ISSN 1751-8091

The Railway Herald

29 June 2007 Issue 89

The complimentary UK railway journal for the railway enthusiast

The Railway Herald
Issue 89

Front Cover

EWS Class 60 No. 60021 *Star of the East* awaits its next duty at Peak Forest on 27 June. Obviously the route hasn't seen the weedkiller in a while! *Richard Tuplin*

Back Cover

Class 158 No. 158836 is pictured on the Cambrian Line, departing from Harlech, seen the top of the historic Harlech Castle, with the 09.05 Machynlleth - Pwllheli on 20 June. *Ken Brunt*

Contents

Deutsche Bahn buys 100% of English Welsh & Scottish Railway *Page 3*

Heavy rain closes rail network in North East *Page 7*

Severn Valley Railway needs over £500,000 for repairs. *Page 14*

Submissions

We welcome submissions from all readers, especially digital photographs. Pictures should be sent to the editor at *editor@railwayherald.co.uk*

Good quality scans of colour slides and prints are also acceptable. Currently there is no financial payment made for photographs published in *Railway Herald*. Where possible we always try to use news photographs taken within the production week of the publication date.

Publication

The ***Railway Herald*** is due to be published every Friday and is available on e-mail subscription or by download from our website - www.railwayherald.com

Editorial Team

Richard Tuplin — *Magazine Editor*
Brian Morrison — *Contributing Editor*
John Whitehouse — *Railtour Correspondent*
For our team contact list, click here.

Editorial Address:
The Railway Herald, PO Box 252, Scunthorpe, North Lincolnshire. United Kingdom. DN17 2WY.
Telephone: *0870 28 56041*
E-mail: *editor@railwayherald.co.uk*

Railway Herald is produced by Railway Herald Ltd
© Copyright Railway Herald Ltd 2006-2007

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 tram for Network West Midlands

Midland Metro rolled out a new livery for the trams on 29 June during a photocall at Birmingham Snow Hill.

The new livery, described by Centro as being a striking silver and magenta design, continues the recently introduced Network West Midlands branding, already in place on two buses and six Class 150 DMUs in the region.

The tram, No. 09, which was involved in collision with No. 10 last year, has been repaired and refurbished at Bombardier Crewe. New seating has also been installed in the set. Two other trams are currently at Crewe, undergoing refurbishment.

ABOVE: Tram 09 on its first day back in service in its 'striking' new livery calls at West Bromwich Central, bound for Wolverhampton.
RIGHT: The interior look of the refurbished vehicle. *Both: Wilf Smith*

New platform officially opened to traffic at Newport

Newport station's newly extended platform 4 was officially opened on 29 June by Dr Brian Gibbons, Welsh Assembly Minister for the Economy & Transport.

The platform extension is part of Network Rail's wider investment to improve train performance and provide a more reliable rail service between South Wales and London Paddington over the next few years.The £5.5 million platform 4 has been funded by Network Rail.

Robbie Burns, Network Rail's Western Route Director, said: "As part of our wider investment in the railway in Wales, we are really pleased to have led this project. The new platform will ease congestion and passengers will see an improvement in the reliability of trains passing through the station."

Robbie Burns and Dr Brian Gibbons arrived at Newport station on Network Rail's New Measurement Train (NMT), the first train to use the newly-extended platform.

The work is the first step towards a wider improvement programme for Newport station which is due to be completed prior to the Ryder Cup in 2010.

As part of the project, passengers benefit from new waiting facilities, state-of-the-art information systems, modern security systems and improved lighting.

RIGHT: Network Rail's NMT becomes the first train to officially arrive at Newport's new Platform 4 on 29 June. *Network Rail*

ABOVE: Carrying the second-version of EWS livery, Class 60 No. 60035 departs from Peak Forest on 27 June with a Tunstead to Oakleigh aggregates service. According to EWS, there will be no branding changes for either EWS or Euro Cargo Rail. *Richard Tuplin*

Deutsche Bahn announce take-over deal for EWS

English, Welsh & Scottish Railway announced on 29 June that Deutsche Bahn AG (DB AG) is to purchase 100% of the shares in English Welsh & Scottish Railway Holding Limited.

The company is also to acquire a 55% share in the Spanish company Transportes Ferroviarios Especiales (Transfesa). Once the contracts have been signed and the approval of the relevant authorities obtained, the acquisitions will make DB AG a major player in European rail freight.

Deutsche Bahn already has operating rights throughout several European countries including Holland and Belgium, however, France has been a missing artery in the company's operating plan. With the purchase of EWS and its subsidiary Euro Cargo Rail, the latter gives DB, which remains state-owned, operating rights into France, meaning that freight and especially services from Germany, can be operated right through to the UK by just one company. It also gives the company direct access to the Channel Tunnel.

"The transport and logistics industry is booming. Only companies which can offer their own network and consistently high quality standards will be able to succeed in that market. The climate-friendly rail mode still is and will remain our core business," explained Hartmut Mehdorn, CEO and Chairman of the Management Board of Deutsche Bahn AG. He also pointed out that Germany was a perfect example of how open access to the network, which is used by more than 330 rail companies, could lead to a substantial increase in rail traffic, and added that DB AG would continue to encourage European liberalisation in future.

Following the takeover of the two companies, DB Logistics will have direct links to the transport and logistics markets in western and southern Europe, and as a result, the south-west corridor will be strengthened. The integration is intended to lead to a noticeable boost in rail's market share in Europe and raise product quality.

EWS spokesman Graham Meiklejohn told *Railway Herald* that despite the acquisition of the company by DB AG it was still "business as usual." He continued to say that DB AG has given EWS complete autonomy to operate in Britain and France and that there was no impact on staff or senior management, Keith Heller remaining as the company's Chief Executive.

The acquisition does of course mean that the Royal Train, for which EWS provides the operational facility, is now operated by a German company, meaning that in the last eleven years, the train has been operated by three different foreign companies.

The purchase of EWS and the majority share in Transfesa is not the company's only interest however. The CEO of DB AG has recently commented that the company wants to fill pockets of Europe where it is not currently operating services and it has an interest in acquiring the freight division of Hungary's MÁV, which is due to be privatised before the end of the year.

Although EWS would not be drawn on whether "business as usual" was a short-term or long-term measure, what is confirmed is that there are to be no branding alterations, with both EWS and Euro Cargo Rail brands and liveries being retained.

LEFT: A pair of Class 151s Nos. 151 162 and 151 096 pass through Remagen on the west bank of the Rhine in early June with a southbound coal train. With the acquisition of EWS and Transfesa, Deutsche Bahn is looking to provide better direct links in western and southern Europe. *Ron Cover*

News in Brief

■ Victa Westlink Rail has confirmed they have obtained four Class 66 locomotives from Electro Motive Company of Canada. Thought to become Nos. 66801 to 66804, the locomotives are due to arrive in the UK around Easter 2008. In the meantime, Victa Westlink Rail is making use of three Class 66s, two '66/4s' hired from Direct Rail Services and a '66/7' from First GBRf. A number of contracts are due to be announced in the comming weeks.

■ An operation to lift a brand new rail bridge into place over Selby Canal was completed by Network Rail over the weekend of 2/3 June. To minimise disruption both to rail and canal traffic, the bridge was built off-site and lifted into place by a 1,200 tonne crane, the old bridge being removed and the new one installed in just 54 hours, restoring tracks and signalling in time for the line to re-open on the Monday morning. £2.5 million was spent in designing, building and installing the new bridge, which is expected to last for some 120 years.

■ GNER will be running additional direct services to Carnoustie for the Open Golf Championship, which takes place at the Scottish course from 19 - 22 July. GNER services running along Scotland's east coast to and from Aberdeen normally run non-stop between Dundee and Arbroath and do not call at Carnoustie, which is regularly served by First ScotRail local trains, but to help the thousands of spectators expected to flock to the 2007 Open, GNER is arranging for almost all of its Aberdeen services to call at Carnoustie during the four-day event. There will be extra trains linking Carnoustie with Aberdeen, Edinburgh and stations on the East Coast Main Line to London to provide extra direct travel opportunities.

Double track for Kemble route?

The Conservative MP for Tewkesbury, Laurence Robertson, has called for the Swindon to Kemble line to be doubled, increasing the rail service.

Mr Robertson has the backing of fellow Gloucestershire MPs. The re-doubling of the line features in Network Rail's business plan with phase one of the work in the 2008-2009 period. Phase one involves the carrying out of a feasibility study, which once complete will provide feedback on whether there is a business case or not for the re-doubling.

Network Rail consider the work to be part of the larger Swindon - Gloucester - South Wales route upgrade project.

EWS Scottish HAA fleet gains coloured markings!

ABOVE: A number of EWS two-axle HAA coal hoppers have gained blue side frames in recent months. *Railway Herald* understands that there were originally two sets of these wagons, now believed to be a total of 120 wagons in pool number 4037, painted to denote their use on internal Scottish coal traffic. The plan does not appear to have lasted long however, as several have been noted on Anglo-Scottish flows recently, including this example, HAA No. 357105, pictured in the consist of a Mossend Yard to Drax Power Station train in early June. *Ken Short*

LEFT: The rare sight of a Class 185 DMU at Bradford Interchange! On 27 June, No. 185104 was working the 11.22 Liverpool to Scarborough service, which terminated at York due to flooding, and was diverted via Halifax and Bradford. The set is pictured during the reversal at Interchange. The normal route for this service is via Manchester, Huddersfield and Leeds! *James Taylor*

No smoking from 1 July

The countdown to the No Smoking ban has started.

From 06.00 on 1 July, smoking will be prohibited on all station concourses, ticket halls, on covered and uncovered platforms together with footbridges and subways at station premises, retail and food outlets.

This will affect all 1,900 railway stations in England and also applies to railway offices, canteens and workplace areas. However, smoking will still be permitted on most station forecourts and in (uncovered) station car parks.

While the legislation affects covered or partially-covered premises, the railways are using existing railway bye-laws to extend the smoke-free environment to all uncovered platforms and footbridges for reasons of practicality and simplicity.

First scheduled through trains from Bristol to Minehead for 30 years!

After many weeks of indecision, caused mainly by local elections that have affected Somerset County Council's involvement in the operation, through trains to Bristol for holidaymakers and local residents will run from Minehead three-days-a-week from 20 July.

For the first time since the branch line between Taunton and Minehead was closed as part of the 'Beeching Cuts' in January 1971, regular public service trains will be running from Minehead to Taunton and Bristol on selected dates through the peak summer weeks.

The trains are the outcome of several months of planning between the West Somerset Railway (WSR), Butlins, Mainline Rail and Victa Westlink Rail, the last of which will provide the train services. There has also needed to be complex negotiations with Network Rail and the Office of the Rail Regulator. The outcome is that services will run on Mondays, Fridays and Saturdays between Friday 20 July and Monday 27 August. The trains will leave Minehead at 11.10 and will call at all West Somerset Railway stations before reaching Taunton at 12.55. From there they will run non-stop to Bristol Temple Meads, arriving at 13.46. The return service will depart from Temple Meads at 14.06 and will call Taunton at 14.42 and then all WSR stations to Minehead, where arrival is at 16.25.

The trains will be worked in 'top and tail' mode by Class 31 locomotives and air-conditioned coaches provided by Mainline Rail and will offer passengers from Wales, the Midlands and the North of England the opportunity to travel direct to West Somerset and the seaside resort of Minehead by changing at Bristol, while passengers from London and the South East, plus those from the South West of England will be able to change at Taunton.

Return tickets on the trains will be available to Taunton at £16 for adults, £13.60 for seniors citizens, and £8 for children, and Local Residents Travel Card holders will be able to travel at reduced rates. No reduced rates will be available for the return fares to Bristol, which will be £21.95 for adults and seniors and £10.95 for children.

WSR General Manager, Paul Conibeare, is keen to see how the trains will develop business for the line and the communities along its length and said "Ever since the railway re-opened in 1976 it has been asserted that there is a strong local demand for trains to and from Taunton. This is an opportunity to begin to assess that potential market and also to hopefully persuade visitors to the area that the journey can be made by public transport. Butlins have expressed an interest in the project from the start as offering an alternative to those of their customers who presently travel by mainline trains to Taunton and then complete the journey by bus".

"However", Mr Conibeare continued, "this can only work if the trains are used by enough people to pay for their costs, which are considerable. No subsidy is being paid by central or local government, so the trains have to stand on their own financially. But we are encouraged by the growth in excursion traffic to and from West Somerset since the upgrading of the junction at Norton Fitzwarren, and we hope the trains to and from Bristol will be equally successful".

New Docklands Light Railway platform opens at Stratford

The new Docklands platform at Stratford station opened on 18 June and will become an island platform from later this year when the second face is opened.

This will allow the Docklands system, which carried 60 million passengers in 2006, to operate a more intensive service into what will become an important interchange point in East London, especially for the forthcoming Olympics, with National Rail, two Docklands lines, the Central and Jubilee Underground lines and high speed services from Belgium and France to London St Pancras International using the adjacent International station. The latter is linked by the new Docklands route over the old North London Line from Canning Town through Stratford (on new low-level platforms) to Stratford International.

Transport for London has recently awarded a £200 million contract to Taylor Woodrow to upgrade the Docklands Light Railway to enable an extra carriage to be added to its trains by 2010.

Work to increase capacity will take place in two phases, which includes strengthening viaducts and extending platforms. Phase one will allow DLR to lengthen trains on its busiest route, Bank and Tower Gateway to Lewisham. Completion is expected to be in late 2009. Phase two will allow three-carriage trains to operate across the other parts of the DLR network that currently only allow two-carriage operation. Phase two has yet to be approved by the Government, with a decision expected in the autumn. If consent is granted, phase two will be completed in 2010.

The DLR London City Airport extension, opened in December 2005, can already accommodate three-carriage trains.

LEFT: A Docklands Light Railway service to Lewisham awaits departure from the new platform at Stratford on 26 June, headed by unit No 61. Provision has been made here, for the operation of three-carriage trains. *Brian Morrison*

Northern Line celebrates 100 years of service

The present day London Underground Northern Line is 36 miles in length, serves 51 stations and runs from Morden, Surrey, to three termini in North London at Edgware, High Barnet and Mill Hill East.

The line derives from two separate railways, the City & South London, which opened in 1890 and ran from King William Street (now closed) in the City of London to Stockwell and was the first electric deep-level tube line in the world, and the Charing Cross, Euston & Hampstead Railway that was opened on 22 June 1907 by David Lloyd George. The two routes came into common ownership, and during the 1920s were extended northwards to Edgware and south to Kennington and Morden. It was given the name Northern Line in 1937 and extended to High Barnet during World War 2 in 1940 and to Mill Hill East in 1941. The 15 stations from Golders Green and Archway in the north to Charing Cross celebrated 100 years of services on 22 June this year and Transport for London arranged for three charters to run from Golders Green to Charing Cross and return using the preserved 1938 Tube Stock, trains departing Golders Green at 11.03, 14.03 and 18.03 on Sunday, 24 June.

ABOVE: Northern Line 1938 Stock passes Tottenham Court Road on 24 June, forming the first of three specials to commemorate the Northern Line centenary. The tours all ran a round trip from Golders Green via Euston, Charing Cross, Kennington and Mill Hill East. *Brian Morrison*

North London Line stakeholders visit Class 378 mock up

A number of stakeholder visits to Bombardier Derby to view the mock-up of the new Class 378 passenger units have recently taken place.

Once questions were addressed by the TfL/Bombardier team, attendees concluded that all the train characteristics had been carefully considered.

A number of features were particularly endorsed by stakeholders, including the provision, and suitable location, of double vertical grab rails, the location of the two dedicated wheelchair areas, and the ramp access on the train, the CCTV monitoring throughout the train, the provision of both audio and visual announcements and the facility to heat and cool the trains.

The innovative design offers a unique longitudinal seating layout, the first of its kind to operate on the UK national rail network.

'one' celebrates 10th anniversary of Bittern Line Partnership

TOP: Newly branded 'The Bittern Line - 10th Anniversary 2007'. to commemorate a decade of the Norwich-Sheringham line's Community Rail Partnership, 'one' Class 156 No 156417 arrives at Norwich for the ceremony on 29 June.
ABOVE: Bittern Line tables in 'one' Class 156 No 156417.
Both: Brian Morrison

The award-winning Bittern Line, which promotes the Norwich to Sheringham branch, celebrated 10 years of its Community Rail Partnership (CRP) on 29 June.

The National Express Group's 'one' railway and representatives of Norfolk County Council and the Bittern Line CRP were at Norwich station to see specially branded Class 156 No 156417 on that day.

In addition to the 10th Anniversary branding on the unit's bodysides, it has also been provided with new seat covers, carpets and Bittern Line table map designs. The train highlights an unprecedented growth in passenger numbers on the line over the past 10 years of 190%!

Station improvements continue across the country

A working group set up by Metro, consisting of Northern Rail, Network Rail, the Railway Heritage Trust and Calderdale Council is planning major improvements to Halifax station.

Extra CCTV facilities, re-opened platform toilets, new information facilities and better waiting-rooms are among the short-term work needed in addition to a requirement that station rubbish will be stored away from customer areas.

Network Rail has been asked to bring forward work on the platform canopy, which could include a complete refurbishment. The Railway Heritage Trust has pledged financial support.

In London, the upgrading and specifically installation of facilities to stop ticketless travel continues with the announcement of the latest phase of improvement work at Hertford North station. Automatic ticket gates have been installed to help improve security and ensure that passengers who have purchased the correct ticket for travel will no longer be subsidising those who have not. Since First Capital Connect began operations, just over a year ago, over 60,000 fare dodgers have been forced to pay penalty fares, while another 8,000 have been taken to court.

In the south-west, a clean up of graffiti and rubbish is set to go ahead following a new initiative between Network Rail and Plymouth City Council. The two organisations have signed an agreement pledging to work together to tackle problems such as litter, fly tipping and graffiti. Under the agreement, Network Rail will regularly remove graffiti, litter and rubbish from in and around Plymouth station, along with other areas of the railway, and in return, the Council will pick up and take away the rubbish collected by Network Rail and has pledged to take action against any graffiti vandals.

Meanwhile, on Merseyside, a team of volunteers has been busy transforming Orrell Park station into a haven for wildlife. The volunteers have spent hours boosting the appearance of the station by painting, cleaning, weeding and planting hundreds of new flowers and shrubs. They are all members of Orrell Park Regeneration Group, supported by Merseytravel, Network Rail, Merseyrail and Liverpool Charity and Voluntary Services.

The group has been short-listed in Network Rail's Environment Awards 2007 as Community Partnership of the Year.

Medite-liveried Class 66/7 makes debut on First GBRf coal

LEFT: The uniquely-liveried Class 66/7 No. 66709 *Joseph Arnold Davies* has seen use on the First GBRf coal flow from Tyne Dock to Drax over the past five days. On 27 June, the locomotive passes Ryhope Grange with a loaded service bound for Drax Power Station. The next contract for power station coal to West Burton is due to commence in early July. *Ken Short*

News in Brief

■ Intermodal operator Freightliner has donated £10,000 to 10 charities to celebrate 10 years since privatisation. The charities, have each received a cheque for £1,000 and include Alder Hay Childrens Hospital, NSPCC and Macmillan Cancer Support

■ First Great Western is to provide extra train seats for this year's Henley Royal Regatta, with more than 10,000 people being expected to travel by train to attend the five-day event being held from 4 - 8 July. The trains working between Twyford and Henley-on-Thames will be increased from two to four cars and will provide two trains every hour.

■ The Rt. Hon. Ruth Kelly MP has been appointed as the new Secretary of State for Transport. Previously she was Secretary of State for Communities and Local Government and Minister for Women.

■ Bombardier and Siemens are joining forces with Angel Trains and international investment and advisory firm, Babcock & Brown, in a consortium entitled Express Rail Alliance, bidding to win the Intercity Express Programme (IEP) that is to replace the existing High Speed Trains with a new generation of long distance trains by 2014. The IEP is set to be the most significant rolling stock investment to deliver large volumes of new trains within relatively short timescales. Three unique train sets, diesel, electric and hybrid, are needed to fulfil the requirements of the IEP and no rail manufacturer currently has a suitable existing train design. For this reason, developing and supplying up to 2, 000 new coaches to stringent delivery deadlines carries less risk with two manufacturers involved to share the major engineering resources required under HM Treasury's guidance to offer best value for money.

News in Brief

■ More train services, power upgrades and facilities for longer trains are all proposed in a strategy for consultation for the East Coast Main Line and North East routes by Network Rail. The East Coast Main Line provides a vital north-south link for long distance services from London to Scotland via Yorkshire and Newcastle, as well as serving a number of important commuter routes into London, Leeds, York, Newcastle and Edinburgh. A range of schemes and options have been put forward by Network Rail to improve the route and meet rising passenger and freight demands as part of the consultation document for the East Coast Main Line Route Utilisation Strategy (RUS), which predicts that demand for long-distance and commuter services could increase by up to 40% by 2016. Options include increasing the number of long distance high-speed trains from King's Cross to six trains per hour off-peak and eight trains per hour during the peak, a flyover at Hitchin junction to ease connection to Cambridge, providing additional capacity between Peterborough and Doncaster and construction of an extra platform at London King's Cross. The RUS consultation lasts 12 weeks and, following consideration of any comments, the final document will be published.

■ The 1899-built Hademore signal box, near Tamworth, which controlled the level crossing allowing users of Fisherwick Road to cross the West Coast Main Line was made redundant at Christmas 2006 when the level crossing was removed. The box has now been donated to the Chasewater Railway to operate at Chasewater Heaths station and joins the old Madeley signal box, also donated by Network Rail to the heritage line.

Heavy rain closes the railway network in the North East

ABOVE: The heavy rain of recent days has brought numerous problems to towns and communities and also the railway network. This was the scene at Kirk Sandall station, near Doncaster, on 26 June. Rail services were still suspend on 29 June. *Mike Goosey*

Across the East Midlands and South and North Yorkshire, rail services were thrown into disarray by the recent heavy rain.

The Midland Mainline, East Coast Main Line and many local routes were all closed at some point, either by flooding, landslides or power outages during 25-27 June, with a number of locations still suffering at the end of the week.

Freight services out of Immingham Docks have been badly hit following a landslide in the vicinity of Lindsey Oil Refinery, which blocked the main access route. In addition, extensive flooding at Kirk Sandall, east of Doncaster, has blocked the Doncaster - Scunthorpe - Barnetby route, resulting in increased freight activity around Gainsborough and Lincoln as services were diverted to include a run-round at Barnetby yard.

Due to the closure of the route between Sheffield and Doncaster, all Virgin CrossCountry services are operating via Leeds and GNER trains were suspended on 26 June between Doncaster and York owing to flooding at a key bridge at Marshgate, just north of Doncaster.

ABOVE: Network Rail's infrastructure in South and North Yorkshire suffered extensively during the flooding. This was the scene at Kiveton, between Sheffield and Worksop, where the trackbed had completely vanished. *Network Rail*

There remains no service between Doncaster and Leeds owing to damage to the track and electrical equipment at Adwick. This service should be restored week commencing 2 July, dependent upon repair works. In the meantime, GNER is operating an hourly Leeds - London service running via Gascoigne Wood and not calling at Wakefield - a bus subsitution service is in place.

There has also been severe damage to the rail infrastructure in South Yorkshire at Kiveton. The embankment and track will need repairs likely to cost in excess of £1 million and Network Rail says this will take some time to repair and continues to affect services between Sheffield and Worksop, Retford and Lincoln.

Rotherham Central station remains closed after being submerged and is likely to take some days to reopen as it has suffered extensive damage.

BELOW: The scene at Doncaster Marshgate bridge on 26 June with flood waters nearly touching the bridge. *Network Rail*

Southeastern 'Javelin' to arrive at end of August

The Class 195 high-speed Hitachi 'Javelin' units are to be operated by Southeastern, and the company has provided up-to-date information on their introduction.

Four units are currently under construction in Japan, with building of the remaining 25 to begin in 2008. The first four are scheduled to arrive in the UK towards the end of August this year for testing, the first one to carry the name *Dame Kelly Holmes*. Construction of Ebbsfleet, Stratford and St Pancras International stations is now complete and some £57 million is being invested in a new depot at Ashford, Kent, to maintain the trains and to take on some stabling and maintenance of the existing Southeastern EMU fleets. When in service, the 'Javelins' are scheduled to cut the journey times between London and Ashford from 83 to 37 minutes, with the timings to Canterbury and Eastbourne reducing from 102 and 98 minutes to 61 and 63 minutes, respectively!

ABOVE: The National Collection's ex-SR 4-6-0 'LN' class No. 850 *Lord Nelson* is pictured arriving at Eastleigh with a Haywards Heath to Bristol charter on 23 June. *David Warwick*

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
01-21 July	Jacobite	West Coast Rly Company	Fort William - Mallaig & rtn.	62005 or 45231
3-5 July	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029
3-5 Jul	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029

INDIVIDUAL CHARTER SERVICES

Date	Operator	Traction	Route
01 Jul	Past Time Rail	76079	(Minehead-Taunton-Weston-super-Mare)-Bristol TM-Bath Spa-Salisbury-Brighton-Salisbury-(and return)
01 Jul	Vintage Trains	4965	Birmingham Snow Hill-Tyseley-Stratford-Upon-Avon and return (one trip only)
02 Jul	Vintage Trains	4965	Tyseley WR-Walsall-Crewe-Rhyl-Llandudno Jn-Bangor-Holyhead and return
03 Jul	Steam Dreams	34067	London-Clapham Junction-Staines-Reading-Warwick-Stratford upon Avon and rtn
06 Jul	Past Time Rail	34067&76079	London Victoria-Woking-Weymouth and return
07 Jul	Railtourer	48151	Hull-Doncaster-Lincoln-Cleethorpes (break/rev) and return
07 Jul	RTC	60019	London KX-Stevenage-Peterborough-York (sd/pu)-Scarborough-London KX
07 Jul	RTC	6233	Liverpool Lime Street-St. Helens-Wigan-Preston-Shap-Carlisle-S&C-Blackburn-Wigan-St. Helens-Liverpool Lime Street
07 Jul	Steam Dreams	34067	London Victoria-Alton (for Mid-Hants Gala)-Portsmouth-Waterloo
08 Jul	ICMM	35028	London Waterloo-Salisbury (break/rev)-Eastleigh-Southampton-London Waterloo
08 Jul	Past Time Rail	6024	Bristol TM-Weston super Mare-Taunton-Exeter SD-Paignton-Kingwear and return
08 Jul	Steam Dreams	850	London Waterloo-Clapham Junction-Woking-Exeter and return
08 Jul	Vintage Trains	4965	Birmingham Snow Hill-Tyseley-Stratford-Upon-Avon and return (two trips)
09 Jul	Steam Dreams	34067	London Waterloo-Salisbury-Yeovil Junction-Weymouth-Southampton-Waterloo
12 Jul	Hertfordshire	tbc	London KX-Potters Bar-Stevenage-Peterborough-Scarborough and return
14 Jul	BH Roundhouse	4xCl.20	Barrow Hill-Hope-Earles Sidings-Lafarge Cement Works & return (twice)
14 Jul	Hertfordshire	tbc	Ealing Broadway-St. Albans -Bedford-Leicester-Chester-Llandudno and return
14 Jul	Kingfisher	48151	'Cumbrian Coast Dalesman': Carnforth-Ravenglass-Carnforth
14 Jul	Kingfisher	34067	Reading-Ascot-Staines-Richmond-Bognor Regis-Littlehampton and return
14 Jul	Past Time Rail	tbc	Taunton-Bristol TM-Bristol Parkway-Barnt Green-Tamworth-York and return
14 Jul	RTC	45407&76079	(Worcester-Crewe)-Llandudno (rev)-Blaenau Ffestiniog-Crewe-(-Worcester)
14 Jul	Spitfire Railtours	55022	London KX-Potters Bar-Peterborough-Newcastle upon Tyne and return
14 Jul	UK Railtours	EWS Class 67	London Paddington-Slough-Reading-Newbury-Paignton and return
14 Jul	UK Railtours	EWS Class 67	Paignton-Newton Abbott-Heathfield and return (add-on option to main tour)
14 Jul	BH Roundhouse	4xCl.20	Barrow Hill-Hope-Earles Sidings-Lafarge Cement Works & return (twice)
15 Jul	Past Time Rail	602434067	The Torbay Express Bristol TM-Kingswear-Bristol TM
15 Jul	Vintage Trains	4965	Birmingham Snow Hill-Tyseley-Stratford-Upon-Avon and return (two trips)
18 Jul	Steam Dreams	34067&50049	London Victoria-Clapham Jn-Reading-Minehead (and return with No. 50049)
21 Jul	Heartland Rail	45112	Gloucester-Cam & Dursley-Yate-Bristol-Penzance (break/rev) and return
21 Jul	Hertfordshire	tbc	Reading-Slough-High Wycombe-Telford Central-Shrewsbury and return
21 Jul	Pathfinder Tours	2xEWS Cl37	York-Doncaster-Sheffield-Derby-Tamworth HL-Birmingham NS-Worcester SH-Newport-Hereford-Moreton on Lugg-Hereford-Ledbury-Worcester FS and return
21 Jul	RTC	71000	Mill Hill-Luton-Melton Mowbray-York (sd/pu)- Scarborough-Barrow Hill-(and rtn)
21 Jul	Steam Dreams	34067&50049	Minehead-Exeter-Yeovil-Salisbury-London Waterloo (and return with No. 50049)

Key to tour listings:

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

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

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

News in Brief

■ Past Time's 'Brighton Breezy' on 1 July has encountered a few pathing problems, mainly due to the recent adverse weather. The train now starts from Taunton, as an emergency engineering possession between there and Norton Fitzwarren meant that the train could not leave Minehead before 08.00, the consequence of which was that it would not be able to get to Brighton at all! Further pathing problems along the route have meant a shorter layover in Brighton than anticipated and that steam will terminate at Preston Park on the return instead of Salisbury.

■ The mainline return of ex-LNER Class A4 No. 60019 *Bittern* has been delayed yet again, due to the need to replace air-brake valves. The locomotive's first outing was booked for the Railway Touring Company on 7 July between London King's Cross, York and Scarborough, which has now been put back until 4 August. As mentioned last week, No. 60019 is also earmarked to haul RTC's 'Scarborough Spa Express' in the week leading up to 4 August, with No. 850 *Lord Nelson* as standby should the air-brake problem with *Bittern* not be solved in time.

■ Past Time Rail's 'Welsh Dragon' charter postponed from 30 June has been rescheduled to operate on 6 October. Traction remains as originally booked, No. 34067 *Tangmere* and No. 76079, operating from Shrewsbury via Llandrindrod Wells to Newport. The train originates at Worcester Shrub Hill station.

The Week Ahead

On 9 July 1967, regular mainline steam operations from London ceased with the last workings on the south-west mainline between Waterloo and Weymouth.

The last steam-hauled train was the 2.09pm Weymouth-Waterloo hauled by Merchant Navy Class No. 35030 *Elder Dempster Lines*. It is probably fair to say that nobody who witnessed the events of that day could, in their wildest dreams, have imagined that 40 years later mainline steam on what was then the Southern Region would be a regular, if not quite daily, feature of railway operations. And, the railway has responded as only it can, with a series of trains to commemorate the day when, for some, the railway changed forever.

In 2007, Past Time Rail get the proceedings off to a grand start with a train on 6 July with No. 34067 *Tangmere* heading a London Victoria to Weymouth charter, with the added bonus of being banked from Weymouth on the return by No. 76079. The BR Standard Class 4 joins the train at Yeovil Junction on the outward leg, and will leave it at Dorchester South on the return allowing *Tangmere* to take the charter back to London unassisted. The following day *Tangmere* also has charge of a Steam Dreams' special from Victoria to Alton for an extended stay on the Mid-Hants Railway, followed by a return to London, via Havant.

On 8 July, Steam Dreams has No. 850 *Lord Nelson* from Waterloo to Exeter, but at the time of writing a recent attempt by the Railway Touring Company to take *Lord Nelson* to Exeter, unravelled due to gauging problems at a bridge near Sherborne.

Also, on this day is the only booked appearance for No. 35028 *Clan Line* for any operator other than the VSOE British Pullman when it takes charge of a Hertfordshire Rail Tours' train from Waterloo to Poole, via Salisbury and Eastleigh. There is some tender-first running with a diesel involved in this tour, between Eastleigh and Poole on the outward leg, but on the return it is *Clan Line* all the way. Steam Dreams draw the events to a close on 9 July when, again with *Tangmere*, it heads for Weymouth from Waterloo.

And incredibly, there is more! On a normal weekend a 'Duchess' out of Liverpool Lime Street would probably be top of the bill. Railway Touring Company is the sponsor, as No. 6233 *Duchess of Sutherland* takes to the 'Cumbrian Mountain Express' circle northbound over Shap to Carlisle, returning via the S&C with a good two-hour break at Appleby included on 7 July.

Also on 7 July, Railtourer employ No. 48151 from Hull and Doncaster to Lincoln and Cleethorpes. The following day, Past Time's 'Torbay Express' season gets underway with No. 6024 *King Edward I* from Bristol Temple Meads to Kingswear and return, while Vintage Trains has a full two train programme between Birmingham Snow Hill and Stratford-upon-Avon.

Five weeks of Cambrian Steam this summer!

'The Cambrian Coast Express' will operate again this year, running Mondays to Fridays from 30 July to 31 August, courtesy of the West Coast Railway Company.

Once again, motive power will be provided by Ian Riley in the shape of BR Standard Class 4MT 2-6-0 No. 76079. The service will be from Machynlleth (depart 10.00) through to Porthmadog (arrive 11.48), returning from Porthmadog at 16.50 and arriving back at Machynlleth at 19.00.

The return fare for the journey is adults £28, children £16 (singles £20.50 and £12.00 respectively). There is an option to join the train at Tywyn (depart 10.29-return 18.26) or Barmouth (depart 11.02-return 17.53) with a return fare of adults £21 and children £12 (singles £16 and £9 respectively). A discount of 10% is available for groups of 10 or more travelling together.

Advance booking and further information is available on West Coast's 'Jacobite' telephone line at 01524 737751 or 01524 737753 or go to www.steamtrain.info for further details.

Alternatively, it will be possible to pay on the day by purchasing a ticket from the train manager. Through booking or purchase of 'Cambrian Coast Express' tickets at local Arriva stations is not available.

Steam photo charter for the West Highlands

Plans are well advanced for a further Scottish Steam Charter, which is scheduled for 6/7 October and will feature K1 2-6-0 No. 62005 masquerading as ex-Fort William allocated No. 62011.

The plan on Saturday is to visit the West Highland Line with photographic opportunities between Corrour and Rannock in the morning, followed by an afternoon on the Mallaig extension as far as Arisaig. Sunday will see the 'K1' turned to face Fort William, and following a run to Mallaig there will be opportunities to obtain rare shots alongside Loch Eilt.

The cost will be £130 for the two days, with companions eligible to travel on the train free of charge. Early booking is essential as the charter is limited to 110 participants and is already over half full.

For further information contact John Hunt at 38 High Street, Snainton, Scarborough, North Yorkshire YO13 9AE or e-mail johnny2cameras@aol.com

More gauging issues cause problems for steam

The SRPS has cancelled its planned 20 October operation with John Cameron's LNER 'A4' No. 60009 *Union of South Africa* from Linlithgow to Carlisle, via Beattock, due to gauging issues at a bridge near Dalmelly.

This effectively blocks the route south via the Forth Bridge. The alternative route via Perth did not stand financial scrutiny, and so the tour was called off.

The organisers are trying to identify the location to establish the extent of the problem, which it is believed affects the southbound route only and is specific to No. 60009.

Obviously, steam across the Forth Bridge is a major attraction and selling point, and if the southbound access is barred to Thornton Junction-based No. 60009 it will severely limit potential steam operations in the future. *RH* understands that No. 61994 *The Great Marquess* is not affected.

While early season trains have not sold as well as expected, later season workings reflect an improvement. These feature 'Deltic' No. 55022 *Royal Scots Grey* to Oban from Dundee on 6 October and to Lincoln from Linlithgow on 7 December.

Earlier, on 22 September, Class 40 No. 40145 is booked for a circular tour, from Linlithgow to Inverness and Speyside, which also takes in both Tay and Forth bridges.

The main problem for SRPS this year has been the inability to use Edinburgh Waverley, due to the major engineering work that is taking place. The organisers consider that this has cost the charters a significant number of bookings.

North Yorkshire looks for mainline engine for Whitby trains

The North Yorkshire Moors Railway is on the look out to strengthen its 'Whitby' fleet.

Part of the problem has come about as both Ian Riley's locomotives are now covering mainline duties for the West Coast Railway Company.

Ex-LMS Black 5 No. 45407 is due to move to Fort William on 3 July to cover for failed classmate No. 45231, while BR Standard 2-6-0 No. 76079 will now be operating on the Cambrian throughout August (see separate story).

With both engines 'out of the frame', the North Yorkshire line is reliant upon visiting ex-LNER 'B1' 4-6-0 No. 61264 and home-based BR Standard 4MT 4-6-0 No. 75029. Back-up is available in the form of the railway's resident operational Class 25 No. D7628, which recently gained mainline certification, although the latter is limited to the Battersby to Whitby section of the Esk Valley Line.

Any failure could leave the Whitby operation vulnerable, so back-up is being sought. SVR-based 'Manor' No. 7802 *Bradley Manor* has been mentioned as a possible candidate, but gauging and other considerations aside the biggest problem could be extracting the locomotive from Bridgnorth Depot where it is currently located. SVR engines usually move to and from the railway at Kidderminster, and *RH* understands that due to space constraints, anything bigger than a Pannier tank cannot be manoeuvred out of Bridgnorth.

Rumours suggest that Dennis Howell's ex-GWR large-Pannier No. 9466 has also been mentioned as a possible candidate.

ABOVE: Class 66/7s Nos. 66723 and 66726, in 'top and tail' mode, powered an ECS rake of 'The Great Briton' dining stock, together with several ex-Virgin liveried Mk2 coaches from Old Oak Common to Crewe on 27 June, in connection with a private charter being operated by First GBRf out of the Peak District that evening. The ex-Virgin Mk2s were removed from the consist at Crewe with the remainder continuing to Buxton. Here the train passes Whitnash, near Leamington Spa. *Peter Tandy*

BELOW: Following departure from Crewe and reversal at Manchester Longsight, Class 66/7 No. 66723 approaches Chapel-en-le-Frith on 27 June with the ECS movement to Buxton. The charter train operated for current and potential customers and invited guests around the Manchester suburbs and the Peak District, taking in Stockport, Guide Birdge, New Mills and Peak Forest. *Richard Tuplin*

ABOVE: Wih a consist comprising mainly of unrefurbished HST Mk3 trailers, Riveria Trains' Class 47/4 No. 47815 *Great Western* approaches Dorridge on 26 June with the 10.30 Ilford to Derby Litchchurch Lane First Great Western stock move, surprisingly routed via Reading, Oxford and Birmingham. *Ron Kosys*

BELOW: On 29 June, West Coast Railway Class 47/4 No. 47826 *Springburn*, still in its InterCity colour scheme powers 'The Saltburn Pilgrim' through Gillingham, past Southeastern Class 465/2 'Networker' No. 465235, with a Saltburn to Canterbury charter. The train is due to return north on 2 July. *Patrick Seale*

LEFT: The last Class 87 locomotives in the non-operational pools were finally moved from Willesden Depot on 29 June. Headed by Class 47/4 No. 47828 *Joe Strummer*, the 11.30 Oxley-Worcester powers south through Ashchurch, with Class 87 No. 87007 nearest the camera, and Nos. 87008, 87006 and 87026 beyond. *John Stretton*

BELOW: The locomotives were left in Worcester yard over the weekend, providing the unusual sight of four electric locomotives at a location well away from the overhead wires! The Class 47 had returned to Gloucester and the locos are due to move to Long Marston for store on 2 July. Out of a fleet of 30 locomotives, only two now remain in traffic, Nos. 87022 *Cock o' the North* and 87028 *Lord President*, both with First GBRf, although how much longer these two will remain is a key question. *Jack Boskett*

LEFT: The video recording 'Bubblecar' No. 977859 *Pandora* passes Purley-on-Thames with a Bristol Barton Hill to Derby via Reading working on 26 June. The vehicle continues to be seen across the country and still carries the old Railtrack livery of green and blue. *Pandora* was originally a BR Class 121 DMU No. 55025 and saw its final passenger days in use on the Bedford - Bletchley line. Conversion into Departmental service followed, initially as a Sandite unit and later converted for its current video surveying duties *Ken Brunt*

ABOVE: One of Fastline Freight's Class 56/3 locomotives made a rare appearance on a loaded container train on the southern section of the East Coast Main Line on 28 June. Here No. 56303 powers through Hitchin station with a Doncaster to Grain intermodal service, passing EWS Class 66 No. 66011, stabled in the yard, while its rake of JNA scrap wagons are loaded. *Dave Maloney*

BELOW: SRPS Railtours was booked to take Class 40 No. 40145 and 'Deltic' No. 55022 *Royal Scots Grey* to Inverness and Thurso on 22/23 June. In the event the 'Deltic' was unavailable and WCRC Class 57 No. 57601 deputised. The Class Forty Preservation Society's No. 40145 departs from Thurso, bound for Georgemas Junction with the ECS from the overnight trip from Linlithgow. *Tim Rogers*

Severn Valley Railway : The restoration effort starts again

One week on from the cataclysmic storm which has effectively wrecked the Severn Valley Railway, the actual extent of the damage has now been surveyed.

Ground movement has been identified in no less than 45 separate locations between Bridgnorth's outer home signal and Northwood Halt, together with substantial damage to infrastructure.

In addition there remains considerable debris affecting the route with drainage channels blocked and silt covering the tracks completely in places. Much of this work is within the scope of the SVR's own maintenance team, and of course, the railway has received numerous offers of help from other heritage railways.

However, there are nine confirmed locations where the damage is so severe that outside expertise utilising heavy plant and machinery will be required and the railway has already secured the use of three road-rail vehicles for this purpose. Highley has incurred a major washout with the embankment just to the south of the station gone, along with the 'up' starter signal. The track is suspended in thin air.

A further 20 metre washout of the embankment to the south of Victoria Bridge is going to be tricky to repair, and the decking of the bridge is littered with debris. There is a further 50 metre loss of embankment between Stanley Cutting and Fisherman's Crossing between Highley and Arley.

These graphic descriptions, illustrating just a fraction of the damage, give a firm indication of the seriousness of this event and the SVR is already in talks with local authorities to establish the availability of financial support.

Due to the destructive nature of damage, a rough estimate of between £500,000 and £1 million is the cost of getting the railway up and running again, with the figure likely to be at the higher end of that range. As a result, the railway is again asking its shareholders, members and supporters throughout the world to help at this critical hour of need by way of a SVR Flood Damage Appeal. The good news is that before the appeal has even got going donations of £31,000 have been received.

Donations to the appeal can be by debit or credit card on line (see panel for live link to the SVR Appeal website page), by cheque payable to 'SVR Appeal' to The Railway Station, Bewdley, DY12 1BG or by telephoning 01299 403816 to donate by debit or credit card. Alternatively, there is a donation form which can be downloaded from www.svr.co.uk

Undaunted, the railway remains in operation with an hourly service between Kidderminster and Bewdley, and this weekend a revised 1940s event will go ahead.

Extending to Arley by the end of July is the next target, although re-opening from Bridgnorth to Hampton Loade could be sooner than expected, with a view of getting through to Highley to enable The Engine House project to be opened to the public.

Thoughts of re-opening throughout are more positive with late October now being mentioned, although it must be stressed, it is still early days and the repairs are still to start in earnest.

One bright spot to report is the arrival from the NRM of Midland Railway Compound 4-4-0 No. 1000, which is destined to be a static exhibit at The Engine House. This may be on display at Bewdley this weekend.

Also, the 'Northern Belle' working on 26 July is still running but will obviously go no further than Bewdley, and be diesel-hauled throughout. However, the visit of No. 6233 *Duchess of Sutherland* has been cancelled.

SVR Flood Damage Appeal

Your help is needed to fund the rebuilding of one of Britain's premier steam railways.

The appeal fund currently stands at over £31,000 but is a small fraction of the £500,000 plus, that is needed.

You can donate quickly and easily online through the official SVR website.

Click here to donate now!

ABOVE: The extensive damage around Highley area with landslides and washouts having caused massive destruction to the trackbed.

LEFT: The situation just south of Highley, where part of the trackbed, together with the 'up' starter, was washed away. *Both: Bob Sweet*

ABOVE: A preview line-up of classes J15 No. 65462, N7 No. 69621, B12 No. 61572 and Battle of Britain No. 34092 *92 Squadron*, which are in traffic this weekend at the North Norfolk Railway's 'Steam Dream' gala event. *Steve Allen*

Going, going ..... to the highest bidder!

ABOVE: One of the Irish steam-heat vans sits in the car park at Quorn station. *GCR*

Having recently repatriated four Mk1 mobile steam-heating vans from Eire, the Great Central Railway is now inviting tenders to buy two of the vehicles, which are surplus to requirements.

The railway purchased all four vehicles as part of an 'all or nothing' deal with Irish Rail and have plans for two, leaving the other two vehicles spare and the GCR is now offering other railways the chance to purchase them.

The railway is offering the vehicles on a 'sold as seen' basis. They are ex-British Rail and have a standard Mk1 coach body. Conversion into mobile steam heat vehicles was undertaken in Ireland and they remained in service on the country's network until relatively recently, but do require new bogies.

The Great Central says that the closing date for tenders is 31 August.

The GCR hopes to use the vehicles to improve the heating of its 'Santa Special' services. It is also looking at the possibility of another diesel gala in the annual calendar in either November or January when the heating vans will really come into their own. The two vehicles being retained by the GCR have already been tested, and restoration and repainting will follow shortly.

BELOW: Despite heavy flooding in Pickering and minor issues along the route at Levisham and Goathland, rail services on the North Yorkshire Moors Railway were only disrupted for 36 hours, with services being suspended shortly after lunch on 25 June and the normal timetable being resumed from 10.00 on 27 June. *Philip Benham*

Bittern makes first passenger runs at MHR

It is the news that many LNER enthusiasts have waited nearly six years to hear! Restored 'A4' Pacific No. 60019 *Bittern* will enter passenger service on the Mid-Hants Railway during the line's '40th Anniversary of the End of Southern Steam' event next weekend.

Despite the name of the event, *Bittern* will be one of the headline attractions at the gala on 7/8 July, hauling its first passenger services in many years. Prior to being returned to steam at Ropley, the locomotive spent several years masquerading as No. 2509 *Silver Link* in its unique silver livery.

Also operating the passenger service over the weekend will be resident West Country Pacific No. 34016 *Bodmin*, Merchant Navy Pacific No. 35028 *Canadian Pacific*, which will be running as *Orient Line* and re-numbered 35008, Ivatt 'Mickey Mouse' 2-6-2T No. 41312 and BR Standard 5MT 4-6-0 No. 73096.

In addition, a number of visiting locomotives will be joining the festivities, including BR Standard 4MT 2-6-4T No. 80151 from the Bluebell Railway and streamlined West Country Pacific No. 34007 *Wadebridge*, which will be beginning a twelve month visit to the Mid-Hants, thanks to agreement from the loco's owners Wadebridge (34007) Locomotive Ltd. A small amount of diesel traction will also see use at the gala including a Class 08, a Class 33 and a Class 117 DMU.

The railway says other features will include breakdown trains, 'dumped' locos, civil engineering trains and freight trains.

Louise Mackay, the Watercress Line's Marketing Manager, says: "The running of the A4 locomotive *Bittern* on the 7/8 July will be an amazing chance to show everyone all the hard work that has gone into restoring this magnificent piece of engineering. We are thoroughly looking forward to seeing *Bittern* running again as I'm sure are many of our interested visitors who have been watching the progress of its restoration over the past six years. I would like to thank all the people who have been involved in the restoration of this locomotive."

Tickets to travel all day for this event are Adult £10, Child (Aged 2-16) £5, Family (2a+2c) £25, and can be purchased on the day of travel from Alresford or Alton stations. Entrance is by travel ticket only.