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The Railway Herald

11 May 2007 Issue 83

The complimentary UK railway journal for the railway enthusiast

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The Railway Herald

Issue 83

Front Cover

Class 50 No. 50049 *Defiance* stands at London Marylebone on 5 May, having arrived on the rear of a steam trip from Birmingham (see Railtour section). *Brian Morrison*

Back Cover

Metronet-liveried Class 66/7 No. 66721 *Harry Beck* departs from Scunthorpe with the Metronet 'Slinger' train, having been loaded in the Corus works, bound for Wellingborough on 9 May. *Richard Tuplin*

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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: Riveria Trains-operated Class 47/4 No. 47815 *Great Western* accelerates away from a signal check on the approach to March station with the 16.28 Great Yarmouth - Blackburn charter, utilising the Cargo-D Blue and Grey Mk3 stock. *James Welham*

BELOW: Ex-SR Battle of Britain No. 34067 *Tangmere* steams along the East Coast Main Line on the approach to Colton Junction with a Norwich to Scarborough charter on 7 May. The steam gave way to diesel at York, with *Tangmere* working back to Bury, with its support coach, for an intermediate overhaul. *Ron Cover*

The handful of 'older' commuters on Ashford (Middlesex) station on 5 May might have experienced a sense of 'deja vu' when ex-SR No. 850 *Lord Nelson* streaked through the local station towards Staines with a Cathedrals Express to Bristol. *Chris Holt*

CORRECTION

In our last issue, we incorrectly stated that the damage to No. 50026 was sustained at MoD Ashchurch. This should have been MoD Bicester - apologies to all.

LATE NEWS

The Didcot Railway Centre has advised that the National Railway Museum's ex-GWR 'City' 4-4-0 No. 3440 *City of Truro* will be visiting Didcot.

The locomotive will be in steam and in use on the passenger demonstration line on 19/20 May. The Centre is open 10.00-17.00 on both days.

Newcastle derailment

Shortly after 06.30 on 10 May, two wagons of an empty coal service travelling from Drax Power Station to Thornton in Scotland derailed on King Edward Bridge just a few hundred yards south of Newcastle station.

No-one was hurt and an accident investigation by the RAIB is underway. All passenger services were suspended following the incident, although from 13.00 a shuttle service ran one train an hour in each direction between York and Newcastle. Other services from the south continued to terminate at York, Darlington or Durham, while services from the north terminated at Newcastle.

A team of around 60 Network Rail engineers worked through the night to restore services. All GNER, First TransPennine Express and Virgin Cross-Country trains were reinstated from 06.00 on 11 May, Northern Rail services between Newcastle and Carlisle recommenced from 15.00 but with some restrictions due to the extent of damage to the track.

Unfortunately, the track in this area is specially designed and so will have to be made to order to fully repair the damage.

MAIN PICTURE: A view across the river, on the approaches to Newcastle station, showing the train.
ABOVE: Work progresses to clear the derailed wagons as a GNER service creeps past. ***All: Ian Britton***

Siemens York gains Royal seal of approval

A quarter of a billion pounds investment programme in rail travel for passengers in the North of England reached its conclusion on 10 May when His Royal Highness The Duke of York officially opened the new Siemens train depot in the historic City of York

The opening of the £10 million depot marks the completion of the introduction of the £250 million First TransPennine Express Class 185 'Pennine' fleet of 51 trains. The new depot will support Siemens fleet maintenance facility in Ardwick, Manchester, which was opened in 2006. Over 150 jobs have been created across both depots, which use state-of-the-art technology to maintain trains which typically travel 185,000 miles every year across a network stretching from Liverpool to Newcastle-upon-Tyne.

The introduction of the Class 185 fleet has transformed customer service on the First TransPennine Express network with 95% of passengers preferring the new trains to previous rolling stock.

The project is the culmination of a successful partnership between the government, HSBC Rail, Siemens Transportation Systems and First TransPennine Express.

ABOVE: His Royal Highness, The Duke of York, with Tony Garrett, Siemens Technician at the new depot in York. ***FTPE***

News In Brief

■ As a taster of the new zonal fares being introduced on the Severn Beach line later this month, First Great Western, in conjunction with the Severnside Community Rail Partnership, is allowing passengers to travel anywhere on the Severn Beach line for just £1. The special 'Line Ranger' ticket is available until 18 May after 09.00 on weekdays. At the same time, Bristol University students are being offered vouchers to travel free.

■ Silverlink takes over the management of Willesden Train Maintenance Depot tomorrow, 12 May. From then until the end of the franchise it will maintain the Class 313/1 and Class 508 EMUs that provide services on Silverlink Metro routes in and around North London. The TOC takes over from Alstom, which is withdrawing from Willesden and 23 of whose staff will transfer to Silverlink. The depot itself will be run jointly with Bletchley TMD by engineer Ian Brookes who was himself an apprentice at Willesden in the 1970s.

■ Eurostar started a 50-city, five-month UK tour on 1 May to showcase the advantages of the opening of the new High Speed 1 (HS1) route to the Channel Tunnel on 14 November. The tour will take in locations from Edinburgh to Brighton and from Exeter to Hull, and the company will meet politicians, councillors, business leaders, tourism chiefs and community groups to detail the benefits. Eurostar trains will travel at speeds of up to 186 mph on HS1 and journey times to Paris, Brussels and Lille will be reduced by 23-25 minutes, meaning that the UK is fully integrated into Europe's fast growing high-speed rail network for the first time. Over 75 million people have travelled on Eurostar since services commenced on 14 November 1994.

New platform opens at Bristol Parkway

Bristol Parkway's new platform was officially opened on 9 May by Rail Minister Tom Harris as part of a wider investment to improve train performance, and make services more reliable between London Paddington and the West Country over the next few years.

The £3 million platform (called Platform 4) has been funded by Network Rail to ease congestion for trains coming into and departing from Bristol Parkway towards London and Birmingham. First Great Western has contributed £100,000 towards a new waiting room and customer help desk.

The west-end waiting room on Platform 1 has been demolished and has been replaced with an extended waiting area, along with a Help Desk.

Network Rail is currently evaluating the business case for a further platform on the 'down' line (services towards Wales and the West Country) to turn the current Platform 2 into an island platform.

ABOVE: The new platform 4 at Bristol adjoins Platform 1, but the latter will eventually become Platform 3 when a renumbering is carried out. *Network Rail*

Royal Assent for Airdrie-Bathgate route

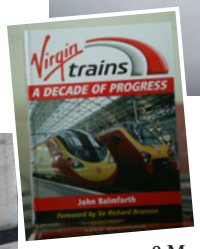
The Airdrie-Bathgate Railway and Linked Improvements Bill has been granted Royal Assent, providing promoter Network Rail with the legal powers to deliver the new rail link between West Lothian and North Lanarkshire.

Royal Assent transforms the Bill into an Act of Parliament and follows the unanimous support for the line during the Final Stage Parliamentary debate in March. Network Rail will now progress with preparatory work for the new £300 million railway line, which will provide a new route for West Lothian and North Lanarkshire communities, including four services per hour between Edinburgh and Glasgow.

The first phase of the project is the upgrade and double-tracking of the Edinburgh-Bathgate line which will see commuters in West Lothian benefiting from enhanced performance from as early as 2008. It is anticipated that services will be running the length of the new railway in December 2010. This will bring passenger benefits including four more trains per hour in each direction between Glasgow and Edinburgh.

BELOW: EWS Class 60 No. 60090 *Quinag* leads a special stone working from Appleford to Acton through Moreton Cutting, near Didcot, on 26 April *Richard Sulzmann*

A decade of progress at Virgin



The 10th birthday of Virgin Trains has been celebrated by the publication of a book "Virgin Trains, A Decade of Progress" which for the first time narrates the story of the company from 1997 to the present day. The official launch of the book was marked on 9 May by re-naming Pendolino No. 390010 *A Decade of Progress* at Wolverhampton by the author, retired railwayman John Balmforth's two-and-half-year-old granddaughter, Penelope. All royalties from the book, which has been produced by Ian Allan Publishing, will be going to the Railway Children charity. Pictured are John Balmforth and grand-daughter Penelope, with his son and daughter, who also work for VXC. *Wilf Smith*

eBay auction for charity!

The appearance of the *Totnes Castle* nameplate on internet auction site eBay has lead to rumours that the sale is an unofficial one.

Railway Herald has confirmed with Virgin Trains that this is not the case and that the sale is a bone-fide auction in aid of the group's Virgin Unite charity.

The successful bidder will be provided with the nameplate together with a certificate of authenticity and proof of ownership.

The auction of the *Totnes Castle* nameplate expires at 17.16 on 14 May, although all potential bidders should be aware that collection is only available by courier, payment of which is separate.

Virgin Trains has advised *Railway Herald* that a number of other nameplates will be coming up for auction in aid of the charity over the coming months, the next ones being *HST Silver Jubilee*, *Caledonian* and *Spirit of Cumbria*.

BELOW: The store of Virgin Trains nameplates. A number of these will be coming up for auction in aid of Virgin Unite charity over the coming months. *Lee West*

Smartcards for Centro

Centro is to introduce 'Smartcard' technology next year to allow more flexible ticketing.

It will fund the £10m infrastructure project but hopes commercial bus and rail operators will also use the technology to deliver 'Smartcards' to all of its passengers. The company initially plans to provide the cards to concessions from 1 April 2008, and will fit all buses and Metro trains with electronic ticket machines by 2009. It is hoped that the technology will encourage more people to use public transport, while also giving Centro a more accurate view of its concession card holders and reduce fraud.

Brand new station for Bromsgrove

Bromsgrove is set to gain a brand new station.

The recommendation to construct a new station comes from a feasibility study which looked at options to deal with the huge growth in passenger numbers travelling from Bromsgrove.

Network Rail will now work with its partners to take forward these plans. Subject to the necessary funding being secured, the station could be open by December 2008.

ABOVE: Class 73/1 No. 73136 *Perseverance* and Class 73/2 No. 73208 *Kirsten* 'top and tail' Class 52 'Western' No. D1015 *Western Champion*, as the trio join the SW mainline at Byfleet & New Haw with an Old Oak Common to Eastleigh loco move on 10 May. All three were en route to Eastleigh to collect further vehicles before continuing to the Swanage Railway. *Chris Nevard*

Yet more changes to First Great Western's timetable

Following on from the alterations in January and March made by First Great Western to its new December 2006 timetables, more changes to "reflect customer feedback" are coming into force in May.

There are to be changes to timings and destinations on both long distance and local and suburban services, said to be designed to meet passenger needs and ensure better punctuality. The third set of amendments promises more convenient timings, extensions to routes and summer strengthening – including a direct link from London Paddington to Newquay. Highlights include the 05.44 Penzance to Paddington departing Plymouth earlier at 07.48 and calling additionally at Westbury, the Paddington service from Exeter St David's now leaving at 05.47 and calling at Tiverton Parkway, the 12.55 from Plymouth to Paddington starting at Penzance in July and August and calling additionally at local stations throughout Cornwall, the 13.05 Paddington to Plymouth extended to Penzance from 2 July until 31 August and a new direct daily train between Paddington and Newquay running for the same summer period.

In addition, several other services to and from the West Country are retimed and the 17.00 Paddington to Bristol Temple Meads extended to Weston-super-Mare, the late night 23.30 Paddington to Bristol Temple Meads service extended to Cardiff Central and calling at Newport, and the Hereford to Paddington service starting from Abergavenny at 06.09 leaving Hereford at 06.43.

On Thames Valley a number of alterations have been made and some Oxford services now feature HSTs, adding seat capacity, and a late night service from Paddington now connects at Reading for a new train calling at all stations to Newbury, leaving Reading at 00.19.

A number of changes take place on Devon and Cornwall local lines, including alterations to assist commuters on the Gunnislake service, which is now extended to Newquay.

Hopefully, these latest amendments will last until the December 2007 alterations.

METRO & TRAMWAY NEWS ■ METRO & TRAMWAY NEWS ■ METRO & TRAMWAY NEWS ■ METRO & TRAMWAY NEWS ■

Victoria Line train delivered

The first train of a brand new fleet of 47 units, set to enter service on the Victoria line from 2009, was delivered to Metronet Rail from Bombardier Transportation, Derby, on 8 May.

The high-tech trains are being introduced as part of the overall Victoria line upgrade, which with improved track, a new signalling and control system and a power upgrade, is designed to help increase rush hour frequency by 17% and cut journey times by 16% by 2013. The new stock is bigger, faster, safer and more comfortable than the current ones, and has improved accessibility features. It has undergone 3,700 hours of testing on Bombardier's test track in Derby and a further nine months of test runs will begin on the Victoria line during engineering hours as soon as a four-week commissioning phase is completed at Northumberland Park Depot,

A second pre-production train will begin testing next year under the control of the new signalling system. It will run first in engineering hours and then, later, in traffic hours before being used to carry passengers to gather further feedback.

Technology to reduce signal failures

Tube Lines has created a handheld current analyser device to reduce signal failures on London Underground lines.

The invention by Nick Healey, Technical Officer at Tube Lines, measures various forms of current flowing through the tracks and helps identify faults that can cause signal failures. The signalling systems currently in use on the Jubilee, Northern and Piccadilly lines rely on a circuit in the track that closes when a train is on it, turning the signal behind to red. Each section of track is separated by plastic block joint insulators. but problems occur when they fail or when metal filings caused by wear and tear of the rail and wheels bridge the plastic. If this happens, a current passes between the two track sections causing a signal failure, in which case signals 'fail safe' and show red, whether a train is near or not. The new analyser also acts as a preventative measure to identify a signal delay before it occurs.

Prior to this invention, the process of identifying the causes of similar signal failures was slow and unreliable, involving close inspections and light taps with a hammer to dislodge metal filings that bridge block joints. As well as helping to identify faulty block joints, the device can also be used on lengths of track to see if pieces of metal touching them have

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.**

REGULAR SCHEDULED STEAM OPERATION

Date	Service	Operator	Route	Traction Pool
13 May	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	62005 or 75029
21-26 May	Jacobite	West Coast Rly Company	Fort William - Mallaig & rtn.	62005 or 45231
22-24 May	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	75029

INDIVIDUAL CHARTER SERVICES

Date	Operator	Traction	Route
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 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	2xRiveria 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 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 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 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
19 May	Kingfisher	850	'The Dorset Coast Express': London Victoria-Clapham Junction-Wimbledon-Woking-Eastleigh-Bournemouth-Brockenhurst-Weymouth and return
19 May	Past Time Rail	tbc	London KX-Peterborough-Newark-York-Edinburgh-Glasgow Central and return
19 May	Pathfinder Tours	2xEWS 37	Cardiff Central-Newport-Bristol Parkway-Cam & Dursley-Cheltenham Spa-Barnt Green-Birmingham NS-Wolverhampton-Pwllheli (break/rev) and return
19 May	RTC	60009	Cleethorpes-Grimsby-Barnetby-Scunthorpe-Crowle-Thorne South-York-Durham-Newcastle-Newham-Bedlington-Morpeth-Newcastle-(York-Cleethorpes)
19 May	Vintage Trains	49654953	Solihull-Oxford-Swindon-Bath Spa-Bristol TM and return (revised itinerary)
21 May	Pathfinder Tours	tbc	Penzance-York
26 May	Compass Tours	2xRiveria 47	Liverpool Lime Street-Huyton-Prescot-St. Helens Central-Garswood-Wigan-Euxton-Leyland-Boston-Skegness and return

Key to tour listings:

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

(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

PLEASE NOTE: Not all pick up/set down points are shown. Please check with the operator before travelling any distance.

News In Brief

■ Pathfinder's 'Devonian' from Banbury to Kingswear on 12 May has been postponed and will now operate on 8 September. The advantage being that on the revised date, the motive power is scheduled to be the East Lancashire Railway-based Class 55 No. 55022 *Royal Scots Grey*. The train is scheduled to pick up at selected Chiltern Line stations plus Maidenhead, Slough and Reading. Paignton is an alternative set down point..

The Railway Herald
RAILTOUR LISTINGS

Our website at www.railwayherald.com provides one of the most comprehensive listing of all known UK railtours throughout 2007 available on the web.

DID YOU KNOW?

That the contact details and links to the appropriate websites for all mainline railtour operators are available through our website?

Click Here!

Please remember to mention *Railway Herald* when responding to railtour companies

BELOW: On 7 May, Pathfinder Tours operated an excursion from Southampton to York. The train originated behind Riveria's Class 47/4 No. 47805 as far as Banbury, where two EPS Class 37/6s, in the form of Nos. 37604 and 37603 were added to the front for the run to York. Following arrival in York, the train then formed a mini-tour around Yorkshire and through Goole. Here, the train approaches Balne Low Gate level crossing on the mini-tour. *Mark Allatt*

ABOVE: On 5 May 2007, Battle of Britian No. 34067 *Tangmere* was used on a Dereham - Liverpool Street charter, starting on the Mid-Norfolk Railway. The following day, the locomotive was used on MNR service trains. Here No. 34067 passes Crownthorpe Bridge on 6 May. Steve Allen

Steam specials for Park centenary

Bowring Park is situated in Huyton on Merseyside and probably became the first designated public park in the United Kingdom when it was donated to the local authority in 1907 by Alderman Bowring, a local dignitary.

Mainline steam specials form part of its centennial celebrations, featuring Ian Riley's 'Black 5' No. 45407 on three separate days next month. An attractive trip across the Pennines on 9 June from Liverpool Lime Street, commes the steam operation, picking up at Roby and Rainhill and heading for Hebdon Bridge via Manchester Victoria and Huddersfield.

A day of celebrations in the park is planned for 11 June, with many attractions including three return specials from Liverpool Lime Street, setting down and picking up at Roby and Earlestown. The trains will operate mid-morning, around lunchtime and mid-afternoon with No. 45407 on the outward legs, returning diesel-hauled.

On 12 June, there is another special working, again with No. 45407, this time on a one-way only trip from Liverpool Lime Street to Roby via Earlestown. On arrival at Roby, invited dignitaries and guests, including many local school children, will alight for a re-enactment of the original opening ceremony at Bowring Park.

Tickets are available for all trains operating over the weekend, and there is limited accommodation available on 12 June, which is by donation only. Full details can be obtained by telephoning 0151 482 1116 or click here for more information.

Do not delay, as bookings need to be made by 20 May.

More steam for Scotland?

In recent years, mainline steam operations in Scotland have been scarce, with the notable exception of the West Coast Railway Company's 'Jacobite' operations based on Fort William.

Now, perhaps, things are going to change. This is due to a number of factors, principally the re-location of John Cameron's 'A4' No. 60009 *Union of South Africa* and 'K4' No. 61994 *The Great Marquess* to a new depot at Thornton Junction, which for the first time means that there are two mainline registered locomotives now based in the Scottish heartlands. Additionally, the SRPS mainline Mark 1 coaching stock set is based only a short distance away from the new depot. Also, the success of the Railway Touring Company's 'The Great Britain', particularly in Scotland, has proved that steam outings can be operationally viable.

The good news is that following the false dawn of the 'A4' taking the new Alloa route to Stirling, there is now an alternative; the SRPS plans to use *The Great Marquess* from Perth north along the Highland mainline to Aviemore, where the train joins the Strathspey Railway to continue to its current terminus at Broomhill. It is believed that No. 61994 will take the train through to Broomhill and back as far as Boat of Garten. After servicing and turning, *The Great Marquess* will then rejoin the train at Boat of Garten for the return to Perth. Polmont is the starting point behind diesel traction, picking up at Falkirk Grahamston, Larbert, Stirling and Dunblane. A further trip is being planned featuring the 'A4', which is likely to take place during October.

The Week Ahead

Saturday 19 May has a varied offering of tours with only the North-West missing out on the action.

Perhaps a trip to Tyneside behind No. 60009 *Union of South Africa* is the pick of a good number of tours. The 'A4' is deputising for the NRM's No. 4771 *Green Arrow* (now withdrawn from mainline operations- see last weeks issue) on the Railway Touring Company's 'Hadrian' tour from Cleethorpes to Newcastle-upon-Tyne and onwards via Bedlington to Morpeth, before returning via Newcastle-upon-Tyne again to York, where steam will give way to diesel traction for the last few miles back to Cleethorpes.

Meanwhile, in the South, No. 850 *Lord Nelson* heads a Kingfisher operation from London Victoria to Weymouth throughout, running via Wimbledon, Woking, Eastleigh and Bournemouth.

Vintage Trains is also in operation with a classic 'Hall' pairing of Nos. 4965 *Rood Ashton Hall* and 4953 *Pitchford Hall* from Solihull, via Oxford and Swindon to Bristol Temple Meads and back. It should be noted that this tour has been revised and will not now operate on the more direct route to Bristol via Cheltenham and the Severn Tunnel.

Pathfinder is also in action with a pair of EWS Class 37s scheduled for its Cardiff to Pwllheli train which is booked via Birmingham New Street and Wolverhampton. Memories will be rekindled of the company's previous tour scheduled for Pwllheli which eventually ended up in Blackpool! Peter Watts is confident that this time, Pwllheli means Pwllheli!

On the same day, Past Time, operates a 'Flyer' from London King's Cross via York to Edinburgh and Glasgow Central.

Looking ahead to the ensuing week, the key attraction is the commencement of West Coast's 'Jacobite' 2007 season. The early season engines, 'K1' No. 62005 and 'Black 5' No. 45231, are due to head north from Carnforth with the coaching stock to Fort William on 16 May.

'Jacobite' operating days begin from 21 May operating from Mondays to Fridays throughout until 12 October. The service is enhanced by Saturday and Sunday trains commencing on 30 June and operating through to 26 August. This is believed to be the first time that the service has been scheduled to operate seven days a week. A locomotive change is scheduled for the end of August with a 'Black 5' changeover when Ian Riley's No. 45407 replaces Bert Hitchen's No. 45231. Previous years indicate pre-booking is essential, especially in high season. Telephone 01524 737751/737753 or go to www.steamtrain.info

Chiltern Steam Express success!

Following on from the huge success that Chiltern Railways enjoyed last year with its steam service celebrating the centenary of the joint lines via High Wycombe, the company operated a further steam excursion on 5 May to promote the Marylebone - Birmingham route.

Last year's steam charters used 'Jubilee' No. 5690 *Leander* and '8F' No. 48151 due to gauging concerns for a Great Western 'Hall' around Marylebone. With the recent revamp of Marylebone station and construction of the extra platforms, the infrastructure in the station area has been realigned, allowing a 'Hall' to use Platform 3.

The event has been deemed a great success and hopes are high that Chiltern Railways will repeat the venture in the future, although the company says it has no such plans at present. With the publication of lineside timings, enthusiasts and the general public alike gathered on station platforms and the lineside along the route to see the special. On board the Pullman dining option was fully booked in both directions, while a number of Standard Class passengers made use of the 'out by steam' and return by 'Clubman' option.

RIGHT: Ex-GWR 'Hall' No. 4965 *Rood Ashton Hall* powers the Chiltern Railway's operated charter on the approach to Beconsfield. *Chris Holt*

BELOW: The 08.35 'Chiltern Steam Express' Chiltern Railways' special from Birmingham Moor Street arrives at London Marylebone on 5 May 2007, headed by 'Hall' class 4-6-0 No 4965 *Rood Ashton Hall*. *Brian Morrison*

ABOVE: DRS Class 37/6 locomotives still see almost daily use on the Network Rail test trains. On 9 May, Nos. 37602 and 37607 are pictured at Leigh-on-Sea, awaiting departure with a test train to London Liverpool Street. *KitKat*

RIGHT: Class 66/4 No. 66420 passes Norton Fitzwarren, with a Sellafield -Devonport flask working on 3 May. *Jonathan Gill*

BELOW: DRS Class 47/0 No. 47237 is pictured in 'top and tail' formation with Class 20/3 No. 20311 as the locos pass Silverdale on 10 May with the Sellafield - Heysham flasks service. *Andrew Naylor*

ABOVE: Class 87 No. 87022 *Cock o' the North* powers through Hest Bank, near Lancaster, on 10 May with the Shieldmuir - Warrington postal service. Problems with the Class 325 EMUs on this train resulted in the locomotive being booked to work onwards with the Warrington - Willsdesn PRDC section. *Andrew Naylor*

BELOW: Still finding regular use on Class 1 passenger duties is the EWS Class 90 fleet, partially as a result of the re-introduction of the loco-hauled diagram by Virgin West Coast between London Euston and Birmingham. On 8 May, No. 90034 heads the 16.51 London Euston - Birmingham New Street through Berkswell, near Birmingham International. *John Whitehouse*

ABOVE: Class 60 No. 60015 *Bow Fell* passes Chapel Milton in the Peak District with a rake of newly-built HOA wagons on a Leeds - Peak Forest working on 3 May. The vehicles are part of the current order for EWS that are being built by IRS in Arad, Romania.

BELOW: A new flow that has recently commenced is the movement of ash from Castleton Down Sidings to Healey Mills, said to be formally from steam locomotive fireboxes that was disposed of from the numerous sheds around Manchester. The train usually runs on Tuesdays and Thursdays-only and is formed of 20 JNA bogie box wagons. Having been loaded at Castleton, the train is discharged at Healey Mills Yard, from where it is transported by road to a nearby brickworks. Class 60 No. 60074 is pictured awaiting the loading of the train at Castleton Down Sidings on 26 April. *Both: Ian Tunstall*

LEFT: During a visit to the Kent & East Sussex Railway from its home on the North Norfolk Railway, ex-GER 'J15' 0-6-0 No. 65462 climbs Tenterden bank with the 15.28 service from Bodiam to Tenterden on 7 May, during the line's Colonel Stephens Gala. *Mark Pichowicz*

News In Brief

■ The Churnet Valley Railway will hold its diesel gala over 1/2 June, utilising recently arrived Class 37 No. 37075 and resident Class 47/0 No. 47192, Class 33/1 No. 33102 and Class 104 DMU vehicles Nos. M50455 and 50517. Class 25 No. D7672 *Tamworth Castle* and Class 47 No. 47524 will both be on static display.

Successful ECML Traction Festival for NYMR despite problems

ABOVE: BR Standard 4MT 4-6-0 No. 75029 heads the 16.35 Glaisdale - Whitby service across the River Esk at Ruswarp on 5 May. *Nick Wise*

Despite the previously published problems, the North Yorkshire Moors Railway held a highly successful gala event over 28/29 April and 4-7 May.

Originally planned to be an LNER Steam Festival, the over-running repairs of 'B1' No. 61264 at Barrow Hill, the continuing restoration of 'A4' No. 60019 *Bittern* and gauging problems preventing 'A4' No. 60009 *Union of South Africa* from attending, caused the railway to change the event at the eleventh-hour to an 'East Coast Traction Festival'.

The problems being out of the railway's hands, simply couldn't be avoided but with the Class Forty Preservation Society's No. 40145, the NRMs Class 37 No. D6700, and the Deltic Preservation Society's Nos. D9009 *Alyicidon* and 55019 *Royal Highland Fusilier*, all four of which were still on the line from the previous weekends diesel gala, together with resident 'A4' No. 60007 *Sir Nigel Gresley*, 'Black 5' No. 45212, BR Standard 4MT 2-6-4T No. 80135 and 'Schools' No. 30926 *Repton*, the event certainly provided a wide variety of traction.

The East Anglian Railway Museum's 'N7' No. 69621 was in traffic on both Saturdays, but unfortunately boiler problems resulted in the locomotive being sidelined for the remainder of the event.

The change of motive power and late notice alterations did not seem to upset too many people and visitor numbers were high over both weekends, many enjoying the sight of at least one 'A4' in traffic, alongside double-headed 'Deltics'!

The gauging problem, which prevented LNER A4 class No. 60009 *Union of South Africa* from attending became apparent during gauge clearance for the proposed movement of the locomotive. Following the first alert to the problem, several days before the gala event, NYMR arranged a detailed electronic scan of the bridge, with the full assistance of Network Rail. This confirmed the disappointing news that there was insufficient clearance to allow safe movement of an A4 or similar larger profile locomotives.

The railway's General Manager, Philip Benham, said: "We understand that concerns were expressed about clearance at this particular bridge leading to measurements being taken. These were re-checked for the proposed movement of No. 60009, and as a result, Network Rail had no choice but to refuse approval. We also fully respect the decision of locomotive owners who do not wish their engines moved by road. Such movements are never ideal, particularly for heavy locomotives such as 'A4s', and can risk expensive damage."

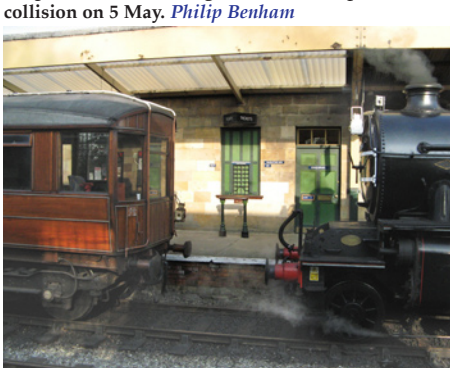
With 'A4' No 60007 *Sir Nigel Gresley* based at Grosmont, and due to return to the mainline later this year, discussions are now taking place between the railway and Network Rail to find the "most cost effective engineering solution."

Aside from the non-arrivals, the remainder of the gala went smoothly, although some late running was occasionally encountered due to operating issues, the most serious of which was a low-speed collision between one of the railway's 'teak' coaches, Great Northern Saloon No. 3087, and NELPG's 'K1' No. 62005 during a run-round at Pickering, around 15.20 on 5 May. One female passenger was taken to hospital but not detained, and four others sustained minor injuries, and were given First Aid on site.

Saloon No 3087 has sustained some damage, mainly limited to the headstock and bufferbeam area and minor bodyside damage. The next coach was also taken out of service as a precautionary measure for examination although there was no obvious damage. The remainder of the train was released for traffic later the same evening. Although there was some initial disruption, train services were able to resume using the unaffected platform at Pickering with a locomotive at both ends of the train.

As is now normal for an incident of this nature, both the Rail Accident Investigation Branch (RAIB) and HM Railway Inspectorate (HMRI) were advised and attended the incident.

BELOW: GN Saloon No. 3087 and 'K1' No. 62005 are pictured at Pickering, after the low-speed collision on 5 May. *Philip Benham*



TURNING THE CLOCK BACK

Seer Green on 5 July 1952

Brian Morrison looks back to the sights of a typical day on the Chiltern Lines in the summer of 1952

Imagine a line today where Western Region 'Kings', 'Castles', 'Stars' and 'Halls' all passed by on express turns, interspersed with Eastern Region 'A3s', 'V2s', 'B1s' and 'L1s' and even the occasional freight was somehow shoehorned in, hauled by the likes of a WD or 4700 class 2-8-0, a '4300' Mogul or a 2251 class 0-6-0.

That was the scene in the 1950s on what is today's Chiltern Line, where all that can now be seen is a procession of Class 165 and Class 168 Turbo and Clubman DMUs.

Very occasionally there maybe a charter or an odd non-passenger working to relieve the tedium of what is a very efficient Chiltern Line operation – but from the enthusiasts point of view, the old song 'Things 'aint what they used to be' definitely comes to mind!

It is hoped that this selection of photographs from a day around Seer Green, will provide an indication of what the old Great Western/Great Central Joint line looked like when trains from Paddington to Birkenhead and from Marylebone to Manchester and Sheffield both used the route.

TOP: A 10-coach train of Southern-green stock, the summers-only 10.10 from Birmingham Snow Hill to Margate, is powered through Seer Green by Oxley (84B)-based 'Hall' 4-6-0 No 4924 *Eydon Hall*, displaying its reporting number of 915. These forerunners of the current CrossCountry services were mainly in the hands of the prolific 'Halls' at this time.

LEFT: Churchward's 'Star' class 4-6-0s were not common performers on the Joint Line during the 1950s, but No. 4061 *Glastonbury Abbey* was turned out on the day to haul this express from Paddington to Shrewsbury, where it was allocated to Shrewsbury shed (84G). Although the engine has 11 coaches in tow, it shows no apparent sign of effort.
All pictures by the author

ABOVE: Although there were still a few Robinson ex-GCR Class A5 Pacific tanks still active on local turns between Marylebone and High Wycombe, the majority of such trains by the early 1950s were in the care of Thompson's L1 class 2-6-4Ts. Here, the 08.16 'stopper' from High Wycombe to Marylebone steams downgrade to Seer Green headed by one of the Neasden (34E) allocation, No. 67781. The distinctive sound of the motion on these rough-riding locomotives resulted in them being nicknamed 'Cement mixers'.

BELOW: This grimy Class V2 2-6-2 No. 60871 was one of six of the fleet of 184 allocated at the time to Woodford Halse shed (38E) for such Great Central Section duties as this, the 12.15 express from Marylebone to Manchester London Road.

RIGHT: With the train consisting mainly of LNER wooden-bodied coaching stock, this was one of two southbound company excursion specials on the day, both hauled by Class B1 4-6-0s and carrying headboards reading 'Bentley – Annual Outing'. The first of the two specials is shown, with Leicester GC (38C)-allocated No 61298.

MIDDLE: Without a wisp of smoke or steam visible, Class 4300 Mogul No 6300 drifts quietly past Seer Green with a loose-coupled southbound freight.

BELOW: The short-lived blue livery with white lining applied to express motive power by BR at this time never really suited the 'Kings', which looked much better in native GWR green. In its 'blue days', No. 6016 *King Edward V* powers through the Buckinghamshire countryside with the 16.10 express service from Paddington to Birkenhead.