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The Railway Herald

15 June 2007 Issue 87

The complimentary UK railway journal for the railway enthusiast

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The Railway Herald
Issue 87

Front Cover

The South Devon Railway's resident Class 37 No. 37321 *Loch Treig* arrives at Buckfastleigh with a service from Totnes on 9 June.
Brian Garrett

Back Cover

The 11.15 Venice-Simplon Orient Express from London Victoria to Folkestone Harbour on 31 May, passes Shortlands, hauled by EWS Class 67 No. 67021 with classmate No. 67027 on the rear.
Brian Morrison

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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.

New look as DRS' Class 47 gains Compass livery!

FIRST PICTURES!

Direct Rail Services has unveiled a new look for its Class 47 fleet.

Class 47/4 No. 47802 arrived at Springburn Works on 3 May for a repaint. Its emergence on 12 June, wearing the company's new 'Compass' livery marks a new era for the class. Previously, only the Class 66 fleet has carried the 'Compass' livery, with all Class 20s, 37s and 47s wearing the standard blue colour scheme.

No. 47802 is due to depart for Carlisle Kingmoor over the weekend, being replaced at Springburn by No. 47501, which is also expected to gain the new livery.

It is expected that DRS's newly-acquired Class 57/0 fleet, will also be outshopped in the new colour scheme.

The new look Class 47/4 No. 47802 is pictured at Springburn Works on 8 June. ***All: Bill Wilson (with thanks to Direct Rail Services and Alstom Springburn)***

Victa Westlink Rail livery takes to the rails as well!

BELOW: Previously the only member of the former FM Rail fleet to carry the company's revised livery, No. 47832 *Driver Tom Clarke O.B.E.*, now de-named, has been outshopped from Barrow Hill Depot wearing the new black and white colour scheme of Victa Westlink Rail. The loco is pictured at Barrow Hill on 13 June. No. 47832, which will be primarily used on the Hertfordshire Railtours programme of dining trains, will make an appearance at the West Somerset Railway's 'Mixed Traffic Gala' over 16/17 June. ***P Barton***

Attractive 'Chapelfield' livery for 'one' Class 156

'one' railway has recently vinyled a diesel multiple unit following a deal which will promote a local shopping complex.

The unit, Class 156 No. 156402, has been reliveried to promote the £275 million Chapelfield shopping centre in Norwich.

This is the first of 'one's Class 156 trains to be 'wrapped' in promoting a commercial partner's products – the partnership with Chapelfield is particularly appropriate as it is designed to encourage even more people to take the environmental choice in travelling by train to visit one of the region's most popular and modern shopping centres.

There are also key benefits for rail passengers as the interior of the train has been fully refurbished with new seat covers and carpets as part of the initiative with Chapelfield.

TOP: **Newly vinyled by 'one' to promote the Chapelfield shopping complex, Class 156 No. 156402 was shown wrapped for the first time at Norwich station on 4 June.**

MIDDLE: **The model on the side of 'one' Class 156 No. 156402 at Norwich kindly poses for our photographer 'beside herself' at Norwich station!** ***Both: Brian Morrison***

RIGHT: **The new look interior of No. 156402.** ***Darren Johnson***

News In Brief

■ Ben Wallace MP officially 'unveiled' the new station information screens at Lancaster on 13 June. Network Rail and the Department for Transport have jointly invested £6.6 million to make brand new customer information screens available at 24 stations on the West Coast Main Line. The new screens use the latest display technology, a mixture of orange LED displays in strong sunlight areas and flat screens in waiting rooms and the ticket office. Both meet the requirements of the Disability Discrimination Act because they are clearer to read and have large characters.

■ Class 73/1 No. 73133, currently the yard shunter at Network Rail's Taunton yard, has now been granted permisson to use the whole of Fairwater Yard including the signalled section to the west end headshunt. Driver training has started this week..

■ "Passenger numbers are up, journey times are down and trains are more likely to run on time" according to Edward Leigh MP, Chairman of the Committee of Public Accounts, speaking on the publication of the Committee's report on the modernisation of the West Coast Main Line.

In the 30 months since Pendolino services were introduced, annual passenger journeys have increased by 36%, with 20 million passenger journeys in the 12 months to the end of March this year. Virgin Trains says more customers are giving up short haul airline travel in favour of the train, citing the environment as one of the principal reasons for doing so. In addition, the time-keeping of rail services has improved with time-keeping performance across all Virgin West Coast services at exactly 90% during the most recent four-week period, which ended on 26 May.

FirstGBRf Wellingborough Rail Terminal officially opens to traffic

The new Wellingborough Rail Terminal of FirstGBRf was officially opened by Mark Thurston, Deputy Chief Programmes Officer of Metronet Rail and John Smith, Managing Director of FirstGBRf on 12 June.

The facility, which will be used to collate and load materials for Metronet possessions on the Underground network is unique in the UK, allowing the rail and sleeper delivery train to be stabled and loaded with continuous welded rail up to 216 metres-long, which once supplied by Corus at Scunthorpe, will be stock piled at the depot. The facility has been funded by Metronet.

With the terminal up and running, FirstGBRf will run trains over 400 meters in length directly from Wellingborough into possessions on the Underground network as part of the 10 year £80 million contract awarded by Metronet in 2005.

ABOVE: Looking northwards along the new Wellingborough Rail Terminal. The FirstGBRf complex includes the concrete pad and rail loading cranes, plus the sidings to the west of the terminal. The Midland mainline is on the far left, beyond the sidings.

BELOW & RIGHT: The three overhead cranes at Wellingborough can be used to load individual lengths of rail or sleepers on to trains. They are technologically advanced to allow all three cranes to be remotely controlled by one person, and to work in tandem when loading rail.
All: Richard Tuplin

Weather problems bring chaos

The railway system in the Midlands and North of England faced serious disruption on 15 June following over 12 hours of constant and heavy rain.

By breakfast time the entire network surrounding Birmingham was at a halt due to areas of serious flooding, with Virgin West Coast and Cross Country services severely affected. Central's local network was also at a stand, including the heavily used cross-city lines. By lunchtime only a skeleton service was operating from Birmingham New Street on the cross-city south to Redditch and two trains an hour to Wolverhampton and beyond, although trains to London Euston seemed to be back on schedule.

A railtour casualty is Heartlands' Bristol to Glasgow charter, which is reported to have been postponed until 30 June.

ABOVE: The 15.17 Northern Rail service from Scunthorpe via Sheffield arrives at its Lincoln destination on 30 May 2006, formed of Class 144 Pacer No 144011. *Brian Morrison*

Farewell to Lincoln's semaphores

The first phase of the £55 million project to completely renew the track and signalling through Lincoln starts in August and includes a new signalling control centre being built at West Holmes.

There will be no rail services at all through Lincoln from 11 August to 2 September; Central Trains will replace trains running between Lincoln and Newark, Lincoln and Gainsborough, Lincoln and Cleethorpes, and Lincoln and Spalding with buses, which will call at local stations in between.

In addition, faster, direct buses will run morning and night for commuters between Sleaford and Lincoln. Northern Rail's hourly service between Sheffield and Lincoln will terminate/start at Gainsborough Lea Road, with a replacement bus service operating between Gainsborough, Saxilby and Lincoln.

A second phase of the work is scheduled to follow in summer 2008, when on this occasion trains through Lincoln will cease to run for six weeks between July and September! The new track and signalling should be operational by September 2008,with the complete scheme completed in early 2009.

First GBRf extends Royal Mail contract

FirstGBRf has signed a new contract with Royal Mail to move mail by rail until 2010.

The companies signed the deal following FirstGBRf's operations with Royal Mail since the contract first began in 2004.

The new deal will see the freight haulier move more than a million items a day between Royal Mail's Princess Royal Distribution Centre in North London, Warrington Rail Terminal and the Scottish Distribution Centre in Wishaw, south of Glasgow.

New onboard wheel flange lubricator tested at Long Marston

The ex-MoD site at Long Marston, now operated by MotoRail Logistics, was the setting for a wheel flange demonstration on 8 June.

The tests, which were previewed to both the railway press and potential customers, used the Territorial Army Class 117 DMU set which is based at the site.

The new wheel flange lubricator from Sécheron/Rowe Hankins adopts a different approach to the problem than normal systems, being mounted on the rolling stock, rather than the infrastructure.

The system sprays a controlled quantity of special oil on the flange at fixed intervals - dependent on the type of electronic control unit in the system, these intervals can be based on time, distance travelled or a combination of physical track-location and vehicle speed. The system itself is automatic and requires no monitoring by the driver. When the vehicle is stationary, the system is non-operational.

The whole aim of the system, and indeed all wheel flange lubricating operations, is to reduce the wear of vehicle wheels and reduce wear on the rail, at the same time reducing the risk of derailment and wheel squealing.

ABOVE: The resident TA Class 117 DMU at the Long Marston site, was fitted with the lubrication equipment so that guests could be shown the system in use.

LEFT: The lubrication pump unit, which forms one of the key elements of the system is normally installed on the loco/unit's underframe but was on display in the DMU on this occasion. *Both: Peter Tandy*

Welcome back! *Sarah Siddons* takes to the Metropolitain Line again

In a move that should allay any rumours of a dislike between London Underground Limited and Metronet Rail, the latter company handed part of the network's heritage back to London Underground (LUL) on 10 June.

The occasion, the handover of Metropolitain Railway electric locomotive No. 12 *Sarah Siddons*, was marked with a special one-off celebration train that departed Harrow-on-the-Hill for a round trip to Amersham where Metronet Chief Operations Officer Mark Cooper presented London Underground Deputy Chief Operating Officer Howard Collins with a commemorative headboard.

A second commemorative headboard, that had been fixed to the front of the loco, was raffled, raising £500 for the Railway Children charity that supports street children living alone and at risk all over the world, many in and around railway stations.

Mark Cooper told crowds of railway enthusiasts at Amersham station: "Metronet's role is to renew the Tube and in 2009 the first of a new fleet of air-conditioned trains will begin running on the Metropolitan. However, in doing so, we must not forget our heritage and we are delighted to be able to return Sarah to our partner London Underground for operational use."

Howard Collins said he was: "- delighted to accept this fine lady back to the railway. Today's heritage run may be the first step of things to come, of making sure we use Sarah on a regular basis."

Sarah Siddons, named after a famous late 18th century actress, was one of 20 locomotives built in the early 1920s to work between Aldgate and Rickmansworth where a steam engine took over, running to Aylesbury. The class was withdrawn in the early 1960s when electrification of the line was extended from Rickmansworth to Amersham and the current A-Stock of trains was introduced. Some of the locomotives, No. 12 included, found their lives extended seeing limited used as depot shunters.

The locomotive and the four carriages (a former Southern Region 4TC set), which remains in LUL ownership, have not seen operational service since 2001. Metronet has returned them to serviceable condition through routine maintenance at Ruislip Depot by Technical Services and the Train Modification Unit.

Diesel support on the celebration service, in view of the lack of run-round facilities, was provided by another returnee to the 'Met', in the form of the Class 20 Locomotive Society's Railfreight red-stripe liveried No. 20227.

ABOVE: No. 12 *Sarah Siddons* heads the empty coaching stock back to Ruislip Depot through Roxbourne Park, near Rayners Lane.

BELOW LEFT: The main focus of attention, the 1921-built Metropolitain-Vickers No. 12 *Sarah Siddons*, pictured shortly after being handed over from Metronet to London Underground at Amersham station.

BELOW RIGHT: With No. 20227 on the rear, *Sarah Siddons* heads the return leg of the charter along the slow lines, south of Moor Park. *All: Ken Brunt*

The Railway Herald Newsreel

Sarah Siddons Handover

Watch our video newsreel report on the day's events. Click here!

Only Adobe Flash Player required - works on all operating systems. Please do let us know what you think - Would you like more stories to be covered on video? What would you like to see?

click here to leave your feedback and views

Welcome to the future, Metronet Rail unveils new Victoria line stock

An eight-car pre-production 2009 Stock train has been delivered to Metronet at Northumberland Park Depot in North London and is undergoing overnight testing on the Victoria Line route for at least the next nine months.

Designed and built by Bombardier Transportation at its Litchurch Lane facility in Derby, the new trains will be part of the £750 million-plus upgrade of the line by Metronet that includes upgraded track, new signalling and control systems and a power upgrade, all scheduled to increase rush hour service frequency by 17% and to cut journey times by 16%.

Testing of the first set is to check the performance characteristics of the power units, the braking and the ride comfort, as well as compatibility with lineside and station equipment such as traction supply, signalling and communications. Once fully tested, the existing 1967 Stock units will be replaced by 47 of the new eight-car trains, all of which have the latest information systems as well as regenerative braking to return power to the rails and save energy.

The 2009 Stock will also have an air ventilation system that draws air in from beneath the train where it is cooler and blow it through head-high vents.

The train has already undergone 3,700 hours of testing on Bombardier's Derby test track and a second eight-car pre-production unit will begin testing on the Victoria Line in 2008 under control of the new signalling system.

It will first be used on overnight tests before then entering traffic to gauge passenger reaction.

TOP: Pre-production Victoria Line 2009 Stock inside Northumberland Park Depot on 15 June, alongside a current Victoria Line 1967 Stock train. 'Central' in the desination panel relates to 'Walthamstow Central', the words coming up one after the other!

RIGHT & ABOVE: The bright and airy interior of the new 2009 Stock. Two cars of the eight-car set have a dedicated space for wheelchairs with special offset grab poles to allow for access. Half of the train is fitted out with the full passenger seating, while the remaing half (four-cars) are equipped with the various testing equipment! *All: Brian Morrison*

Unusual Eurostar movements and operations

ABOVE: Having been turned the previous day (see caption below) 'North of London' Eurostar half-set No. 373308 was joined by full-length set comprising Nos. 373313 and 373314 for testing work on High Speed 1, these units being used on the morning of 11 June to convey members of the Olympic Committee from Stratford International into London St. Pancras International. With half-set No. 373308 coupled to No. 373314 via a barrier vehicle, the set is pictured at Singlewell loops on the evening of 11 June. The train had Class 73 No. 73118 and Class 66 No. 66192 at the helm and was bound for Temple Mills. *Patrick Seale*

RIGHT: On 10 June, EPS Class 37/6 No. 37601 leads a barrier vehicle, half-Eurostar No. 373308, EPS Class 73/1 No. 73118 and EPS Class 37/6 No. 37604 through Kensington Olympia. The train worked from North Pole to Clapham yards before reversing and working into Waterloo International, and finally returning to North Pole to turn the set. *Ramel Hamilton*

Could green lights be seen around Portsmouth?

The long saga of the signalling upgrade in the Portsmouth area could at last be coming to an end.

Network Rail has issued a press release stating that: "Rail services through to Portsmouth Harbour are set to return to normal as work to finish the £100 million upgrade of the signalling system in the area will be completed during the last week of October." "We have now resolved the issues which delayed this important and complex project, and we are sorry for the disruption passengers have experienced over recent months. We are now looking forward to carrying out the final testing to finish the job so that passengers can receive the full benefits of this scheme."

Line closures will be necessary in the area over five days from 24 October up to and including 28 October, with alternative travel arrangements being planned by the train operators affected which will be published soon. The work commenced initially in October 2005 and the final phase was originally due for completion in February this year, The trackwork was completed in February and the long over-run is said by Network Rail to be as a result of problems experienced with the new Siemens signalling equipment.

New look for Warrington

A major facelift is to take place at Warrington Bank Quay station.

Warrington Borough Council and Virgin Trains are working in partnership to develop improvements to the station building and forecourt, which will include a major upgrade of the booking hall and entrance areas, together with better pedestrian and public transport access on the forecourt.

The plans, which will start to take shape during the next few months, are being funded by the council, Virgin Trains and North West Regional Development Agency.

It is expected that the improvements will be carried out in two phases. The first phase will see improvements to the booking office and frontage building carried out, with the second phase involving improvement works to the station forecourt.

To lay cables trackside, call on the cable train!

One of the permanent-way trains that is rarely seen by enthusiasts and even less in the magazines is the cable laying train.

The vehicles are owned by EWS and comprise two VXA vans and nine YVA cable drum carriers. The set has seen use over the past week on the Trent Valley four-tracking (TV4) project, laying signal and power cables.

As part of this work, the train was the first to use the reinstated Siding No.1 at Hawkesbury Lane, on the Coventry to Nuneaton line. The sidings have been officially out of use since 1995, the last train to use them is thought to have been back in the late 1980s.

The train will be in use once again on the TV4 project in two weeks time, subject to engineering possession restrictions, working south of Tamworth station around Bole Hall to Polesworth.

The train consist comprises vehicle Nos. KDC210209 (VXA), KDC950849, KDC950848, KDC950221, KDC950369, KDC950444, KDC950064, KDC950113, KDC950807, KDC950082 and KDC210280 (VXA).

Operationally the set, which moves at slow speed when laying cables, is usually 'topped and tailed' by a pair of EWS Class 66s.

TOP: EWS Class 66 No. 66009 leads the cable train along the Trent Valley between Atherstone and Tamworth on the 9 June. This photograph was taken from the safety of an engineering possession by a suitably qualified photographer.

MIDDLE: A close up of one of the YVA cable drum carriers in Hawkesbury Lane Siding. The cable drums themselves are carried on stands within the wagon framework, allowing cable to be dispensed from the train while moving at slow speed. The cabling involved can be anything from signalling and telecommunications to power.

RIGHT: VXA Van No. KDC210209, still complete with its Mainline branding above the number panel, is pictured in Hawkesbury Lane Siding on 6 June.

All images by Steve Boulton

LEFT: The Bowring Park specials operated over the weekend of 9/10 June. Here No. 45407 arrives at Earlestown on 10 June on the second trip from Liverpool Lime Street, with the owner, Ian Riley, on the footplate. *Eddie Bellass*

Changes ahead for 16 June

Two significant changes affect the charter programme for 16 June.

Past Times 'Cumbrian Mountain Express' from Lincoln to Carlisle, which was due to feature No. 6201 *Princess Elizabeth* from Carlisle to Blackburn, has been cancelled. Meanwhile, the Railway Touring Company had a motive power problem for its London King's Cross to Carlisle 'Cumbrian Mountain Express' following the failure of No. 71000 *Duke of Gloucester* on its 'CME' last week (see separate story).

'Had' is the operative word, as the answer is already at Carlisle in the shape of No. 6201, now free for the day following the Past Time cancellation. A change of itinerary has taken place, in that steam is now southbound over the Settle & Carlisle as far as Doncaster.

Past Time also confirm that its 23 June 'CME' has also now been cancelled due to the knock-on effect of the cancellation of 16 June and separate pathing issues.

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
16 Jun	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029
18-22 Jun	Jacobite	West Coast Rly Company	Fort William - Mallaig & rtn.	62005 or 45231
19-21 Jun	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029
25-29 Jun	Jacobite	West Coast Rly Company	Fort William - Mallaig & rtn.	62005 or 45231

INDIVIDUAL CHARTER SERVICES

Date	Operator	Traction	Route
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	6201	(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)
23 Jun	Hertfordshire	GBRf 87	London KX-Potters Bar-Stevenage-Peterborough-Alnwick and return
23 Jun	Past Time Rail	6201	(St.Albans-Preston)-Appleby-Carlisle (break/rev)-(Shap-Preston and return)
23 Jun	Past Time Rail	tbc	Derby-Birmingham NS-Barnt Green-Cheltenham Spa-Bristol TM-Par and return
23 Jun	Pathfinder Tours	D1015	Birmingham Int-Birmingham NS-Barnt Green-Bristol TM-Penzance and return
23 Jun	PMR Tours	6233	(Lincoln-Stoke on Trent-Crewe)-Crewe-Shap-Carlisle (break/rev) and return
23 Jun	Railtourer	2xWCRC 47	Scunthorpe-Doncaster-Peterborough-Brighton and return
23 Jun	RTC	45407	Manchester Victoria-Bolton-Preston-Shap-Carlisle (break)-S&C-Manchester Victoria
23 Jun	RTC	850	East Croydon-Hove-Worthing-Westbury-Bath Spa-Bristol TM (break/rev) and return
23 Jun	Steam Dreams	71000	London KX-Stevenage-Peterborough-York (pu/sd)-Durham-Newcastle and return
24 Jun	Branch Line Society	2xClass 508	Rock Ferry-Birkenhead Ctl-Bidston-Southport-Chester-Liverpool Central Loop Platform
24 Jun	Vintage Trains	4965&50049	Tyseley Warwick Road-Tamworth-Burton upon Trent-Melton Mowbray-Oakham-Corby-Kettering (rev)-(Melton Mowbray)(Break)-Melton Mowbray-Loughborough-Burton upon Trent and return
24 Jun	Vintage Trains	4965&50049	Melton Mowbray-Harringworth-Kettering and return
27 Jun	RTC	6024	Bristol TM-Newport-Cardiff-Carmarthen(Tenby-Pembroke Dock) (break/rev)-Pembroke Dock-Tenby (break)-Cardiff and return
27 Jun	Steam Dreams	850	London Victoria-Clapham Junction-Staines-Bath-Bristol TM and return
30 Jun	Hertfordshire	tbc	Colchester-Witham-Chelmsford-Stratford-Finsbury Park-Keighley and return

Key to tour listings:

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

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

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

News In Brief

■ The SRPS has announced a second steam-hauled railtour which will operate on 20 October. Thornton-based A4 No. 60009 *Union of South Africa* is the scheduled power, hauling the train from Glenthroes and picking up at selected stations to Falkirk Grahamston before crossing the Forth Bridge for a final call at Motherwell. The train then heads 'up' the WCML for a run over Beattock to Carlisle. The feature, of course, will be the more arduous north-bound ascent of Beattock on the return working.

■ There is growing optimism that there will be a Cambrian Coast steam operation this year after all. The outlook looked slim, but with the potential start date little more than six weeks away there are encouraging signs from both Carnforth and Cardiff.

■ Vintage Trains outing with No. 6233 *Duchess of Sutherland* from Solihull to Bristol Temple Meads, featuring a Duchess hauling a public train up the Lickey Incline for the first time scheduled for 22 September has been re-dated, and will now operate on 1 September. The outward leg is provisionally via Oxford.

Mainline failures bring a bad day for charter operations

Two tours hit severe problems on 9 June, resulting in considerable delays to each.

The first involved the Railway Touring Company's 'Cumbrian Mountain Express' which ground to a halt at Penrith with No. 71000 *Duke of Gloucester* in trouble.

It was found that a brake pipe serving the OTMR equipment had fractured and contributed to both locomotive and train brakes being applied earlier on the ascent of Shap. This fault was rectified during the water stop, but it was then found that the boiler had failed to build and maintain normal working pressure. The decision was made to fail the locomotive and drop the fire.

The train continued after a considerable delay behind WCRC Class 47s Nos. 47245 and 47826, while No. 71000 was rescued by Class 33 No. 33207 and returned to Bury where the extent of the boiler problem is being investigated. With several tours already earmarked for haulage by No. 71000 in the coming weeks, this problem could be quite disruptive to tour operator's plans.

Later in the day, just after 19.00, a returning school charter from Bristol to Lichfield hauled by Class 67 No. 67013 ground to a halt just short of Oxford station with the brakes on the first four coaches of Riviera ex-Anglia stock reported to be binding hard.

A fitter was called from the Bristol area, but was unable to release them and the train was terminated. Passengers were evacuated to the nearby station platforms in an orderly fashion.

The problem which now ensued was not an easy one to solve, with around 370 children and adults stranded nearly 100 miles from their destination late on a Saturday evening. First Great Western is believed to have kept the buffet on the station open for the duration, which provided some shelter and refreshment facilities for the stranded passengers. With credit to all parties, a fleet of coaches was organised and the passengers eventually got back to Lichfield in the early hours of Sunday morning. It is understood that the brakes were eventually released and the train was dragged back to Didcot where it is the subject of an investigation as to what went wrong.

The events of 9 June highlight the vulnerability of charters when problems arise, and highlight the predicament of passengers who do not quite get the day they anticipate. However, before the charter movement gets another verbal kicking, let us remember that service trains operated by TOC's with considerably more resources have also come to grief with their passengers enduring equal or even worse delay and discomfort.

Looking at both these incidents the delays cannot be disguised, but neither can the professionalism which resulted in sorting out the respective problems.

4472 for 2009

The NRM has announced that its flagship loco No. 4472 *Flying Scotsman* should be ready for running-in by December 2008 and available to recommence mainline operations from early 2009.

This represents quite a delay from the original timescale which is attributed to problems in obtaining the correct grade of copper required, this now been obtained and is ready for pressing at Pridhams in Tavistock.

Further details will follow about a major new display featuring streamlined Coronation Pacific No. 6229 *Duchess of Hamilton* and developments with the overhaul of 'Britannia' No. 70013 *Oliver Cromwell*.

The Week Ahead

The weekend's activities start early, shortly before 22.00 on Friday night at Linlithgow, when the SRPS's charter to the Far North gets underway with Class 40 No. 40145 and Class 55 No. 55022 *Royal Scots Grey* in charge. The tour travels through the night to arrive at Thurso around 07.30 on Saturday morning.

After a break for breakfast, it then proceeds to Wick in readiness for a mid-morning departure back to Linlithgow, travelling via the Highland mainline in each direction.

Meanwhile, further south, Class 52 No. D1015 *Western Champion* has an outing for Pathfinder from Birmingham International to Penzance and return, running via the Lickey in both directions. Seats are available in all classes for late bookings. To round off a classic heritage diesel traction weekend, Class 50 No. 50049 *Defiance* is booked to work with 'Hall' No. 4965 *Rood Ashton Hall* in top and tail mode from Tyseley to Kettering via Melton Mowbray, which will include a Kettering to Melton Mowbray shuttle. All trains are due to traverse Harringworth Viaduct.

With the cancellation of Past Time's 'Cumbrian Mountain Express', PMR Tours has the Northern Fells to itself with No. 6233 *Duchess of Sutherland* again returning to the route for which the class will always be associated, Preston to Carlisle via Shap, over which it will operate in each direction.

In the south, Kingfisher has No. 850 *Lord Nelson* on a circuitous route from East Croydon, and running via Haywards Heath, Hove, Salisbury and Westbury to Bath Spa and Bristol Temple Meads. The trip is steam-hauled throughout in both directions.

For the more general market, Hertfordshire heads to Alnwick from London King's Cross, Past Time visits the Cornish attractions of the Eden Project or the Lost Gardens of Heligan from Derby and the Cross City Line, and Railtourer head for Brighton from Scunthorpe with WCRC Class 47s.

Lastly, is a tour with a difference: the Branch Line Society will be traversing most of the Merseyrail network on 24 June, commencing at Rock Ferry and taking in Liverpool Central, Birkenhead, Bidston, New Brighton, Southport and Chester during a full day out featuring a pair of Merseytravel Class 508 EMUs.

Success for King's water carrier

Although not a sentiment universally shared on the lineside, the 6024 Society's use of its water wagon on the Shrewsbury to Paddington Railway Touring Company outing on 9 June has been declared a complete success.

The heavy 10-coach train left Shrewsbury with 11,100 gallons aboard both tender and water wagon, and with roughly half the tender capacity of 4,000 gallons consumed on reaching Walsall, the valve between carrier and tender was opened and replenishment of the tender then commenced.

Following a crew change at Banbury, the train continued non-stop to Paddington without further concern for water capacity. In fact total water consumption for the entire journey was 6,750 gallons, an average on the day of 40 gallons per mile.

The result of an on-board questionnaire was overwhelmingly in favour of using the water wagon, and this will be an important factor when discussing its usage on charters for other operators.

As part of the Heritage Lottery Funding grant, the wagon must be made available for hire to other operators, which means it could in principle appear behind other locomotives.

There is concern for lineside opinions, and the question of disguise will be addressed after further evaluation, which will commence with the inclusion of the water wagon in the consist of this weekend's tour from Paddington to Yeovil and back. Donations contributing to the cost of any disguise will be gratefully received by the Society.

ABOVE: On 9 June, and with the water carrier in the consist behind the locomotive, ex-GWR 'King' 4-6-0 No. 6024 *King Edward I* powers through West Ruislip with the 'Cambrian Coast Express' bound for London Paddington. *Brian Morrison*

Long Marston Open Day

The Ministry of Defence complex at Long Marston is now operated by Motorail Logistics, with one of the operations being the long term secure storage of all types of railway vehicles.

The site holds a wide variety of rolling stock from redundant wagons and off-lease coaches through to stored Class 20s, 56s and electric locomotives.

On 9 July, the company held an open day and opened its doors to enthusiasts and the public alike. Trips around the rail complex were operated with one of the Territorial Army's Class 117 DMUs based at the site, the funds raised going towards two chosen charities - the Vale Wildlife Trust and the Railway Children.

ABOVE: Long stored Class 56 No. 56125 leads a line up of weather-beaten Class 20 locomotives at Long Marston. *James Welham*

LEFT: HNRC-operated Class 12 No. 12082 (TOPS number 01553) is the resident shunter at Long Marston. *Craig Leaper*

BELOW: A line-up of Class 86 locomotives (Nos. 86226, 86205 and 86231) are joined by ex-Fragonset No. 47701 *Waverley* along with two of the former FGW Motorail vans. *Wilf Smith*

ABOVE: The AC Locomotive Group's Network SouthEast-liveried Class 86 No. 86401 *Northampton Town* was on display on its own. *James Welham*

RIGHT: Two of the ex-First Great Western 'Motorail' carriers, last used by FM Rail to convey cars from Long Marston to Scotland were on display. *RH* is advised that this service is expected to restart in the near future. *Wilf Smith*

BELOW: The longest of the three line-ups of Class 86s featured (from left to right) Nos. 86251, 86229, 86234, 86248, 86246, 86228, 86245, 86247, 86260, 86250 and 86217. Other '86s' on site included Virgin-liveried No. 86258 and Anglia-liveried No. 86235. *James Welham*

LEFT: DRS Class 20/3s Nos. 20308, 20310, 20315 and 20311 were captured passing Carlisle on 6 June running 'light engine' from Carlisle Kingmoor Depot to Gresty Bridge Depot. *Nathan Williamson*

MIDDLE LEFT: DRS Class 37/0 No. 37259 (with No. 37218 on the rear) passes Addlestone Moor on the edge of Chertsey, with an Acton Canal Wharf - Woking Serco inspection train 11 June. *Chris Nevard*

MIDDLE RIGHT: Class 37/0 No. 37218 and Class 37/5 No. 37510 power a Sellafield - Crewe flask train past Hest Bank on 6 June. *Tom Mcatee*

BOTTOM: DRS Class 20/3 No. 20307 and Class 37/0 No. 37259 pass Seascale Golf Course near Sellafield with the 15.35 Sellafield to Crewe Coal Sidings. *Nathan Williamson*

ABOVE: Network Rail 'Bubblecar' No. 977859 *Pandora* returns to Derby from Plymouth after travelling the lines of Cornwall for the previous few days. The unit is pictured passing Dawlish in less than perfect weather! *Nathan Williamson*

BELOW: A first movement into Kent for a Gatwick Express Class 460 unit occurred on 11 June, the unit travelling from Stewarts Lane Depot at 10.00 to Chart Leacon for a Level 6 overhaul. No (4600)04 is shown here approaching Sevenoaks. *Brian Morrison*

ABOVE: The only working survivors of over 600 LMS Fairburn-designed 2-6-4Ts Nos. 42073 & 42085 approach Newby Bridge on 10 June, during the Lakeside & Haverthwaite Railway's Fairburn weekend. *Andrew Naylor*

'Days gone by' to be recreated at Swanage Railway

ABOVE: BR Class 4MT 2-6-0 No. 76010 departs from Swanage in the summer of 1966, with one of the new Brush Type 4 (later to become TOPS Class 47s) alongside. With the visit of No. 76079 in July, this scene will almost be recreated! *Chris Phillips*

The Swanage Railway is marking the 40th anniversary of the end of steam trains in southern England with a special gala between 7-9 July.

Seven locos will be operating, including visiting BR Standard 4MT 2-6-0 No. 76079, 5MT 4-6-0 No. 73129 and USA 'Yankee Tank' lookalike No. 30075. Battle of Britain No. 34081 *92 Squadron* will also be in traffic alongside BR Standard 4MT Nos. 80078 and 80104 and 'M7' No. 30053.

BELOW: Class 50 No. 50033 *Glorious* departed STEAM, The Museum of the Great Western Railway, on 12 June, bound for North Woolwich and the RailSchool project. The locomotive is pictured being winched aboard a low-loader at Swindon. *John Stretton*

News In Brief

■ The Great Central Railway is to celebrate 50 years of the Class 31s with a special event on 6 October. The line's resident Class 31 No. D5830, painted in the unique golden ochre livery will power four special trains to celebrate the Golden Jubilee. These will depart Loughborough Central at 12.15, 14.15, 17.15 and a special 'Beerex' service at 19.00.

■ At the Institution of Civil Engineers Annual Award Ceremony at Bristol on the evening of 8 June, the West Somerset Railway and its partners at the Norton Triangle site, John Luffman Trading, were awarded a Certificate of Merit jointly with the Network Rail High Output Team. The award recognised the exceptional engineering and co-operation across several organisations that had combined to produce two successful projects with a high degree of innovation and environmental sensitivity - the WSRA Triangle at Norton Fitzwarren and Network Rail's Fairwater Yard.

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Class 47s in the news and locomotives return to passenger service

ABOVE: A new entrant to the preservation scene, No. 47367 made its first run since being returned to working order at the North Norfolk Railway's diesel gala on 9/10 June. The Type 4 is pictured at Holt waiting to form the 11.43 to Sheringham on 9 June. Other locos in traffic over the weekend included Class 25 No. 25057, Class 31s Nos. 31162 and 31207 and the line's resident Class 101 DMU and German-built railbus. *Richard Owen*

ABOVE: The Keighley & Worth Valley Railway has returned to the diesel gala scene following a 12-month break. The 2007 guests are mainly Scottish visitors with the exception of No. 37175 from the Weardale Railway and No. 47237 from DRS. Making its first passenger runs for several years, the latter locomotive arrives at Ingrow West on the KWVR on 15 June, with Class 26 No. D5310, which itself has only recently been returned to working order. *Tom Mcatee*

South Devon gala success as Class 31 makes first-ever visit

The South Devon Railway held a successful diesel gala over 9/10 June using mainly its resident locomotive fleet.

The visitor was the A1A locomotive Group's Class 31 No. 31108 in Railfreight-grey livery, which has commenced a twelve month visit.

RIGHT: Class 20 No. 20118 *Saltburn-by-the-Sea* powers alongside the River Dart on the approach to Hood Bridge heading for Totnes on 9 June.

BELOW RIGHT: Although not operational, the South Devon Diesel Trust's Class 33 No. 33008 *Sea King* was on display. *Both: Brian Garrett*

BELOW LEFT: Making the first visit for the class to Buckfastleigh, Class 31 No. 31108 approaches Staverton on 9 June. *Phil Bellamy*

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