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The Railway Herald

8 June 2007 Issue 86

The complimentary UK railway journal for the railway enthusiast

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The Railway Herald
Issue 86

Front Cover

On the Mid-Hants Railway, BR Standard 5MT 4-6-0 No. 73096 climbs Medstead Bank on 2 June with an Alton-bound service. *Steve Philpott*

Back Cover

On 3 June, a group of Network Rail employees organised a special charter around the freight branch lines of Bristol, using a pair of NR Class 31s and Class 50 No. 50049. Here the train passes under the Clifton Suspension Bridge. *Chris Perkins*

Contents

'Monkey' livery for Virgin Trains' Pendolino! *Page 4*

Britain's railways go green as c2c and Virgin become eco-friendly. *Page 5*

Worldwide View: Our news review up from around the globe. *Page 19*

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: Dedicated 'Royal' Class 67s Nos. 67006 *Royal Sovereign* and 67005 *Queen's Messenger* pass the site of the closed Middletown station as the Royal Train heads towards Welshpool conveying HRH The Prince of Wales for engagements in the town. Note the unusual attachment of the Welsh flags, located around the multiple working jumper. *Richard W. Jones*

Three Peaks Challenge charter services heads north

Class 67 No. 67029 passes Cart Lane, Grange-over-Sands, on day two of the now annual Three Peaks Challenge, with the Bangor to Ravenglass leg. From here, participants will climb the 978 metre Scafell Pike - the highest peak in England - before returning to the train for the final leg to Fort William and the ascent of Ben Nevis. At Bangor, participants had climbed Mount Snowdon - the aim being to scale the highest mountains in England, Scotland and Wales - and all in 24 hours! *Terry O' Connor*

New eco-friendly train washing plant at Tyseley

On World Environment Day, 5 June, Central Maintrain's Tyseley Depot unveiled its new train underframe washer unit, which not only plays a significant part in reducing the environmental impact of the unit cleaning operations, but also improves availability and saves money!

In response to problems with its previous train washing equipment, which was proving unreliable and requiring ever-increasing manual interventions, Central Maintrain scoured the market place for an improved solution. It arrived in the shape of Italian-designed equipment put together into a design specification by Hyder Consulting (UK) Ltd, which resembles a giant car-wash.

However, the new equipment can clean the underside of Central's units as well as washing the sides in seven minutes, compared to the previous time of three hours. In addition, the wash uses just 600 litres of water compared with 30,000 litres, of which the resultant effluent is now despatched just twice a year instead of every six weeks under the previous regime. This means that most of the water used in the cleaning operation can be disposed of through the normal sewerage system and recycled.

Most importantly, there is a considerable cost saving, estimated at £200,000 per annum, which means that the equipment will pay for itself over a four-year period, as well as providing improved unit availability.

ABOVE: During demonstrations to the railway press, Class 150/0 No. 150001 passes through the new train washing plant at Tyseley Depot on 5 June. *John Whitehouse*

The new washing plant is situated next to the old washing facility, and has jets located both between the running line to access the underside of the vehicle, and on the side of the plant to reach both the body-side of the train as well as the exposed sides of the underfloor equipment. The plant also has two pressure options, as Class 170s need to be cleaned under a lower pressure due to sensitive underfloor equipment.

The train passes over the washing jets twice, to be sprayed with detergent on the way in and rinsed with a high-pressure jet of clean water on the way out. As all the key components of the washer are remote from the washing area, and are of modular design, the equipment is far more robust and reliable than the system it replaced.

After rigorous testing its success has been recognised by the industry, having been awarded the Institution of Civil Engineers Innovation Award as an 'Example of an outstanding project'.

FGW starts refurbishment work at Bath

First Great Western has started work on a £400,000 refurbishment of Grade 2-listed Bath Spa station, the building having been originally modelled on an Elizabethan country house.

A completely new open-plan concourse with enhanced facilities is to be created to give a more contemporary impression to passengers and will include new floors, an open-access ticket desk without glass screens, a dedicated ticket counter for the disabled, new lighting, new colours and new counter areas.

The external character of the station will remain unchanged. The work started on 21 May and is scheduled to finish on 9 July.

Andy Griffiths, First Great Western's Regional Manager says: 'This is an historic listed building that reflects Brunel's legacy to the railway. The modernisation has been carefully designed and approved by the authorities to reflect the building and its surroundings in an historic city.'

More Class 66s for FirstGBRf

FirstGBRf has signed a new contract with Porterbrook, allowing an order for five Class 66s from Canada, which are due to arrive in March 2008 and these are unlikely to be the last.

The contract represents a first for the company - previous leases have been arranged through HSBC Rail.

News In Brief

■ From 26 May, Silverlink introduced four new trains to the Saturday evening service on the Gospel Oak-Barking line, giving an all-day half- hourly timetable in line with the weekday schedules.

■ Network Rail has awarded a contract to Alfred McAlpine plc to build a third platform at Manchester Airport railway station. Work is to start in the next few weeks and the platform is scheduled to be in use by December. While the work takes place the station will remain open and Northern and TransPennine Express services will largely be unaffected. The £15 million project is being jointly funded by Network Rail, Greater Manchester Passenger Transport Executive and The Northern Way (a collaboration between three Northern Regional Development Agencies: Yorkshire Forward, Northwest Regional Development and One NorthEast). The land needed for the extra platform is being leased from the airport operator.

■ Chiltern Railways has begun a £6 million refurbishment of its Class 168 Clubman fleet, to be completed by the autumn. Highlights of the refurbishment include new tables with laptop work areas and power points, new catering trolleys, new internal colour schemes and seat covers, new exterior paint on the older units and the creation of an 'All Inclusive Business Ticket'.

■ Eurostar has completed a major upgrade of the CCTV cameras at Ashford International station. The project, which was designed by CMG Consultancy and cost over £250,000, has enhanced the systems and increased the quality of the recording facilities. Over 100 cameras at the station have been improved, repaired or relocated and six new 'Metal Mickey' type high-speed dome cameras have also been installed.

WCML infiltrated by monkeys on a West Coast journey

In a move, seen by some, to have a hint of 'monkey' business, the use of advertising vinyls on rail transport has been taken to a new level by Virgin Trains.

Recent times have seen film stars from the past travelling on the West Coast, as well as Voyagers and Pendolinos being chased by Indians, all in the name of promoting Virgin Trains! For this particular journey to the west however, the trains are promoting a new opera, telling the story of an ancient Chinese legend.

To promote the Manchester International Festival, and in particular the circus opera, Virgin Pendolino No 390029 *City of Stoke-on-Trent* has been completely vinyl wrapped ... creating what could possibly be the most colourful, longest and fastest advertising board ever!

The set was unveiled to the railway media at London Euston on 29 May, prior to forming a service for Manchester Piccadilly. Our correspondant reports that the look of astonishment on passengers faces as they arrived on the platform was a picture in itself!

The 'Monkey: Journey to the West' opera is on in Manchester from 28 June until 7 July.

The graphical vinyl images by Jamie Hewitt depicting the circus opera - 'Monkey : Journey to the west'
All photographs by Brian Morrison

BELOW: 'Monkey' Pendolino No. 390029 arrives at Manchester Piccadilly on 7 June with the 10.05 from Euston. *Chris Dixon*

c2c moves to regenerative braking on its Electrostar fleet

c2c has completed a new initiative to reduce the power consumption of its fleet of 74 Bombardier Derby-built Class 357 Electrostar sets.

To mark the completion, c2c has completely reliveried Class 357 No. 357010 in green, the attractive train being shown for the first time at both Southend Central and Fenchurch Street on 4 June.

The energy saving on the fleet of up to 20% results from a new regenerative braking process that is designed to return electrical power back into the supply network every time the brakes are applied.

ABOVE: c2c's 'Green Train' No. 357010 at London Fenchurch Street on 4 June, to mark the completion of a new regenerative braking process on the Class 357 Electrostar fleet of 74 units, designed to reduce power consumption as an energy saving process.

LEFT: Branding on the side of unit No. 357010.
Both: Brian Morrison

Virgin CrossCountry moves to biodiesel for Voyager trials

Sir Richard Branson and Gordon Brown MP launched Europe's first biodiesel-blend train in scheduled passenger service on 7 June.

The Voyager set No. 220007 *Thames Voyager* operated a special working from Kensington Olympia direct to London Euston, before working as the 11.27 service to Llandudno.

In advance of the launch, the Chancellor of the Exchequer said: "I want Britain to be a world leader in the development and use of environmentally-friendly fuels, and I believe they will play a fundamental part in our efforts to reduce emissions and tackle climate change. I wish Virgin every success with these pilot schemes and I look forward to hearing the results."

The train is the first in Europe to use a practicable blended fuel which can significantly reduce CO^2 emissions. The Virgin Trains' trial is a major step in a national biodiesel programme conducted by Virgin Trains, the Association of Train Operating Companies and the Rail Safety & Standards Board, to pioneer a sustainable fuel breakthrough for the industry.

As part of a national trial, Virgin Trains will run one of its Voyagers on a 20% biodiesel blend. Sir Richard explains: "This is a pioneering step we're taking. If the trial is a success – and we believe it will be – and we can convert our Voyager fleet to run on B20 biodiesel we could cut our CO^2 emissions by up to 14 %. This means 34,500 tonnes less CO^2 being emitted into the atmosphere each year, and is equivalent to taking 23,000 cars off the road. Government wants to see a reduction in transport's carbon dioxide emissions, and Virgin and the rail industry are at the forefront. We're starting with 20% biodiesel and hope to increase this amount to 100% in the future which would potentially see 100,000 cars off the road."

ABOVE: The first Voyager to run on biodiesel, No. 220007 *Thames Voyager* arrives at Kensington Olympia on 7 June, to make a special press run to London Euston, after which it worked the 11.27 departure for Llandudno. *Brian Morrison*

As part of the investment in biodiesel, special fuelling points have been installed at Bombardier Transportation's depots in Barton-under-Needwood, Staffordshire, and Crofton, West Yorkshire, and modifications have been made to the Cummins' engines.

If the trial is a success, the current higher duty on biodiesel would mean changes to duty levels would be required for a viable conversion of the fleet to biodiesel operation. The Treasury has made an important concession for this trial, but beyond this the duty rate would be 54.68p per litre – considerably more than the 7.69p per litre duty paid by the rail industry for diesel - and would require legislation to change.

The trial also forms part of Virgin Group's vision to use clean-fuel technology to reduce carbon dioxide emissions. Overall, the Virgin Group has already contributed $200 million of its pledged $3 billion to developing sustainable energy. Virgin Fuels has already constructed three ethanol plants which are cheaper and greener than standard corn–to–ethanol plants, as they substantially reduce the need for fossil fuels in ethanol production.

100% of any profits made by Virgin Group through its train and plane companies for the next 10 years will be invested into developing clean fuels.

New look for Class 158 units with SWT and Central

ABOVE: As part of the exchange which has taken place between South West Trains (SWT) and First TransPennine Express (FTPE), SWT has gained several ex-FTPE Class 158s, including several three-car sets. Most have been refurbished to become three-car Class 159/1s, but some remain as Class 158s - see table on page 9. Newly refurbished No. 158888 (formally 158802) is pictured at Romsey on 26 May, shortly before working the 17.00 SWT shuttle service to Totton. *Richard Owen*

BELOW: The First TransPennine units transferred to Central Trains are having the blue 'First' bands removed and Central Trains white decals applied to the cab ends. Class 158 No. 158777, now a three-car set, having gained the centre car from classmate No. 158802 (itself now 158888 with SWT, see above) passes New Mills South Junction on 5 June with a Liverpool Lime Street to Norwich via Sheffield working. *Fred Kerr*

New procedures to reduce line closures

Line closures for engineering works are set to be significantly reduced in the near future due to pioneering work by Network Rail to reduce the time it takes for engineers to renew a set of points.

The project team has already halved the replacement time in trials at Innerwick, Hunterston and Dunbar from the traditional 54 hours to 27 hours, and within the next few years pre-assembled sets of points will be introduced, complete with point operating equipment and heating systems, which can be transported to site in large pre-assembled modules and quickly re-assembled on site.

The project will be phased in over three stages, each one making incremental improvements in reducing time and costs. Pre-constructing track panels will also improve track quality and longevity as the points will be assembled and tested under factory controlled conditions making them more resilient and reliable. Network Rail is now working on developing the final phase of the programme, which should see the time it takes to renew a set of complex points cut down to within eight hours.

Mobile tickets

Chiltern Railways is the first train operator in the United Kingdom to deliver bar codes to mobile phones.

The scheme sends a bar code to the passenger's mobile phone via a text message, which is then scanned at the ticket gates. This is considered an easier way to purchase tickets for rail travel, as the system avoids queuing and can be used anywhere and at any time.

GBRf becomes FirstGBRf

GB Railfreight has changed its name to FirstGBRf to join the FirstGroup family of brands.

John Smith, FirstGBRf Managing Director said: "FirstGroup understands the rail freight market and the important and growing role we play in it. They have backed us from day one by providing the investment to buy our locomotives and wagons and we are proud to display the name."

FirstGroup has owned GB Railfreight since September 2003.

Shinier 'one' trains

National Express's 'one' railway is running shinier trains on its local services, thanks to the introduction of a new train washing formula at their Chingford train washing plant.

The appearance of the trains has improved considerably since the introduction of the new train wash; they are staying cleaner for longer and have a far more polished exterior.

Virgin's ECML bid submitted

Using the title 'inter city-railways limited' the Virgin Group and Stagecoach plc submitted a bid for the InterCity East Coast franchise on 6 June in partnership with the incumbent operator, Great North Eastern Railway (GNER).

If the bid is successful, GNER Holdings Limited will acquire a 10% stake in the new franchise holding company with Virgin and Stagecoach jointly retaining the remaining 90% shareholding as part of the commercial agreement between the parties. The Government is expected to award the new franchise in the late summer.

Stagecoach signs Metrolink contract

It was reported in April that Stagecoach Group plc had been selected as preferred bidder for a combined contract to operate and maintain the Manchester Metrolink system and the associated infrastructure, taking over from the previous operators, Serco.

A 10-year contract commencing in July has now been signed with Greater Manchester Passenger Transport Executive (GMPTE) and this includes managing a number of special projects sponsored by GMPTE to improve the trams and infrastructure, with Stagecoach Metrolink now also responsible for operating tram services on the new routes to Oldham, Rochdale, Droylsden and Chorlton

Euston Upgrade

Tube Lines is refurbishing London Underground's Euston station as part of its station upgrade programme for 2007/8.

The work will take place during the hours when the station is closed each night from 01.00 until 05.00, when there will be a team of 150 engineers on site until completion in May 2008.

The modernisation includes a new public address system and a passenger information system, floors and walls re-tiled and general re-decoration to lift the ambience of the station. The number of CCTV cameras are being increased from 50 to 110 and there will be 27 new Help Points to help increase security and help people with impaired hearing.

A total of 12 stations are currently being upgraded by Tube Lines, including Angel and Mornington Crescent and a total of 32 have already been completed, including nine on the Northern line.

ABOVE: Much of Blackpool Promenade is being relayed with new rail and tarmac, which is proving to be more of an incentive for pedestrians to cross the road to avoid the congested shop-front foot paths and use the tramway as the path. This, together with the on-going work to build up the resort's sea defences has created a dangerous situation as there is not enough room for pedestrians to stand aside to allow a tram to pass and the tram driver has to brake until the walkers have crossed to the other side of the busy road. Cyclists having to ride between the rails as there is nowhere else for them to travel on one side of the road doesn't help the situation either. Our photographer, who recorded this example of the situation on 3 June says the council should do something about the situation which is an "accident just waiting to happen". *Chris Dixon*

Liverpool's underground railway returns to use

Train services on Liverpool's underground system returned to normal on 29 May, following a five-week closure by Network Rail to renew the tracks under the city centre.

The closure was the third phase of a £15 million programme and affected services to and from the Wirral. The system is approximately four-and-a-half-miles long and consists of one single-track tunnel that dives under the River Mersey between Conway Park and Hamilton Square. It then goes around the city centre in a clockwise circle before re-emerging.

Unlike conventional railway track of rails fastened to sleepers set in ballast, the Liverpool system has its rails directly fixed to a solid slab of concrete, and for the past five weeks Network Rail has been renewing the section of track between James Street and Moorfields. This involved removing the old rails, breaking up the concrete and taking it away, then laying wooden shuttering to form the moulds for the new slab.

A total of 250 tonnes of concrete was then pumped from cement mixers situated in the car park at Liverpool Central station, through a ventilation shaft to the railway below. From Central station it was taken to the work site on a rail-borne cement mixer and pumped into the mould. Once set, the base plates that hold the rails in place were positioned using laser technology to ensure accuracy, before holes were drilled in the concrete and the plates bolted down. The rails were then put back.

The final part of the operation was to remove all the machinery and materials from the station platforms, which had been used as storage points, so that everything could be cleaned ready for passengers to use again.

Metronet awards Serco contract for Old Dalby

Metronet Rail has awarded Serco a contract to manage the maintenance and operation of Britain's only dedicated rail test track on behalf of the company.

Metronet has leased the Old Dalby test track, near Asfordby, Leicestershire, to prove the reliability of the next generation of air-conditioned Tube trains. These will be introduced to one-third of London's Underground network from 2009.

The trains are part of a £3.1 billion upgrade of the Metropolitan, District, Circle and Hammersmith & City lines that will increase capacity on these lines by over 40%.

Serco was previously responsible for managing the test track before Alstom took over.

Metronet plans to electrify and use for its purposes a 4km stretch of line that runs parallel to the main route which carries overhead electric cables. By maintaining the entire line, Metronet may also be able to make this unique facility available, through Serco, to other organisations.

Serco's tasks under the contract include the safety management of the whole site, track and infrastructure maintenance over the 21km of railway, vegetation and pest control and operation of trains once testing commences.

The test track at Asfordby, previously known as Old Dalby in British Rail days, was last used by Alstom for testing Virgin Train's Pendolino sets prior to entry into traffic and also to carry out software upgrades and modifications.

The site has lain out of use since Alstom left in 2006.

In-house refurbishment for First Capital Connect's Class 365 fleet

First Capital Connect has begun a programme of 'refreshing' its fleet of Great Northern route trains.

The work on the Class 365 Networker fleet is being undertaken in-house at Hornsey Depot, with a unit being completed every five days. As the work progresses through the fleet, it is expected that this turnaround time will possibly reduce to just four days.

Each unit is having new carpets, seat covers and dado panels fitted and in addition interior trims where necessary are being replaced and the toilets are being refurbished with new fittings, including a ceramic sink set in an easy-to-clean vanity unit. The whole four-car EMU interior is also being painted.

When the 40 Class 365 units are completed, work will then begin on both the Class 313 and 317 fleets. Currently, three Class 365s have been fully 'refreshed' internally, these are Nos. 365507, 365514 and 365521.

The 'refresh' work is costing First Capital Conect £2.7million on top of existing investment in train improvements and the company says it is also investing £1.9million in technical improvements to improve reliability across the Class 313, 317 and 365 fleets.

ABOVE: Three Class 365s in Hornsey Depot on 1 June, refurbished (refreshed) No. 365514 alongside Nos. 365532 & 365534.

MIDDLE: Refurbished Standard Class in Class 365 No. 365514 completed at Hornsey Depot on 1 June.

RIGHT: The refurbished 1st Class compartment in the same unit. *All: Brian Morrison*

South West Trains Class 158 renumberings

Recent weeks have seen a major change in the Class 158 fleet with units from First TransPennine being moved to Central Trains, First Great Western or South West Trains.

Several of the latter units have now been refurbished and re-designated to three-car Class 159/1 DMUs, while others have remained as, or have been downgraded to two-car units and renumbered into the 158880-158890 number series while undergoing attention at Wabtec, these are listed below.

A full review of the Class 158 fleet is underway and will be published in *Railway Herald in* the next few weeks.

158880 (previously 158737)	in traffic
158881 (previously 158742)	at Wabtec (arrived 23 May)
158882 (previously 158743)	Not converted yet - Set at Salisbury
158883 (previously 158744)	at Wabtec (arrived 15 May)
158884 (previously 158772)	at Wabtec
158885 (previously 158775)	at Salisbury. Not in traffic yet
158886 (previously 158779)	in traffic
158887 (previously 158781)	at Salisbury. Not in traffic yet
158888 (previously 158802)	in traffic
158889 (previously 158808)	at Wabtec (arrived 4 May)
158890 (previously 158814)	Not converted yet - in traffic with SWT

Shunter News Round-up

TOP LEFT: One of the three ex-South Wales Valley's Class 08/9s that feature cut-down cabs, No. 08993 is seen awaiting its Skako Ballast Distribution train to be reloaded with ballast from the stockpile at Bury before heading out towards Radcliffe. EWS has the contract to supply stone to the ballast stockpile at Bury, using the Heywood link of the East Lancashire Railway, as well as providing locomotives for the engineering trains. The Class 08/9s are the only ones in the fleet that can operate under the Metrolink wires. *Ian Tunstall*

MIDDLE LEFT: First Capital Connect-owned Class 03 shunter No 03179 *Clive* has now been repainted into full FCC Dynamic Lights livery and is pictured at Hornsey Depot on 1 June.

BOTTOM LEFT: Class 08 350hp shunter No 08750, hired by Hornsey Depot from Wabtec at Doncaster, from 4 June 2007, was delivered to the depot early, arriving on 1 June. *Both: Brian Morrison*

OUT NOW!

Over The Rainbow

This charity CD, produced by the ITV Challenge Anneka programme with Universal Music is to raise money and awareness of the childrens' hospices around the UK.

As created in ITV1's Challenge Anneka programme

£2 from each CD sale will go to childrens' hospices across the country

The CD is **OUT NOW** and available from
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Artists include

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Richard Fleeshman ● Leslie Garrett
Jermaine Jackson ● Duncan James
Myleene Klass ● Cerys Matthews ● McFly
Jimmy Osmond ● Andrea Ross
Curtis Stigers ● Bonnie Tyler
and the Rainbow Choir

ABOVE: Carnforth-based LMS 8F 2-8-0 No. 48151 coasts down the grade towards Dalton, on the Cumbrian Coast line, on 28 May with Kingfisher Railtour's 'Cumbrian Coast Dalesman' trip from Carnforth to Ravenglass. *Trevor Jones*

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.co.uk. **Information is understood to be correct at the time of going to press.**

REGULAR SCHEDULED STEAM OPERATION

Date	Service	Operator	Route	Traction Pool
4-8 Jun	Jacobite	West Coast Rly Company	Fort William - Mallaig & rtn.	62005 or 45231
5-7 Jun	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	45407 or 75029
11-15 Jun	Jacobite	West Coast Rly Company	Fort William - Mallaig & rtn.	62005 or 45231
18-15 Jun	Jacobite	West Coast Rly Company	Fort William - Mallaig & rtn.	62005 or 45231

INDIVIDUAL CHARTER SERVICES

Date	Operator	Traction	Route
08 Jun	Pathfinder Tours	EWS 67 2xEWS 37	Swindon-Bristol Parkway-Worcester SH-Stafford-Crewe-Preston-Motherwell-Motherwell-Inverness (part of a weekend trip: see 9 June)
09 Jun	Bowring Park	45407	Liverpool Lime Street-Roby-Manchester Victoria-Huddersfield-Hebdon Bridge (break/rev)-Manchester Victoria-(Manchester Victoria-Liverpool Lime Street)
09 Jun	Heartland Rail	2xCR 47	Bristol TM-Bristol Parkway-Cheltenham-Glasgow (break/rev) and return
09 Jun	ICMM	tbc	London Paddington-Slough-Reading-Minehead and return
09 Jun	Past Time Rail	6201	(Reading-B'ham NS-Preston)-Hellifield-Appleby-Carlisle and return (via Shap)
09 Jun	Pathfinder Tours	2x EWS 37	Inverness-Kyle of Lochalsh-Inverness
09 Jun	PMR Tours	6233	(Kettering-Leicester-Uttoxeter-Stoke-Crewe)-Crewe-Holyhead (break/rev) and return
09 Jun	RTC	71000	(Bedford-Wellinborough-Leicester-Loughborough-Preston)-Preston-Shap-Carlisle (break/rev)- Appleby-Hellifield-Preston-(Bedford)
09 Jun	RTC	6024	(Birmingham International-B'ham NS-Shrewsbury)-Shrewsbury-Paddington (& rtn)
09 Jun	SRPS	40145	Darlington-Durham-Newcastle upon Tyne-Hexham-Carlisle-Ayr-Stranraer and rtn
10 Jun	Bowring Park	45407	Liverpool Lime Street-Roby-Earlestown-(Earlestown-Roby-Liverpool LS) (3 trips)
10 Jun	Kingfisher	48151	'The Dalesman': Hellifield-Appleby-Carlisle and return
10 Jun	Pathfinder Tours	2xEWS 37	Inverness-Georgemas Junction-Inverness
11 Jun	Pathfinder Tours	EWS 67	Inverness-Swindon (setting down as outward on 8 June)
12 Jun	Bowring Park	45407	Liverpool Lime Street-Roby-Earlestown-(Roby)
13 Jun	Steam Dreams	850	London (tba)-Clapham Jn-Salisbury (pu/sd)-Sherborne (pu/sd)-Weymouth and rtn
16 Jun	Heartland Rail	2xCR Cl 47	Bristol TM-Bristol Pkwy-Yate-Cheltenham-Birmingham NS-Glasgow Ctrl and rtn
16 Jun	Hertfordshire	tbc	London KX-Stevenage-Peterborough-Durham and return
16 Jun	Kingfisher	850	London Victoria-Bromley Sth-Maidstone-(Folkestone East-Folkestone Harbour)(rev) Folkestone Harbour-(Folkestone East- Ashford)-Canterbury (break)-Deal-Dover-Folkestone West-London Victoria.
16 Jun	Past Time Rail	D1015	Paddington-Slough-Reading-Didcot Parkway-Bristol TM-Minehead and return
16 Jun	Past Time Rail	6024	London Paddington-Reading-Newbury-Castle Cary-Yeovil Junction and return
16 Jun	Past Time Rail	6201	(Lincoln-Nottingham-Crewe-Shap-Carlisle (break/rev))-Appleby-Preston-(and return)
16 Jun	Pathfinder Tours	2xEWS Cl37	Worcester Shrub Hill-Stourbridge Junction-Birmingham NS-Stafford-Crewe-Preston-Cumbrian Coast Line-Carlisle (break/rev)-Shap-Preston and return
16 Jun	RTC	71000	(London KX-ECML-York)- York-Leeds-S&C-Carlisle (rev)-(Hexham-ECML-King's X)
16 Jun	Vintage Trains	50049	Leicester-Nuneaton-Birmingham NS-Exeter-Torquay-Paignton (break/rev) and rtn
19 Jun	Past Time Rail	tbc	Manchester Piccadilly-Wilmslow-Birmingham NS-Ascot and return
20 Jun	Past Time Rail	tbc	Crewe-Wolverhampton-Birmingham NS-Birmingham Int-Ascot and return
21 Jun	Hertfordshire	tbc	London Paddington-Slough-Reading-Newbury-Par and return
21 Jun	Past Time Rail	tbc	Manchester Piccadilly-Wilmslow-Birmingham NS-Birmingham Int-Ascot and return
22 Jun	SRPS	40145&55022	Linlithgow-Perth-Wick-Thurso and return (Overnight 22 June, then Far North 23 June)

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.

DRS charter still to run

Following the circulation of a number of rumours suggesting that the DRS railtour on 7 July had been cancelled, Direct Rail Services has confirmed to *Railway Herald* that the tour is still going ahead.

Bookings for the train, which are being taken by West Coast Railway (telephone 01524 737751), are reported to be selling well.

The charter itself will be formed of the five freshly repainted and refurbished Mk3 First Class coaches now owned by DRS. Motive power will be supplied by two Class 66/4s and a Class 47 locomotive. Subject to diagramming, it is hoped that one of the '66s' will be No. 66413 *Eddie the Engine*.

The tour will be the first appearance for DRS's new charter set in public, although only five out of the eventual seven coaches will be ready in time for the tour.

DRS is looking to expand the charter side of its business and the purchase and refurbishment of the Mk3s is seen as the first step towards this aim. With its wide variety of traction, the company considers that it can offer a totally in-house excursion operation.

This first charter from Carlisle (dep. 13.30) to Newcastle and return coincides with the company's open day at Kingmoor Depot on 7 July, when a variety of traction will be on display to visitors. As part of the celebrations, two locomotives will be named during the day, one a Class 20 to celebrate the 50th anniversary of the English Electric Type 1s, with the other, likely to be one of the company's Class 37 fleet, which will be named after the depot at Kingmoor.

Entrance into the depot open day is by advance ticket only.

Our online railtour pages provide detailed listings

Click here for our complete railtour listing and contact details of all current operators.

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

News In Brief

■ The West Coast Railway Company is sponsoring a charter of its own on 8 September, with a return working from Carnforth to York picking up at Wennington and Bentham. The traction is unspecified at present.

Cumbrian Coast trip postponed

Advance news from Pathfinder commences with the postponement of the Cumbrian Coast charer of 16 June.

The train was due to feature a pair of EWS Class 37s from Worcester, but has been put back to 29 September for operational reasons.

Trains in the advance planning stage include an Eastleigh to Llandrindrod Wells with EWS Class 37s on 25 August, D1015 from Swindon to Aberystwyth via Birmingham on 1 September together with an as yet unspecified itinerary featuring No. 55022 *Royal Scots Grey* on 15 September.

The company also plans to commemorate the end of the Silverlink franchise with two 'Buffer Puffer' trains visiting unusual lines in the London area on 3 and 10 November.

Water carrier takes to the rails for railtour duty

ABOVE: Ex-GWR 'King' 4-6-0 No. 6024 *King Edward I* approaches Washwood Heath Yard on 8 June en route from Kidderminster to Shrewsbury, where it will stable overnight before hauling the Railway Touring Company's 'Cambrian Coast Express' to Paddington on 9 June. Note the inclusion of the 6024 Society's water wagon, which was picked up from Tyseley en route, and which is due to be used on a mainline charter for the first time on 9 June. The obvious advantage with the water carrier is to reduce the time spent watering and servicing and even eliminating some servicing stops completely. The 6024 Society is looking to gauge reaction from tour operators and passengers alike, as using the wagon could significantly improve timings as well as potentially allowing later starts and earlier finishes. While perhaps not visually pleasing, if the wagon proves successful then consideration will be given to adding some sort of disguise so it blends better with the line of the train. *John Whitehouse*

RIGHT: Class 66 No. 66080 heads the Branch Line Society tour to Shirebrook past the doomed signalbox at Pinxton on 2 June. Under the £250 million North Erewash Valley signalling and track renewal scheme, which starts on 10 June, the level crossings at both Sleights and Pinxton will be converted to automatic barriers and CCTV control with both signal boxes closed. The good news is that Pinxton signal box will be preserved, as it is heading for the Midland Railway at Butterley. *John Whitehouse*

The Week Ahead

A busy railtour day is ahead on 16 June, with eight tours operating, of which four are steam-hauled.

Perhaps the best of the steam-hauled trips has to be Kingfisher's London Victoria to Folkestone Harbour 'Golden Arrow', hauled by No. 850 *Lord Nelson*. This is the first of four excursions planned for Folkestone Harbour, the feature of which will be a 'dummy departure', enabling passengers on the train to observe the climb from lineside as well as experiecning it on the train, providing a double-edge thrill of a steam-hauled departure from the Harbour station up the fearsome 1-30 gradient to Folkestone East. The train also calls at Canterbury en route back to London via Dover.

The Settle & Carlisle route has two charters; one northbound from York via Leeds with No. 71000 *Duke of Gloucester* for Railway Touring Company, which returns diesel-hauled via the Tyne Valley from Carlisle, and another southbound from Carlisle with No. 6201 *Princess Elizabeth* through to Preston for Past Time Rail. The tours originate at London King's Cross and Lincoln respectively. Finally, No. 6024 *King Edward I* heads 'The Yeovil Betrothal', a return Paddington to Yeovil charter via Newbury and Castle Cary, which will be joined on the return by "just married, and hotfoot from the church and reception", 6024 Society members Shirley Turner and Nick Parry, who will be en route to their honeymoon. *RH* wishes them a long and happy life together. Bookings are being taken by Past Time. For more information go to http://www.fireboxchaser.co.uk

Past Time has, in fact, produced a notable achievement in that two iconic examples of West of England traction will be present in London Paddington on the morning of 16 June. In addition to No. 6024, 'Western' Class 52 No. D1015 *Western Champion* will also be in attendance as it is booked to haul a charter through to Minehead and back.

Another heritage diesel with strong south-west connections is also in action, heading back to 'home-territory' at Paignton. No. 50049 *Defiance*, now based at Tyseley, is booked for the Vintage Trains charter from Leicester and Birmingham.

A pair of Cotswold Class 47s is likely for Heartland Rail's Bristol Temple Meads to Glasgow Central charter, which has an option to visit the Falkirk Wheel.

Meanwhile, Hertfordshire Rail Tours travels from London King's Cross to Durham, so EWS electric traction could well feature.

ABOVE: Cotswold Rail Class 47s are becoming a common sight in Devon, being regularly used on vehicle transfers between Swansea Landore and Laira as well as between Laira and Brush Traction. On 3 June, Class 47/4 No. 47810 *Captain Sensible* is seen on the 'down' main at Totnes, powering the 10.15 Bristol Temple Meads - Plymouth Laira powercar move, with Class 43 powercars Nos. 43079, 43042, 43138 and 43122 in tow. The train originated from Old Oak Common on 1 June.

BELOW: Large-logo blue-liveried Class 47s are not an every day occurrance at Torquay these days. Reviving memories of times past, even if the stock does not, Class 47/4 No. 47847 arrives at Torquay with the 06.02 Lichfield City - Paignton charter for Compass Tours on 2 June. *Both: Phil Bellamy*

LEFT: EWS Class 60 No. 60018 passes St Cross, near Winchester, on 1 June with one of the long-welded rail sets, forming an Eastleigh Yard - Hinksey Yard service. *Richard Sulzmann*

MAIN PICTURE: Class 60 No. 60021 *Star of the East* exits Dove Holes tunnel in brilliant sunshine on 5 June, with the Washwood Heath - Peak Forest empty aggregate hoppers. Note that the train is formed entirely of the new EWS Aggregates branded wagons, built in Arad, Romania. *Fred Kerr*

Charing Cross Pictorial

ABOVE: Class 465/9 Networkers Nos. 465910 and 465913 depart from Charing Cross on 26 May, forming the 12.00 Southeastern service to Ashford International.

LEFT: A throw back to pre-privatisation times is the Tattenham Corner trains that still run half-hourly from Charing Cross, operated by Southern. Here Class 455/8 No 455815 departs as the 12.11 service.

BELOW: The only one of the 112 Class 375 Electrostars that does not carry a grey bodyside band and yellow doors is '375/6' No 375610 with a gold band and blue doors, a one-off `Golden Jubilee' livery applied when the unit was named *Royal Tunbridge Wells* in 2002. Here it stands at Charing Cross, awaiting departure leading the 12.23 Southeastern service to Margate and Ramsgate, Alongside is a normal liveried No 375619, forming the 12.30 to Ashford International.
All: Brian Morrison

Driver training operations

ABOVE: EPS Class 37/6 No. 37603 passes through Shortlands on 31 May 2007, heading for Dollands Moor on a driver training run, with Class 375/6 Electrostar No. 375623 forming the rear unit of the 10.33 from London Victoria to Dover Priory and Ramsgate alongside. *Brian Morrison*

BELOW: Southeastern's Class 375/7 No. 375702 calls at Lewes on 25 May, working the 13.00 Hastings to Tonbridge Jubilee Sidings route learning special. This unusual move is routed via Eastbourne and is in preparation for the three-week engineering work blockade in the Tunbridge Wells area in August. During this time, there will be ECS moves between Hastings and Tonbridge via Eastbourne to rotate the rolling stock for maintenance; as a result these route learning trips are operating for 10 weeks. *Richard Owen*

LEFT: The National Railway Museum's LNER 'V2' 2-6-2 No. 4771 *Green Arrow*, recently retired from the mainline steam scene, departs from Toddington with a demonstration freight bound for Winchcombe, during the Gloucestershire Warwickshire Railway's 'Festival of Steam' gala on 1-4 June. *John Stretton*

ABOVE: Fully restored and repainted into British Railways green-livery, Class 73/0 No. E6001 (previously TOPS No. 73001) stands at the Dean Forest Railway's Parkend terminus on 6 June, awaiting departure time with the 14.30 service to Lydney. The working was the locomotive's first day in passenger service since restoration was completed. It arrived on the Dean Forest from Merseyrail as Class 73/9 No. 73901. *Andrew Young*

LEFT: Freightliner's Class 47/0 No. 47270 *Cory Brothers 1842-1992* entered preservation on 5 June, having been purchased by a private individual. The locomotive was moved by road from Crewe to Wansford on the Nene Valley Railway, where it is pictured being carefully reversed into the yard. The road trailer was then used to move 'large logo'-liveried Class 56 No. 56057 *British Fuels* from Wansford to RVE Derby, where repairs are to be undertaken prior to a possible return to the main line. *Robert Tarling*

South Devon diesel gala

The South Devon Railway will be holding its annual diesel gala weekend over 9/10 June with the resident fleet being joined by visiting traction.

The resident motive power fleet of Class 20s Nos. 20110 and 20118 *Saltburn by the Sea*, Class 25 No. D7612 and Class 37 No. 37321 *Loch Treig* will be joined by the visiting A1A Locomotive Limited's Class 31 No. 31108. The Devon Diesel Society's Class 04 No. D2246 will undertake a rare working for the locomotive, traversing the full length of the line. On the Saturday the resident Class 127 two-car DMU set will make one round trip from Totnes to Buckfastleigh and back.

The latter locomotive, more normally based at the Midland Railway - Butterley, is to remain in Devon for a 12-month loan and is expected to see use on scheduled service trains during the period.

All services on 9 June are booked to be worked by the diesel fleet, while on 10 June, the railway's ex-GWR Prairie No. 5526 will operate two trips with the two-car 'auto train'. A demonstration ballast train is booked to run during the early morning and evening behind diesel traction.

At Buckfastleigh, other locomotives will be on display including the resident Class 33 No. 33002 *Sea King*, which is part-way through a restoration project, and Class 50 No. D402.

It is also hoped to be able to provide hot food on the Saturday evening 'Beerex' trains, which feature both Class 20s (Nos. 20110 and 20118) and the visiting Class 31 No. 31108.

Swanage to gain 4TC set from 2010 for use on Wareham services

A provisional agreement has been reached between the Swanage Railway Trust (SRT) and the 4TC Group, owners of ex-British Rail Mk1 four-car Trailer Composite set No. 413, for the unit to be based at the Swanage Railway from 2010.

One of the goals of the SRT, the controlling body of the Swanage Railway, is to restore the rail link between Swanage and Wareham and to re-establish a daily service to connect with mainline trains. This will be achieved towards the end of the decade and the 4TC will be an integral part of the plans.

With motive power provided by Class 33/1 No. 33108, previously used by Fragonset but owned by the 33/1 Preservation Company, the set will produce an historically accurate train for the line, as well as providing a service to the local community.

ABOVE: The rather forlorn looking coaches of the 4TC set owned by the 4TC Group are pictured in store. The set was purchased from London Underground in 2005, after being used during the 'Steam on the Met' specials and becoming surplus to requirements. Restoration work is to continue at Dinton with the aim of having the set in working order prior to the move. *4TC Group*

The 4TC units were used on the Swanage branch from their introduction in 1966 until the line closed in January 1972. They were regularly used on through services to and from Waterloo and the final locomotive-hauled passenger train on the Isle of Purbeck was two 4TCs and a Class 33/1.

4TC sets continued to be used on Waterloo-Weymouth trains until electrification in 1988, when replaced by Class 442 'Wessex Electrics'.

The set owned by the 4TC Group No. 413 comprises DTSO No. 76298, TFK No. 70855, TBSK No. 70824 and DTSO No. 76322. The set is currently stored at Dinton.

Welsh Highland Railway : the transformation continues

Work to rebuild the Welsh Highland Railway continues apace.

As *Railway Herald* has previously reported, the track laying gangs have now passed Beddgelert station and are almost at the limit of work for the present time, as contractors and nesting birds are still in the Aberglaslyn Pass!

On the operational railway, both ex-South African Railway Garretts, Nos. 138 and 143, are in use on the daily service trains. At Dinas depot, the pioneer Garrett No. K1 is located in the running shed in the final stages of being converted to coal firing, the 'bigger' ex-SAR Garretts should remain oil-fired for the time being.

ABOVE: WHR Garratt No. 138 *Millenium* climbs the final few yards into Rhyd-Ddu with a service from Caernaervon. The Snowdonia mountain ranges are clearly visible in the background.
RIGHT: Work to convert the 'K1' Garratt to coal-firing continues in Dinas Shed.
BELOW LEFT: Construction work on the station site at Beddgelert.
BELOW RIGHT: Ground works underway in the Aberglaslyn Pass
All: Richard Tuplin

Canadian heritage railway cancels first run due to traction problems

The York-Durham Heritage Railway in Ontario, Canada, has been operating between Uxbridge and Stouffville for over 10 years, using a disused Canadian National Railway branch.

The line uses three ex-North American diesels and is volunteer-operated. The locomotives are No. 22, an RS-3 loco built in 1955, No. 1310, another RS-3 from 1951 and finally No. 3612, an RS-11 dating from 1956.

The railway was due to undertake its first run of the year on 2 June from Uxbridge through to Unionville in the suburbs of Toronto, so that the train could take part in the annual Unionville festival.

Unfortunately, locomotive No. 22 is out of traffic awaiting a new piston, while No. 1310 is suffering from an unidentified technical fault. With only No. 3612 available, the train was cancelled due to the requirement to 'top and tail' the service throughout.

ABOVE: **The only working locomotive on the York-Durham Heritage Railway is pictured stabled at Uxbridge, Ontario, Canada on 2 June.** *Thomas Blampied*

Eleven people dead in Australia's worst rail crash for 30 years

Eleven people were killed and up to 50 injured following a collision between a road truck and a train at Kerrang, 175 miles north-west of Melbourne in South Australia, when a vehicle ploughed through the middle of a carriage.

An investigation into the accident which took place on an ungated level crossing is on-going and rescue crews have removed the last of the bodies from the wreckage.

The level crossing concerned is fitted with warning bells and flashing lights but is open to traffic. Investigators have told the local media that the crossing was working normally at the time of the incident. The driver of the truck is seriously ill in hospital, after colliding at speed into the train. The crash has raised questions about the safety of open crossings.

BELOW: **India's Southern Railway General Manager has confirmed that electrification of the Chennai-Madurai sector that is part of the very profitable Chennai-Nagercoil corridor in Tamil Nadu could be completed as early as March 2009. Work on the Villupurram-Tiruchi section has already commenced and this will be followed in 2008 by the remaining Tiruchi-Madurai section. At present, a locomotive change at Villupuram Junction is required on all through services. WDP3A locomotive No. 15516 departs from Villupuram having just replaced WAM4 electric traction on Train No. 2635 1225 Chennai Egmore-Madurai, Vaigai Express.** *Don Gatehouse*

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