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The Railway Herald

6 July 2007 Issue 90

The complimentary UK railway journal for the railway enthusiast

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The Railway Herald
Issue 90

Front Cover

Highlighted by bright sunshine between heavy showers, the 13.21 Round Oak-Margam steel working approaches Ashchurch on 3 July, behind Class 66 No. 66074. *John Stretton*

Back Cover

The first working of First GBRf's new Welbeck to West Burton Power Station coal flow departs from West Burton having discharged and heading once again for Welbeck, on 2 July. *Richard Tuplin*

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Submissions

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

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

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National Rail Timetable

The entire UK National Rail Timetable is now available as a PDF download from the Network Rail website.

Produced in the same fashion as the printed version and ordered by table number, the current timetable is available by clicking here.

The railway by-laws and information for enthusiasts are also available online from the Network Rail website, by clicking here.

Standard 4MT takes in Brighton and Swanage!

ABOVE: BR Standard 4MT 2-6-0 No. 76079 climbs Upton Scudamore bank on 1 July, working Past Time Rail's 'Brighton Breezy' charter from Taunton to Brighton. *David Warwick*

RIGHT: Following the 'Brighton Breezy' No. 76079 ran from Brighton to Swanage via Salisbury, pictured here crossing the River Arun at Ford. The run brought the first visit of a Standard 4MT to the Isle of Purbeck since 1967. *Peter Starks*

ABOVE: The Diesel Traction Group's 'Western' No. D1015 *Western Champion* passes Cockwood Harbour with Pathfinder Tours' Penzance - Birmingham 'Cornishman' charter on 23 June. *Neil Walking*

CORRECTION: Last issue, some of our email subscriber's copies had an incorrect caption for the back cover picture. It should have read as follows: Class 158 No. 158836 is pictured on the Cambrian Line, departing from Harlech, seen from the top of the historic Harlech Castle, with the 09.05 Machynlleth - Pwllheli on 20 June. *Ken Brunt*

London Liverpool Street to close over Christmas period

London Liverpool Street station is to be closed to all traffic over the Christmas/New Year period from 23 December to 1 January.

The closure will enable a disused 120-year-old iron and brick bridge to be replaced as part of the £1.4 billion investment for improving London's rail network, the bridge being in the wrong position for the new East London line tracks being built.

Liverpool Street Underground will remain open during the 10-day period and the usual 24 trains per hour Central Line services will be increased to 40 for the period.

'one' is putting alternative travel arrangements in place and will notify passengers by leaflets being distributed at stations and information on its website. West Anglia and Stansted Express will start and terminate at Tottenham Hale, Seven Sisters and Walthamstow Central to allow interchange with the Underground. Some trains will terminate at Hackney Central with passengers being passed onto Transport for London buses to Liverpool Street.

Metro services will terminate at Stratford with Underground connections into London. A shuttle service will operate to Brentwood, with a bus operating between Brentwood and Shenfield. Southend services will run as a train shuttle between Southend and Billericay, with connecting buses to c2c services to Fenchurch Street.

Mainline services will operate to Ingatestone, where buses will run to and from Liverpool Street, with the exception of 27 and 28 December when a limited service to Stratford will operate. Jubilee Line services to Stratford will run as usual as the line has ample capacity to handle extra passengers.

ECML overnight Class 92 working runs in daylight!

ABOVE: Ever since their introduction, the Brush Traction-built Class 92 fleet have never been regular performers on the East Coast Main Line in daylight hours. The main opportunities for the class are a daily overnight Mossend - Doncaster working, with the locomotive returning the following night, together with a steel service from Dollands Moor to Doncaster and return. On 4 July however, Class 92 No. 92029 *Dante* is pictured heading north through Morpeth with the 21.39 Doncaster Belmont yard to Mossend Enterprise service, running just over eight hours late! *Michael J. Alderdice*

Heritage locos on show at Tyseley staff open day

BELOW: A staff and family open day was held at Tyseley Depot on 30 June. Vehicles on show mainly consisted of the regular Central Trains DMUs, but also included Class 86/2 No. 86259 *Les Ross* (pictured here), un-named Class 50 No. 50033 *Glorious*, classmate No. 50049 *Defiance* and Virgin Class 57/3 No. 57307 *Lady Penelope*. *GWOT*

News in Brief

■ GB Railfreight began operating its second coal contract on 2 July. Following the movement of the latest rake of coal wagons from Wembley (see Weekly Pictorial section), the vehicles then formed the first train of the new Welbeck Colliery to West Burton Power Station flow.

■ Following reader interest in the Balfour Beatty cable laying train featured in a previous issue of *RH*, we have been told that an additional four YVA wagons are to be added to the train. As a result, the set will move from Hawkesbury Lane to Bescot to be reformed by mid-July. The result of this is that the two Generator Vans will be removed due to operational restrictions. The train should be in use on the WCML again on 8 or 18 September plus 22 September, working on the southbound lines from Tamworth station to Baddersley sidings.

■ The Association of Community Rail Partnerships (ACoRP) Community Rail Awards 2007 have been launched. The awards are designed to reward those projects and people who go the extra mile in the community rail field, be they station adoption groups looking after wayside stations or local authorities which have developed regeneration projects at their local stations. As part of the awards, ACoRP is running a photo competition for the best community rail picture. Images must be taken within the last 12 months (either on digital or film) of community rail lines, trains, countryside, events or people captured creatively or humorously. There is a cash prize and the first prize winner will also receive two First Class return tickets anywhere on the Virgin Trains network. Entry and nomination forms are available, by clicking here, or visiting www.acorp.uk.com

DRS unveils new-look for charter Mk3 set

In preparation for this weekend's open day and the associated tour from Carlisle to Newcastle and return, Direct Rail Services has outshopped the first five of seven Mk3 coaches.

The coaches (Nos. 11019, 11030, 11044, 11046 and 11054) have been refurbished and repainted at Alstom's Oxley depot in Wolverhampton and carry the striking new Direct Rail Service's compass colour scheme on the exterior. Inside, the vehicle has been heavily cleaned and refreshed, with new carpets, which include the compass image, a new deep blue upholstery to the seats and silver vestibule ends. In addition all the tables have been refurbished and the seats now feature 'Direct Rail Services' antimacassers.

It is understood that following the railtour on 7 July, the set is being hired to Virgin Trains for use with a Class 90 to allow driver training and train handling to be completed on the northern stretch of the WCML, in preparation for a new loco-hauled diagram to Edinburgh. It is not expected that the set will see passenger service with Virgin however!

The five vehicles were moved from Oxley to Carlisle Kingmoor on 5 July.

ABOVE & INSET: One of the new look Mk3 FOs that will form the basis of the new First Class charter set. *Both: GWOT*
RIGHT: Class 20/3 Nos. 20301 and 20306 were provided as traction for the ECS 14.00 Oxley - Carlisle move, pictured passing Slindon, north of Stafford on 5 July. *John Whitehouse*

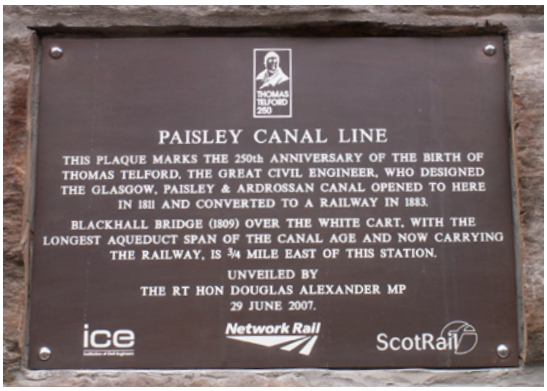
Rail operators honour Thomas Telford

Hugh Henry, MSP for Paisley South, unveiled a plaque at Paisley Canal station on 29 June to honour the 250th anniversary of the birth of Thomas Telford.

The MSP took on the role in place of the Rt. Hon. Douglas Alexander MP who had been called to London to attend a meeting with new Prime Minister, Gordon Brown, as part of the Government reshuffle.

Thomas Telford designed the Glasgow, Paisley and Ardrossan Canal, which brought improved access and communications for people in these areas. It opened in 1811, used both by passenger boats and freight barges, but from the 1850s could not compete with the railways and fell into decline. It was converted to a railway in 1883.

The Blackhall Bridge, dating from 1809, was formerly an aqueduct carrying the canal over the White Cart Water. It was the largest masonry span of the 'Canal Age' adapted for railway use, and is crossed by today's line. The structure is three-quarters of a mile from Paisley Canal station.



ABOVE: The new plaque at Paisley. *Bill Wilson*

Initial refurbished First ScotRail Class 158 outshopped at Springburn

The first of 25 trains to be refurbished as part of a £9 million Transport Scotland cash boost has now entered service and is set to benefit passengers travelling on north east, far north and north-west Highland lines.

As part of a £20 million national rail investment programme announced in December, a fleet of Class 158 trains are being upgraded to improve travel experience and accessibility for passengers and tourists.

The first of the new-look, two-car trains to undergo the refurbishment programme has gone into passenger service in the past few days. The units will operate on the Inverness to Aberdeen, Inverness to Kyle of Lochalsh and Inverness to the Far North routes, bringing improved comfort and facility improvements to passengers.

Improvements include new seating with more space, extra luggage space, more cycle racks, refurbished toilets and changes to the train entrance points. The interiors are also being given a fresh new look, part of which involves the removal of the swing door separating First and Standard class area's in the DMCL vehicle, creating an open-plan space.

Peter Williams, Commercial Director at First ScotRail, said: "The refurbishment of these trains is good news for passengers, who will benefit from improved accessibility and interior enhancements. The funding allocated by Transport Scotland complements our own ongoing investment to raise the overall journey experience for rail travellers."

Two refurbished 158 trains will be released into service approximately every month, until March 2008.

In addition a £2.7 million Transport Scotland investment project to upgrade 20 Class 156 units for First Scotrail's West Highland route and busy Glasgow commuter lines is also being taken forward and will be complete at the end of the year.

ABOVE: Following completion of the refurbishment work, the first Class 158, No. 158701, to be outshopped stands in the works yard at Springburn, awaiting release.

RIGHT: The new open-plan layout of the First and Second Class areas. ***All: Bill Wilson, with permission of First Scotrail, Railcare and Transport Scotland***

BELOW: The new-style seating in First Class, together with table lamps. The whole of the train has been refreshed, giving a cleaner brighter interior.

BELOW: The drivers cabs feature a cleaned up control desk, providing a more pleasant environment.

New Langdon Park station takes shape

ABOVE: The new Docklands Light Railway station of Langdon Park, between All Saints and Devons Road, under construction on 26 June. *Brian Morrison*

New order for Overground

Transport for London (TfL) has placed a £36 million order for an extra 36 rail carriages to operate on the London Overground network.

The carriages will be built by Bombardier Transportation at Derby Litchurch Lane. The order is in addition to the 44 new trains currently being built by Bombardier for London Overground, which are due to enter service on the North London Railway from 2009 and the East London Railway once open in 2010. The extra carriages are due in service in early 2011.

The 36 additional vehicles will provide an extra 24% capacity on London Overground during peak hours and 33% on the North London Railway alone.

STOP PRESS ■ STOP PRESS ■ STOP PRESS ■

Over 700 passengers had to be led to safety from LUL Central Line services on 5 July, when the three leading bogies of a westbound train derailed between Mile End and Bethnal Green and a further train became stranded behind.

Several people suffered minor injuries. The cause is under investigation, but a Metronet spokesperson said: "...our initial reports suggest that a bale of material became dislodged from its licensed storage position in a tunnel cross-passage."

More services for Chester

Virgin Trains will provide an additional eight trains a day between Chester and London, when its new high-frequency timetable comes into operation from January 2009.

There will be 13 trains a day linking Chester and London with a journey time of just two hours. The first service from Chester will arrive in London before 09.00 and a new early morning train will also operate from London at 07.10 giving an arrival into Chester at 09.10, opening up the day trip market.

Most trains from Chester to London will call at Crewe and Milton Keynes Central, with six services on the route also serving stations in North Wales.

Loco-hauled services for Party on the Beach

In connection with the 'T4 Party on the Beach' at Weston-Super-Mare on 22 July, a number of locomotive-hauled additional workings are to operate from Bristol Temple Meads.

These trains were originally booked for Class 67 haulage, but rumours now abound that they will feature Class 31 motive power. It should be noted that trains run as passenger services outward and empty stock return in the morning and the reverse for the evening.

All of the morning trains call at Nailsea & Backwell and Yatton, while the afternoon trains operate non-stop.

1Z30 08.44 Bristol TM – Weston Super Mare
5Z31 09.25 Weston Super Mare – Bristol TM
1Z31 10.19 Bristol TM – Weston Super Mare
1Z32 18.10 Weston Super Mare – Bristol TM
5Z33 18.53 Bristol TM – Weston Super Mare
1Z33 19.32 Weston Super Mare – Bristol TM
5Z34 20.50 Bristol TM – Weston Super Mare
1Z34 21.31 Weston Super Mare – Bristol TM
5Z35 22.04 Bristol TM – Weston Super Mare
1Z35 22.40 Weston Super Mare – Bristol TM

Class 221 Voyager set gains black set numbers

ABOVE: Class 221 'Super Voyager' No. 221102 *John Cabot* powers through Ashchurch station with a late running 07.50 Glasgow Central - Plymouth Virgin CrossCountry service on 25 June. The set has been unusually modified with black numbers located in the red cowling below the cab. Usually the set numbers are white numerals located at the bottom of the black cowling. *John Stretton*

News in Brief

■ One of the South African '15F' 'Mountain Class' locomotives, designed and built in Glasgow in 1945, is en route back to Scotland to be restored to prime condition, thanks to funding from Aberdeen-based FirstGroup. The locomotive is the largest ever acquisition by Glasgow Museums and destined to be the focal point within the new Riverside Museum due to open in 2010.

■ Train operator First ScotRail, in conjunction with NorthLink Ferries Ltd and Rapsons Coaches, has created two new flexible 'Through Tickets' to Orkney and Shetland, which combine rail, ferry and bus travel in one ticket - helping to create a more seamless overall journey.

News in Brief

■ Repainted, although without decals, Class 57/0 No. 57010 moved under the cover of darkness from Crewe to Carlisle Kingmoor on 4 July in preparation for display at the forthcoming Open Day. The remainder of the DRS Class 57/0s are currently at Crewe.

■ The Port of Felixstowe commemorated local hero Captain Nathaniel Darell by naming its new Class 08 locomotive No. 08484 after him, in a ceremony held in the Port's historic Dock Basin on 2 July. The ceremony was attended by the Deputy Mayor of Felixstowe, Councillor Mike Deacon, and the Chairman and members of Landguard Fort Trust, the Felixstowe History and Museum Society, and the Felixstowe Society, as well as executives from the Port of Felixstowe. No. 08484, which is a recent arrival at the port, provides operational support to the exisiting industrial type shunting loco, No. 01531 *Colonel Tomline*.

■ The first of South West Train's remaining Class 170 Turbostar units to visit Clacton for refurbishment is due to move on 9 July. The set will operate, under its own power, as the 10.05 Salisbury TMD to Clacton, travelling via Staines, Hounslow, the North London Line and Stratford, arriving at Clacton at 14.55.

■ To assist with overcrowding on summer Saturdays on the Bristol - Weymouth route, First Great Western has hired a pair of Class 67 locomotives and stock to work a Saturdays-only Bristol - Weymouth and return service. The train departs Bristol at 08.34 and arrives Weymouth at 11.03. The return working departs at 17.47, arriving back at Bristol TM shortly after 20.00, providing a relief to the DMU-worked 17.21 departure from Weymouth. The train runs from 7 July through until 25 August.

ABOVE: With newly designated Class 158/8 No. 158889 having entered passenger service on 3 July, there are now six reliveried and refurbished Class 158s available for the six daily diagrams on the Reading, Basingstoke, Brighton service, together with the Southampton local operation. On 3 July, the latest refurbished set Class 158/8 No. 158889 approaches Basingstoke from the Reading line, having been declared a failure on arrival at Reading with a service from Brighton. *Paul Scott*

LEFT: One of the latest First GBRf HYA-type coal hoppers, No. 391056, is pictured at Newark Northgate on 1 July while on its delivery run from Wembley to Doncaster. In the consist were HYA Nos. 391042, 391044 and 391047 - 391066. *Richard Tuplin*

BELOW: As previously reported in *Railway Herald*, the latest addition to the West Coast Railway Type 4 fleet is Class 47/7 No. 47792, now renumbered back to Class 47/4 No. 47804. Here the locomotive departs from Grange-over-Sands on its return journey to Alnmouth. Note the first vehicle in the train is a Mk1 brake now painted in crimson & cream colours - this is the first vehicle of the SRPS fleet to be repainted. *Terry O'Connor*

Variety for Pathfinder's summer and autumn line-up

Pathfinder's late summer/ early autumn programme is beginning to come together, commencing on 25 August with a Central Wales line outing from Eastleigh and selected stations through to Bath Spa and Filton Abbey Wood.

The train will work northbound through to Llandrindod Wells for a break, with the return via the west Midlands. EWS Class 37s are the chosen traction. Mid-Wales is the destination of its 1 September outing, which is in connection with the EWS/ Riviera Alliance. The train originates at Swindon and runs through to Aberystwyth, the highlight of which is haulage throughout by Class 52 No. D1015 *Western Champion* - another first for the class.

The 'Devonian Deltic' on 8 September features Class 55 No. 55022 *Royal Scots Grey* throughout from Banbury via the Chiltern Line to Paignton and Kingswear. However, if Kingwear is an unusual place to see a 'Deltic', how does Colne in Lancashire rate? Well, on 16 September it is set to happen, with No. 55022 from Bristol Temple Meads through to Manchester Victoria. Thereafter, there is an option to visit the Newton Heath Depot open day, or stay aboard for Bolton, Preston, Blackburn and Colne. The latter destination providing visible support to the campaign to reopen the route beyond, back through to Skipton, a move for which there is growing local support. The train will be 'topped and tailed' through to Colne, with the assisting traction to be announced.

The North West also features in Pathfinder's next two tours on 22 and 29 September, which are both booked to traverse the highly scenic Cumbrian Coast route throughout from Carnforth to Carlisle, with the return via Shap. Track 'bashers' should note that both tours are booked to run via the Carnforth up goods/down Furness goods and Workington reception lines. Both trains also feature classic heritage traction commencing on 22 September with a pair of Class 31 locomotives from Leicester and Erewash Valley line stations through to Sheffield, while on 29 September, a pair of EWS Class 37s feature from Worcester Shrub Hill, which picks up via Stourbridge Junction, Birmingham New Street, Shrewsbury and Chester.

As a taster, the first two Saturdays in November should feature something really unusual, especially for track 'bashers'. In conjunction with the end of the Silverlink franchise, there will be a 'buffer-puffer' type operation that will feature a number of non-passenger lines within the Silverlink area. Full details are due to be announced soon, but everyone is working to create an exceptional day out. Projected traction is a pair of Class 37s on 3 November and a pair of Class 50s on 10 November.

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
01-22 July	Jacobite	West Coast Rly Company	Fort William - Mallaig & rtn.	62005 or 45231
10-12 Jul	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029
14 Jul	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029
16-19 Jul	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029

INDIVIDUAL CHARTER SERVICES

Date	Operator	Traction	Route
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)
21 Jul	UK Railtours	EWS Cl 67	London LS-Thames Haven (rev)-Fenchurch St(rev)-Lowestoft (rev)-Ipswich-and rt

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.

Carnforth vandals get a warning

It was announced this week that 13 youths, aged between 12 and 17 years, from the Carnforth area have received either a final warning or youth reprimand following the extensive vandalism carried out earlier this year at Carnforth.

This was not a few panes of glass in a telephone box or bus stop, not even graffiti sprayed onto a wall, this was, in the words of the British Transport Police, 'approximately 375 windows smashed on a number of trains at the West Coast Railway depot at Carnforth.

To cause that amount of damage takes some time, suggesting that this was not an opportunist piece of innocent fun but an act of premeditated and concentrated vandalism. The cost of repair is estimated at around £75,000.

A 17-year-old male youth received a final warning for trespass and criminal damage, 11 youths received youth reprimands for trespass and criminal damage and a further male received a reprimand for trespass.

BTP is liaising with colleagues from the local Criminal Justice Board which could result in the offenders having to conduct unpaid work in the local community.

Meanwhile, a stunned James Shuttleworth, West Coast's Operations Manager, commended BTP for the manner in which they concluded this enquiry but described the outcome as 'unbelievable'.

The mainline return of the Hastings DEMU

Hastings Diesels Limited has returned its DEMU No. 1001 back to mainline condition following the fitment of central door locking and on-train monitoring recorders to the two driving coaches.

The unit undertook a four-hour driver-training run for GBRf on 29 June, which included a trip thorough Shakespeare Tunnel, normally banned to SR DEMU's due to not having end doors to permit escape in the case of emergency. However, this being a non-passenger working, no such restriction applied.

Further training runs are likely, and the unit is reported to be in use this coming weekend with Network Rail (NR) to act as an 'Incident Response Unit' in connection with the 'Tour de France' cycle race which is being run through Kent on 7/8 July. It will be conveying NR and TOC staff around the area due to the anticipated road congestion and closures associated with the cycle race.

Battle of Britain *Tangmere* SOLD to a private individual

It is reported that No. 34067 *Tangmere* has been sold by its joint owners of Ian Riley and John Bunch to a private individual.

There are many rumours circulating concerning the person's identity, but perhaps the most significant is that there is a connection, albeit believed to be an informal one, between the new owner and the West Coast Railway Company.

RH understands that *Tangmere* will likely be based at Southall, subject to the completion of some repairs by Network Rail to track leading into the depot, and West Coast has also indicated that it will be making more use of the facility at Southall in the future.

However, perhaps the most compelling indicator is that Steam Dreams, hitherto a frequent user of *Tangmere*, operates under the West Coast safety case, utilises the West Coast-owned 'Green Set' of Mark 1 coaches and employs West Coast footplate crews. Add *Tangmere* into the equation and a very solid Steam Dreams' business operation emerges, which perhaps is no coincidence as Graham Bunker, Steam Dreams' Managing Director, has strong Carnforth-connections.

It also guarantees a long-term future of regular work for *Tangmere*, which has just undergone an intermediate overhaul at Ian Riley's Workshops in Bury and is half-way through its 10-year boiler certification. Having lost the regular income generated by VSOE work, this change of ownership and associated potential ramifications is also an important development for the locomotive and its long-term mainline future.

ABOVE: As the news of the change of ownership was breaking, Battle of Britain Pacific No. 34067 *Tangmere* was heading a Steam Dreams 'Cathedrals Express' from Victoria to Stratford-upon-Avon on 3 July. The locomotive accelerates away from Leamington Spa on the delayed return working. *John Whitehouse*

However, all this is not without fallout, as Past Time has lost its 'Royal Wessex' charter on 6 July from London Victoria to Weymouth which was booked for *Tangmere* throughout, with assistance from No. 76079 from Yeovil Junction.

Comment on Past Time's website states that *Tangmere's* owners indicated on 3 July, "that due to circumstances beyond their control, they could not guarantee that the locomotive would be available to operate Past Times' train on 6 July". An offer to re-schedule the charter on the original route and with the same traction on 20 October has been accepted.

'Lizzie' to Penzance and the return of *Sir Nigel* for Past Time Rail

A Stanier Pacific to Penzance is the highlight of Past Time's late summer programme, when No. 6201 *Princess Elizabeth* is set to become the first LMS Pacific to reach the south-western tip of the rail network on 22 September.

The locomotive is booked to work the company's 'Princess Limited' from Taunton through to Penzance on a charter which originates at London Paddington. No. 6201 returns north the following Saturday on 'The Cornubian' from Gloucester, with the steam section operating from Penzance back to Taunton.

Earlier, on 15 September, *Princess Elizabeth* joins forces with No. 6024 *King Edward I* to recreate a steam itinerary from the past on the Welsh Marches. The 'King' opens the proceedings from Bristol Temple Meads to Shrewsbury, with 'Lizzie' covering the return back to Bristol Temple Meads, which will position the loco for the incursion into Cornwall. The charter replicates a tour in the early 1970s that featured No. 6000 *King George V* and *Princess Elizabeth* over a similar itinerary.

The autumnal event has to be the mainline return of 'A4' No. 60007 *Sir Nigel Gresley*, which will feature on two Past Time tours. The first, on 10 November transfers No. 60007 from the North Yorkshire Moors Railway to Barrow Hill. The train originates at Middlesborough, and runs via Eaglescliffe, Thirsk and York. The return working is scheduled for Class 55 'Deltic' haulage. Then, on 24 November, *Sir Nigel* heads into the heart of LMS territory, with a return working from Preston to Carlisle, via Shap, on a tour which operates from London Euston and picks up via Birmingham International.

Tangmere has four booked charters commencing on 8 September from London Victoria, the feature of which is the first steam along the Uckfield Line, and then to Littlehampton and Bognor Regis. A pair of Class 73 electro-diesels will accompany the train throughout. Later, on 15 December, the company has another attempt at running 'The Ewell Tide Express' (originally planned for 6 January 2007) on a circular route from Victoria and yes, the pun is intended! In between, the company has two re-dated tours featuring both Nos. 34067 and 76079, firstly 'The Welsh Dragon' over the Central Wales line from Shrewsbury to Newport, followed by 'The Royal Wessex' on 20 October (see separate story).

Other tours include No. D1015 *Western Champion* from Paddington to Milford Haven and return on 27 October and No. 6024 *King Edward I* on Past Time's traditional 'Christmas Chester Chuffer' from Taunton, with steam taking over at Birmingham International.

The Week Ahead

Without doubt the star attraction this weekend has to be the Barrow Hill to LaFarge Cement Works shuttles on both 14/15 July.

The trains, which originate at Barrow Hill are booked to be worked 'top and tail' with two pairs of Class 20's, one pair from DRS and the other from Harry Needle. Upon arrival at Earles Sidings, the mainline pairing will give way to the works Class 20 No. 20168 and Lafarge shunter *Blue John*. Two trains each day will operate between Barrow Hill and the Lafarge Cement Works at Hope, and will be running in conjunction with the weekend's diesel gala at Barrow Hill, which celebrates the 50th anniversary of the introduction of the Class.

UK Railtours has a Paddington to Paignton charter operating on 14 July, with an add-on option for an afternoon mini-tour to the freight only branch at Heathfield. The latter section is available to pay-on-the-day passengers for a return fare of £12.50 (Juniors £7.50) and departs Paignton at 13.40.

Hertfordshire utilises its InterCity Merrymaker brand on the same day with an Ealing Broadway to Llandudno charter.

Only one steam tour is scheduled to operate on 14 July, this being Kingfisher's 'Cumbrian Coast Express' from Carnforth to Ravenglass and return with Class 8F 2-8-0 No. 48151. The company's scheduled outing with No. 34067 *Tangmere* to Bognor Regis and Littlehampton which was also due to operate on 14 July has been postponed, as has Spitfire Railtours inaugural working from King's Cross to Newcastle, because of the continued unavailability of No. 55022 *Royal Scots Grey*.

Later in the week, on 18 July, Steam Dreams has a Victoria to Minehead working booked outwards with *Tangmere*, and on the return with Class 50 No. 50049 *Defiance*.

Locomotives on the Southern

ABOVE: InterCity-liveried Class 47/4 No 47826 *Springburn* passes Bickley Junction, heading 'The Saltburn Pilgrim' on its return run from Canterbury on 2 July, No 47851 being out of sight on the rear of the special that made its southbound journey from Saltburn on 29 June. Passing in the opposite direction is the 12.03 Kent Coast service from London Victoria to Dover Priory and Ramsgate, the eight-car Class 375 Electrostar having unit No 375623 on the rear.

BELOW: A pair of DRS Class 37s have once again been used on test duties around South London and Kent. Here No. 37259 (with No. 37218 out of sight) passes through Lee on 4 July towards Dartford and Gravesend. The Class 376, No. 376033, was forming a London bound ECS working. *Both: Brian Morrison*

Ashchurch Variety

TOP & ABOVE: On 25 June, Class 66 No. 66024 hauls the late-running 07.09 Didcot yard-Ashchurch MoD stores train through Ashchurch, including eight VKA four-axle wagons together with new and damaged road vehicles.

LEFT: West Coast Railway Company-operated Class 33/2 No. 33207 passes through Ashchurch on 2 July with a Derby RTC to Llandilo observation saloon, some 80 minutes behind time, but catching up from previously being two hours down!

BELOW: In bright sunshine and between the showers, Class 31s Nos. 31602 and 31285 pass on 1 July, with the 12.39 Derby RTC to Newport and Exeter test working. *All: John Stretton*

Class 47s on passenger workings

ABOVE: Part of the ongoing Cotswold Rail business is to provide a Class 47 locomotive to 'drag' services from Norwich to Great Yarmouth, this section of the electrified through service from London, being off-wires. On 30 June, Class 47/4 No. 47810 leads Class 90 No. 90001 through Buckenham station with the ECS from Norwich Crown Point to Great Yarmouth before forming the 10.08 Great Yarmouth to London Liverpool St, which the '47' will haul as far as Norwich. **Stuart Moore**

BELOW: Class 47/0 No. 47245 leads an Exeter to Carnforth ECS working through Long Ashton cutting with Class 47/4 No. 47854 'dead' on the rear on 4 July. The train had worked ECS from Carnforth to London Paddington before forming a one-way charter to Exeter St. Davids. *Chris Perkins*

Double Class 87s on ECML freight

ABOVE: The movement of the latest 22 First GBRf HYA coal hoppers to arrive from the IRS factory in Arad, Romania, provided the opportunity to make use of electric traction from Wembley to Doncaster. The result is pictured here, in what is believed to be the first-ever pairing of Class 87s on a freight working on the East Coast Main Line. No. 87022 *Cock o' the North* leads No. 87028 *Lord President* on the approach to St. Neots. *Paul Townsend*

BELOW: Running around 70 minutes late on the booked schedule, the train was briefly looped at Newark Northgate to allow GNER services to pass. With the sun having graced the assembled photographers, the pair edge into the loop with no less than 10,000hp on tap! *Richard Tuplin*

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 £60,000 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!

SVR appeal fund tops £60,000 in two weeks!

On the day that Severn Valley Railway members and shareholders received details of the SVR Flood Damage Appeal the total already gathered topped £60,000, which is a truly stunning response.

Equally, we can report an excellent take-up of the live link to the SVR Appeal website in last week's *Railway Herald*. On the ground, the SVR is still in the process of establishing the full extent of the damage and commencing the detailed planning process to begin the reinstatement of the line. They continue to receive offers of help, which from other heritage railways has been substantial.

However, the SVR's Marketing Manager John Leach stresses the importance of visiting the railway, as money spent during a visit is equally as important as donations and even in its current state the SVR still offers a good day out.

TOP: The SVR's 'Black 5' 4-6-0 No. 45110, masquerading as 5110, seen here during the 1940s weekend prepares to depart from Bewdley with a shuttle to Kidderminster. *Wilf Smith*

ABOVE: Re-inacters are seen in period dress at Kidderminster during the SVR's 1940s weekend.. *Ken Brunt*

News in Brief

■ The Embsay & Bolton Abbey Railway currently has industrial 0-6-0ST *Jessie* visiting from the Llangollen Railway, and the East Lancashire Railway's Jinty No. 47493 is due to visit shortly. However, the big attraction is likely to be the visit of 'Terrier' 0-6-0T No. 32678 *Knowle* from August until October, which will be in steam on some Sundays.

■ Following the return to traffic of Class 73 No. E6001 on the Dean Forest Railway, Class 31/4 No. 31466, purchased from EWS having been stored at Old Oak Common, has taken the place of the '73' at in the workshop at Lydney Junction.

End of Southern Steam event for Swanage

In addition to the Mid Hants Railway, the Swanage Railway are celebrating the 40th anniversary since the end of steam this weekend.

From 7-9 July, seven locos will be operating an intensive service between Norden and Swanage. Featuring Battle of Britain No. 34081 *92 Squadron*, USA tank look-alike No. 30075 plus Standard 4MT 2-6-0 No. 76079. The resident fleet will also be in action.

On the Friday and Saturday evenings, bar facilities will be available on all the steam trains

BELOW: Two visitors to the East Lancashire Railway for the line's diesel gala event were Class 26s Nos. D5310 and 26024, pictured here approaching Burrs Crossing with the 12.46 service from Rawtenstall on 4 July. No. D5410 has been restored at the Great Central Railway and following visits last month to the Keighley & Worth Valley and now the ELR, the locomotive will return to the Bo'ness & Kinneil line with the rest of the SRPS visitors shortly. *Kevin Truby*

'Mail by Rail' at Nene Valley

The Nene Valley Railway held its popular 'Mail by Rail' event on 23/24 June which featured the line's recently acquired ex-Royal Mail vehicles.

A total of four coaches are now based on the railway; TPO sorting vehicles Nos. 80327 *George James* and 80337, stowage carriage No. 80402 and brake stowage carriage No. 80456. One of the TPO vehicles being rededicated and renamed *George James* during the weekend.

In an interesting move, the external collection equipment originally fitted to the TPOs to allow them to collect and deliver mail at speed has been refitted to No. 80327, providing the incongruous sight of a Royal Mail liveried TPO vehicle with external equipment!

Motive power for the main passenger service over the weekend was provided by resident 'B1' 4-6-0 No. 1306 *Mayflower*, while the TPO set, which carried passengers between Wansford and Sutton Cross, was powered by the line's recently arrived Freightliner-liveried Class 47/0 No. 47270 *Cory Brothers 1842-1992*. Following a series of test runs, the workings were the locomotive's first public runs since arriving at the Nene Valley. *RH* understands that the nameplates are to be removed from the locomotive shortly.

The train performed around nine run-pasts at Sutton Cross, demonstrating the exchange of mail on the move to the assembled public. Together with the Great Central Railway and the Didcot Railway Centre, these are now the only places left in the UK where the exchange of mail on the move can still be seen.

TOP: The railway's recently arrived Class 47/0 No. 47270 *Cory Brothers 1842-1992* powers the four-coach TPO set towards the exchange equipment at Sutton Cross. In this view, the train is ready for the collection of mail suspended by the lineside, with the bodyside net in the collection position, while hanging below at a lower level are the full leather pouches of mail, which are spring loaded so that they release on hitting the lineside net. ABOVE: The renamed TPO No. 80327 *George James*, pictured at Wansford. RIGHT: The newly fitted collection net on the side of No. 80327, seen locked in the travelling position. *All: Robert Tarling*

TURNING THE CLOCK BACK

Aberdeen through the 1950s

Brian Morrison looks back at the variety of traffic and motive power around the Granite City in 1953 and 1957

In the 1950s, some idea of the traffic volume into and through Aberdeen can be assessed by the fact that Kittybrewster shed (61A) to the north had a locomotive allocation of between 50 and 70 engines, while Ferryhill (61B) to the south was responsible for between 30 and 40 locos. ▶

ABOVE: Perth South (63A)-allocated 'Black 5' 4-6-0 No. 44980 awaits departure time on 29 July 1953 with the 12-coach 'Granite City' express for Glasgow.

LEFT: The North British Railway built just six of what became the Class N14 0-6-2Ts in 1909, and this example was the last remaining in service. On 29 July, still in quite reasonable looking condition and seemingly with steam to spare, No. 69125 works empty stock for a later departure for Inverness. *All: Brian Morrison*

The 61A engines were mainly used for the many and various freight workings in and around Speyside and beyond and 61B maintained the local and mainlines passenger engines including three Peppercorn Pacifics, a number of Gresley Class V2s and some Thompson 'B1s'as

ABOVE: Allocated to Ferryhill (61B), Class A2 Pacific No. 60532 *Blue Peter* was kept as a standby engine at this tine, it allegedly being unpopular with footplate crews as a 'rough rider'. Due to a 'hot box' on the rostered loco, it was brought into use on this day for the London-bound 'Aberdonian' and here, rounds the Ferryhill curve past the locomotive depot, looking perfectly businesslike with the Granite City's most famous train on 25 June 1957.

RIGHT: On 29 July 1953, while engaged on station pilot duties, Ferryhill-allocated Class C15 Atlantic tank No. 67455 runs in alongside the waters column outside the station, needing to top-up after earlier exertions.

well as some freight types including a few 'WD' 2-8-0s.

As well as the mainline trains to London, Edinburgh, Glasgow and Inverness, local services ran to the likes of Ballater, Fraserburgh and Peterhead and the locomotive types to be seen, apart from the ones illustrated in these pages, included ex-LMS '2P' and '4P' 4-4-0s and '3F' 0-6-0s and a variety of ex-LNER types such as Classes D34 and D40 4-4-0s, F4 2-4-2Ts, K2 Moguls, V1 and V2 2-6-2s, Z4 and Z5 0-4-2 dock tanks, together with a number of 0-6-0s classes and BR Standard types as well as the already mentioned Class B1s and WDs.

Today, the station is still busy (and much cleaner!) and the motive power has a reasonable variety with Class 67s on the 'sleepers', HSTs and Voyagers and ScotRail DMUs on passenger workings and primarily, the ubiquitous '66s' on freight turns.

TOP LEFT: **Ex-Great Eastern Railway Class B12/1 4-6-0 No. 61502 prepares to depart from a wet Aberdeen with the 6.10pm train to Keith. A total of 25 of the class were exiled to Scotland by the LNER in 1931, this particular engine being one of the last survivors. Unlike its English-based classmates, the Scottish contingent retained their original small Belpaire boilers,**

MIDDLE LEFT: **BR Standard Class 4MT 2-6-4T No 80004 makes a spirited getaway from the Granite City, powering the 6.33pm local service to Fraserburgh. Making 11 stops before reaching its destination, arrival was scheduled for 8.14pm.**

BELOW: **A late evening vans train from Kittybrewster to Arbroath runs around the outside of Aberdeen station, worked tender-first by Reid North British Class J35/4 0-6-0 No. 64482, a type first introduced in 1906.**

ABOVE: On 25 June 1957, Gresley Class V4 2-6-2 No. 61701 sets off from Aberdeen yard with the 6.25am freight for Laurencekirk. Only two examples of the class were ever built, the first being No. 61700 named *Bantam Cock*. Although this engine was never named, it was always known as *Bantam Hen*!

LEFT: Arriving at Kittybrewster yards on 29 July 1953 tender-first with a freight working from Keith, Class D40 4-4-0 No. 62278 *Hatton Castle* was working its last days before withdrawal when this picture was taken. The class were Pickersgill Great North of Scotland engines dating from 1899, although this class member dated from 1920, having been introduced with superheater by Heywood.

BELOW: 1947 Andrew Barclay 0-4-0ST No 2239 *Mr Therm*, owned by the Aberdeen Corporation Gas Department, pulls away from Waterloo Quay, Aberdeen, on 25 June 1957 with part of a train of tank wagons. Note the casing over the wheels, even before the days of Health & Safety!

GBRf
First
66712