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The Railway Herald

4 May 2007 Issue 82

The complimentary UK railway journal for the railway enthusiast

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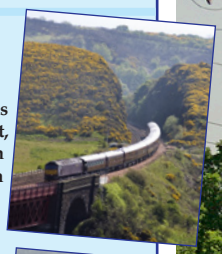
The Railway Herald
Issue 82

Front Cover



Class 47/4 No. 47854 emerges through the gorse covered Ferry Hills onto Jamestown Viaduct, near Inverkeithing, with the first Royal Scotsman tour of the 2007 season on 30th April. *Peter Kellett*

Back Cover

Departing from the once grand station of Kendal, Class 185 No 185122 forms the 10.05 service from Oxenholme to Windermere on Easter Monday, 9 April. *Brian Morrison*

Contents

Eight-week closure for North Erewash route for resignalling. *Page 3*

Hitachi 'green' HST launched at Great Central Railway. *Page 4*

Northern Rail honours Settle & Carlisle line. *Page 6*

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.

Publication

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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: The AC Locomotive Group's Class 86/1 No. 86101 *Sir William Stanier FRS* approaches Balshaw Lane Junction with the recently collated Mk3 charter set in 1980s BR corporate colours on a test run from Crewe to Preston, Stafford and back to Crewe. Due to late running, caused mainly by an earlier signalling failure at Weaver Junction, the train was cancelled at Crewe on the return run. *Kevin Truby*

BELOW: Class 50 No. 50026 *Indomitable*, which has been based at MoD Ashchurch for many years, is currently located at Rail Vehicle Engineering Limited at Derby for outstanding repair work to damage sustained during a training incident while at Ashchurch. The locomotive is pictured in the main repair shop. *Rail Vehicle Engineering*

Hull Trains sets out future plans for rolling stock and routes

Hull Trains has outlined expansion plans to build on the company's exceptional success, which include considerations for investing further in rolling stock to meet an ever-increasing demand for its services.

Managing director, Mark Leving, said that the company was actively developing plans, some of which are now well advanced, to establish new routes including London to Lincolnshire, Yorkshire and the north of England. He added that if the Hull and Humber market continued to expand at its current rate of around 15-20%, further services between Hull and London would be required, in addition to longer trains to cope with current demand. The services have been so successful that a number of trains are operating at full capacity between the Hull and Humber region and London on a regular basis.

The company has also commenced discussions with Network Rail and the Office of Rail Regulation with a view to securing long-term access rights well beyond the current date of December 2010.

Following recent damage to one of the company's trains while it was under maintenance at Bombardier Transportation's workshops at Crofton, near Wakefield in Yorkshire, Hull Trains has now managed to secure a five-coach HST set, which will be reinstated to traffic over forthcoming months to cover for the loss of its Pioneer Class 222 No. 222103.

Various options for rolling stock are being considered. It is possible that a new dedicated maintenance facility for the trains could be created with possible sites at Hull Priory or Gascoigne Wood (the former Selby Drift mine between Leeds and Selby). This would require significant investment and could create over 20 new engineering jobs alone in the Yorkshire area.

Network Rail

Eight-week closure for resignalling of North Erewash route

Passengers in the East Midlands are set to benefit as Network Rail embarks on a £250 million investment programme this summer in a bid to improve train performance and reliability across the region.

The East Midlands Resignalling Project will see a large part of the region's 40-year-old signalling systems replaced and renewed over the next five years.

The first phase, North Erewash, will be completed over eight weeks this summer when signalling is renewed at a cost fo £56 million over a 19-mile stretch between Trowell (west of Nottingham) and Coney Green Junction (south of Chesterfield) via Langley Mill and Alfreton.

Services using this route will be diverted via Derby while Network Rail engineers install and test the new signalling equipment, improve several key junctions and renew three miles of track in the Trowell area. To minimise future disruption for passengers, the closure will also be used to rebuild three bridges at Langley Mill, Eastwood and Ilkeston.

As well as renewing the signalling, three junctions at Trowell, Ironville and Codnor Park will be redesigned and rebuilt. The new track layout at the junctions will be easier to maintain, allow for more flexibility for train operators and allow the line speed to be increased, reducing delays.

The scheme also means the closure of Sleights and Pinxton signal boxes (on the Mansfield branch line) as the level crossings here will be renewed and both crossings converted to CCTV control.

The railway will be closed from 10 June until 6 August while the project is completed. Network Rail has worked closely with Central Trains, Midland Mainline and Virgin CrossCountry to put in place an amended timetable designed to keep disruption to a minimum. During the project the following service alterations will apply:

- Central Trains Nottingham to Liverpool services will use an alternative route via Derby and will not call at Langley Mill or Alfreton. This will add 20 minutes to journey times. Passengers who normally join this train at Langley Mill and Alfreton stations will be provided with replacement buses to take them to Chesterfield. From here they can catch connecting trains onwards to Manchester, Liverpool and Sheffield.
- Passengers who use Alfreton and Langley Mill stations to travel to London will be able to take replacement buses to Nottingham, where they can catch Midland Mainline services to St Pancras. This service will also be available to passengers travelling only as far as Nottingham.
- Some Chesterfield, Dronfield and Sheffield services will also be replaced by buses, but all TransPennine Express services will operate as normal from Sheffield to Manchester via Stockport, with extra services operating between Sheffield to Manchester on weekdays and Saturdays.

During this eight-week period, the Derby to Ambergate line will be busier than usual due to the diverted trains. To reduce congestion each weekday, two daytime trains and one off-peak evening train between Whatstandwell and Derby will be replaced by buses. Also on Saturdays, the 12.23 from Ambergate to Derby will go direct, not stopping at Belper or Duffield. No replacement bus service is available for this journey.

Network Rail and the train operating companies are advising passengers to allow more time for their journeys. Also a reminder that bicycles cannot be taken on the substitute bus services.

Central Trains say that throughout the project there will be extra staff at stations to provide information and direct passengers to replacement bus services.

Work on the new East Midlands Control Centre (EMCC) is progressing well with the structure set to be completed by the end of the year. The first signalling staff will move into the centre in Spring 2008. Eventually the EMCC will control the signalling for the entire East Midlands rail network from St Pancras to Sheffield

The next phases of the East Midlands Resignalling Project include Tapton and the Chesterfield area in spring next year, the South Erewash route around Toton in June 2009, the remainder of the South Erewash (Beeston, Attenborough, Trent Junction) at Christmas 2009 and the major renewal of Nottingham station area in the 2011/2012 period.

News In Brief

- The £6 million transformation of St Helens Central station is well under way with the twin copper clad 'fins' at the entrance now in place. The new Pilkington's glass fronted building has been designed to compliment the nearby George Street conservation area and is scheduled for completion this summer, when it will boast a new ticket office, comfortable waiting areas on both platforms, 120 'park and ride' places, new lifts, cycle parking, digital CCTV and new customer information systems.

- Merseytravel has authorised work to start on a new £6 million facelift for Sandhills station. The station is one of the most heavily used on the Merseyrail Electrics network and is to benefit from a number of new improvements, including a new ticket office and booking hall, a unisex disabled toilet at platform level, a resurfaced platform and a glazed canopy, together with two new fully enclosed waiting rooms to provide better protection for waiting passengers. The work will also include upgrading the station lighting, a new CCTV system and improved access with the construction of a new DDA compliant ramp and new lift to provide step-free access from street level up to the station platforms.

- Eight Virgin West Coast drivers have achieved City and Guilds NVQ certification in recognition of the professionalism and dedication required for train driving duties. The first Virgin Trains' drivers to attain the qualification are Liverpool-based Reg Fletcher, Geoff Connerty, Peter Mallison and George Hazley, Justin Purvis of Preston, Kieran Fielding of Manchester and Paul De Cogan and David Harvey of Euston.

New 'Hybrid' HST power car unveiled at Quorn & Woodhouse

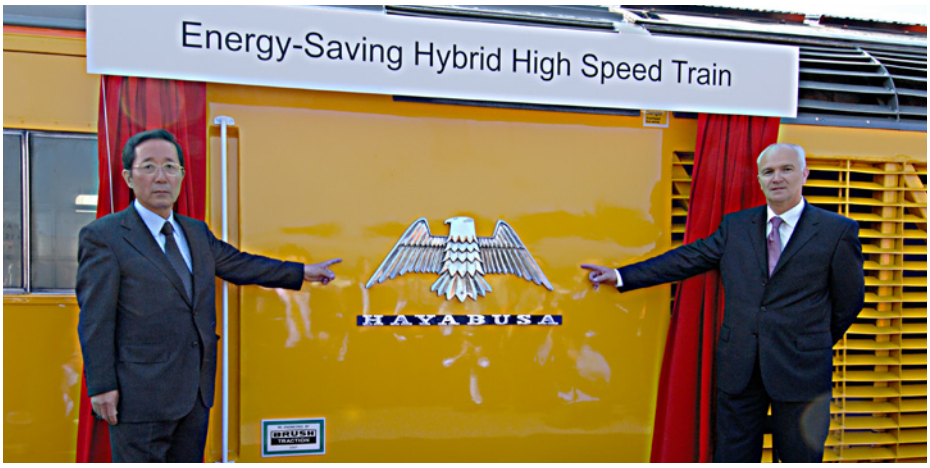
Europe's first hybrid energy-saving high-speed train was demonstrated on the Great Central Railway at Quorn on 3 May.

Developed and proven under test by Hitachi in Japan, the technology cuts fuel used by 20% and harmful emissions by up to 50%. The test train uses a hybrid traction system consisting of a battery assisted diesel-electric traction drive installed into HST powercar No. 43089 and a modified Mk3 trailer car. The technology has been developed and tested in Japan from 2003 and is entering revenue-earning service in that country in July this year.

Hitachi, together with partners Porterbrook Leasing, Network Rail and Brush Traction, is trial running the vehicles on the Great Central Railway together with Paxman Valente powercar No. 43160 and another trailer for comparison purposes, and when the initial testing is completed in September, will then run on Network Rail metals with the New Measurement Train for a further six months.

At a briefing, Alistair Dormer, General Manager of Hitachi Europe, said the technology will not only demonstrate energy and emissions savings but will unlock the future potential for the application of rapidly improving battery hybrid powered traction technology to future generations of rail vehicles in the UK.

Keith Howard, Commercial Director of Porterbrook, commented that the technology has enormous potential in a rail application and could well be a key part of the Intercity Express Project, and to this end Porterbrook had donated the powercar and TGS trailer.



ABOVE: Battery/Diesel Hybrid HST powercar No 43089 on a test run at Quorn on 3 May 2007, travelling quietly at 60mph on battery power only.

LEFT: Chiaika Veda, Executive GM of Hitachi and Keith Howard, Commercial Director, Porterbrook are pictured shortly after the naming at Quorn of Energy-Saving Hybrid HST powercar No 43089. Project Hayabusa is a development through Hitachi, Porterbrook, Network Rail and Brush Traction of battery/diesel hybrid traction technology.

BELOW: Paxman Valente powercar No 43160 now named *Porterbrook* is being used for the comparison trials with No. 43089. The powercar is pictured alongside Prairie No 4141 at Quorn on the Great Central Railway on 3 May. *All: Brian Morrison*

More Class 66s arrive at Newport Docks for Freightliner

Another batch of Freightliner Class 66/5s arrived at Newport Docks at the end of last week.

Five of the eight locos worked 'light engine' to Crewe Basford Hall on 27 April. The other three, Nos. 66588, 66593 and 66594 worked north the previous evening It is expected that some of the latest locomotives will replace six of Freightliner's Class 57/0 on Intermodal duties.

RIGHT: Nos. 66591, 66590, 66592, 66589 and 66587 approach Abbotswood Junction in Worcestershire on 27 April. The EWS wagons were heading in the opposite direction! *Roger Cutts*

LEFT: It didn't take long for Freightliner to commission its latest locomotives into traffic. The day after moving from Newport to Crewe, Class 66/5 No. 66588, in brand new 'out-of-the-box' condition, heads north through Didcot North Junction on 27 April with an intermodal.service bound for Trafford Park. The locomotive had worked south the previous evening. *Dave Maloney*

LEFT: Pictured at Battledown Flyover, Freightliner Intermodal's Class 66 No. 66593 powers a Leeds to Southampton service on 28 April. These latest arrivals bring the total number of Class 66s working for Freightliner to 118. *Richard Sulzmann*

Northern Rail honours S&C with special Class 156 pictorial livery

In partnership with the Settle-Carlisle Development Company and Friends of the Settle-Carlisle Line, Northern Class 156 No. 156484 has been completely vinyled to create a special livery to celebrate the Settle & Carlisle route.

Each unit has four body-length images, one on each side of the two-car trains. The first shows route images of the Citadel-Carlisle, High Cross in Appleby and Horton in Ribblesdale, the second features a stunning image of Ribblehead Viaduct with a steam train crossing. In addition, the unit has well produced route maps vinyled onto the tables to continue the celebratory theme of the S&C and to assist passengers to plan their journey, with a map of the line and more images of high-spots such as Smardale Viaduct, and Armathwaite and Settle stations as well as the Citadel-Carlisle, Ribblehead Viaduct and High Cross Appleby.

The new livery was introduced at Leeds station on 2 May, after which the set, together with Ravenglass & Eskdale-liveried No. 156461, worked the scheduled 10.49 service train along the S&C route to Carlisle.

ABOVE: Class 156s Nos. 156484 and 156461 depart from Leeds on 2 May, with the 10.49 Leeds to Carlisle service.

RIGHT: The Ribblehead Viaduct image on No. 156484.

BELOW RIGHT: The alternative image on the other car of the set shows Carlisle, Appleby and Horton-in-Ribblesdale. Each car of the set has both images, one on each side.

BELOW: The map of the Leeds to Carlisle and Settle to Morecambe routes. *All: Brian Morrison*

Track worker killed on Great Western mainline

The Great Western mainline at Ruscombe, east of Reading, was closed on 29 April after a track worker was fatally injured after being struck by a train.

The worker was involved in track welding at the time of the incident, and was hit shortly before 11.30 by a three-car Class 165/1 No. 165113, which was working empty coaching stock from Old Oak Common Depot to Reading.

A Network Rail spokesman said: " Our colleague, a welder from Reading, was undertaking routine maintenance work at a crossing on the London-bound mainline at Ruscombe, when he was struck by a train."

A full investigation is currently taking place by Network Rail, HM Railway Inspectorate and RAIB to understand how the incident occurred.

ABOVE: Class 165/1 No. 165113 stands at Ruscombe following the incident on 29 April. *Ken Brunt*

FGW revises 'RingGo' system

First Great Western has scrapped the 'convenience charge' for its cashless payment system for parking at all stations.

Introduced last year, the 'RingGo' cashless parking system has been a massive success across the First Great Western network, with more than 30% of rail passengers using their mobile phones to pay for parking at the most popular stations.

From 1 May, the 20p premium charge per call has been abandoned, offering the same tariff to both cash and phone customers.

Class 66 cabs are unhealthy and unsafe says ASLEF

The Executive Committee of ASLEF has warned that its members will refuse to drive Class 66 locos on health and safety grounds from 18 June until, and unless, the executive is satisfied with cab conditions in these vehicles. Union general secretary Keith Norman, says the cabs are "unhealthy, unsafe and unsatisfactory".

Previously the union gave a negotiating deadline of 28 February for the companies involved – mainly GB Railfreight, Freightliner Heavy Haul, EWS, Freightliner Intermodal and DRS - to bring forward proposals to resolve issues about the cab environment.

Some companies responded positively by that date – for example GB Railfreight are taking the lead on trials for new seating and air-conditioning with DRS and Freightliner awaiting the outcome of these trials.

A spokesman for English, Welsh & Scottish Railway told BBC News that the company was "working closely and positively with Aslef" on the issue. Equally, the Union says it is apparent that no positive progress has yet been achieved.

Hitachi traction system for 465s

Hitachi and HSBC Rail (UK) have announced that a contract with Southeastern to upgrade 97 Class 465/0 and 465/1 Networker EMUs with the latest generation Hitachi traction system has been successfully concluded.

The system will assimilate the Hitachi/HSBC Verification Train Traction system that was proven in 2005 on the UK rail network, and the first unit will be fitted to commence test running in 2008; the full fleets will be fitted by Hitachi at the new Ashford facility during 2009 and early 2010.

Southeastern says that the new traction system, which will be maintained by Hitachi at the TOCs existing maintenance facilities, will set new benchmarks in DC traction system reliability.

Nothing has yet been announced about the Class 465/2 and 465/9 Networkers that are leased by Southeastern from Angel Trains.

NMT version for TubeLines

A new high-tech, dedicated Asset Inspection Train (AIT) is to be introduced by Tube Lines from next spring to update existing track inspection and maintenance regimes on London Underground.

The train will use the latest technology and will be able to run throughout the day on all lines to check track geometry and rail profiles at high speeds.

Thermal cameras to monitor rail temperature will be used as well as digital technology to provide images of the track that will be fed back to computers on the train for the on-board technical staff to analyse.

Similar to Network Rail's NMT, the information from the train will help Tube Lines better understand the performance of the track over the short and long term and so improve its maintenance and renewal programmes to reduce wear on the wheels and rails, to improve the track geometry and provide passengers with smoother and more reliable journeys.

The AIT will replace the existing Track Recording Vehicle (TRV) that London Underground introduced in 1987.

First RSDT commissioned for Metronet

The first rail and sleeper delivery train (RSDT) commissioned specially for track renewals on London Underground, began work on 27 April. The train having been supplied for Metronet Rail/GBRailfreight's new engineering fleet by Tube Lines.

The RSDT has an improved capability over comparable vehicles used on Network Rail and is designed to carry and deliver up to 10 216 metre-long stretches of long welded rail and up to 1,470 concrete sleepers, enough for 1,000 metres of track renewal in one load.

The RSDT is 300-metres long and comprises 13 specially modified FEA donor wagons supplied by GBRf as part of its 10-year, £80 million contract with Metronet.

BELOW: During the weekend of 20-22 April, the RSDT was used to deliver sleepers directly to the required positions, correctly spaced, during track renewals on the Metropolitan line at Pinner. It successfully laid sleepers through the station platform. *Metronet*

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.**

Date	Operator	Traction	Route
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)
12 May	Pathfinder Tours	Riveria 47	Banbury-Bicester North-Princes Risborough-High Wycombe-Gerrards Cross-West Ruislip-Slough-Maidenhead-Reading-Paignton-Kingswear (break/rev) and rtn
12 May	Railtourer	2xWCRC 47	Skegness-Grantham-Durham-Alnwick-Berwick upon Tweed and return
12 May	RTC	6024	(Ipswich-Colchester-Chelmsford-Romford-Stratford)-Willesden Jct-Newbury-Westbury-Bradford upon Avon-Bath-Bristol TM (break/rev) and return
12 May	Steamy Affairs	2xCR Class 47	Stratford-Romford-Colchester-Ipswich-Ely-York-Durham (break/rev) and return
12 May	Vintage Trains	50049	Tyseley Warwick Road-Nuneaton-Narborough-Market Harborough-Kettering-Bedford-Woking-Petersfield-Havant (for Portsmouth Harbour) and return
15 May	UK Railtours	EWS Class 67	London Euston-Preston-Carlisle-Workington-Sellafield-Carnforth-Preston & return
16 May	Steam Dreams	850	London Victoria-Bromley South-Canterbury and return
17 May	UK Railtours	EWS Class 67	London Euston-Preston-Carlisle-Workington-Sellafield-Carnforth-Preston and return
18 May	Pathfinder Tours	tbc	York-Doncaster-Sheffield-Derby-Burton upon Trent-Tawmworth-Birmingham NS-Worcester Shrub Hill-Cheltenham-Bristol Parkway-Bristol TM-Penzance

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.

LEFT: Class 47/4 No. 47805 *Talisman* eases Riveria Trains' Pullman stock away from Factory Junction. On the rear of the train is classmate No. 47839 *Pegasus*. The stock was working to Tonbridge Yard from Old Oak Common in readiness for the following day's Hertfordshire Rail Tours charter from Tonbridge to York. *Steve Madden*

The Fishwick Centenarian with 'Lizzie' and a Deltic!

John Fishwick is a well-known tour operator based in Leyland, with a long history of excursion travel.

Much, it must be said, is by road but in the past the company has run several charter trains. In recent years these have been problematical, causing the company to withdraw from rail operations.

This year is Fishwick's centenary however, and among its plans is a welcome return to rail charter operations with the 'Fishwick Centenarian' booked to operate on 28 July.

The plan is to depart Manchester (probably Victoria) diesel-hauled, running via Bolton, Chorley, Leyland to Preston where No. 6201 *Princess Elizabeth* is due to back onto the train for a run via Blackburn, Hellifield and Appleby to Carlisle. At Carlisle, Class 55 No. 55022 *Royal Scots Grey* will take over the train to Newcastle-upon-Tyne for a high-speed run along the ECML to York, then onwards to Doncaster, Sheffield and the Hope Valley Line back to Manchester.

Railway Herald congratulates John Fishwick on reaching their centenary, and wishes them continued success in the future.

A 'Western' to the Scottish Highlands next year?

Recently, the prospect of a Class 52 diesel-hydraulic working into Scotland for the first time was quite tantalisingly close.

The situation had arisen due to the Class 50 Alliance not being able to supply two Class 50s as booked for Pathfinder's 'The Orcadian Weekend', due to operate from Swindon to Inverness, Kyle of Lochalsh and Georgemas Junction between 8–11 June. With No. 50031 *Hood* sidelined following a main generator flashover and D444 *Exeter* not yet mainline ready, the Alliance was left with only No. 50049 *Defiance* to work the tour.

With the Class 50s out of the frame Pathfinder came up with the ambitious plan to use No. D1015 *Western Champion*, and it is understood that the Diesel Traction Group, who own D1015, were very keen for it to happen.

The proposal was to work the 'Western' north in tandem with an EWS Class 37, and in 'top and tail' mode on the Kyle of Lochalsh and Far North sections. The Class 37 would also most likely take up some of the mainline work as the locos fuel capacity is insufficient to cover the entire journey between Swindon and Inverness. However, this exciting prospect will not be taking place as Network Rail is unable to gauge *Western Champion* north of Carlisle in good time.

The train will now revert to Class 67 haulage between Swindon and Motherwell, where a pair of EWS Class 37s will then take over for the journey. In fact, although a common occurrence until only recently, a pair of EWS Class 37s on the Highland mainline and beyond is now something of a rarity.

However, the important news is that the prospect of Class 52 haulage deep into Scotland remains a very real prospect as both Pathfinder and the DTG are looking to put together a similar package for next year.

It is not all 'doom and gloom' however, as a ground-breaking trip to Aberystwyth this year is on the cards. The trip is in connection with a belated launch of the EWS-Riviera 'Charter Alliance' and is earmarked for 1 September with *Western Champion* the chosen motive power throughout from Swindon via Cheltenham, Birmingham New Street and Shrewsbury to Aberystwyth. Paying passengers will be carried and Pathfinder will be taking the bookings. This replaces a trip originally scheduled for 12 August, also to Aberystwyth.

This cements a strong programme of Class 52 activity for Pathfinder this summer, with trips to Penzance and Carlisle (out via Shap, returning via S&C) already selling well.

ABOVE: **LMS Class 8P 'Princess Coronation' 4-6-2 No. 46233 *Duchess of Sutherland* powers the 08.42 London Waterloo - Yeovil Junction 'Cuneo Centennial' through Egham on 28 April.** *Ken Brunt*

Green Arrow reaches the end of the line

The National Railway Museum has withdrawn its ex-LNER Class V2 No. 4771 *Green Arrow* from mainline operations due to boiler problems.

The loco had three duties in May for the Railway Touring Company, two of which over the May Day Bank Holiday weekend will now be covered by No. 34067 *Tangmere*. The third train to Tyneside on 19 May will now be hauled by No. 60009 *Union of South Africa*.

Green Arrow returned after overhaul in 1998 and its boiler certificate is due to expire next year after receiving a three-year extension. The NRM feels that the cost of returning the boiler to the condition required for mainline operations is not justified for the short amount of time left on No. 4771's boiler ticket.

However, in the meantime the NRM has passed the locomotive to work at reduced boiler pressure to enable it to fulfil planned visits to heritage lines later this year.

'50' and '31s' for 'Bristol Coal-Stone'

More details have emerged for the 'Bristol Coal-Stone Haul', which is due to visit branch lines around Bristol on 3 June.

Originally planned for 'top and tail' Class 50 haulage, it will now feature No. 50049 *Defiance* and two Network Rail Class 31s. The route has been expanded and the train will now visit Portbury, Bath Spa, Avonmouth Bulk Handling Terminal, Tytherington, Westerleigh, Newport, the Avonmouth Loop and Severn Beach.

All this for £40 (£25 Junior) and all proceeds go to the Railway Children Charity. Bookings to Railway Children, 40 Rosemount, Flax Bourton, Bristol BS48 1UQ or email the organisers at BristolCoalStoneHaul@networkrail.co.uk

BELOW: **An immaculate No. 4965 *Rood Ashton Hall* rounds the curve at Sandiacre with Vintage Trains 'City of York' tour from Tyseley to York. Note the abandoned Sandiacre signal box on the right.** *John Whitehouse*

The Week Ahead

The prime tour of the weekend has to be NELPG's 'The Three Dales' tour which celebrates the tour of the same name organised by the Stephenson Locomotive Society 40 years ago, and also features the same locomotive K1 No. 62005.

The itinerary has changed since the tour was first announced, but still originates at Newcastle-upon-Tyne and runs diesel-hauled via Durham and Darlington to Battersby where the 'K1' joins the train for the run back via Middlesborough to Bishop Auckland. Here the train reverses and continues diesel-hauled via Northallerton to Leyburn or Redmire on the Wensleydale Railway. From Redmire, the K1 again takes over for the run back to Northallerton and then onwards through Middlesborough and Redcar and along the rugged coastal ledge to Crag Hall. Again, a reversal takes place for the return run to Newcastle-upon-Tyne, detaching off No. 62005 at Darlington en route.

On a weekend strangely thin on steam operations, No. 6024 *King Edward I* provides the only other steam operation for the Railway Touring Company, heading a charter from Ipswich to Bath and Bristol Temple Meads. Colchester, Chelmsford, Romford and Stratford are the other pick-up points for the tour which runs via Newbury and Westbury.

Vintage Trains programme featuring Class 50s and its new Mk2 rake gets underway with No. 50049 *Defiance* running from Tyseley Warwick Road to Kettering and Cricklewood via the Midland Mainline and then onwards through Woking and Petersfield to Havant, for road transfer to Portsmouth Harbour. Problems with the new signalling system in the Portsmouth area preclude direct access to the Harbour station. Meanwhile, Railtourer has a WCRC Class 47 from Skegness to Alnwick and Berwick-on-Tweed. Also operating is a Mid-Cheshire Rail Users Association special from Altrincham via Crewe and Shrewsbury to Llandrindrod Wells and Cardiff. The return is by the more direct North and West Route.

Cotswold Rail traction should feature on the Steamy Affairs charter to York and Durham from Stratford, and the Heartlands trip from Bristol Temple Meads to York and Whitby. Pathfinders' Banbury to Paignton and Kingswear via the Chiltern route should feature an EWS Class 67.

Looking further ahead to the following week, the notable event is the return to the railtour scene of John Farrow, the founder of Hertfordshire Rail Tours.

His new operation, entitled UK Railtours, launches its programme on 15 and 17 May with tours from London Euston to Carlisle and back via the Cumbrian Coast. Why two identical tours in three days? Well, the first on 17 May sold out so fast, UK Railtours arranged a 'relief' on 15 May, which is also a complete sell out!

ABOVE: Class 47/4 47840 *North Star* powers towards Cockwood on 19 April at the head of the 18.50 Laira-Old Oak Common FGW HST stock move. *Kevin Wills*

LEFT: A Long Marston to Derby stock move conveying vehicles Nos. 6336, 40425, 40417 and 6338 approaches Honeybourne on the Long Marston branch, powered by Class 47/4 No. 47810 *Captain Sensible*. Powercar No. 43103 should also have been taken as far as Loughborough, but was found unfit to travel due to problems with the drawbar and a faulty cab door that wouldn't stay shut. *Peter Tandy.*

BELOW: On 26 April, Class 47/4 No. 47818 was used to move a rake of stored loco-hauled Mk3 coaches from ICI Wilton to Long Marston. The train is pictured passing Burton Salmon. *Richard Tuplin*

ABOVE: Class 37/5 No. 37510 passes through Watford Junction on 1 May, complete with the 'DRS Anglia on a mission' headboard with a stoneblower from Taunton Fairwater Yard to Ashford Plant. *John Whitehouse*

BELOW: Class 37/6s Nos. 37611 and 37605 'top and tail' a test train through Ayres End, around a mile south of Harpenden, on the Midland mainline. *Tim Easter*

ABOVE: We make no excuses for yet another Cockwood Harbour shot! The chances of a Railfreight Petroleum-liveried Class 60 across the harbour with the tide in and the sun shining is quite a rarity these days! Class 60 No. 60054 *Charles Babbage,* the only member of the class still carrying Railfreight sector decals, is pictured on 1 May, working the Burngullow to Exeter Riverside Yard china clay slurry service. The loco had powered an engineers train from Westbury to St Blazey the previous night. *Nathan Williamson*

BELOW: Still carrying the remnants of Mainline Freight blue livery, Class 60 No. 60078, complete with yellow EWS stickers powers the discharged Jarrow to Lindsey Oil Refinery petroleum tanks near Durham on 26 April. *Ken Short*

Bo'ness & Kinneil Diesel Gala

ABOVE: Power is applied to the unique-liveried Class 47/4 No. 47643 as it starts the climb from Kinneil towards Birkhill with the 12.00 departure from Bo'ness station on 28 April.

RIGHT: The railway's North British 0-4-0 shunter No. D2767 sits alongside the signal box at Bo'ness.

BELOW: The 12.50 Bo'ness-Birkhill service is pictured shortly after passing Kinneil with Class 26 No. 26024 in charge. All: *Peter Kellett*

ABOVE: Visiting ex-GWR 5600 class 0-6-2T No. 6619 passes underneath Bridge Road, Kelling, on 29 April. The locomotive has been on a two-week hire to the North Norfolk Railway from its home base on the North Yorkshire Moors Railway, following the visit to the latter of the NNR's 'N7' tank. Sheringham will see a further Great Western locomotive in early August, when 5600 class 0-6-2T No. 5643 will be visiting for two months from the Lakeside & Haverthwaite Railway. *Steve Allen*

National Network traction for Swanage Diesel Gala

As reported last week, the Swanage Railway is to hold its Beer Festival and Diesel Gala on 11-13 May, which will feature four mainline ex-BR diesel locomotives.

The focus of the fund-raising event will be a large marquee offering more than 30 specialist beers in a field close to Harman's Cross station. More than 20 bottled and canned beers as well as other hot and cold drinks will be available from buffet bars on the trains.

The visiting ex-BR main line diesel locomotives will be two Class 73s Nos. 73136 *Perseverance* and 73208 *Kirsten*. They will be joined by ex-BR Class 52 No. D1015 *Western Champion*, owned by the Diesel Traction Group and based on the Severn Valley Railway. Also operating should be 4VEP EMU No. 3417 *Gordon Pettitt* from South West Trains and resident Class 33 No. D6515 *Stan Symes* and Class 20 No. D8188. A small proportion of services will be worked by one of the line's ex-BR Standard Class 4MT tanks. The visiting mainline locomotives will all use the connection with the National Network, rather than being moved by road which has been the case for previous visits.

News In Brief

■ The ex-LNER class D49 4-4-0 No. 246 *Morayshire* and the ex-Caledonian Railway 0-4-4T No. 419 will be among the locos taking part in a 'Transport through the Ages' event on 16/17 June on the Bo'ness & Kinneil Railway. The 'Caley' tank will be paired with the two former Caledonian Railway coaches and the 'Shire' will be paired with former LNER teak coaches for some services. Diesel locomotives will also be in action.

■ The first steam locomotive arrived at Beddgelert station on the Welsh Highland Railway for 70 years on 26 April. Hunslet 0-4-0ST *Velinheli* doing the honours.

■ A rare occasion took place on 29 April during the Great Central Railway diesel gala, when the 14.15 service from Loughborough was worked by Andy Pepper driving Class 25 No. D5185 and his father, John Pepper driving visiting Class 27 No. D5401!

EAST COAST MAIN LINE FESTIVAL

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

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

Successful steam gala for East Somerset

The East Somerset Railway held a successful 'Spring Into Steam Gala' over 28/29 April.

The event brought together two ex-GWR 5600 Class 0-6-2T locomotives for the first time in preservation. The resident No. 5637 making its last gala appearance before withdrawal for its 10-yearly overhaul, and visiting No. 6695 making its first visit away from its home base of the Swanage Railway since its return to traffic in 2005. Overall passenger numbers were 11% up on the previous years gala.

BELOW: Here, the two stars of the show, Nos. 5637 and 6695 stand outside Cranmore Signal Box prior to the first trains of the day on 29 April. *Gavin Moore/East Somerset Railway*

Wolsztyn celebrates its Centenary with visit from GWR 'Prairie'!

All words and photographs by Fred Kerr

Rail enthusiasts from Great Britain joined enthusiasts from all over Europe on 28 April when Wolsztyn Depot celebrated its Centenary with a 'Grand Parade of European Steam' locomotives that included a British design for the first time, in the form of Bill Parker's Churchward 4500 class 2-6-2T No. 5521.

The GWR 'Prairie' had made history earlier in the day when it had powered a charter train from Babimost to Wolsztyn organised by the Wolsztyn Experience (WE), a British company that specialises in arranging for foreign enthusiasts to work on the footplate of steam locomotives operating normal passenger services.

This special steam service was originally planned to transport 130 UK enthusiasts, who had flown in from London Gatwick, from the platform at Babimost Airport. Clearance work on the branch, however, revealed that the tracks had been removed some time previously, and the party had to join the train at the mainline station instead.

This gave the opportunity to pose the 'Prairie' at Babimost with the enthusiasts' charter from Cotbus that was hauled by the preserved German 4-6-2 No. 18.201, which replaced the booked coal-fired locomotives due to 'fire risks'. The 'Prairie' was then coupled to the German locomotive for the run to Wolsztyn, which included traversing the Warsaw – Berlin mainline at speeds of up to 60 mph!

The depot at Wolsztyn was originally named Wollstein when built as part of the Prussian Railway network in 1907, hence its operation of Prussian-built locomotives. When the depot became part of the Polish Railway network (PKP) after the post-World War II border realignments, it received locomotives from the PKP fleet, which now also operate local trains.

Following the WE initiative in 1997 to hold 'Footplate Experiences', the depot began to run a Grand Parade of steam locomotives from the turn of the century as an annual public event to illustrate not only the Prussian and PKP traditions of Wolsztyn but also other European practices represented by visiting locomotives from Germany, Slovakia and Hungary.

This year's Centennial celebrations included the guest appearance of the GWR 'Prairie', which was en route to Hungary for a long-term stay at the National Rail Museum in Budapest, where arrangements have made for the stay to include possible use on heritage train workings that run regularly from Budapest Nyugati station.

This year's parade involved two groups of seven locomotives, which initially ran separately on parallel lines to a terminal point, before each group returned to the start point in a single convoy. This was undertaken twice before the combined convoys made a spirited runpast to the terminal point and all locomotives then returned to the sidings for movements onto the depot or local train services.

After the event, visitors were allowed access to the shed and sidings to observe the loco movements as they made their way onto the shed for servicing or into the station to work their diagrammed local trains.

The return of locomotives to their home countries, however, included the piloting of the Hungarian 4-6-0 No. 109.109 by No. 5521 on a charter train that left Wolsztyn on 30 April for a three-day journey to Budapest, where the 'Prairie' will be based during its long term stay in Hungary.

ABOVE: Ex-GWR 4500 class No. 5521 stands in Wolsztyn station having arrived on the special charter from Babimost. Note the air-pump on the side of the smokebox, specially fitted for this visit.

TOP: No. 5521 poses in the station siding at Babimost with DR No. 18.201 alongside, working a Cotbus - Wolsztyn charter.
RIGHT: The gallery of enthusiasts at Wolztyn Depot on 28 April, taking advantage of the lack of Polish Health & Safety regulations!

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Trains