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The Railway Herald

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The complimentary UK railway journal for the railway enthusiast

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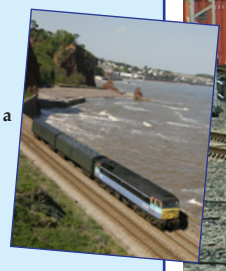
The Railway Herald
Issue 84

Front Cover

During routine crew training, DRS Class 37/5 No. 37515, freshly cleaned for its appearance at the Huddersfield Rail Gala, passes Goole signal box on 16 May.
Oliver Turner

Back Cover



'one' Anglia-liveried Class 47/4 No. 47828, operated by Cotswold Rail. was used to move a pair of Mk3 barrier coaches to Plymouth Laira on 2 May. The ensemble passes Horse Cove, near Dawish.
Kevin Wills

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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: First Scotrail-liveried, but EWS-operated Class 90s Nos. 90024 and 90019 were utilised to power a Trafford Park-Wembley EFOC intermodal service. The pair pass through Nuneaton on 14 May. *Ian Attenborough*

Special Souvenir Guide to 'The Great Britain'

***Railway Herald* is currently considering producing a special, printed souvenir guide to mark 'The Great Britain' charter that ran in April.**

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.

Oxford Circus nearly completed

Metronet reports that it has substantially completed work on the Central line platforms at Oxford Circus station.

At the same time the company has opened a new operations room for station staff and has moved its entire CCTV system over to some of the latest, more recordable, digital technology.

Work is progressing well at the flagship station and the entire project is on target to be completed on time in spring 2008.

Oxford Circus station is the hub of three Tube routes, the Bakerloo, Central and Victoria lines, and is one of the busiest Tube stations on the London Underground network with 64 million passengers passing through each year.

BELOW: On 17 May, DRS Class 66/4 No. 66412 passes through West Allerton station on the outskirts of Liverpool with a 14.40 Seaforth to Derby move, conveying the latest multi-purpose Stoneblower to arrive in the country for Network Rail. The vehicle was shipped into Liverpool from the United States on-board ACLs G3 Roll on/Roll off ferry, *Atlantic Companion*. The Stoneblower being railed inside the Freightliner compound at the Royal Seaforth Container Teminal. *Philip B.Parker*

Larbet resignalling over-run

The Larbert resignalling work was scheduled to have gone live over the weekend of 5/6 May but was cancelled at 10.30 on the Friday, 4 May, due to 'faults being found'.

A decision was then taken to implement the new system on 12/13 May, and a total possession started on the Friday evening with a target of normal services running on 14 May. Timetable alterations were put in place for the day with the intention of having a normal service running by the afternoon, which proved to be the case.

Bridge work at Felling Metro

Nexus and Network Rail are to invest £1.6 million replacing a 113-year-old iron and timber footbridge at Felling Metro station, Gateshead, with a new steel structure complete with ramped accesses.

The ticket concourse at platform level will also be refurbished at the same time. Work is due to take place this summer, with the new bridge being built alongside the old one to minimise disruption to passengers. Once completed, the new bridge is designed to last for at least another 120 years.

The total project cost is being shared as the bridge spans not only the Metro line but also the route between Newcastle Central and Heworth, and as part of the project, ownership of the bridge will pass from Network Rail to Nexus.

Felling stands on what can claim to be the oldest commuter railway in Britain – opened in 1838 and following the current alignment between Gateshead Stadium and Brockley Whins stations. The footbridge was built in 1894 with a timber deck suspended between wrought iron lattice girders.

Derby pride as MML Meridian gains city name

Midland Mainline officially named the fourth of its seven-coach Class 222 'Meridian' sets at Derby on 17 May.

No. 222007 became *City of Derby*, in recognition of the city's important role in British railway history and as the heart of the company's business operations, during a ceremony conducted by the City's Mayor, Councillor John Ahern

Following the naming ceremony, the train worked the 11.34 Derby - London St Pancras service.

Councillor John Ahern, Mayor of Derby, commented that his career included 20 years in the railway industry.

TOP: **Following the naming ceremony, Class 222 No. 222007 stands at Derby prior to forming a service to London St Pancras.**

ABOVE: **The Mayor of Derby, Councillor John Ahern, is pictured with the Managing Director of Midland Mainline, Garry Raven, alongside the newly named Meridian set at Derby on 17 May.** ***Both: Wilf Smith***

Murder mystery train to help save tortured bears

The Severn Valley Railway is to play host to a special 'Whodunnit' Murder Mystery train on Friday 10 August, in support of a British animals charity, campaigning to end the barbaric practice of 'bear farming' in China.

Freelance railway journalist David Wilcock whose previous fundraising activities for the Animals Asia Foundation (AAF) included jumping from the Forth Railway Bridge(!), hopes the 'Murder Mystery' special will add a worthwhile sum to the £9,000 he has already raised for the charity.

Committed to helping AAF whose 'Bamboo forest sanctuary' at Chengdu in Western China now provides a happy home for 220 rescued bears, he's hoping the 10 August train – likely to be hauled by 'Black 5' 4-6-0 No. 45110 - will be a 120-seat sell-out, enabling a second train to be run in support of the bears one week later on 17 August.

Explains David: "There are still 7,000 tortured bears in these battery farms in China, clamped inside pitifully tiny cages and 'milked' of their stomach bile, which is used to make Chinese medicine. They never see daylight, have no room to even stand up, and suffer painfully from the crude methods of bile extraction, in indescribably foul conditions. That is how they are forced to live and how they die, and AAF is their only hope of rescue. The tragedy is, it's needless suffering, because there are many completely effective herbal substitutes for bear bile. With this train, we can help AAF make a difference."

Tickets for the 120 places on 'The China Bear' Murder Mystery train cost £49.50 and include both a full three course meal, and 'front row seat at the theatre'.

During the journey from Kidderminster to Bridgnorth and back, professional actors from the 'Murder by Appointment' troupe will enact the plot of a grizzly killing, dropping hints and clues from which diners can deduce 'whodunnit'.

To book seats, contact David by e.mail at david.wilcock@webmatrix.co.uk (click here), or write, enclosing a cheque made payable to Animals Asia Foundation, to David Wilcock, Pandy, Llangollen, LL20 7PE. See also www.animalsasia.org.

LEFT: GB Railfreight-operated Class 87 No. 87022 passes Lingart Farm, near Woodacre, on the West Coast Main Line with Class 325 EMUs Nos. 325012, 325015 and 325013 in tow on 14 May while working a northbound mail service. *Mark Bearton*

Special rail week on 'one' celebrates Community Rail

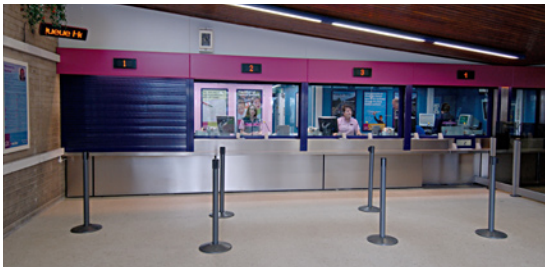
'one' railway and the East Anglia based Community Rail Partnerships (CRPs) are to celebrate the 2007 Community Rail Partnership Week with nine days of activity from 19-27 May across the 'one' network.

The special Rail Week is to celebrate the achievements of the CRPs in delivering significant passenger growth and increases in train service frequencies and station improvements.

As part of the promotional activity for CRP Week, there is to be a special ticket offer with an exclusive new 'one' Day Explorer ticket, previously mentioned in *Railway Herald* – available initially for a promotional period from 19 May to 3 June. The 'one' Day Explorer is valid for travel across the 'one' network outside the London area One Day Travelcard boundary at just £18 per adult and £2 for accompanied children. This is a good opportunity, especially during half-term, for families to explore much of the 'one' network including all seven CRPs. The special tickets will also be available during the summer from 4 July until 9 September.

In addition to the tickets, a number of activities will be taking place to promote the work of the CRPs such as information stands, local tourist attractions, art exhibitions, guided walks and a garden party. On the Bittern Line, the Sunday services from 20 May will be increased from seven trains in each direction to 13, providing an hourly service throughout the day. This represents the best ever Sunday service on the line, which only a few years ago had only three trains on a Sunday!

Refurbished station for Benfleet on c2c network



TOP: The station exterior at Benfleet on 17 May, with just a small number of cycles on view in one of the cycle parking bays. **ABOVE:** This colourful and bright new-look booking hall at Benfleet has replaced the old one that was built in 1960. *Both: Brian Morrison*

A new-look ticket hall was opened at Benfleet on 17 May as part of a £350,000 programme to brighten up the station, which includes repainting, new signs, modern seating and face-lifted toilet areas.

CCTV cameras have also been fitted over areas where passengers leave their cycles, as there has been some concern about cycle security in the area. It is thought that more cycles are left at Benfleet each weekday than at any other station, many of the riders coming to the station from Canvey Island. Work is also to start on a disabled access to and from the westbound platform that is due for completion in July. An average of 5,000 people each weekday use trains at the station.

Rail link for south-east Northumberland

The prospect of a rail link into south-east Northumberland by extending the existing Newcastle to Morpeth rail service to Bedlington, via Choppington, is a step closer following the results of a detailed study by the North East Assembly published this week.

Providing the necessary funding can be secured and the go-ahead given, the line could be open in 2009, as it would not require any additional rolling stock.

The North East Assembly was established in 1999 by the Government as part of a commitment to strengthening policy in the English regions, this being one of eight regional assemblies covering Northumberland, Tyne and Wear, Durham and the Tees Valley.

It is the only body that brings together the public, private and voluntary sectors regionally, and its 73 members include councillors from all 25 local authorities, national parks, businesses, trade unions, cultural, health, rural, environmental, educational bodies, MPs and MEPs and the voluntary sector.

Wrong kind of rain hits Bristol!

Commuters using the new touch-screen ticket machines at Nailsea have hit problems.

In bright sunshine, the screens cannot be seen and in the rain, they stop working altogether!

FGW says the company are in discussions with the manufacturers with regard to the issues of the machines not being as water-proof as they should be!

Station named corrected on 'one' rail network

The correct name, Walton-on-the-Naze has been restored by 'one' railway to the station signage at what has been the improperly named Walton-on-Naze for many, many years.

The proper and historic name was officially unveiled at the station on 8 May and could be the start of a trend, there being a number of station signs up and down the UK that do not accurately give the proper name of the township that they serve. These include Woodham Ferrers, which was formerly renamed South Woodham Ferrers on 18 May, following a strong local desire to restore the town's full name to the station signage after many years of the abbreviated version.

ABOVE: Class 321/3 No 321343 has arrived at the newly entitled Walton-on-the-Naze station on 10 May, as the 12.46 local service from Colchester, and awaits departure as the 13.45 return.
Both: Brian Morrison

Marston Vale line closed for five days for track renewals

The Bletchley to Bedford line is to be closed to all traffic for five days from 28 May until 1 June inclusive.

During this period Network Rail will continue its work to replace lengths of track and associated ballast so that further speed restrictions, including several at 20mph, are removed, returning the line speed to 60mph for much of the route.

Route Director Mark Steward said, "The route has already seen the train performance benefits from the speed improvements as a result of the February work and we expect this track work to deliver another step change in punctuality."

The new rail which is being laid during the project has a 20-year-plus life expectancy, and therefore gives a sound basis for the future.

Silverlink says it has worked with Network Rail to ensure that the line remains open on the Saturdays either side of the 'blockade', so that people can get out and about at the weekend. This latest closure should be the final engineering blockade on the route for some time to come.

Eurostar opens first shop at Bluewater shopping centre

Eurostar is to open its first shop on 25 May, situated at Bluewater, the popular retail and leisure destination near the Dartford Crossing in north Kent, and only two miles away from the new Ebbsfleet International station.

In an opening day tie-up with Invicta Radio, the first 50 visitors will each win a pair of Leisure Select return tickets to travel on a special Eurostar preview train from Ebbsfleet International to Paris Nord, before timetabled services begin in November. All visitors on the first day will be entered into a Grand Draw to win a further 50 pairs of Standard Class return tickets for travel the week after the opening.

The Bluewater complex has provided just over 2,000 sq ft of retail space for the Eurostar Shop, which aims to create interest among the shopping centre's 580,000 weekly visitors about the new station, located less than 10 minutes away by road, with a frequent Fastrack bus service linking the 'High Speed 1' station and Bluewater.

Seven day closure in July for Fife and Forth Bridge

A major upgrade of trackwork at Inverkeithing Junction is being undertaken to improve service reliability in Fife and beyond.

Part of a £4 million investment in Fife's rail infrastructure, the works includes a complete renewal of a major set of points and improvements to track geometry. Network Rail will also carry out work in the North Queensferry tunnel to improve drainage, under an £18 million scheme to help the railway in Scotland to better withstand extreme weather conditions.

The activity will require a seven-day suspension of services through Inverkeithing station and across the Forth Bridge between 23-29 July; Fife Circle services will continue to operate to a revised timetable but with journeys to and from Edinburgh replaced in part by bus services. A temporary timetable for the period will be published next month.

News In Brief

■ The latest powercar to emerge from Brush Traction for GNER is No. 43318 (previously 43118). The powercar was moved from Loughborough to Neville Hill, along with MML classmate No. 43060 on 15 May, the latter returning to Derby the following day.

■ GNER's evening Hull service encountered problems on 15 May, when the GNER set (comprising powercars Nos. 43110 and 43112) had problems with the lead powercar. The train was hauled by Class 67 No. 67002 *Special Delivery* as far as Doncaster, where it was terminated and the set transferred to Neville Hill for attention.

■ Central Trains has brought the number of fare dodgers on its service to an all time-low, according to independent research. The new figures come as the company announces its latest monthly list of fare dodgers fined by the courts. During April, 79 people were prosecuted for failing to pay or produce a valid ticket when requested. They paid a total of £15,504 in fines, costs and compensation. During the first three months of this year, figures compiled by Centro, which promotes local transport in the West Midlands, show only 2% of Central Trains passengers failed to buy tickets.

■ From 20 May, First ScotRail has introduced new 20.37 Edinburgh - North Berwick and 21.20 return services, Mondays to Saturdays. In addition the 08.04 Edinburgh to North Berwick and 17.50 North Berwick to Edinburgh services will now call at Musselburgh, primarily to serve students travelling to and from the new Queen Margaret University campus based there. Additionally, North Berwick now boasts a new Virtual Ticket Office with ticket vending machines, seating and a snack bar..

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
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	45407 or 75029
28 May-1Jun	Jacobite	West Coast Rly Company	Fort William - Mallaig & rtn.	62005 or 45231

INDIVIDUAL CHARTER SERVICES

Date	Operator	Traction	Route
19 May	Hertfordshire	TBC	London KX-Hertford North-Hitchin-Barrow Hill and return
19 May	Kingfisher	850	'The Dorset Coast Express': London Victoria-Clapham Junction-Wimbledon-Woking-Eastleigh-Bournemouth-Brockenhurst-Weymouth and return
19 May	NENTA Traintours	tbc	Sudbury-Marks Tey-Ipswich-Norwich-Cambridge-Ely-March-Peterborough-York-Leyburn-Redmire 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	4965 & 4953	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
26 May	Past Time Rail	tbc	Aylesbury-Beaconsfield-Gerrards Cross-West Ruislip-Slough-Reading-Par and return
26 May	PMR Tours	6233	(Stockport-Chesterfield-Derby)-Derby-Burton-Tamworth-Didcot (break/rev) and rtn
26 May	RTC	71000	(Bham Int-Worcester SH-Gloucester)-Newport-Cardiff-Llanelli-Carmarthen (break)-(Fishguard Harbour (rev))-Fishguard Hbr-Newport (and return)
26 May	SRPS	2xWCRC 47	North Berwick-Kyle of Lochalsh & return
26 May	UK Railtours	EWS Class 67	London Victoria-Dartford-Isle of Grain branch-Folkestone Hbr-Dungeness (NR Limit) & rtn
26 May	Vintage Trains	50031&50049	Tyseley Warwick Road-Thetford-Wymondham-Norwich (break/rev) and return
27 May	RTC	6024	Bristol TM-Carmarthen (rev)-(Tenby-Pembroke Dock) (rev)-Pembroke Dock-Bristol TM
28 May	Compass Tours	2xRiveria Cl47	Barrow-Dalton-Carnforth-Hellifield-Skipton-Durham-Newcastle and return
28 May	Heartland Rail	47840&45112	Derby-Birmingham NS-Cheltenham Spa-Yate-Minehead (break/rev) and return
28 May	Kingfisher	48151	'Cumbrian Coast Dalesman': Carnforth-Ravenglass and return
28 May	Pathfinder Tours	Various	Bristol TM-Derby (outwards)-Worksop-Leeds-Copy Pit-Manchester Piccadilly-Crewe-Stoke on Trent-Birmingham NS and return
28 May	RTC	71000	(Paddington-Didcot-Chippenham)-Westbury-Exeter-Plymouth (break/rev) and return
30 May	Steam Dreams	71000	London Victoria-Clapham Junction-Staines-Reading-Cranmore and return
02 Jun	Branch Line Society	EWS Cl 66	Ealing Broadway-Shirebrook-Langwith WH Davies (NR Limit/rev)-Long Eaton-Chaddesden Yard (rev)- Sleaford-Boston Docks (rev)- Beeston 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.

BELOW: Ex-Southern Railway No. 850 *Lord Nelson* passes Wandsworth Road, with Battersea Power Station in the background, with a Steam Dreams special to Canterbury on 15 May. *Steve Madden*

Destination Whitby

In April, the North Yorkshire Moors Railway joined 'the big railway' when it became a train operating company in its own right and was thus able to extend its operating boundary to Whitby. Previously, its Whitby trains had been run by the West Coast Railway Company between Glaisdale and Whitby only.

This is all possible, not only because NYMR has become a train operating company (TOC), but also due to the not inconsiderable investment in new token block signalling equipment at Grosmont to facilitate through working from the NYMR to Whitby. In pure business terms, trains from Pickering to Whitby calling at intermediate NYMR stations have to be a more attractive travel option than operating between Glaisdale, which is a little off the beaten track, and Whitby calling just at Grosmont, where for passengers off NYMR services, a change of train is both necessary and for many a big turn-off.

The main season gets under way on 22 May, with operations on Tuesdays to Thursdays until 19 July (NYMR Timetable B), plus Bank Holiday Monday, 28 May. Then the service becomes a Monday to Friday operation from 23 July until 6 September (NYMR Timetable A). For the remainder of September, the service again reverts to a timetable B, Tuesdays to Thursdays operation followed in October with Whitby trains each Sunday. The railway also plan through workings to Whitby on 16 September.

The peak timetable (Table B) provides for one through train each way between Pickering and Whitby, departing Pickering at 08.45 and returning from Whitby at 17.40, plus two Whitby-Goathland shuttles during the day. The high peak-season (Table A) has an additional return working between Pickering (dep. 12.20) and Whitby (dep. 14.15). For full details of all NYMR services go to http://www.nymr.co.uk

Operationally, the trains will operate using motive power drawn from a pool consisting of the NYMR's own BR Standard Class 4 4-6-0 No. 75029, Ian Riley's Nos. 45407 and 76079 and 'B1' No. 61264, which is due to arrive on the railway later this month following completion of cylinder repairs. Later in the season, the NYMR hopes to have its resident ex-Southern Railway Class S15 No. 825 available for traffic. For 'Thunderbird' duties, the line's Class 25 No. D7628 is available to rescue any services which may fail. Locomotives working to Whitby under the NYMR control are required to have TPWS fitted but not OTMR, the TOC having derogation to operate without OTMR, but only between Battersby and Whitby.

ABOVE: The first scheduled non-steam passenger charter in recent times to be routed southbound along the Cumbrian Coast route was the inaugural UK Railtours excursion from London Euston to Carlisle, the 'Cumbrian Coast Circular' - which is pictured at Parton on the return leg, with Class 67 No. 67022 at the helm. *Terry O'Connor*

News In Brief

■ Wheel & Compass Railtours has advised *Railway Herald* that its proposed tours to Skegness and Ravenglass, together with all future proposed excursions, have been cancelled as the company has been advised that resourcing the trains could not be guaranteed. It is believed that the Skegness train had already fallen by the wayside, the trip to the Cumbrian Coast set for 23 June having been selling quite well. However, a brief glance at the forthcoming railtour schedules does confirm that the operators are very busy and it is easy to see them playing safe if resourcing is considered a possible problem on the day.

■ The Railway Touring Company has cancelled its 'Welsh Mountaineer', which was due to take steam back to the Conwy Valley Line and Blaenau Ffestiniog on 14 July for the first time in a number of years. Network Rail is reported to have 'made the route unavailable on that day'.

■ Past Time Rail's 2 June 'British Pullman' working from London Victoria to Worcester has also been cancelled. The train was due to be steam hauled from Bristol through to Worcester by No. 6024 *King Edward I*.

Branch Line Society charter for East Midlands area

The Branch Line Society has two tours scheduled for June, which truly live up to the society's name.

The 'Tealby Beck' tour on 2 June is scheduled to visit the Network Rail limit at Langwith W.H. Davis sidings, near Shirebrook, before heading back to Derby for a trip to Chaddesden Yard (end of yard). The tour then heads east via Sleaford to Boston, where the train will proceed into the docks as far as the Lafarge and steel sidings.

A bonus is that the train will travel along part the Erewash Valley route which is due to close the next day for major upgrade and re-signalling works, which will take several weeks. It will also pass the magnificent, but doomed (due to the Erewash Valley re-signalling scheme) Pinxton signal box en route both to and from Shirebrook.

The train originates at Ealing Broadway and picks up at St Albans, Kettering and Loughborough, and will be hauled by an EWS Class 66, with Port of Boston's Nos. D3871 and D2112 within the docks complex.

The Society's next outing is on 24 June and employs two Merseyrail three-car Class 508 EMUs for a day exploring Merseyside's third-rail electrified network. The tour is scheduled to cover the whole network, except for Liverpool Central to Hunts Cross due to a proposed engineering possession. Rock Ferry is the start point of this tour which aims to visit parts of the network not normally used by regular passenger services, as well as generally covering the whole network, except as detailed above, concluding nearly 10 hours later at Liverpool Central Loop Platform. Bidston, Birkenhead Central, New Brighton, Chester and Southport will all feature throughout the day.

The Week Ahead

The Bank Holiday weekend of 26-28 May contains a full railtour programme with the Railway Touring Company again heading the list with steam-hauled tours on each day.

No. 71000 *Duke of Gloucester* features twice, firstly on 26 May with a ground-breaking visit to Fishguard Harbour, with steam haulage from Newport followed by a trip to Plymouth from Bristol Temple Meads on 28 May. Sandwiched between is No. 6024 *King Edward I* working throughout from Bristol Temple Meads to Carmarthen and Pembroke Dock on 27 May.

Other steam trips over the weekend feature No. 6233 *Duchess of Sutherland* from Derby to Oxford on 26 May for PMR Tours, and '8F' No. 48151 on Kingfisher's first 'Cumbrian Coast Express' of the season from Carnforth to Ravenglass and back.

UK Railtours hosts its third sell-out venture on 28 May from London Victoria which travels out via Hoo Junction to firstly visit the freight-only Isle of Grain branch. The train then proceeds south towards the steeply graded branch to Folkestone Harbour, where a short break will be taken. The train's third port of call is the Dungeness branch to the Network Rail limit, passing the long-closed Lydd Town station en route.

Meanwhile, also on 28 May, Pathfinder has one of its famous 'Spin-n-Win' tours, setting out from Bristol Temple Meads with an EWS Class 59/2 to Birmingham New Street where a Class 60 is scheduled to take over to travel to Worksop via Tamworth, Derby, Chesterfield and Sheffield. Classic traction then follows, firstly with a Fastline Class 56 from Worksop to Leeds via Hatfield and Stainforth, which is followed by Class 40 No. 40145 from Leeds via Hebdon Bridge, Copy Pit, Blackburn and Darwin to Manchester Piccadilly and onwards to Crewe. A Class 92 then takes over for the run back to Birmingham New Street via Stoke-on-Trent and Sandwell and Dudley. The Class 59/2 then returns the tour to Bristol Temple Meads. Quite a day out!

Elsewhere, Compass Railtours has a 47-hauled Liverpool Lime Street to Skegness on 26 May, followed by a Barrow to Durham and Newcastle-upon-Tyne on 28 May while Past Time run from Aylesbury on the same day, destination Par, for the Eden Project or the Lost Gardens of Heligan.

Following the failure of Class 50 No. 50049 *Defiance* at Radlett while on the outbound run of a Vintage Trains charter to Havant, the train was rescued by Riveria Trains' Class 47/4 No. 47853 *RAIL Express*. The train is pictured passing Washwood Heath Sidings No.1 signal box (ABOVE) with the 'Hoover' sounding in fine fettle and later, having been rescued by No. 47853, climbing Camp Hill bank (BELOW) at the rear of Birmingham City's football ground bound for Tyseley Warwick Road, after the tour had been terminated. *John Whitehouse/Ron Kosys*

ABOVE: Class 90 No. 90046 is one of only three Freightliner '90s' to carry the company's green colour scheme. Here, No. 90046 passes through Colchester with an intermodal service for Ipswich Yard and eventually Felixstowe. *Brian Morrison*

LEFT: RfD-liveried Class 90 No. 90027 Allerton T&RS Depot Quality Approved passes Hilmorton Junction with the first UK Railtours charter from London Euston to Carlisle. Class 67 No. 67022 was on the rear of the train, which provided motive power from Carisle to Preston on the return run, via the Cumbrian Coast line. *Ken Brunt*

BELOW: The sight of one Class 47 at Battersby Junction is a rarity, but two side-by-side is almost unknown! During the Steamy Affairs charter to Whitby on 12 May, battery problems on No. 47813 *John Peel*, resulted in No. 47810 *Captain Sensible*, being run-round at Battersby to lead. The two locos are pictured during the shunt maneouver. *Lee-James Worsfold*

Peak Rail Diesel Gala

ABOVE: Newly-arrived Class 55 'Deltic' No. D9016 *Gordon Highlander* prepares to depart from Rowsley South with the 14.58 service to Matlock Riverside on 12 May. The locomotive, which had undergone restoration work and an engine overhaul at Barrow Hill prior to moving to Matlock, is due to remain at Peak Rail for the foreseeable future.

LEFT: Also in action were Class 31 No. 31270, which was withdrawn following the event for bodywork repairs and a repaint into Regional Railways colour scheme, and Class 44 No. D8 *Penyghent*, pictured here looking superb in its recently refurbished condition. *Both: Wilf Smith*

Departmental railbuses on passenger services

BELOW: Both Drewry Car No. DB998901 and the Wickham Railbus No. DB999507 are pictured at Moor Road on the Middleton Railway on 12 May. The two vehicles were alternating on the passenger service. *Graham Parkin*

News In Brief

■ Class 47/7 No. 47768 undertook its first test runs on the Barry Island Railway on 15 May. The loco, currently in undercoat, is also to be repainted into two-tone green livery.

■ The NVR's 'large logo' Class 56 No. 56057 *British Fuels* will be in action on the railway on 26 May. The locomotive has been sold to a private owner and it has been suggested that the Type 5 may move to Rail Vehicle Engineering (RVE) at Derby in the near future for work to be undertaken to return it to mainline condition. A spokesman for RVE declined to comment on the rumour.

ABOVE: Class 37/0 No. 37175 passes through West Auckland on 16 May, en route from the Weardale Railway to the Keighley &Worth Valley Railway for its forthcoming Diesel Gala. The locomotive will then be transferred to the East Lancs Railway for its Diesel event. *John Lewins*

Second Class 20 celebration with mainline Type 2 charters!

This year's Barrow Hill Diesel Gala, which will operate over the weekend of 14/15 July, will celebrate 50 years of Class 20 operations on the national network.

So far, the organisers have 22 examples lined up for the occasion, and in addition to the normal internal shuttle services there will be two return trains each day from the Barrow Hill platform through to the Lafarge Cement Works Complex in the Peak District near Hope.

Each train will be 'topped and tailed' on the National network by pairs of DRS and Harry Needle Class 20s, with Lafarge's industrial shunter *Blue John* and the resident HNRC Class 20 No. 20168 'topping and tailing' the charters on the branch from Earles Sidings to the cement works.

It is anticipated that demand will be high, so early booking is recommended. Tickets are £35 adult and £25 child, with discounts available for Barrow Hill members.

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Rhiw Goch box reopened

Rhiw Goch signal box on the Ffestiniog Railway (FR) in was officially opened on 11 May.

Alan Pegler OBE, President of the Ffestiniog Railway, was given the honour of declaring the remote signal box, which has no road access, open, after months of hard work by a team of volunteers.

Plans for the signal box, which needed modernising and rebuilding after 30 years, were prepared by volunteer signalman, Graham Cole, and other volunteers from various departments on the FR were drafted-in by diesel driver and project leader, Ian Rudd.

The volunteers led a fundraising drive that raised £15,000 for the project. As part of this, an application had to be made to the Welsh Assembly as protected Pipistrel Bats (the smallest bats in the British Isles) required replacement roosting accommodation within the roof of the new building.

Eight bat boxes with landing platforms were fitted during the rebuild by the volunteer team, who had the support and advice of full time staff of the FR Building Department.

BELOW: Alan Pegler OBE opens the new Rhiw Goch box. *FR*

Visitors galore for Swanage gala

ABOVE: Class 47/4 No 47635, now owned and operated by Seco-Rail and previously named *The Lass o' Ballochmyle* when in EWS ownership, passes between Corfe Castle and Harman's Cross on 12 May, hauling the 13.10 service from Norden to Swanage.

LEFT: The railway's resident Class 33/0 No D6515 (previously TOPS No. 33012) *Stan Symes* departs from Harman's Cross on 12 May, hauling the 13.50 train from Norden to Swanage. *Both: Brian Morrison*

BELOW: Not surprisingly, it wasn't just the mainline locomotives that drew the crowds. The appearance of the celebrity South West Trains 4VEP No. 3417 *Gordon Pettitt* attracted a large number of enthusiasts. Variety was certainly the name of the gala, with the 4VEP being used as stock for the shuttle with a wide variety of traction, including some push-pull runs with the visiting 'EDs'. On 12 May, Class 73s Nos. 73136 *Perseverance* and 73208 *Kirsten* depart Corfe Castle station hauling the 4VEP. *Neil Walkling*

LEFT: Still a celebrity after its appearance as a Russian locomotives in one of the James Bond films several years ago, ex-Waterman Railways-owned Class 20 No. D8188 departs from Corfe Castle station on 12 May, hauling the 11.50 train from Swanage to Norden.
Brian Morrison

BELOW RIGHT: Visiting Class 73/1 No. 73136 *Perseverance*, which is privately owned and based at Stewarts Lane depot, but used by GB Railfreight to supplement the company's own 'Electro-Diesel' fleet, stands at Harmans Cross, carrying the '98' Swanage branch headcode used between 1967 and 1972, on 12 May prior to working the 13.05 shuttle to Norden.
Andrew P. M . Wright

ABOVE LEFT: Visiting 'Western' No. D1015 *Western Champion*, from the Diesel Traction Group, approaches Corfe Castle with the 13.50 service for Norden on 12 May.

BELOW: The first Class 47 to be seen at Swanage since the late summer of 1966, No. 47635 leaves Swanage with the 09.30 service to Norden on 12 May. In tow is ex-Southern Region 4VEP electric unit No. 3417 *Gordon Pettitt*, named after the much respected former General Manager of the Southern Region who officially opened the Swanage Railway's one and a half mile extension from New Barn to Harman's Cross in March 1989. On the rear of the train was No. D1015.
Both: Andrew P. M . Wright

THE 20 – 20 VISIONARY

In the early 1990s, British Rail went through a reorganisation entitled 'Organisation for Quality' (OfQ), which led to the full sectorisation of activities. Under this reorganisation the Signalling and Telecommunication Engineer's Department in South Wales passed to the newly created Regional Railways South Wales and West (RRSW&W) as did one of the Western Region's two modern inspection saloons No. DB999509.

'The 20-20 Visionary' started out on paper in October 1993 as a standard Telecoms inspection using the usual REJK Class 37, which was to run ECS from Newport, up the Marches to Shrewsbury, prior to taking up inspection duties the following day. It was always easier to start from Shrewsbury and for the 'guests' to travel from South Wales to Craven Arms by service train due to pathing difficulties early morning from the south. The remit of the inspection was to visit as many occupation and accommodation (O/A) crossings as possible to view the upgrades and line-speed improvements undertaken in connection with the 'Nairn's' crossing scheme.

The 'Nairn's' scheme, fully detailed in the September 1993 issue of *Modern Railways* magazine, came about following the collision in May 1982 at Fortevoit, near Nairn, between Class 47/4 No. 47522 working the 13.35 Glasgow Queen Street - Aberdeen service and a farm trailer on an accomodation crossing. The recommendation was to make the use of O/A crossings safer for their users and to reduce the chance of another major incident similar to that at Fortevoit. As a result when the Regional Railways (South Wales & West) area was formed, the division encountered 497 of these types of crossings. With improvement works carried out, the operation of the '20-20 Visionary', as it became, was to inspect the work that had been undertaken.

A conversation between the S&T Fleet Manager at Newport and his counterpart at British Rail Telecommunications (BRT) in the December was to modify the plans somewhat. Realising that this was to be the last Telecoms inspection before the break-up of British Rail, the opportunity

ABOVE: On 16 March 1994, Class 20 locomotives Nos. 20131 & 20128 stand with RRSW&W Saloon No. DB999509 at Lower Bailey No.2 crossing on the Central Wales line, while telecommunications specialists inspect the 'Nairn's crossing scheme' upgrade work.

LEFT: Standing at Shrewsbury Abbey Foregate carriage sidings on the morning of 16 March 1994, the '20-20 Visionary' is readied for its historic event. ***All photographs by Paul Russell***

LEFT: On 17 March 1994, with No. 20128 leading from Carmarthen to Pembroke Dock, 'The 20-20 Visionary' pauses while telecommunication engineers carry out an inspection of Norchard Farm No.1 crossing, near Manorbier.

of running a unique publicity trip with the recently overhauled BRT Class 20s was too good an opportunity to miss and so, on 21 December, the Train Planning Units at Swindon and Cardiff were instructed to diagram Class 20s Nos. 20131 and 20128 from the TAKB pool to the task. Their response was interesting to say the least!

The train specification had to be rewritten to cater for the Class 20s lower fuel capacity, so it was decided that the locomotives would travel down from Bescot 'light-engine', haul the saloon ECS via the Lickey Incline and onward through Sutton Park to Bescot for refuelling, before continuing to Shrewsbury. Similarly a fuelling move had to be inserted into the plan at Margam.

As Class 20s were not exactly standard traction in South Wales, finding drivers for the task fell to the Regional Railways Chief Traction Inspector. Individuals were identified, diagrams created and agreement reached with the Local Divisional Council representatives (LDC's).

Mid-January, two months prior to the inspection, and two BRT-sponsored '20s' appeared in Newport one lunchtime completely unannounced. Bescot men, never wanting to miss an opportunity, had decided on a day out to Newport to have a look around in advance of the big day! The signallers at Newport kindly obliged and allowed the drivers to have a look around the panel box and to investigate every route that the signallers could throw at them!

It was mooted a week prior to the inspection that a number of individuals would like to take an annual leave day so as to travel on the ECS move via the Lickey. This was agreed provided they paid for their own lunch! The saloon was provisioned and on 15 March 1994, Nos. 20128 & 20131 arrived on cue at Godfrey Road, Newport, to the utter amazement of the resident enthusiasts.

To the surprise of all in attendance, the S&T Fleet Manager unveiled a specially commissioned cast headboard 'The 20-20 Visionary' prior to departure and at 12.15 prompt, the formation, running as headcode 2Z01, moved off bound for Shrewsbury via the West Midlands. This is believed to be the only time that a Departmental train has ever been titled with a cast headboard.

All went well until Gloucester, where due to additional race traffic for Cheltenham 2Z01 was delayed by 18 minutes causing a loss of path. After a spirited journey up the Lickey, the New Street Area Operations Controller requested that the train divert to make up time from St Andrews Junction by running to Bescot via New Street, Soho and Perry Barr North Junction. Birmingham New Street station was deserted at the time, which was probably just as well!

An interesting hour-and-a-half was spent on a reception road at Bescot between rows of HAA wagons and redundant Class 25s while the Class 20s were refuelled. Fears that something would be found amiss with the 20s were unfounded and 2Z01 set off seven minutes late bound for Shrewsbury.

Having deviated from the booked route, the formation of the train had been transposed. It was crucial which way around the locomotives and the saloon were to each other because one end of the saloon was the 'Dining' end, the other the 'business' end. The Bescot drivers who had worked throughout from Newport, therefore 'refreshed routes' and to the bemusement of the signaller at Severn Bridge turned the locos on the Shrewsbury triangle to allow the BRT grey-liviered No. 20131 to lead.

A beautiful 16 March dawned and the formation was shunted from Abbey Foregate into Platform 5 at Shrewsbury. Interest from passengers who thought the combination was a service to Birmingham provided some amusement. The saloon was a show-piece for RRSW&W and its organisation was run with military precision. Timekeeping was always paramount, and at precisely 07.10 the tip was given and 2Z01 set off for Pantyffynnon.

The train was due to have been looped at Craven Arms, but the signaller could not get the route and pulled off to allow the train to draw up to the box. This was fine unless you were a passenger on the following Class 1 passenger! It was planned to hold the saloon at Craven Arms to meet the 'up' train conveying technical staff, so the signaller decided to try and set up the route to back-shunt the train. He failed spectacularly with the signal box physically wobbling and with the token machine nearly coming adrift from the block shelf! The signal box has now been rebuilt within a steel cage! With the up train having been and gone, the signaller gave up and 2Z01 crossed to the 'up' line to access the Central Wales line proper.

It was now that the technical work began. A total of 41 O/A crossings were inspected during the next five-and-a-half hours en route to Pantyffynnon, something

BELOW: The two BRT Class 20 locomotives, Nos. 20131 & 20128 are photographed inside Margam Depot on 17 March 1994 while refuelling takes place.

ABOVE: A truly historic occasion. On the morning of 17 March 1994, 'The 20-20 Visionary' stands on the Sealink-owned North Breakwater at Fishguard Harbour for publicity photographs. Access to the private line was blocked by a redundant TTA tank wagon that had to be attached to the rear of the formation in order to gain access!

that would be impossible by road. It is for this reason that saloon inspections were so valuable to the engineering team.

Lunch for the traincrew took place at Llandovery while the engineers inspected a radio base station and the up passenger service crossed. The engineers would have their lunch upon arrival in Pantyffynnon along with a visit to another radio base station that had been arranged by Land Rover.

At Pantyffynnon, the saloon was shunted into the 'cripple siding' for lunch while the Class 20s were detached and ran to Margam for fuel. To turn the locomotives, the 'light-engine' trip ran outwards via Llandeilo Junction, which was then the spiritual home of the RRSW&W S&T wagon fleet, and returned via the Swansea District line and Morlais Junction. At Margam there was a sizeable queue of locos gathering for fuel outside the shed but when you have the Area Freight Engineer with you, you receive priority treatment! (If anyone is interested the loco's took 150 gallons of fuel.)

The formation departed again, now bound for Fishguard Harbour with only an intermediate stop at Llanelli to set-down staff. Arrival into Fishguard was at 18.20, the end of a long day for some. For others though, thanks to a problem operating the Automatic Open Crossing, Locally Monitored (AOCL) sufficient noise was created that residents from Fishguard and Goodwick began to appear on the scene to find out what was going on in their station! As a result, some lucky children had an evening to remember and so for that matter did their parents. All in the name of public relations!

The morning of 17 March is one of those occasions that will stay with those present for the rest of their lives. In secret, agreement had been reached with the Sealink Port Engineer to access the Harbour breakwater to facilitate publicity photographs. To do this it was going to be necessary to 'move' a redundant tank wagon and to man-handle a security fence. All the engineers had been told the night before was to be on the quayside at 08.00.

From 07.30, the traincrew had been present getting the train ready while the Area Freight Engineer had been paying particular attention to the condition of the unfitted tank wagon that was full of marine sump oil. The saddles were removed from the saloon's buffers and the train gently came into contact with the wagon. With the emergency coupling swung across on its furthest thread the wagon was moved at a snail's pace, a watchful eye being kept on the axlebox journals. And so it was, with staff checking the wagon and with others checking the rail joints on the Harbour branch 'The 20-20 Visionary' made it onto the breakwater. This makes it sound easy! The S&T Fleet Manager was working out his resignation speech… "well boss, it's like this… the saloon is at the bottom of the Irish Sea and there is a bit of an oil slick…oh, and I've lost the two class 20s I borrowed, which are now an obstruction to shipping". Fortunately nothing actually went wrong. One thing that is for sure is that one wouldn't be able to do it on today's railway.

Departure from Fishguard Harbour at 09.44 gave rise to five crossing inspections prior to arriving into Carmarthen station backwards, via Carmarthen Junction. This allowed the business end of the saloon to be trailing on the afternoon run back to Newport. 2Z01 now retraced its tracks back to Whitland prior to carrying out a comprehensive inspection of O/A crossings en route to Pembroke Dock. At the time there was only one path a day available for additional workings to Pembroke, the section of line from Tenby being run on the 'one engine in steam' principle so it was not possible to be 'locked in' at the terminus. Further O/A inspections took place on the return to Whitland.

An out of course stop was made at Pembrey to set down the pilot traincrew much to the bemusement of the then Director of RRSW&W and a group of local councillors who were on the station platform. With a clear run ahead, 2Z01 was booked to run non-stop to Cardiff Central

LEFT: The inspection train pauses at Llandovery on 16 March 1994 for engineers to inspect a nearby radio base station.

via Genwen Loop and the Swansea District line before returning to Newport where, at 17.17 the locos were uncoupled and with a heavy heart handed back to a Bescot driver to return them to their stable!

Right from the outset when the Class 20s were thrust upon the Train Planning Unit in the December, an assurance had been given that 2Z01 would hit Intercity metals at Briton Ferry 'on-time' at 15.57 and this was achieved spectacularly. The signalling staff in Port Talbot panel were clearly impressed, waving from the box windows as the train passed.

One final inspection train was to be operated by RRSW&W on the 30/31 March 1994 immediately prior to the birth of Railtrack using REJK pool No. 37197 and No. DB999509. The rest as they say – is history.

With grateful thanks to Paul Russell, former RRSW&W S&T Fleet Manager and to all those dedicated individuals involved for making such a historic occasion possible.

TOP: After successfully running the locomotives around the train, Nos. 20131 & 20128 prepare to depart from Pembroke Dock station on 17 March.

MIDDLE: Overnight on 16/17 March 1994, 'The 20-20 Visionary' berthed on the privately owned Fishguard Harbour branch.

BELOW: The final inspection train operated by British Rail's Regional Railways South Wales & West's profit centre ran on 30/31 March 1994. Motive power was supplied from the business-owned locomotive stable in the form of REJK pool No. 37197, pictured here with Saloon No. DB999509 at Llangadog. Signalling engineers are visible inspecting the adjacent AOCL road crossing which had been upgraded along with others on the route immediately prior to the handover of the infrastructure to Railtrack.

Anglia
one