Beattock, while the excursion returned south behind No. 47854, which had been on the rear of the train. A few days later, in an excellent use of resources, ex-LMS Stanier Pacific No. 6233 *Duchess Of Sutherland* returning south with its support coach following its northbound run on the 'Great Britain' charter, collected the errant Type 4 and hauled No. 47826 back to Carnforth for repairs. No major damage was caused to the '47', pictured here in the 'cripple' siding at Beattock. *Peter Kellett*

News In Brief

■ The National Express Group has signed a contract with the Football Association to become the Official Travel Partner of the England team and the FA Cup until 2010. Initially this applies to the group's coach network but the sponsorships will be applied to all of the National Express businesses over time, including the rail divisions.

■ The historic footbridge at Nottingham station is to be restored in a £1.3 million project. The bridge will remain open to passengers while the restoration is undertaken. Around the same time, a 16-week project to redecorate the station and upgrade the CCTV system is to take place. Work on the footbridge is expected to take about six months to complete, thanks to a grant of £50,000 from the Railway Heritage Trust.

■ Following modifications to several BAA steel slab wagons, EWS services between Port Talbot and Llanwern can now carry 2,000 tonnes of product, rather than the 1,500 tonnes previously, reducing the number of trains per day to just three.

NETWORK RAIL

£400 million regeneration for London Kings Cross

The London Borough of Camden is to approve Network Rail's £400 million redevelopment of King's Cross station, the decision allowing benefits of the scheme to be realised in time for the 2012 Olympics.

The project will be funded by the Department for Transport and Network Rail to take into account the continued growth in passenger numbers at Great Britain's busiest transport interchange.

The number of people who use the station each year is expected to rise by over 10 million to 50 million in the next decade alone, and to meet such a challenge the station will incorporate a new platform and a concourse three times the size of the current one.

The station will be lighter and brighter with improved access to trains, new shops and restaurants, and better facilities. The original Grade-1 listed southern face of the station, designed by Lewis Cubitt in 1851, will also be uncovered for the first time since 1972, with a new public piazza space created outside the station frontage, which will be larger than Leicester Square. The decision is subject to further statutory approval by the Mayor of London.

Plans are shortly to be announced for major redevelopment of Euston and London Victoria stations and work to upgrade Cannon Street and London Bridge begins soon. Plans for Waterloo are also being discussed with stakeholders.

LEFT: The fourth Class 31 locomotive that will carry Network Rail yellow livery, Class 31/6 No. 31602 is pictured outside Rail Vehicle Engineering workshops at Derby on 6 April, having been rubbed down in readiness for painting.
Ken Foxall

MIDDLE: The evening of 9 April, saw the Inverness - Edinburgh portion of the Caledonian Sleeper worked by EWS Class 37/4 No. 37406 *The Saltaire Society*, due to the non-availability of the booked Class 67. The train is pictured running about an hour late, just before departure from Stirling at 01.00 on 10 April.
Richard Tuplin

BELOW: Victa Railfreight hired Class 66/4 No. 66419 from Direct Rail Services on 10 April, to operate a freight move, conveying stored FAA wagons to Derby, in preparation for the forthcoming freight trial from Purfleet. The locomotive departs from Long Marston with a rake of ex-Blue Circle KAA wagons.
Ron Kosys

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 spring period, our weekly railtour listings have been extended to provide details for the next three weeks.*

Date	Operator	Traction	Route
21 Apr	Compass Tours	2x Riveria 47	Mossley Hill-Runcorn-Hartford-Winsford-Crewe-Nantwich-Bath-Salisbury and rtn
21 Apr	Green Express	2xWCRC 47	Mills Hill-Rochdale-Wakefield-Doncaster-Ely-Wymondham-Lowestoft and return
21 Apr	Hertfordshire (BP)	2xRiviera 47	Stratford-Tottenham Hale-Waltham Cross-Harlow Town-Bishops Stortford-Audley End-Cambridge-Durham and return
21 Apr	Pathfinder Tours	tbc	Cardiff Central-Newport-Pontypool & Tram Inn-Abergaveney-Hereford-Ludlow-Shrewsbury-Crewe-York-Durham-Newcastle upon Tyne & return
21 Apr	RTC	76079&45407	(Leicester-Loughborough-Beeston-Nottingham (rev)- Uttoxeter-Crewe) (rev)-Shrewsbury-Llandrindrod Wells-Newport-(Gloucester-Birmingham NS-Leicester-Loughborough-Beeston-Nottingham(rev)-Uttoxeter-Crewe)
21 Apr	Steamy Affairs	2xCotswold47	(Ashford-Headcorn-Paddock Wood-Tonbridge-Sevenoaks-Bromley South-Kensington Olympia-Coventry)-Birmingham International-Chester (and return)
22 Apr	Pathfinder Tours	45407	Cardiff Central-Newport-Cam & Dursley-Gloucester-Lydney-Parkend-Gloucester
22 Apr	Pathfinder Tours	45407	Gloucester-Sharpness branch-Gloucester (twice)
22 Apr	Pathfinder Tours	45407	Gloucester-Chepstow-Newport-Cardiff Central
25 Apr	Railtourer	2xWCRC 47	Peterborough-Doncaster-Carnforth-Sellafield-Carlisle-Hexham-Durham and return
25 Apr	Steam Dreams	34067	London Victoria-Bromley South-Tonbridge-Ashford-Hastings-London Victoria
28 Apr	Green Express	2xWCRC 47	Skipton-Shipley-Wakefield-Barnsley-Sheffield-Lickey Incline-Bath and return
28 Apr	Hertfordshire (BP)	2xRiviera 47	Tonbridge-Sevenoaks-Orpington-Bromley South-Brixton-York and return
28 Apr	ICMM	2xRiviera 47	Minehead-Blue Anchor-Watchet-Williton-Bishops Lydeard-Taunton-Weston super Mare-Bristol TM-Bristol Parkway-York and return
28 Apr	PMR Tours	6233	'The Cuneo Centennial': London Waterloo-Clapham Junction-Hounslow-Staines-Woking-Basingstoke-Salisbury-Sherbourne-Yeovil Junction (break/rev) and return
28 Apr	RTC	4523145407	(Manchester Victoria-Warrington BQ-Crewe-Newport)-Newport-Llandrindod Wells-Shrewsbury-Crewe-Warrington BQ-Manchester Victoria
28 Apr	Vintage Trains	4965	Tyseley Warwick Road-Nuneaton-Leicester-Trent Junction-Chesterfield-Moorthorpe-York (break/rev) and return
05 May	Chiltern Trains	4965	Birmingham Moor Street-Solihull-Dorridge-Warwick-London Marylebone and rtn
05 May	Compass Tours	2x Riveria 47	Blackburn-Cherry Tree-Bamber Bridge-Chorley-Horwich-Bolton-Manchester Victoria-Wymondham-Norwich-Great Yarmouth and return
05 May	Hertfordshire (BP)	2xRiveria 47	London Victoria-Willesden Junction -Spalding and return
05 May	PMR Tours	6233	(Sheffield-Chesterfield-Alfreton-Derby)-Derby-York-Scarborough (break/rev) and rtn
05 May	RTC	4771	Dereham-Yaxham-Wymondham-Norwich-Diss-Colchester-London Liverpool Street-Norwich (rev)-(and return)
05 May	SRPS	tbc	Glenrothes-Thornton-Kirkcaldy-Dalgety Bay-Dalmeny-Linlithgow-Falkirk High-Croy-Westerton-Fort William-Mallaig and return
07 May	Compass Tours	2xRiveria 47	Telford-Shrewsbury-Chester-Helsby-Warrington-Durham-Newcastle 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
P	Hertfordshire Pullman service	**ICMM**	Intercity Merrymaker from Hertfordshire Rail Tours

(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.

Princess Elizabeth ready for operation say owners

The tension that has arisen between Steam Dreams and the Locomotive 6201 Princess Elizabeth Society Ltd following the withdrawal of No. 6201 from the Steamy Affairs' charter on 24 March has been reported previously in *Railway Herald*.

At that time, No. 6201 was booked for two further charters on 14 April which did not run in part due to engineering work at Rugby, and 21 April, which was due to be steam-hauled from Birmingham International to Chester and back. During this time, *Railway Herald* was aware that No. 6201 was reported as being at Crewe Heritage Centre and ready to run, so it was not a surprise when Steamy Affairs website was amended to confirm that the train would run, diverted via Banbury to avoid Rugby, with two Cotswold Class 47s and the 'Blue Pullman' coaching stock. What was a surprise was a reference in the same announcement that this was because "the steam locomotive was not available".

The owners of No. 6201 confirmed that their engine "was available and ready to run" and eventually a spokesman of Steamy Affairs confirmed that it was due to "resourcing" the steam operation that the change of traction was necessary. To recall, Cotswold, the new owners of Steamy Affairs, operate under its subsidiary Advenza's 'safety case', which currently does not cover steam operations. Steamy Affairs website was later amended to read, "Due to operational reasons this train will now be the 'Blue Pullman' and two Class 47 locomotives".

News In Brief

■ 'The Talisman', the A1 Steam Locomotive Trust's annual mainline outing will this year take place on 22 September and is booked to feature 'A4' No. 60019 *Bittern*, shortly to return to steam, from Grantham to Newcastle-upon-Tyne and return. The tour will commence at London King's Cross and run diesel-hauled to Grantham, picking up at Potters Bar, Stevenage and Peterborough. The choice of No. 60019 is apt, as the locomotive was delivered new to Heaton shed in 1937 and it was in the north-east that it spent most of its operating life. Bookings are through Steam Dreams on 01483 209886.

■ Weight restrictions on the Dean Forest Railway have enforced a change to the operating plan for Pathfinder's 'Severnside Rambler' on 22 April. 'Black 5' No. 45407 will now operate the train from Gloucester to Lydney (DFR) only, where it will be replaced by the DFR's ex-GWR Pannier tank No. 9681 operating in 'top and tail' mode with a diesel for the return trip to Parkend. No. 45407 will again take over the train upon the return to Lydney.

Folkestone steam hotspot!

Kingfisher reports that tickets for its 16 June outing with *Lord Nelson* to Folkestone Harbour are "selling like hot cakes".

The key feature is an additional departure from Folkestone Harbour for the benefit of train passengers, so that they can both witness as well as experience the steam-hauled climb from the Harbour station up the fearsome 1-in-30 gradient to Folkestone East.

The train originates at London Victoria and picks up at Bromley South and has a further break at Canterbury on the return. The train will be diesel-hauled from Folkestone East to Folkestone Harbour, and for the section from Folkestone East to Ashford.

Kingfisher is now planning three further trains commencing on 28 July, again with *Lord Nelson*, which starts at Bournemouth and picks up at principal stations to Clapham Junction with steam taking over at Kensington Olympia for a run to Folkestone via Swanley and Maidstone. After a break at Canterbury, the return is via Minster, Deal and Dover.

The next train on 6 October features No. 34067 *Tangmere* in the guise of re-numbered and re-named Battle of Britain No. 34066 *Spitfire* (see separate story) working to the same itinerary and arrangements at Folkestone Harbour from Derby with the steam section commencing at Kensington Olympia. This is followed on 24 November with a train from Coventry picking up at Chiltern Line stations with No. 850 *Lord Nelson* taking over in the Willesden area.

York based CMEs

The Railway Touring Company is quickly establishing itself as one of the leading operators of steam-charters by announcing a further series of charters based on York.

The company is operating the 'Scarborough Spa Expresses' on Tuesdays, Wednesdays and Thursdays between 24 July and 30 August, plus August Bank Holiday Monday, from York to Harrogate and Leeds before heading through York to Scarborough. Alongside these, RTC are to operate 'Cumbrian Mountain Expresses' on Saturdays in August from York to Carlisle and back featuring steam throughout.

Pick-up points are Leeds, Shipley, Keighley and Skipton. The locomotives are those from the Scarborough Spa pool, with No. 71000 *Duke of Gloucester* on 4 and 18 August, plus 1 September, No. 60009 *Union of South Africa* on 11 August and No. 6233 *Duchess of Sutherland* on 25 August.

ABOVE: Vintage Trains 'The Lincoln Imp' tour on 31 March found ex-GWR 'Hall' No. 4965 *Rood Ashton Hall* working from Tyseley to Lincoln. Here the 'Hall' passes over the weir at Newark, on the approach to the flat crossing with the ECML, during the outward run. *John Whitehouse*

RIGHT: Having run 'light engine' from Aviemore, after hauling the final steam leg of the Great Britain tour from Inverness, LNER A4 Pacific No. 60009 *Union of South Africa* and LNER K4 No. 61994 *The Great Marquess*, cross the Forth Bridge into Fife, bound for their new home at Thornton, on 14 April. *Peter Kellett*

The ghost of *Spitfire* returns?

***Railway Herald* has learned that Battle of Britain No. 34067 is due for an intermediate overhaul following it's outing with Steam Dreams on 25 April.**

The locomotive is likely to be out of traffic until the end of June when it is booked to work a Past Time charter in tandem with BR Standard No. 76079 from Shrewsbury to Newport via the Central Wales Line.

A re-paint is anticipated as part of the overhaul, which sources close to the locomotive say will also include renumbering to No. 34066 and renamed *Spitfire*.

Indeed, Kingfisher is advertising tours with *Spitfire* later in the year.

The Week Ahead

Steam dominates the tours on offer for 28 April, with LMS power most evident.

The appearance of a LMS 'Duchess' on Southern metals has never been a common sight and so No. 6233 *Duchess of Sutherland's* presence at Waterloo has to be an item of note. It is due to head 'The Cuneo Centennial' railtour, which is one of a series of events to celebrate the life and works of the celebrated artist Terence Cuneo. For details of other events and the life of Cuneo in particular go to www.cuneosociety.org.

The train, which also picks up at Hounslow, Staines and Woking, follows the South West mainline through Basingstoke, Andover and Salisbury to its destination at Yeovil Junction. The train returns, again with No. 6233, as outwards. PMR Tours are the sponsors.

Stanier power also now dominates on Railway Touring Company's 'The Heart of Wales' from Newport to Manchester Victoria. Because BR Standard No. 76079 is not available, Ian Riley's No. 45407 will now be joined by Bert Hitchen's No. 45231 for a doubled-headed 'Black 5' combination from Newport and the Central Wales Line to Llandrindod Wells and then onwards through Shrewsbury, Crewe and Warrington, back to Manchester Victoria. The outward leg from Manchester Victoria is diesel-hauled and runs via the Welsh Marches.

A Great Western 'Hall' to York is not, and never was, an everyday sight, so Vintage Trains' charter from Tyseley to York with its much travelled No. 4965 *Rood Ashton Hall* is also of note. The train is booked from Tyseley Warwick Road and runs via Nuneaton, Leicester, Trent Junction, Chesterfield and Masborough Junction to York.

Earlier on 25 April, Steam Dreams get their 2007 programme underway with a circular tour from London Victoria, picking up at Bromley South and Tonbridge, before continuing through Maidstone, Rye, Hastings, Tunbridge Wells and Sevenoaks, prior to returning to Victoria. No. 34067 *Tangmere* is booked for haulage.

Hertfordshire has two tours operating, in its own name to York from Tonbridge and selected stations to Brixton plus a 'Merrymaker' also to York from Minehead, which picks up at Blue Anchor, Watchet, Williton and Bishops Lydeard on the West Somerset Railway as well as Taunton, Weston super Mare, Bristol Temple Meads and Bristol Parkway on the National Network.

Class 37s in the news

ABOVE: In connection with the current contract to supply aggregate to a new virtual quarry, just south of Bury Bolton Street station on the East Lancashire Railway, which has been established for upgrade works on the Metrolink light rail system, the lack of a Class 60 found Class 37/4s Nos. 37405 and 37422 in charge of a rake of MEA wagons on 11 April. Here the pair await departure with the Bury Bolton Street - Warrington Arpley empties. *Ian Tunstall*

LEFT: April has been a busy month for No. 37405, the locomotive seeing work in a wide area stretching from Inverness in the north to Warrington in the south! On 14 April, West Yorkshire was graced with the presence of a Type 3 once again. Here No. 37405 passes Forge Lane, Horbury Junction, with the 11.00 Doncaster-Healey Mills working. *Mark Allatt*

BELOW: After arrival back at Warrington Arpley, Class 37/4s Nos. 37405 and 37422 *Cardiff Canton* were used to power the empty MEA wagons from the earlier Bury working through to the Midlands ready for reloading. The pair are pictured passing through Lichfield Trent Valley with the 14.32 Warrington Arpley - Toton Yard working on 11 April, shortly before expiring with low power at Armitage. *John Whitehouse*

ABOVE: Engineering work on the WCML saw three-door Class 66/9 No. 66952 involved in engineering activities. The locomotive is pictured on its return working to Crewe after leaving the possesion, pictured near Lancaster. *Wayne Taylor*

BELOW: Engineering work on the West Coast Main Line resulted in both Caledonian Sleeper services being diverted on the evening of 9 April. Early on 10 April, the 20.25 Inverness - London Euston (conveying Fort William and Aberdeen portions) had no less than four locomotives on the train! 'Royal' Class 67 Nos. 67005 *Queen's Messenger* and 67006 *Royal Sovereign* lead EWS liveried Class 90 No. 90034 through Huntingdon with Class 67 No. 67011 on the rear. The train ran via the North London Line to Wembley, where the two 'Royal 67s' and the Class 90 were detached, leaving No. 67011 to work the train into Euston. *Brian Morrison*

ABOVE: The daily Virgin Trains service from London Euston to Holyhead along the North Wales coast is still worked throughout by a Class 390 Pendolino set, powered by a Class 57/3 locomotive forward from Crewe. Here the Saturdays-only 14.13 Holyhead - Crewe service approaches Llandudno Junction behind No. 57316 *FAB 1* on 7 April. *James Welham*

BELOW: Hertfordshire Rail Tours Intercity MerryMaker brand operated a charter from London Paddington to Llandudno on 7 April. The train is pictured at its destination with No. 47839 *Pegasus* on the rear of the train. No. 47812 had worked the train north from London. *Craig Leaper*

ABOVE: The 13.18 Fawley to Tavistock Junction fuel tanks on 10 April was unusually powered by Class 60 No. 60060 *James Watt* from Westbury. Here, the train passes Coombefishacre on the decent of Dainton Bank between Newton Abbot and Totnes. *Nathan Williamson*

RIGHT: Class 66/0 No. 66129 came to the rescue of Class 60 No. 60054 *Charles Babbage* on 12 April, when the latter failed while hauling the Port Clarence - Bedworth petroleum tanks at Burton-on-Trent. The consist passes Kingsbury. *Steve Lawrence*

BELOW: As a way of returning 'one' Anglia's Class 90 No. 90004 to Crewe EMD for rectification, Freightliner's 08.49 Felixstowe FLT - Crewe Basford Hall was used to move the '90' north. With No. 90046 at the helm, the train passes Rugeley Trent Valley. *John Whitehouse*

New homes for ex-FM Rail 'Cromptons'

ABOVE: After languishing at Derby for many months, following its partial repaint into SWT colours, Class 33/0 No. 33046 has been sold to the Birmingham Railwaymen Crompton Workgroup and has moved to Butterley. The locomotive is far from being operational. *Richard Browne*

BELOW: 'Slim-Jim' Class 33/2 No 33202 has been loaned to the West Somerset Railway for a six-month period. The BRCW Type 2 is pictured departing from Wiliton on 4 April with the 15.50 Wiliton - Minehead service. *Chris Holt*

News In Brief

■ Class 47/7 No. 47768 was successfully started for the first time in preservation on 17 April at the Barry Island Railway. The restoration group, made up mainly from members of the D9521 Locomotive Group and Barry Railcar Project, started the power unit following the refitting of missing components. The loco is still some months from entering traffic as further work still needs to be completed, including a full repaint into BR two-tone green colours.

■ The Stephenson Locomotive Society are to host a 'County' forum on 21 April at the Kidderminster Railway Museum, adjacent to the Severn Valley Railway station. Commencing at 14.00, the Midland Area of the Stephenson Locomotive Society will discuss the merits and otherwise of the Hawksworth GWR 'County' class 4-6-0s, the last GWR 4-6-0 design. This promises to be a unique and unrepeatable event. The meeting will be addressed by footplatemen and engineers with first-hand knowledge of these locomotives, followed by an open forum.The forum will close by 17.30 and all are welcome to attend. A small charge will be made for refreshments. Further details are available from Brian Dotson by email on brian@dotson.fsnet.co.uk

Major step forward for Deeside as Milton of Crathes platform opens

Some 40 years after the Aberdeen to Ballater line was closed by Beeching, enthusiasts gathered on Deeside on 14 April to mark the reopening of a platform at Milton of Crathes, near Banchory.

Its opening is a culmination of more than 10 years of effort by the Royal Deeside Railway Preservation Society to reinstate the railway line between Banchory and Milton of Crathes, the Aberdeen to Ballater line being one of Scotland's most celebrated, thanks to its scenery and patronage by the Royal Family travelling to Balmoral.

The project was first mooted in 1996 but it wasn't until 2002 that an agreement was reached to relay track at Milton of Crathes.

The volunteers have now restored about a quarter-mile of track at Milton and hope to rebuild it as far as Banchory. The society is now offering train rides along the quarter-mile of re-laid track every Sunday during the summer.

The next stage of the project is the dismantling of the former Oldmeldrum station building and its reconstruction at Milton of Crathes. The 'B-listed' station, which is one of the few remaining original examples of the Great North of Scotland Railway, was purchased by the society in 2002. It is hoped that it will be in place next year following the Society receiving £40,000 from the Heritage Lottery Fund for the project.

The Deeside railway line was originally planned in 1845 as a link between Aberdeen and Aboyne. Work began in 1852 and by 1866 it had been extended as far as Ballater. The route closed to all traffic in February 1966.

News In Brief

■ The Pontypool and Blaenavon Railway is seeking a medium sized mainline diesel to operate its main services after the departure of Class 73/1 No. 73133 to Taunton Fairwater yard for use by Network Rail. The service is currently being operated by a Class 108 DMU, Class 205 DEMU, and an industrial shunter with Mk1s. Any potential loco would require vacuum brakes, be reliable and be available for use most weekends during the running season. Any groups or locomotive owners wishing to know more should contact the PBR Traffic Manager, Alex Hinshelwood on 07980 595818.

■ The Barry Island Railway held its first DMU Running Day on 31 March. The three resident DMU's belonging to the Barry Railcar Project were in use, including the three-car Class 115 unit on its first passenger carrying runs in preservation. Tail traffic was provided for the Class 117 unit in the guise of a Southern Railway PMV No 1249. The event was blessed with fine weather, good patronage and all units performed faultlessly. The event was deemed to be a success and a further DMU Running Day will take place at Barry on 22 September.

■ The West Somerset Railway is beginning its 2007 season of special catering trains by running its 'Daffodil Specials' on the evening of 5 May, with profits going to cancer charities. One train will leave Bishops Lydeard at 18.30, bound for Minehead, with passengers being served fish and chips (or a vegetarian alternative) on the way. There will be an hour at Minehead before the train starts on its return journey. From Minehead, the second train will run to Williton and back with food once again being served on the journey and a break in Watchet on the return. Seats on both trains, must be booked in advance.

ABOVE: The Easter Transport Gala on the South Devon Railway saw overhauled ex-GWR 0-6-0PT No. 1369 return to traffic, now painted in Great Western green-livery. Here, the loco is pictured near Nursery Pool Bridge, Buckfastleigh, with a demonstration freight. *Nathan Williamson*

Thefts render Ruston Class 37/9s useless

Thieves have struck at two heritage railways removing items and damaging two of the three preserved Class 37/9 locomotives.

The GEC Control Cards from Class 37/9s Nos. 37905 (on the Dartmoor Railway) and 37906 (Severn Valley Railway) have been stolen from both locos. The cards control the power output of the locomotive together with all the auxillary equipment and without them the locomotives cannot be operated. The cards on No. 37905 were last seen around two weeks ago, while No. 37906 was in use on 10 April, but the cards had been removed by 14 April.

This specific type of control card is unique to Class 37/7 Nos. 37796-37803 and Class 37/9 Nos. 37905 and 37906.

The owning groups are appealing for the cards to be returned as they are of no use to any other type of Class 37, except the above. After securing these two testbed locomotives for preservation, without the control cards neither locomotive will operate again. Due to the electronics on them, it is thought that replacement control cards will cost around £50,000.

A reward of £3,000 is on offer for information leading to names of the people who have stolen them and the safe return of the Cards. The police have been informed and are investigating the thefts.

If anyone has any information at all, please contact the *Railway Herald* editorial office either by phone or email and we will ensure that all information is passed on to the relevant parties.

BELOW: This year marks the 25th anniversary of the Wells & Walsingham Light Railway. The railway's 'Garratt' *Norfolk Hero* has been overhauled during the winter, being fitted with a slightly larger boiler. The refurbished loco climbs through Barnards cutting on the approach to Walsingham with a service from Wells on 10 April. *Ian Williams*

Extra diesel events for GCR

The Great Central Railway will be pairing up Class 20s Nos. D8098 and D8048 for a special one-off event to celebrate the Golden Jubilee of the Class 20 design.

On 2 June, four trains (the 12.15, 14.15, 15.15 and a real ale special at 19.00) will be double-headed by the two Type 1s working in multiple. Normal ticket prices apply. No. D8048 is due to return to the GCR (Nottingham) shortly.

Also on 7/8 July, the GCR has added an extra weekend of diesel operations to the timetable and plans to have three Type 2s in operation. Class 25 No. D5185 and Class 31 No. D5830 will be working alongside guest Class 27 No. D5401.

The locomotives will be working a frequent timetable, slotting in around the normal advertised steam service. In addition, an extra real-ale service will depart Loughborough at 19.00 with all three locomotives on the train.

TOP: Having recently arrived, Class 47/7 No. 47793 is shunted at the Mangapps Farm Railway Museum on 9 April. It is planned to return the locomotive to its former identity of No. 47579 *James Nightall GC* in BR blue-livery with a silver roof. *Stuart Chapman*

RIGHT: Visiting ex-LB&SC 'Terrier' 0-6-0T No.662, normally based at Bressingham Steam Museum, arrivies at Castle Headingham station on the Colne Valley Railway on 9 April. James Welham

BELOW: The Easter weekend saw the Dartmoor Railway run a service between Coleford Junction and Meldon Quarry using Class 37/0 No. 37198 'topping and tailing' the line's 3TC set with No. 31465. The last departure of the day on 9 April leaves Okehampton for Meldon Quarry. *Nathan Williamson*

ABOVE: The Battle of Britian Locomotive Society's No.34081 *92 Squadron* re-entered traffic on 10 April following 18 months out of traffic for firebox repairs and a repaint into early 1950s BR lined Brunswick Green livery. Here, the locomotive thunders through Kelling Cutting heading for Holt on 14 April. *Steve Allen*

Evening Real Ale train announced in aid of *92 Squadron*

The 21st summer evening Beer Train will take place on the North Norfolk Railway on 16 June.

The Battle of Britain Locomotive Society has been running this event annually in the summer to raise revenue to maintain and operate No. 34081 *92 Squadron*. The train will be hauled by *92 Squadron*, and a traditional Hog Roast will be served at Weybourne station instead of the usual meal on the train. The train itself will convey a real-ale bar, which will continue the long established traditions of fine, specially produced real ales, together with wines, spirits and soft drinks. The train departs Sheringham at 19.00, returning around 22.00 in time to make a connecion with the 'one' Anglia service to Norwich. Tickets cost £12.50 and must be booked in advance through Sheringham station, which can be contacted on 01263 820800.

Regional Railways livery for 31270

Peak Rail-based Class 31 No. 31270 is to be repainted into Regional Railways colours following the recent livery poll.

Although the livery is unauthentic for this particular loco, members of the class did carry the colour scheme in BR service. Both Regional Railways (340 votes) and BR Blue (329 votes) were clearly the favourite choices and the number of votes received was in excess of 1,100!

The locomotive is scheduled to be withdrawn from traffic following the diesel event on 12/13 May and subject to completion of works, will be unveiled in its new colours in time for the planned Diesel Weekend on 22/23 September.

All change for NYMR as LNER becomes ECML!

The North Yorkshire Moors Railway has taken the unusual step of altering its Spring Steam Gala, just two weeks before the event starts.

The changes have come about as a result of the likely non-appearance of the two stars of the show. Following the discovery of a height clearance problem on the Esk Valley line, which has put the movement of LNER A4 Pacific No. 60009 *Union of South Africa* in doubt, the original proposed line-up of three A4 Pacifics is now down to just one, but the railway is remaining optimistic for a 'Gresley gathering' later in the year. In addition, it now appears likely that the cylinder repairs to Thompson 'B1' No. 61264, currently underway at Barrow Hill, will not be completed in time.

With these problems, the railway has re-billed the gala as a 'Celebration of 50 years of East Coast motive power'. The line up still features resident A4 Pacific No. 60007 *Sir Nigel Gresley* and the North Eastern Locomotive Preservation Group's K1 No. 62005, which together with other locos from the resident fleet will be joined by the Deltic Preservation Society's No. D9009 *Alycidon* and 55019 *Royal Highland Fusilier* (the latter of which is a late addition to the line up of this weekends Diesel Gala on the railway). The National Railway Museum's prototype English Electric No. D200 will complete the line-up showing motive power on the ECML from the 1930s until the 1980s. By contrast, visiting 'N7' 0-6-2T No 69621 will be working a local train, in line with the LNER theme (a class that worked King's Cross local services), and a north-east freight using 1905-built Kitson 0-6-2T No 29.

Philip Benham, General Manager said: "After many months of planning, we are obviously very disappointed that our LNER Festival may not go ahead as planned. Whilst we still hope to see *Union of South Africa* and 'B1' No 61264 make it for the event, in fairness to our visitors we have had to make plans now in case this does not happen. "

The problem currently preventing the arrival of an 'A4' via the National Network is due to a height problem with an over-bridge at Battersby, where track relaying in recent years appears to have reduced clearances since the last occasion on which an engine the size of an 'A4' Pacific used the route, although it is hoped to resolve the problem soon. The appearance of No. 60009 is still an outside chance.

Meanwhile, once the repairs to 'B1' No. 61264 are completed, the locomotive will move to Grosmont to become one of the mainstay locomotives on the NYMR's Whitby operation.

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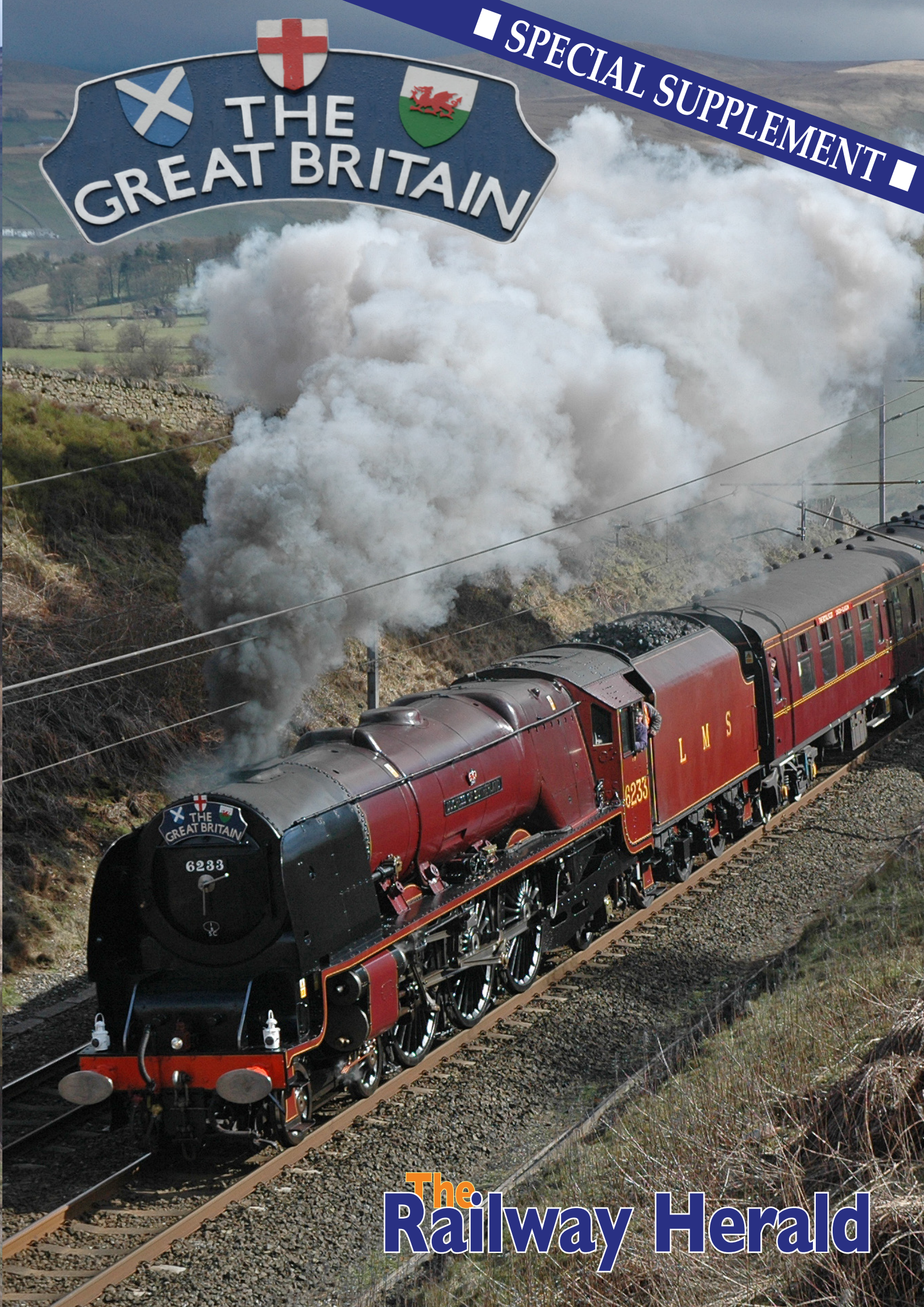

SPECIAL SUPPLEMENT

The Railway Herald

ABOVE: Ex-BR 8P No. 71000 *Duke of Gloucester* powers the first leg of the 'Great Britain' through Shrivenham, bound for Bristol Temple Meads on 6 April. *Ken Brunt*

Introduction

Every so-often an event comes along which is so out of the ordinary, so different, so audacious, that it takes people's breath away.

Already, this year has seen Past Times' Cornish and Devon Branch Line Week, an event which had already set new parameters for charter trains, when just two weeks later, came the operation of the Railway Touring Company's 'The Great Britain'.

When first muted last year many people said the itinery wouldn't work, it was too extended and too complicated. We shared such sentiments, and are very happy to say, 'we were wrong'! 'The Great Britain' was simply a triumph in charter operations, about which everyone involved agrees.

To understand quite what a success it was, is to understand the logistics involved; 10 separate trains became 'The Great Britain' commencing on 7 April with No. 71000 *Duke of Gloucester* departing London Paddington for Bristol Temple Meads.

However, the public trains only just scratch the surface. There were numerous locomotive movements in order to ensure that the seven steam locomotives involved were in the right place together with the necessary empty coaching stock workings. Footplate crews and locomotive support crews had to be rostered, together with train managers and stewards and in addition there was the overnight accomodation and road coaches to be booked! Certainly not a five minute job, but one which took months of careful planning and co-operation from numerous companies.

The complex task of timing the rail side fo the operation fell to Bob Dewhurst and his team of train planners at Network Rail, while the West Coast Railway Company had the task of operating the entire itinery and ensuring that the plan worked.

Nigel Dobbing of the Railway Touring Company expressed his pleasure at the resounding success of the operation which brought great pleasure to his passengers and the many people who enjoyed the passage of the trains from Penzance to Thurso. When pressed, he admitted that of many lasting memories, his two highlights involved No. 5051 *Earl Bathurst* and No. 6024 *King Edward I* attacking the South Devon Banks, and No. 61994 *The Great Marquess* together with No. 60009 *Union of South Africa* on the climb to Druimuachdar Summit.

'The Great Britain' was first scheduled to run over the August Bank Holiday week in 2006, but had to be postponed, and new dates over the Easter week of 2007 were agreed. Within three weeks of being announced it was a sell-out and then came the unenviable job of turning the vision into reality.

The nine-day trip commenced on Good Friday with *Duke of Gloucester* departing from Brunel's terminal at London Paddington. Brunel always proclaimed his mainline to be the best in England, so it was perhaps fitting that a tour of the UK started on Great Western territory. Following a delay during the water stop near Didcot, the train arrived in Bristol slightly late, but certainly nothing that was going to set a precedent for the rest of the tour. With a night spent in the city, an early start beckoned

FRONT COVER:
Having departed from Preston late due to a late-running Virgin Trains service, ex-LMS 'Duchess' Pacific No. 6233 *Duchess of Sutherland* storms through Greenholme on day four of 'The Great Britain' charter, 9 April bound for Glasgow Central. ***John Whitehouse***

Your photographs!
We are currently producing a special printed souvenir guide to this remarkable tour and would be pleased to see any photographs of any part of the train that readers may have. Please forward them as soon as possible to the editor at editor@railwayherald.co.uk

Full details of Railway Herald magazine can be found on our website at www.railwayherald.co.uk

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as tour participants joined the train the following morning for the first of only two diesel-hauled trips, behind Class 57/6 No. 57601 south along the Somerset plains through the cities of Exeter and Plymouth to Penzance.

After a short break, the first of two double-headed runs commenced, as ex-GWR 'King' No. 6024 *King Edward I* led ex-GWR 'Castle' No. 5051 *Earl Bathurst* out of the southern-most railway location and began the run back to Bristol. The performance was exhilarating as the train climbed through the Cornish towns of Lostwithial and Liskeard to cross Brunel's bridge over the River Saltash. After a water stop in Plymouth, the attack on the South Devon banks commenced, first with the climb to Dainton and then Hemmerdon, before the easier run along the famous sea-wall through Teignmouth and Dawlish as the train headed for Bristol.

Sunday saw an easy start to the day with Duke of Gloucester at the helm for its final working of the trip through the Severn Tunnel to Newport before heading north through Abergavenny and Hereford over the classic 'Marches' route through Craven Arms to Shrewsbury, from where the train continued north through Chirk to Chester and Warrington, before joining the West Coast Main Line to Preston.

Following an Easter weekend which produced almost summer-like weather conditions, Easter Monday in the north-west dawned grey and cold, and except for a magical moment at Greenholme on the climb to Shap summit when a very localised bowl of sunshine bathed a hard-working *Duchess of Sutherland*, it stayed that way. However, No. 6233 put up a sparkling performance, particularly in keeping out of the way of a late-running Pendolino service between Lancaster and Grayrigg, and was throughout to Glasgow Central the master of a substantial 11-coach train.

ABOVE: Ex-BR 8P No. 71000 *Duke of Gloucester* powers past Brinkworth on the first day of the tour - Good Friday. All seven locos performed magnificently. *Ken Mumford*

The number of both enthusiasts and the general public who watched the train from the lineside during the trip amazed everybody. This continued as the train headed for the Scottish Highlands. John Cameron's LNER 'A4' Pacific No. 60009 *Union of South Africa* eased the train around the east side of Glasgow. At this point the 'A4' was back on home ground, with memories of the three-hour Glasgow to Aberdeen expresses! On arrival at Perth, LNER 'K4' No. 61994 *The Great Marquess* was added to the front of the train to pilot the 'A4' north to Inverness. Due to problems when a sudden loss of water pressure affected the platform hydrant, the train finally left Perth around 60 minutes late, having lost its path on the single line section from Stanley Junction to Blair Atholl. Excellent running by both locomotives, especially on the climb to Druimuachdar together with some smart operating during the water stop at Aviemore, saw it almost back on schedule by the time it arrived at Inverness.

A very early start ensued on 11 April, when the 'K4' worked from Inverness to Kyle of Lochalsh, leaving the Highland city shortly before 06.30! A dull grey start to the day, together with a light drizzle in the Garve area caused problems for the locomotive climbing away from the water-stop. However, Kyle was reached around

BELOW: Following the southbound diesel-hauled run from Bristol to Penzance, ex-GWR 'King' No. 6024 *King Edward I* pilots the Great Western Society's 'Castle' No. 5051 *Earl Bathurst* through Dowgas, C ornwall, in beautiful early April sunshine. The single brown and cream coloured coach being the support coach for the two locomotives. *Sam Felce*

ABOVE: The 12.54 Penzance-Bristol Temple Meads charter passes the well known photographic location of Cockwood Harbour, still in full sun. The weather conditions for the tour over the Easter weekend being quite remarkable. *Liam Yates*

NEXT PAGE: On 8 April, No. 71000 *Duke of Gloucester* rounds the curve at Craven Arms with the Bristol Temple Meads - Preston leg. *Ken Brunt*

BELOW: On the final stretch of the day's journey, the pair pass through the hamlet of Burlescombe, between Tiverton and Taunton. At this point the Great Western mainline parallels the course of the Great Western Canal, seen in the foreground. *Sam Felce*

THE GREAT BRITAIN
71000

20 minutes late. The return working ran totally to plan providing the sight of the first steam into Kyle of Lochalsh for many years.

The 12/13 April saw the train complete the north-south axis of the railway network, as David Smith's ex-LMS '8F' 2-8-0 No. 48151 took the train north from Inverness to Thurso, with a reversal at Georgemas Junction. A slightly late arrival of the coaching stock at Inverness, together with unachieveable timings on the Far North line, produced an arrival at Thurso some five hours late. This was the only major section of late running of the entire trip and one which did not affect the schedule too much, as passengers were still able to enjoy a coach tour to John O' Groats. The following day saw the '8F' return tender first, together with No. 47245 on the rear of the train for assistance if required.

For the final section from Inverness to Perth, 'A4' No. 60009 *Union of South Africa* led 'K4' No. 61994 *The Great Marquess* with

ABOVE: Having had an outstanding run from Preston to Grayrigg loop, where the 'Duchess' was halted to allow booked Virgin Cross-Country and Virgin West Coast services to pass, No. 6233 Duchess of Sutherland storms through Greenholme during an all too brief break in the cloud. ***Richard Tuplin***

BELOW: On 10 April, it was LNER 'A4' Pacific No. 60009 *Union of South Africa's* chance to return to home soil. Here the 'A4' thunders through Blackford between Stirling and Perth. This line was the scene of many fast runs towards the end of the steam era on British Railways, when a select number of the 'A4s' operated on the three-hour expresses between Glasgow, Perth and Aberdeen. ***Richard Tuplin***

a very early departure from the Highland Capital ... shortly before 06.00! The two locomotives put in another startling performance on the run south with passengers enjoying the sight of sunrise over the Highlands. From Perth the train returned diesel-hauled via the East Coast Main Line to London King's Cross.

'The Great Britain' was a resounding success because the partners involved in planning and operating the charter worked together with a will to make it a success. Nigel Dobbing and the Railway Touring Company had the vision and took the risk, Network Rail worked wonders in providing a set of timings that in the main worked well and the West Coast Company set about ensuring that it was operationally robust (as well as providing a superb set of coaches). Then there were the locomotive owners, whose charges not only did the 'impossible'- a totally steam operation from Penzance to Thurso - but also did it in style. Memories of the 'King' and 'Castle' on Hemerdon, the 'Duchess' on Shap and Beattock and the 'K4' and 'A4' on Druimuachdar will endure. And the amazing thing is, all these events happened within a few days of each other in 2007- 39 years after the end of steam on British Railways.

RIGHT: Having been joined by John Cameron's other locomotive, LNER 'K4' 2-6-0 No. 61994 *The Great Marquess*, LNER 'A4' No. 60009 *Union of South Africa* leaves Perth bound for Inverness on 10 April. The route is double-track from Perth to Stanley Junction, before the single section (with passing loops) to Blair Athol. *Angus Bell*

BELOW: The assault on the climb to Druimuachdar summit will probably be one of the most memorable for the photographers gathered along the route. The 'K4' and 'A4' storms past the now-closed Dalnacardoch signal box, just south of the summit. *John Whitehouse*

Will there be another? Well, all parties recognise the sheer scale of the exercise, together with the cost of staging such a 'round Britain' charter would make it difficult for this to be repeated on a regular basis. Equally, with the railway becoming an ever busier place meaning that the people who made this year's trip a success will have even less time available to devote to planning, resourcing and operating another such train. However, the message is 'don't hold your breath, but in this business, you also never know what may happen next!'

Railway Herald salutes everyone who has contributed to not only the success of 'The Great Britain' but also to Past Time Rail's Cornish branch line steam operations in March, as a standard has been set for mainline steam that will be very difficult to beat!

PREVIOUS PAGE: The Kyle of Lochalsh line saw steam traction for the first time in many years on 11 April. 'K4' No. 61994 coasts around the edge of Loch Carron having just passed through Attadale station.

ABOVE: 'K4' Mogul No 61994 *The Great Marquess* sloggs upgrade between Achnashellach and Achnasheen in this 'pan' shot on 11 April, heading the 14.13 Kyle of Lochalsh-Inverness leg of 'The Great Britain' charter. Both: *Brian Morrison*

BELOW: The train returned to Inverness running tender first, creating some unusual mainline steam photo opportunities. Here the 'K4' climbs away from Achnashellach station. *Richard Tuplin*

ABOVE: Class 8F 2-8-0 No 48151 heads through the lineside gorse north of Brora on 12 April, hauling the 08.15 Inverness-Thurso leg of the 'The Great Britain' charter from Penzance.

BELOW: Running 210 minutes late, the Thurso-bound charter passes Scotscalder on 12 April, hauled by Carnforth-based ex-LMS '8F' 2-8-0 No 48151. Eventual arrival at Thurso was nearly five hours late, mainly as a result of pathing issues and unachievable timings - the only major issue of the entire tour. *Both: Brian Morrison*

ABOVE: A remarkable sight! Six-days after leaving Penzance and seven different steam locomotives later, ex-LMS '8F' No. 48151 stands under the attractive roof at Thurso, the most northerly rail station in Great Britain. It is testamony to everyone involved in 'The Great Britain' tour and those who painstakingly worked in their spare time to keep the UK's small core of mainline registered steam locomotives operating that this remarkable feat could be achieved, nearly 40-years since British Railways (as it was) dispensed with steam traction. *Brian Morrison*

BELOW: The following day, 13 April, saw the train returned tender first to Inverness, where after a overnight stay, the passengers would return to London, via Edinburgh and the East Coast Main Line. No. 48151 crosses the new railway bridge over the River Ness on the outskirts of the Highland capital. *Ken Brunt*

ABOVE: The final slog! As the weak early morning sun climbs over the horizon, LNER 'A4' No. 60009 *Union of South Africa* leads 'K4' No. 61994 *The Great Marquess* over Findhorn Viaduct, near Tomatin, with the return run, shortly after 06.00 on 14 April.

BELOW: In full flight, the two locomotives head gracefully south between Crubenmore and Dalwhinnie. At Perth the steam would be removed, to be replaced by Class 57/6 No. 57601 for the final leg to London - only the second section of diesel haulage on the entire trip! Both: *Peter Kellett*

Special Souvenir Guide ... out soon!

In preparation for a special souvenir guide that ***Railway Herald*** is currently considering producing to mark this remarkable part of UK steam history, we would like to see photographs of any part of this train (steam or diesel hauled) from readers. Please send them to editor@railwayherald.co.uk.

KEEP ME INFORMED! If you would like to be kept informed on the price and release date of the book, then please click here for more information.