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The Railway Herald

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The Railway Herald
Issue 81

Front Cover

EWS Class 67s Nos. 67023 and 67026 head south at Banklands, near Cogload Junction with a Hooton - Plymouth charter on 21 April. *Brian Garrett*

Back Cover

Freightliner's Class 66/5 No. 66510 emerges from Patchway Short Tunnel at Over, South Gloucestershire, working 12.01 Angerstein-Cardiff Pengam, aggregates train on 26 April . *Matt Turner*

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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.

ABOVE: EWS Class 66/0 No. 66013 powers through Langcliffe, north of Settle, with a diverted Burngullow to Irvine China Clay working on 14 April. *Fred Kerr*

BELOW: Class 57/6 No. 57601 passes Wymondham South Junc on the approach to Wymondham station with a Mills Hill - Ely - Great Yarmouth charter on 21 April. Class 47/4 No. 47851 *Traction Magazine* was on the rear. *James Welham*

CORRECTION

Our apologies, in Issue 80, we printed a photograph of 'Royal' Class 67 Nos. 67005 and 67006 leading a diverted Caledonian Sleeper service through Huntingdon. Unfortunately we managed to incorrectly credit the image to Brian Morrison, when it should have been **Robert Tarling**. Our apologies to all concerned.

Special Souvenir Guide to 'The Great Britain'

In preparation for a special souvenir guide that ***Railway Herald*** is currently considering producing to mark 'The Great Britain' charter, a 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, which should be available outside the UK as well, then please click here for further details.

ABOVE: EWS Class 66/0 No. 66024 is pictured at Ashchurch on 18 April, with an MOD train consisting of 25 MOD vehicles and five 'Cargowaggons'. *John Stretton*

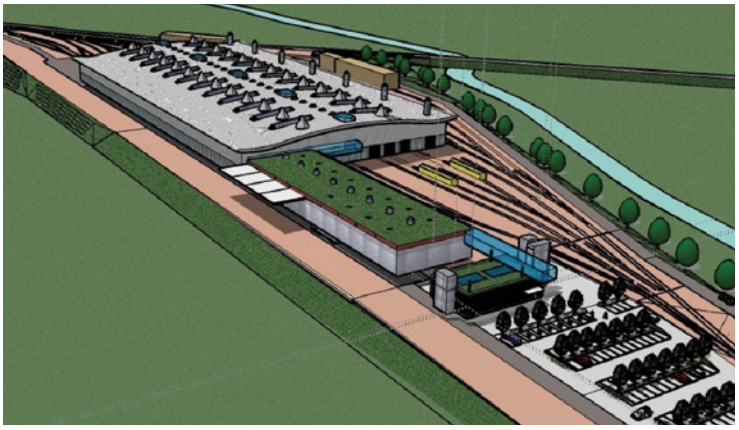
£40 million investment in South Yorkshire

A £40 million investment and over 150 jobs are being earmarked for South Yorkshire as part of Network Rail's plans to create a new National Engineering Centre at Woodhouse Junction, near Beighton, Sheffield.

The centre will be the new national hub for maintaining Network Rail's fleet of engineering trains and on-track plant and machinery. The plans are being unveiled for the first time at a public exhibition in Beighton on 28 April and 5 May.

The new facility will regenerate an area of disused railway land, create apprenticeships giving opportunities for aspiring local engineers and incorporate some of the latest 'green' building technologies such as generation of some of its own electricity and water recycling.

The site, which will be a cutting edge maintenance centre for Network Rail's national fleet of engineering trains and equipment, was chosen for a number of key reasons; it is accessible from all directions, having a central geographical location; offers the opportunity to regenerate a large amount of disused railway land and offers the ability to create a railway foundation degree based at Sheffield Hallam University.

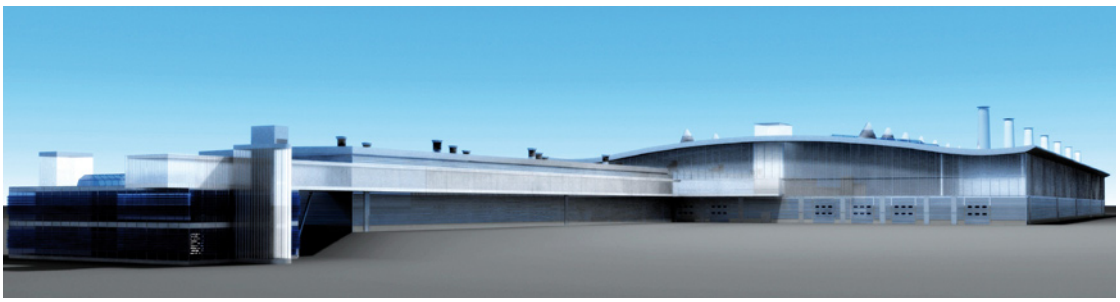


Technical innovation is at the heart of these plans to develop and improve the railways. The centre will allow development of new and better ways of maintaining the fleet by ensuring that the right people with the right skills and attitude will be centred in a single purpose-built site.

The public exhibition or 'open days' are being held on 28 April and 5 May at Beighton Sports & Leisure Club, High Street, Beighton, from 10.00 until 15.00 and representatives from Network Rail will be on hand to answer questions.

Once the open days have been concluded, Network Rail's planning team will take on-board the comments and suggestions of local people before putting forward a planning application towards the end of May. If planning permission is granted, work to complete the new facility will take around 18 months and work could start by the end of the year.

ABOVE & BELOW: Artists impressions of how the new facility at Beighton will look if the go-ahead is given. *Network Rail*



News In Brief

■ Virgin CrossCountry onboard teams are to benefit from practical training in dealing with emergencies involving train evacuations. The training sessions will take place this summer at Gloucester and on the Wensleydale Railway near Northallerton in North Yorkshire. Special coaches will be provided in both locations to enable train managers and catering crews from depots throughout the Virgin CrossCountry network to practice evacuation techniques from a smoke-filled coach onto the lineside where no platform is accessible.

■ Shortly after 00.30 on 26 April the London Fire Brigade reported a large fire had broken out in factory/warehouse buildings in Surrey Canal Road, near the railway in Deptford. By 03.00 the fire was so severe that the railway at this location had to be closed. This had a major impact on services from Kent and the South East with trains being unable to operate into London Waterloo East, London Charing Cross and London Cannon Street and very few services operating to/from London Bridge. The initial fear was that services could be disrupted for more than 24 hours. However, London Fire Brigade allowed Network Rail to reopen the route during the mid-afternoon. Services continued to suffer disruption throughout the evening peak hour due to trains and crews being out of position.

■ Liverpool South Parkway station, opened last year, is proving to be a significant success for Central Trains, with the number of passengers travelling to and from the interchange having grown by 23% in the five months between September 2006 to February 2007. The station now handles around 5,000 passengers per day.

ABOVE: A GNER HST set arrives at Stirling amid the semaphores on 10 April with a northbound London King's Cross to Inverness service. A number of signalling posts are now in situ around the station in preparation for the resignalling of the area with multiple aspect colour lights. *John Whitehouse*

Delays on Great Western mainline as Adelante has problems

First Great Western Class 180 Adelante No. 180105 encountered problems on 25 April at Bourton near Swindon on the Great Western mainline, while working the 05.27 London Paddington to Swansea via Bristol Temple Meads service.

Driveshaft issues caused gearbox problems, which resulted in the attendance of the local fire brigade to extinguish some four minor fires under the train.

With the set unable to be moved under its own power, a further Class 180 unit was used to push the failed '180' some five miles into Swindon station, allowing the mainline to be cleared.

ABOVE: With fire brigade personnel plus Network Rail and First Great Western staff alongside the failed Class 180 DMU, a London bound HST set cautiously works past the incident at Bourton, east of Swindon. In the background can be seen the second '180' which was used to push No. 180105 into Swindon.
RIGHT: The scorch marks on one of the intermediate coaches on No. 180105, which suffered minor fires. *Both: Andy Hawkness*

Transport group calls for line reopenings to tackle rail congestion

Re-opening of many rail lines across the country is essential as part of moves to improve public transport and tackle rail overcrowding, according to campaign group Transport 2000.

The Group has published an initial list of lines that should be considered for reopening, as part of its 'Growing the Railways' campaign to get the Government to commit to major rail investment. The list, drawn up with input from local authorities, user groups and consultants, comes as the Conservative Party issues a call to protect Britain's disused railway lines from development, to ensure they can be re-opened one day.

Transport 2000, an independent campaigning and research body that represents the transport interests of around 40 environmental groups, transport organisations and transport unions, say there has been a 40% increase in passenger kilometres travelled by rail since 1996 and the Government's own figures forecast a 30% growth in rail passenger miles by 2016. Increases in capacity can be made in the short to medium term by upgrading existing track, signalling and stations and longer and more frequent trains, but in the long term, capacity will need to be boosted by, among other measures, the re-opening of previously closed lines.

The list of disused railway lines, compiled by Transport 2000, is by no means complete but illustrates the potential for re-openings across the country. Those routes which have local authority support include Shanklin – Ventnor, Uckfield – Lewes, Aylesbury/Bicester – Bletchley, Okehampton – Tavistock – Bere Alston, Watford - Croxley Green, Braintree – Stansted, Bedford – Northampton, Kettering – Corby, Leicester – Coalville – Burton, Longbridge – Frankley, Skipton – Colne, Harrogate – Ripon – Northallerton, Malton – Pickering, Ferryhill – Pelaw (Leamside Branch), Alnmouth – Alnwick, Penrith – Keswick and Bangor – Caernarfon.

The Group has suggested a number of other reopenings to create strategic and inter-regional links, such as Hadfield - Deepcar via Woodhead and Spalding to March. Interestingly some of these routes are now in the hands of preservation groups and heritage railways, such as Stratford-Cheltenham and Matlock - Buxton.

Climate change special service

Virgin CrossCountry is running a special complimentary train for delegates travelling to the 'Business in the Community Climate' change summit at the Eden Project on 1 May.

Companies attending the summit will be asked to make commitments to reduce their emissions and combat climate change. Virgin Trains is helping to keep delegates carbon emissions to a minimum by running a train from Cheltenham Spa to Par. On arrival at Par. Stagecoach will whisk delegates from the station to the Eden Project in buses running on biofuel, similar to that due to be tested on one of the Voyager trains during the summer.

ABOVE: Is this the first time that all three cut-down Class 08/9 locomotives have been together since moving from the Welsh Valley's? In numerical order, overhauled and repainted, Nos. 08993, 08994 and 08995 stand outside Doncaster Carr TMD in early April. The locomotives have been overhauled and refurbished in preparation for their work on engineering trains on the Manchester Metrolink project. *C. Shutter*

Major boost to West Coast from 2009 with 1,700 extra seats each weekday

Virgin Trains has announced that it is to provide an additional 17 trains a day between Birmingham and London, when its new High Frequency timetable commences in January 2009.

During the off-peak period, three trains each hour will run between the two cities, with even more during peak hours. The plan is that off-peak trains will leave Birmingham every 20 minutes and will take just one hour and 21 minutes to complete the 115 mile journey to London at an average speed of 86.25 mph. The fastest train of the day is planned to take just one hour and 12 minutes to reach the Capital, with eight services planned to arrive in London before 09.00, three more than currently operate.

Virgin expects to provide over 50 trains each weekday from Birmingham New Street to London Euston, most of which will also call at Birmingham International and Coventry. A regular hourly service will be provided to Rugby, Milton Keynes and Watford Junction.

Birmingham isn't the only winner in the new plan as Glasgow features prominently in a major upgrade of services to London.

A measure of the improvement is that the third train of the day from the Scottish city is expected to be in London Euston a quarter-hour earlier than today's first arrival. Once the new timetable is in operation, it will be possible to spend more than 10 hours in London and still get there and back by train from Glasgow on the same day!

The earliest train at 09.08 into Euston is to be the 04.30 from Glasgow Central. Currently, the first arrival at 11.26 leaves Glasgow at 05.55. In 2009, the second from Glasgow at 05.40 is expected to be in London at 10.00 with the third at 06.30 from Glasgow due in Euston at 11.10.

Four additional Virgin Pendolino trains in each direction on weekdays will provide a better spread of departures throughout the day. The last service from Glasgow at 18.40 is to be an hour later than present. Glasgow departures from Euston are to start almost an hour earlier at 05.50 with the last at 19.30 – 82 minutes later than currently– into Glasgow by midnight. The planned typical journey time for the 401 miles of around four hours and 30 minutes compares with today's average of five hours. The fastest of the day – the 16.30 from London Euston – is expected to slice a quarter-hour from today's best, to reach Glasgow in around four hours and 10 minutes at an average of just over 96mph. That is to be the first of no less than five evening peak departures to Glasgow in the space of just two hours.

Virgin expects to provide 13 trains a day in each direction on weekdays between Glasgow Central and London Euston, delivering more than 1,700 additional seats every weekday. More capacity is also being planned for weekends.

Severn Tunnel emergency equipment replaced by new road/rail vehicles

The rail tunnel under the River Seven, carrying the Great Western mainline from Bristol into South Wales, is currently the longest mainline tunnel (after the Channel Tunnel) in the country.

Being the longest in this respect presents its owner and operator - Network Rail - with unique issues surrounding the safety and evacuation of the tunnel should there be a major incident involving a train within the tunnel bore itself.

For a number of years a dedicated Severn Tunnel Emergency train was used, with motive power supplied by a Class 09 locomotive permanently on standby with the train at Sudbrook; this was replaced by a pair of heavily modified Class 121 DMU vehicles, but these were never introduced into service, and resulting from the in-sourcing of maintenance into Network Rail, a more adaptable and flexible solution was sought.

ABOVE: Class 121 DMUs Nos. 960302 (vehicle No. 977975, previously No. 55027) and 960303 (vehicle No. 977976, previously No. 55031) were converted to form the Severn Tunnel Emergency Rescue Train, but having never turned a wheel, the two vehicles have now been replaced by Gator Road/Rail vehicles and trailers. The '121s' are now stored in the 'cripple' siding at Severn Tunnel Junction and are visible from the M4 Motorway. *Chris Perkins*

The answer was found in the form of two modified road/rail Gator vehicles with specially modified trailers.

These powered tractor Gator vehicles, maintenance of which remains with Network Rail, are basically similar to those provided by Harsco Track Technologies to the rail industry, but the trailers are quite different.

After extensive consultation with the emergency services at the design stage, personnel carriers were adapted to accommodate the fire and rescue team's breathing apparatus, with rear back supports on the seats being adjusted to a lower angle. This allows a firefighter to sit on the vehicle still wearing full breathing apparatus.

The ambulance service also needed a system whereby casualties on stretchers or spine boards could be comfortably carried on the personnel carriers and brought out of the tunnel. To accommodate this, the seating on each carrier can be folded down and two stretcher-holding units can be slotted over the outer seats, leaving the centre seats free for emergency personnel to monitor the condition of casualties while being carried from the tunnel environment to waiting ambulances.

The modifications to the carriers have been designed in such a way that the stretchers can be installed quickly and without the need for tools. But this has resulted in the need for the basic personnel carriers to be strengthened, which has increased the weight, requiring steel wheels and an improved braking system.

The tool carrying trailers have also been strengthened to cater for the emergency equipment they need to carry and they too have steel wheels and an improved braking system. The Gator and trailers provide flexibility and versatility as they can be configured in differing formations depending upon the specific emergency requirements at the time.

Emergency service personnel have been trained to operate these vehicles in the event of an incident and in accordance with the combined emergency plan for the tunnel.

LEFT: The two dedicated 'Gator' sets, each one comprising a tractor vehicle and two trailers, are based in a purpose-built single-road metal structure at Severn Tunnel Junction. In this view, the seats on the trailer nearest to the camera have been locked down and two stretcher holding units slotted over the top, allowing casualties to be easily transferred out of the tunnel. The trailer behind shows the vehicle configured for carrying personnel. *Both: Chris Perkins (with full permission)*

Virgin's Pendolinos could power your Christmas tree!

Virgin Trains fleet of tilting Pendolino trains continues to clock up the miles, with the first expected to hit the one million miles mark by the end of this year.

Early indications are that Pendolino No. 390022 *Virgin Hope*, has already travelled 810,500 miles and is set to hit the million figure by January 2008. The combined fleet of 53 trains have already travelled over 38 million miles, almost halfway to the sun, or the equivalent of 47,381 return trips on the West Coast Main Line between London and Glasgow.

Currently the Pendolino fleet is travelling around 40,000 miles a day - with the highest daily mileage diagrams covering over 1,100 miles. From the introduction of the enhanced West Coast timetable in January 2009 (see separate story) the daily mileage is set to increase by almost 25% to 49,000 miles a day with a number of Pendolinos covering more that 1,200 miles a day. One diagram will cover over 1,300 miles on a daily basis.

The Class 390s generate enough electricity each year to provide power for 11,825 homes for a year, or charge over four-and-a-half million mobile phones. Through regenerative braking, the fleet is generating around 55 million kWh of power per year, which is returned to the National Grid. An interesting, but useless statistic shows that during December 2006, the trains actually generated enough power to light over two million sets of domestic Christmas tree lights for the entire month!

ABOVE: It was reported in last weeks issue that Network Rail had taken over and repainted ex-FM Rail Class 31/6 No. 31602. The locomotive is pictured at Ipswich on 25 April, minus bodyside transfers, having arrived on route learning duties. *James Welham*

Ribblehead Viaduct opens temporarily to walkers

Network Rail and the Friends of the Settle Carlisle Line have joined together to offer the unique opportunity of walking across Ribblehead Viaduct.

The railway is closed for two weeks in July as part of a £60 million upgrade of the line, and Network Rail has agreed to open the viaduct on Sunday 22 July, the final day of the closure.

Radio presenter Mike Harding will officially open the event, which runs from 10.00 until 16.00. Network Rail has imposed a limit of 2,000 people throughout the day and the Friends will have an army of volunteers to act as guides. They will accompany visitors across the viaduct in parties of 25 people at a time. Network Rail has also said visitors must be over the age of 14 to cross the viaduct.

Temporary car parks will be set up at Ribblehead and at nearby Horton-in-Ribblesdale from where free shuttle buses are being provided by train operator Northern. Northern's rail replacement buses will also call at Ribblehead.

Tickets for the event will be time specific and will be allocated to a particular time slot for crossing the viaduct. Visitors will not be allowed access to the viaduct unsupervised.

The tickets are on sale now and cost £15 each. They are available from the Friends website at www.ribbleheadwalk.co.uk or by post from Ribblehead Viaduct Walk, Bridge House, Church Brough, Kirkby Stephen, CA17 4EN. Postal applicants are asked to enclose an s.a.e. Funds raised will go towards developing the Ribblehead station site, recently acquired by the Settle - Carlisle Railway Trust.

BELOW: Due to the West Coast Main Line being closed at weekends, trains are being diverted via the Settle & Carlisle route and the Blackburn-Hellifield line. Here, Class 57/3 No. 57308 *Tin Tin* leads Class 390 Pendolino No. 390012 *Virgin Star* through Gisburn with a Glasgow-Euston service on 14 April. Gisburn signal box, closed in 1981 and now in private ownership, can be seen in the background. *Wayne Taylor*

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
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	45231&45407	(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	34067	Dereham-Yaxham-Wymondham-Norwich-Diss-Colchester-London Liverpool Street-Norwich (rev)-(and return)
05 May	SRPS	2xWCRC 47	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
07 May	Pathfinder Tours	Riveria 47 2xEPS 37/6s	Southampton-Eastleigh-Basingstoke-Didcot Parkway-Oxford-Banbury-Dorridge-York (rev)-Gilberdyke-Knottingley-York (Rev) and return
07 May	RTC	34067	'The Scarborough Flyer': Norwich-Wymondham-Attleborough-Thetford-Brandon-Ely-York-Scarborough (break/rev)-York-(and return)
09 May	Steam Dreams	850	London Victoria-Woking-Salisbury (pu/sd)-Bath-Bristol TM and return
12 May	Heartland Rail	2xCR 47	Bristol TM-Bristol Parkway-Cam & Dursley-Gloucester-Cheltenham Spa-Birmingham NS- York-Whitby (break/rev) and return
12 May	ICMM	2xFMR 47	Minehead-Bishops Lydeard-Taunton-Llandrindod Wells (break) and return
12 May	MCRUA	EWS Class 67	Altricham-Knutsford-Northwich-Chester-Wrexham-Gobowen-Shrewsbury-Llandrindrod Wells (break)-Cardiff (break)-Hereford-Shrewsbury and return
12 May	NELPG	62005	(Newcastle-Durham-Darlington-Battersby)-Middlesborough-(Crag Hall)-Stockton-Seal Sands-(Eaglescliffe-Bishop Auckland)-ECML-Redmire-(Newcastle)

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
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.

Faversham steam workings

Brewers, Shepherd Neame, are to sponsor steam workings surrounding the annual 'Hop Festival' at Faversham over the weekend of 1/2 September.

All trains will be hauled by Ian Riley's Battle of Britain No. 34067 *Tangmere* operating as No. 34066 *Spitfire*. The name *Spitfire* certainly has strong connections in Kent as the image of the legendary fighter aircraft of that name will forever be etched onto Kent sky's as a result of its exploits during the Battle of Britain.

As in previous years, the first train runs from London, leaving London Bridge around 09.00, and running to Faversham via the Medway Towns. The return operates via Canterbury and Dover. Also on Saturday, there will be two additional return trips from Faversham to Ramsgate, which return to Faversham via Whitstable and Herne Bay.

Sunday's operations commence at Brighton, running to Faversham via Lewes, Eastbourne, Hastings and Ashford. The Eastbourne-Ashford leg will be diesel-hauled. The train returns as outward, but in the meantime will operate an afternoon trip from Faversham to Gillingham and then across the Isle of Sheppy to Sheerness-on-Sea.

News In Brief

■ One of the ironies of present day operations is that steam charters, which arguably played a very significant role in maintaining the profile and securing the future of the Settle and Carlisle line when it was faced with closure, now have great difficulty in obtaining paths due to the sheer success of the route today. There is now just one northbound 'charter' path around mid-day, returning late-afternoon from Carlisle. As a consequence, the Railway Touring Company's 'Cumbrian Mountain Expresses' from York to Carlisle and back will operate on Saturdays and Kingfishers 'Dalesman' from Hellifield to Carlisle and back will now become a Sunday operation.

■ No. 34067 *Tangmere* was due to move to Ian Riley's Works at Bury on 26 April to commence an interim overhaul which would mean the locomotive being sidelined for about eight weeks. However, the move has been deferred as *Tangmere* will deputise for No. 4771 *Green Arrow* on the Railway Touring Company's two bank holiday tours (see Preview for more details), and is now scheduled to move to Bury from York on 7 May.

■ It is reported that No. 6233 *Duchess of Sutherland* will now work Saturday's 'Cuneo Centennial' from London Waterloo to Salisbury and back. The leg from Salisbury to Yeovil Junction and return will now be diesel hauled. 'Gauging issues' are cited as the reason for the change.

BELOW: LMS 'Black 5s' Nos. 45231 and 45407 cross Knucklas Viaduct on 21 April with a charter from Manchester to Newport. *John Whitehouse*

ABOVE: Having visited several branch lines, EWS Class 37/4s Nos 37422 *Cardiff Canton* and 37410 thunder through Bridgend with the return leg from Cwmgwrach to Birmingham of the 'Principality Freighter' charter. At Newport, Class 60 No. 60038 (attached to the rear) was removed. *James Welham*

Class 40 to Buxton, Halifax and Morecambe all in one day!

Mark Elderkin, previously of Pathfinder, is sponsoring a trip on 15 September which features Class 40 No. 40145 to Buxton.

The tour originates at Birmingham International with a West Coast Railway Company Class 37, picking up at Tame Bridge Parkway, Stafford, Crewe, and Manchester Piccadilly (on the outward leg only). At Manchester Piccadilly, No. 40145 backs on to take the train via Stockport and Hazel Grove to Buxton.

The stock will be released by the Class 37 before No. 40145 again takes over for a trans-Pennine trip via Edale to Leeds, before doubling back via Bradford Interchange, Halifax and Hebdon Bridge to run to Preston via Copy Pit. With the day still young, No. 40145 then proceeds to Morecambe where the WCRC Class 37 again takes over for the onward leg to Heysham Port.

Then it is Class 40 back to Morecambe, where the Class 37 will take charge for the final run back to the starting point, Birmingham International.

Past Time Rail is handling the bookings on 01543 411971.

Vintage Trains Class 50 to Royal Welsh Show

Vintage Trains partnership with the Class 50 Alliance is further cemented with the announcement of a trip on 24 July from Tyseley Warwick Road to Builth Wells (for the Royal Welsh Agricultural Show) and Llandeilo.

It features Class 50 haulage throughout, picking up at Birmingham New Street, Sandwell and Dudley, Wolverhampton, Telford Central, Wellington, Shrewsbury, Church Stretton and Craven Arms. Bookings include entrance to the agricultural show or there is an optional tour based on Llandeilo.

The company also has Class 50-hauled tours to Portsmouth on 12 May and Paignton on 16 June.

The Week Ahead

The Railway Touring Company both open and close the Bank Holiday weekend with tours from East Anglia hauled by steam virtually throughout.

One important change to each tour's specification is that the rostered locomotive, No. 4771 *Green Arrow*, is unavailable and will be replaced by No. 34067 *Tangmere* (see News in Brief).

On 5 May, the tour originates at Dereham and runs to Norwich. On the return, steam will give way to diesel-haulage at Norwich for the remaining leg back to Dereham. Norwich is also the starting point of the company's 7 May working to York and Scarborough. This again features No. 34067 throughout, travelling via Ely and Peterborough to Scarborough and back as far as York, where a diesel will take over for the return.

Scarborough is a popular destination over the bank holiday weekend, as No. 6233 *Duchess of Sutherland* is due to visit on 5 May on a working from Derby for PMR Tours. The tour starts at Sheffield and is diesel hauled to Derby on the outward leg, being steam hauled throughout on the return.

Chiltern Railways feature a rare chance to visit its London Marylebone terminal with steam on 5 May. The operator has joined forces with Vintage Trains to utilise the VT Pullman-set and Tyseley-based 'Hall' No. 4965 *Rood Ashton Hall* from Birmingham Moor Street to Marylebone and back. However, there are options, as in addition to travelling by steam in each direction passengers can also travel one-way with steam and the other on a Chiltern 'Clubman' DMU.

There are also plenty of diesel-hauled charters over the weekend, with Compass Tours leading the way with a trip to Norwich and Great Yarmouth on 5 May from Blackburn and selected stations to Manchester Victoria, followed by an outing to Durham and Newcastle on 7 May from Telford, Shrewsbury and selected stations via Wrexham to Warrington. Riviera Class 47's should feature as motive power.

Hertfordshire head for Spalding and the annual Flower Festival on 5 May from London Victoria. Meanwhile, in Scotland, the SRPS gets its 2007 season underway with a North Berwick to Plockton and Kyle of Lochalsh charter with WCRC traction.

Pathfinder's 'Ouse-Humberman' on 7 May is booked for a Riviera Class 47 from Southampton to Didcot, where two EPS Class 37/6s will take over for the run to York via Dorridge and Derby. The train then engages in a circular tour, again with the EPS Class 37/6s running via Goole and Gilberdyke, around the outskirts of Hull, Knottingley, Church Fenton and back to York. After a short break, the tour returns south as outwards, again reverting to Riviera Class 47 traction at Didcot.

ABOVE: Class 37/4 No. 37406 *The Saltire Society* heads through Hatton North Junction with a very late running Bescot - Eastleigh Enterprise service on 11 April. The locomotive worked the train as far as Didcot. *Peter Tandy*

LEFT: Class 37/4 No. 37406 was in charge of the Bescot - Birch Coppice working on 20 April, seen here passing Water Orton. *Phil Hayward*

BELOW: The sight of Direct Rail Services Class 66/4 locomotives in use on nuclear flask services is not a common one. On 19 April Nos. 66406 and 66413 pass Hest Bank on the West Coast Main Line. *Andrew Naylor*

Common trains, uncommon locations!

RIGHT: Not the usual stamping ground for a Class 60! Captured at Shepreth Branch Junction, No. 60022 is seen diverging away from the Cambridge - Liverpool Street lines at the head of a lengthy Whitemoor - Stevenage train en route for an engineering possession on 21 April. *David Smith*

CENTRE: For a short number of weeks, one of Freightliner Heavy Haul's Drax - Hunterston empty coal services is being diverted via Copy Pit and Blackburn, then via the WCML from Preston northwards. On the first day, 23 April, the unique Shanks & McEwan-liveried Class 66/5 No. 66522 *east london express* negotiates the tight curve through Accrington station, with what is believed to be the first Freightliner service to use the East Lancashire line *Ian Tunstall*

BELOW: Not the most common of places to see a GB Railfreight operated coal train - Camdon Road, North London! All is not as it seems however, as No. 66721 *Harry Beck* passes through with a Wembley - Tyne Dock GBRf wagon move. These wagons are the latest of the GBRf vehicles being constructed at Arad in Romania. *Chris Holt*

ABOVE: Network Rail's High Output Ballast Cleaner (HOBC) is a particularly difficult train to photograph, not because of infrequent or night movements but because of its length! There are not many places where the entire length of the set can be caught within the photograph. Here, Class 66/6 No. 66613 leads the HOBC on a Wooten Basset Junction - Taunton Fairwater Yard trip through Creech St. Michael on the 15 April. Just out of sight on the rear was No. 66610. *Brian Garrett*

BELOW: One of the latest Class 66/5s to dock at Newport, No. 66584, passes Shrivenham on 14 April with the Calvert-Bristol 'Binliner'. In mid-April a further batch of Class 66/5 locomotives, Nos. 66587 to 66594, arrived in the country, bringing the total number of the class built and delivered to the UK to 415! *Adam Hiscock*

RIGHT: On 20 April, a now de-named Class 47/7 No. 47703 powers through Wakefield Westgate with a Brush Traction, Loughborough to Leeds Neville Hill stock move, conveying GNER Class 43 powercar No. 43306 *Fountains Abbey* and a Mk1 barrier vehicle. The powercar had been returned to Brush Traction for modifications following its previous conversation and fitment with an MTU power unit. *Patrick Seale*

BELOW: Cotswold Rail's Class 47/4 No. 47810 *Captain Sensible* heads through Aller Divergance with a 13.14 ECS stock move from Bristol Stoke Gifford Yard to Plymouth Laira, conveying a rake of First Great Western liveried Mk3 HST coaches. *Liam Yates*

Heritage motive power on mainline duties

ABOVE: The regular flask train from East Anglia heads through Westerfield on 25 April, hauled by Class 20/3s Nos. 20304 and 20303, after traversing the East Suffolk Line. *James Welham*

CENTRE: The fleet of Class 31 locomotives previously operated by FM Rail, now under the umbrella of Victa Westlink Rail, continue to see extensive use across the country on Serco test trains. On 6 April, Network Rail yellow-liveried Class 31/1 No. 31105 and BR green-liveried No. 31190 stand at Exeter St Davids shortly after 01.00, having arrived with a test train from Eastleigh via Honiton. The train returned via the same route. *Nathan Williamson*

LEFT: EWS Class 37/4 No. 37406 isn't the only member of the class enjoying a break out of Scotland. Classmate No. 37405 has also recently been working off Bescot and Warrington. both Type 3s having been moved south in connection with Departmental duties on the Cambrian route. On 21 April, No. 37405 heads through Shotton with the 14.50 Holyhead to Warrington Arpley freight. *Tim Rogers*

RIGHT: Class 37/4 No. 37406 *The Saltire Society* climbs past Yockleton, between Shrewsbury and Welshpool, with the 17.14 Bescot - Pwllheli Autoballasters on 19 April in connection with reballasting work taking place on the Cambrian Coast route. This was one of the few trains so far to operate during daylight hours. Both Nos. 37405 and 37406 have been involved with these workings. *Andrew Bannister*

CENTRE: With the North Yorkshire Moors Railway now being a mainline operator, its Whitby services now come under the heading of summer-dated scheduled services! Class 40 No. 40145 approaches the fishing town on 21 April with the 08.40 Pickering - Whitby service. The picture was taken from the top of Larpool Viaduct. *Dave Maloney*

BELOW: Observation Saloon No 975025 *Caroline* is propelled at speed through Sidcup on 24 May by Class 73/1 No 73136 *Perseverence*, having worked as the 08.59 departure from London Victoria and travelled via Sheerness, Margate and Ramsgate to return to Victoria. *Brian Morrison*

Beavertail saloon back in traffic at Great Central

The Great Central Railway has announced the return to passenger traffic of its Beavertail observation saloon, built in the 1930s.

After a seven year, £55,000 restoration it's glorious art deco interior and comfortable armchairs will be ready to welcome passengers again from 6 May. It even has a private bar for use on special occasions.

The carriage is privately owned and has been restored by volunteers from Railway Vehicle Preservation Ltd.

The coach will be attached to service trains on 5 May, conveying invited guests, but passengers are welcome to travel in the Beavertail saloon, from 6 May upon payment of a small supplementary fare. The vehicle is being offered for hire for private parties.

ABOVE: As previously reported in *Railway Herald*, a bracket signal has been erected at Cheddleton on the Churnet Valley Railway. BR Standard 4MT 2-6-4T No. 80098 passes the new signals with a service train in early April. The railway's next steam gala takes place on 23/24 June when Class 3F 'Jinties' No. 47493 from the Spa Valley Railway and No. 47279 from the Keighley and Worth Valley Railway will join the resident fleet on an intensive passenger service. *David Gibson*

Churnet Valley diesel update

Work continues to proceed apace on the Churnet Valley Railway's diesel fleet. David Bard presents a round-up of the current workload:

A favourite of many visitors to the line's annual diesel weekend Class 33 No. 33102 is undergoing a planned overhaul and it is hoped that the loco should be available for this year's event on 1-3 June.

Work is underway to rectify engine defects which include removal of cylinder heads, curing leaks in cylinder liner top joints, repairing a hole in the crankcase door and removal of fuel pumps and injectors. To carry out this work the roof will be removed and the opportunity will then be taken to overhaul the air compressor.

Phase 2 of the restoration will commence after the gala weekend. This will include overdue body repairs and either the loco or its bogies being sent away for tyre turning.

Minor running repairs on Class 47/0 No. 47192 have taken place to deal with water leaks and all the traction motors have been cleaned and checked and all were found to be in good condition. No. 47192 is the main running diesel loco at present and sees regular use to and from Oakamoor, as well as the back-up locomotive for the season incase of steam failures.

Progress on Class 47/4 No. 47524 has been steady but slow in recent weeks. The No. 2 cab has been stripped down to enable repairs to the cab floor which has either rusted away or become very thin. While the cab is empty the fibre glass roof will be removed to be re-sealed, preventing further water ingress. Engine room and auxiliary roof sections are ready to be removed, allowing an internal clean up, repairs and repainting as required.

BELOW: Aveling & Porter *Blue Circle* is pictured on 21 April during a brief visit to the Spa Valley Railway, believed to be the first visit of the loco to any ex-BR shed, in preservation or otherwise. *David Staines*

EAST COAST MAIN LINE FESTIVAL

Weekends of 28th & 29th April and 4th, 5th, 6th & 7th May

Celebrating 50 years of East Coast motive power including: A4 60007 K1 62005 D200 D9009 55019 and N7 69621

Giant Model Railway Exhibition at the Northern Events Arena on 28th & 29th

Steam along The Esk Valley to Battersby & Danby

The North Yorkshire Moors Railway
Pickering—Levisham—Goathland—Grosmont—Whitby
Call 01751 472508 for more information or log onto www.nymr.co.uk
All locomotives listed are subject to availability, and the NYMR reserves the right to cancel / amend or suspend any service or event

News In Brief

■ The Swanage Railway holds its annual Beer Festival over the weekend of 11-13 May. A frequent passenger service will be in action, featuring resident BR Standard 4MT No. 80078 and LSWR 'M7' No. 30053, plus Class 20 No. D8188, Class 33 No. D6515 and visiting Class 52 No. D1015 *Western Champion*, Class 73s Nos. 73136 *Perseverance* and No. 73208 *Kirsten* plus the only remaining 4VEP No. 3417 *Gordon Pettitt* from South West Trains. It is also highly likely that large logo-liveried Class 47 No. 47635 *The Lass o' Ballochmyle*, recently purchased by SECO Rail, will be in operation!

New footbridge craned into place at Corfe Castle

ABOVE: The 1893-built footbridge from Merton Park in London, is carefully craned into position at Corfe Castle. *Swanage Railway*

An historic Victorian railway footbridge saved from demolition in London, restored, and over five years rebuilt for use at the Swanage Railway's Corfe Castle station is to be officially opened by the former chairman of the Government's Strategic Rail Authority, David Quarmby CBE who was also the former chairman of the British Tourist Authority and Docklands Light Railway.

Mr Quarmby will cut an official ribbon and unveil a special plaque on the wrought iron footbridge connecting the two platforms during a special ceremony on 28 April.

Corfe Castle station was never previously provided with a footbridge during the period from opening in 1885 to closure in 1972. Between those years, passengers used an ungated timber foot crossing. The Swanage Railway has had to install the new footbridge for Health and Safety reasons. Until now, passengers have had to use a gated crossing to cross between the platforms which has to be locked before trains approach for safety reasons.

The bridge was built in 1893 by the London, Brighton and South Coast Railway. With cast iron columns and a wrought iron span, the bridge spent its life at Merton Park in London, near Wimbledon, on the West Croydon line.

Philip Wycliffe-Jones, who led the volunteer restoration team, said: "The advent of the Croydon Tramlink scheme spelt the end for the charming bridge – which is distinctive for its lattice work – until we stepped in and acquired the bridge for use at the south end of Corfe Castle station."

The bridge has been lengthened by the manufacture and installation of a new centre section built to look exactly like the rest of the Victorian structure. The height of the bridge has also been shortened to fit in with Corfe Castle station.

BELOW: Following 18 months out of traffic for a heavy mechanical overhaul, the M&GN Society's LNER B12/3 No. 61572 re-entered traffic just before Easter in the plain BR Black livery of the early 1950s. The loco will see out the remainder of its current boiler certificate, 12 - 18 months, in this livery. Here, the loco approaches Weybourne from Sheringham on 21 April. *Steve Allen*

Gala changes

The North Yorkshire Moors Railway has suffered several setbacks for its forthcoming two-weekend steam gala.

After the initial disapointment at the non-availability of the 'B1' No. 61264 due to over running repair work and the notification that insufficent clearance on an overbridge at Battersby would prevent 'A4' No. 60009 *Union of South Africa* attending, comes news of further changes.

An unfortunate delay with repairs to NELPG's ex-LNER 'K1' No. 62005 means that the locomotive will be out of traffic for the first weekend, with BR Standard 4MT No. 75029 covering the Whitby service. In addition the NRM's Class 40 No. D200 has developed technical problems and has been sidelined.

The current roster for the 28/29 April and 4-7 May comprises, LNER A4 No. 60007 *Sir Nigel Gresley*, LMS 'Black 5' No. 45212, BR Standard 4MT No. 80135, Lambton tank No. 29, BR Class 55 'Deltics' Nos. D9009 *Alycidon* and 55019 *Royal Highland Fusilier*, plus visiting N7 No. 69621. Full details and the official timetable are available on our website - click here.

The North Yorkshire Moors Railway held a highly successful diesel gala on 20-22 April.

Passenger figures were up on the previous year's events and a variety of visitors featured, along with Class 40 hauled trains between Whitby and Battersby.

ABOVE: The Class Forty Preservation Society's No. 40145 is pictured in the run-round loop, shortly before propelling its train back into the single platform at Whitby to form a service to Battersby Junction on 21 April. *John Lewins*

LEFT: The Deltic Preservation Society's Class 55 No. D9009 *Alycidon* approaches Levisham on 20 April with the 18.50 Pickering-Grosmont service. *Mark Pichowicz*

BELOW: The NRM's Class 37 No. D6700 was a popular visitor, seen climbing through Darnholme with a Pickering-bound service on 21 April. *Steve Philpott*

Steam, Steel and Stars at Llangollen gala

ABOVE: Recently repainted into BR Brunswick green livery, the North Norfolk Railway's Battle of Britiain No. 34081 *92 Squadron* approaches Carrog with the 15.00 service from Llangollen during the Betton Grange Society's 'Steam, Steel & Stars' gala weekend on 20-22 April. The event was notable in that it was one of the first occasions that a group has hired an entire railway especially for a steam gala weekend!

BELOW LEFT: On 20 April, visiting ex-GWR 1400 class 0-4-2T No. 1450 and ex-GWR 9400 class 0-6-0PT No. 9466 head for Carrog, north of Glyndyfrdwy with the 14.00 Llangollen - Carrog service during the gala weekend. *Both: Fred Kerr*

ABOVE RIGHT: 4200 class 2-8-0T No. 5244 and resident 2800 class 2-8-0 No. 3802 approach Carrog with the 14.30 goods service from Llangollen on 20 April. *Fred Kerr*

BELOW: Perhaps the most amazing sight of the gala: Ex-GWR 0-4-2T No. 1450 leads 0-6-0PT No. 9466, 2-8-0T No. 5224, 2-6-2T No. 4160, 0-6-2T No. 5643, 0-6-0PT No. 6430, 2-6-2T No. 5199, ex-BR 2-6-0 No. 78019, ex-GWR 4-6-0 No. 7822 *Foxcote Manor*, 2-8-0 No. 3802 and finally No. 34081 *92 Squadron*. All 11 locomotives that featured in the gala having run 'light engine (?)' from Llangollen, arrive at Carrog to mark the end of the festival on 22 April. Remarkably, every locomotive, except No. 1450 and No. 6430, had been carefully restored from a Barry wreck! *Andrew Naylor*

Peru'RAIL 07

PeruRail's operations in 2007 are reviewed by Don Gatehouse, who also provides the accompanying illustrations.

In 1999, the Peruvian Government opted for privatisation to rejuvenate what was left of the country's run down, inefficient and much neglected railway infrastructure.

A 30-year concession to operate the mainline railways in southern Peru was granted to Sea Containers, whereby its new subsidiary, PeruRail, inherited the former routes of the state railway company, Enefer.

There followed a period of considerable investment to improve the railway infrastructure and both freight and passenger carrying facilities. Tourism in Latin America was developing year-on-year, and Peru in particular was proving a popular destination.

Puno, at the southern end of PeruRail's standard gauge line is situated on the banks of Lake Titicaca, the world's highest navigable lake. At the northern end of the 240-mile route that crosses the scenic Andean plains, lies the ancient city of Cusco, a major centre of tourism.

PeruRail has established a pair of thrice weekly locomotive-hauled services that depart from both Puno and Cusco at 08.00 each Monday, Wednesday and Saturday. Each of these 'Andean Explorer' services provides accommodation for 'backpacker' travellers as well as First Class coaches complete with full dining facilities and a bar in the rear observation car. Each train takes a leisurely 9 hours 30 minutes to complete the journey, with an intermediate stop at La Raya, the highest point on the route and some 14,172ft above sea level.

Motive power for the 'Andean Explorer' services is provided from a small pool of 2,400hp MLW (1975) locomotives or the more powerful 3,000hp General Motors (1982) machines.

Cusco, the former Inca capital, is the 'gateway' to one

ABOVE: The 'Andean Explorer' service to Puno awaits departure from Cusco behind General Motors GT26CW-2 locomotive No. 751. The train consist provides ample baggage facilities, two 'backpacker' class and four First Class coaches, with a bar and observation car at the rear.

BELOW: Co-Co locomotive No. 484 takes the short spur to access the terminus station at Aguas Calientes with a morning 'backpacker' service from Cusco. Two of these 1975-built MLW Industries DL 535-B 1,200hp locomotives operate on the Machu Picchu route. The track in the centre foreground continues through the lower town area and is used to access the main stabling point for the various service trains that arrive each day, and for the local train service to reach the hydro-electric station at the end of the line, which used to extend to Quillabamba.

LEFT: The daily 'Vistadome' shuttle services between Ollantaytambo and Aguas Calientes are operated by 1965 vintage Ferrostaal (Germany) rail buses. Units Nos. 216 & 217 are seen making their way through the market area of Aguas Calientes. PeruRail's blue and yellow house colours were applied to all of the rolling stock and locomotives during their refurbishment programme.

BELOW: Locomotive No. 353 dates from 1963 and is one of the small fleet of Alco 1,200hp locomotives that operate on the line. It is shown stabled in the bay platform at Aguas Calientes, having arrived earlier with the 'Hiram Bingham' Pullman service from Poroy. Following a major mud slide that severed the line in April 2004, the terminus at Aguas Calientes was closed and totally refurbished. When re-opened in August 2005, new and considerably enhanced passenger facilities were brought into use.

of the world's most important heritage sites, Machu Picchu, perched high in the mountains approximately 68 miles to the north-west. An estimated 500,000 tourists visit the 15th Century Lost City of the Incas each year, the majority of whom arrive during the peak season between April and October.

PeruRail transports the vast majority of visitors to Machu Picchu and provides services along its (914mm) narrow gauge route for all categories of travellers. As well as the services from Cusco San Pedro station, additional trains operate from Ollantaytambo in the Sacred Valley to Aguas Calientes, where buses are used to shuttle visitors to and from the site of Machu Picchu.

At the top end of the market, the 'Hiram Bingham' Pullman train that starts at Poroy, provides 'Orient Express' style opulence. For the less well-healed tourists, there is a choice between the 'Vistadome' DMU services, complete with at-seat refreshments en route or the locomotive hauled 'backpacker' trains. As part of the franchise arrangements, the local people who live along the route are provided with a subsidised daily return service at a fraction of the tourist fares.

Freightliner
66510