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The Railway Herald

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The complimentary UK railway journal for the railway enthusiast

The Railway Herald
Issue 91

Front Cover

Just as it was on 9 July 1967, with a farewell message chalked on the smokebox door, No. 34081 *92 Squadron* drifts into Corfe Castle station on the Swanage Railway, on the evening of 9 July.
Andrew P. M. Wright

Back Cover

We make no apologies for steam photographs on both covers of this issue! Caprotti-fitted Standard 5MT No. 73129 is pictured at work on the Swanage Railway during the line's 'End of Southern Steam' gala on 8 July.
David Warwick

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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.

TOP: Volvo Youth Sailing ISAF World Champion, Richard Glover, and young Jacob Bowyer, chosen from a group of 29 children attending from St John's Primary school in Weymouth, after unveiling the nameplate on the bodyside of Class 444 No 444012 at Weymouth on 6 July, are presented with the third plate by Cllr David Harris, the Mayor of Weymouth & Portland and South West Trains' MD, Stewart Palmer. Cllr Christine James, responsible for local transport and infrastructure, completes the group. The name *Destination Weymouth*, has been applied to help promote the town hosting the sailing competitions for the 2012 Olympic and Paralympic Games. *Brian Morrison*

ABOVE: On 11 July, the 10.15 Whatley Quarry to St Pancras working re-unites the locomotive and wagons as it passes Berkley Marsh near Frome. Motive power is provided by No. 59205 *L. Keith McNair*, one of the ex-National Power Class 59/2s, while the first nine wagons are ex-National Power hoppers built for working with the 59s! The first three have recently been repainted into EWS livery. Also on the rear are several RMC Roadstone-liveried hopper wagons transferred from the Peak District to be used around the Somerset Quarries. *Tom Curtis*

■ LATE NEWS ■ LATE NEWS ■ LATE NEWS ■ LATE NEWS ■ LATE NEWS ■ LATE NEWS ■

All change for locos on Scarborough Spa Express

Railway Touring Company's 'Scarborough Spa Express' season gets underway on 24 July, running every Tuesday, Wednesday and Thursday for the following six weeks until 30 August, plus an additional working on August Bank Holiday Monday.

Trains depart from York at 09.30 on each operating day, picking up at Knaresborough at 09.45, Harrogate 10.00, Leeds 10.30, York (again) at 11.00 and arriving Scarborough at 12.15 for a break of nearly five hours. The trains are booked to return from Scarborough at 17.00, with an option of a York set down at either 18.15 or 20.15, Leeds 18.50, Harrogate 19.20 and Knaresborough at 19.40.

This represents quite a day out if the full round trip is taken, which works out at around 200 miles of steam haulage for either £39 Standard or £55 First, on a Day Rover ticket. There are other options, which include Leeds or York direct to Scarborough for £38 or £30 respectively, Knaresborough or Harrogate direct to Scarborough for £38 or a trip around the York Circle for £20.

Locomotive allocations for these trains has become a nightmare, due to the withdrawal of No. 71000 *Duke of Gloucester*, the delay in getting A4 No. 60019 *Bittern* into service and recent problems with No. 850 *Lord Nelson* (see separate story). It is looking likely that *Bittern* will not be ready until late August, and so RTC's 4 August 'Coronation' featuring the 'A4' from King's Cross to Scarborough throughout has been further postponed, with 15 September a possible new date.

No. 6233 *Duchess of Sutherland* is stepping into the breach and will share the first five weeks of operations with No. 60009 *Union of South Africa*. Revised allocations will have No. 60009 operating during the weeks commencing 24 July and 7 August, and the 'Duchess' covering weeks commencing 31 July, 14 & 21 August. It is hoped that *Bittern* will be available to cover the final week, commencing on 27 August.

There will be a knock-on effect for the August 'Cumbrian Mountain Expresses', which currently have No. 60009 working the trains on 28 July, 4 & 11 August, and No. 6233 on 18 (not confirmed) and 25 August. If available, No. 60019 will work the 1 September train.

ABOVE: An artist's impression of how the new-look CrossCountry livery will be applied to the Voyager fleet. *Arriva*

HSTs to return to scheduled CrossCountry services

Arriva plc has welcomed the decision of the Department for Transport (DfT) to award it the New Cross Country rail franchise.

Covering around 1,500 route miles and over 100 stations, the Cross Country network is the most extensive rail franchise in the UK. Arriva will run it under a new CrossCountry brand and livery. The centre of operations remaining in Birmingham, at the heart of the network, and the largest city served by it.

A number of key improvements featured with the franchise bid from Arriva including a 35% increase in seating capacity in critical evening peak on principal routes by June 2009, at-seat catering on all routes for all passengers, not just First Class, and radical improvements in ticketing and reservation booking, including home printing of tickets and tickets by mobile phone, with discounted tickets available much closer to the start of travel. The ticket printing issue being one of the demands made by the DfT to all the bidders in an aim to promote print@home style technology throughout the rail sector.

Investment in rolling stock will be forthcoming, with all other trains refurbished to the standard of the Voyagers and perhaps the biggest improvement and one likely to be popular with the general public and enthusiasts alike is the reintroduction of HSTs to provide 550-seat trains on busy routes. In addition, Wi-Fi (wireless internet) will be made available to all Voyager and HST passengers, including free use in First Class.

The franchise will run from 11 November this year until 31 March 2016, with the last two years and five months conditional upon achieving agreed performance targets.

Arriva say the annual revenue is expected to exceed £600 million in its first full year, including franchise support payments which reflect the current inability of the franchise to cover its operating costs through fares alone. However, by supporting growth in passenger numbers and improving services, Arriva is committed to reducing government support on the franchise to almost zero before the end of the franchise.

Arriva will make cheaper fares easier to obtain closer to the point and time of travel. Saver tickets will continue to be available on relevant services at regulated prices. While prices of the most flexible, full-price fares will rise by an average of 3.4% above the Retail Price Index (RPI), becoming more focused on those who need the added value of maximum flexibility in their travel plans; the company says that almost all travellers will have lower cost alternatives.

Other upgrades planned include the internal reworking of Voyager and Class 170 fleets to meet customer priorities for more seats and luggage space, together with additions to the base service pattern providing through journey opportunities between Edinburgh and Reading, Bournemouth and Newcastle, and Penzance and Manchester.

The new franchise grows and declines from the current operation. As previously announced, gone is any CrossCountry service north of Crewe on the WCML after December this year, Glasgow being served by ECML trains via Edinburgh, while Manchester to Glasgow and Edinburgh services will be operated by First TransPennine, resulting in an enforced change for through passengers. Also removed at the same point are services via Worcester Shrub Hill. From December 2008, Brighton trains via both Guildford and Gatwick are removed from the CrossCountry network and the most south-easterly point for the franchise will be Guildford.

However, it is not all reductions, as services from Stansted Airport via Peterborough and Leicester together with Cardiff via Lydney to Birmingham both come under the control of CrossCountry, hence the transfer to the franchise of several Turbostar sets.

BELOW: Artist's impressions of how the extended CrossCountry fleet of Turbostar's and HST sets will look under the new operator. CrossCountry will gain the Turbostar fleet for use on Stansted and Cardiff services. *Arriva*

News in Brief

■ Residents of The Sidings, a new housing development in Truro, will have a lasting reminder of the heritage of the area, thanks to a new road name – Brunel Court, after the founder of the Great Western Railway, Isambard Kingdom Brunel. The name has been chosen to remember the fact that the development is built on land that used to be part of Truro railway station. Wainhomes, the builder, has continued the railway theme by naming some of the house types after Great Western Railway Chief Engineers - Dean, Collett and Gooch.

■ Network Rail is offering a £5,000 reward for information about the theft of essential cables from the railway at Micklefield in the early hours of 9 July. At approximately 01.00 thieves stole around 500 metres of cable from a location at Mickelfield. However, as well as cabling containing copper they also took approximately 350 metres of fibre optic cable, which has virtually no resale value. Thieves have been targeting the railway to steal cables which contain copper that has a high scrap value.

■ A Network Rail employee has been questioned by British Transport Police on suspicion of manslaughter following the Cumbrian train crash. The Glasgow-bound Pendolino service derailed on 23 February at Grayrigg.

■ Porterbrook Leasing currently has a number of vehicle nameplates for sale. The sale will be by way of a sealed bid process and all bids for nameplates must be with Porterbrook no later than 12.00 on 21 September. Further information and details of the nameplates which are for sale can be obtained by clicking here. Please provide your name and full postal address in order for a brochure to be sent to you.

Class 31s head to Minehead for summer holiday trains

As previously reported, Class 31 hauled services from Minehead (WSR) to Bristol are due to run for six weeks this summer.

The trains operate on Mondays, Fridays and Saturdays from 20 July.

Mondays, Fridays & Saturdays
20 July - 3 September

Minehead		Dep. 11.10
Taunton	Arr. 12.55	Dep. 13.09
Bridgwater		Pass. 13.18
Highbridge		Pass. 13.23
Worle Junction		Pass. 13.29
Bristol TM	Arr. 13.46	

Bristol TM		Dep. 14.06
Worle Junction		Pass. 14.23
Highbridge		Pass. 14.30
Bridgwater		Pass. 14.34
Taunton	Arr. 14.54	Dep. 14.57
Minehead	Arr. 16.25	

LEFT: Unique Intercity mainline-liveried Class 31/4 Nos. 31454 and Fragonset black-liveried No. 31452 provide the motive power for the 16.15 Gloucester - Minehead ECS move, conveying the Mk2 coaching stock for this year's new Minehead - Bristol summer service The train passes Creech St Michael, near Taunton, on 11 July. Brian Garrett

Step closer for Liverpool's Olive Mount Chord

Following submission of a detailed planning application, re-opening of a new rail artery linking the Port of Liverpool to the West Coast Main Line has moved a step closer.

The £7.6 million Olive Mount Chord scheme will boost railfreight access to the Port of Liverpool and ease road congestion around the busy docks and surrounding areas.

Before any work can begin, Liverpool City Council has to consider the plans that have been put forward by Merseytravel in partnership with the Mersey Docks and Harbour Company, Network Rail and Northern Way, the scheme involving re-opening of the currently disused Olive Mount Chord that links the line to Bootle with the London to Manchester line.

It is some half-a-mile long and has been unused for more than 20 years. Once approved, Merseytravel hopes to begin work later this year. with completion hoped for by December next year.

Chiltern drivers challenge

Seven Chiltern Railway drivers from Aylesbury have completed the 'Three Peaks Challenge' to raise money for the Thomas Ball Children's Cancer Fund.

Keith Pottinger, Rob Samuels, Michael Goodman, Tony Merridan, Russell Joy, Andy Durak and Dean Stewart faced extreme weather conditions and a 24-hour challenge, which saw them undergo 24 miles of walking, climbing 9,910ft, and driving the 435 road miles between the three mountains of Ben Nevis (Scotland), Scafell (England) and Snowdon (Wales).

The Queen travels to Belgium by high speed Eurostar

Flowers are presented to HM Queen Elizabeth II at Waterloo International on 11 July 2007, prior to boarding the 15.40 Eurostar to Brussels Midi to attend the 90th Anniversary of the Battle of Passchendaele. Her Majesty and Prince Philip are accompanied by Eurostar MD, Richard Brown, and the bouquet is presented by Alice Ketteringham, daughter of the North Pole International Depot Service Planning Manager. *Brian Morrison*

Fastline Freight enters the coal market and buys '66s'

Fastline Freight has announced that it has entered the coal haulage market by winning a major new contract with power generator e.on.

The company has secured a contract to move coal from various ports around the country, believed to include Hunterston, Immingham and Portbury, and regional mines to Ratcliffe-on-Soar and Ironbridge power stations in the Midlands.

The newly announced contract has an expected value of £40 million over the five-year period with the potential for extensions of up to a further five years.

Motive power for the new flow, which is due to commence in April 2008, will be provided by five new Class 66 locomotives built by EMDD in Canada, which will operate with a fleet of 94 102-tonne coal hoppers, constructed by IRS in Arad, Romania.

The coal hoppers are to the same design as those which have recently entered service with First GBRf, being classified HYA and having the highest payload of any current UK coal hopper design.

Although the first trains are due to operate from April next year, the locomotives and wagon fleet will be introduced on a phased basis over a two month period.

Details are not currently available on how the operation will work, although it is thought that the Class 66s, the number range is still to be announced, will return to Fastline's Roberts Road maintenance depot in Doncaster for the more in-depth exams and preventative maintenance. The day-to-day running exams being conducted 'in the field' during breaks in the locos diagrams.

ABOVE: Fastline Freight is not the only company to win a new contract with e.on. Freightliner Heavy Haul have commenced a new contract from Portbury. On 9 July, Class 66/6 No. 66610 powers the empty wagons for the first service towards Portbury Dock, Bristol, as it approaches Ram Hill, near Westerleigh Junction. *Matt Turner*

GVA Grimley

ON THE INSTRUCTIONS OF
A RETAINED CLIENT

SALE BY PRIVATE TREATY

Class 47 Locomotive Running Number 47355

47355 "Avocet" photographed in May 2004 courtesy of "The Siding"

47355 "Avocet" photographed in December 2006 at Fragonset, Derby

2140 hours, exam status B7 (26 June 2006)
fitted with TPWS

Following the success of our sales campaign on behalf of the administrators of Fragonset and various finance creditors, 47355 "Avocet" is now our remaining class 47 available for sale. She has not been used for 12 months and was held in storage prior to the appointment of Fragonset's administrators in December 2006.

Offers in the region of £65,000 are sought, and the sale of the vehicle will be subject to VAT

Viewing by appointment only

For further information or to arrange a viewing, please contact
Andrew Bibby on 0161 956 4323 or ayb@gvagrimley.co.uk

www.gvaplant.com

ABOVE: Colin Coleman, Chairman of North Fambridge Parish Council, cuts the ribbon across the new signage on 12 July. *one Railway*

Fambridge station changes name

North Fambridge Parish Council and National Express Group's 'one' railway, the train operator for London and the East of England, celebrated the new signage at North Fambridge station on 12 July.

The station had been named Fambridge for many years, however, following consultation with the local authority and local passenger groups, 'one' railway has taken the decision to change the name so that it more accurately reflects the community the station serves.

The station is the latest of several on the 'one' railway network to undergo a name change, where the station name does not accurately reflect the town or village.

Open house at Kingmoor for Direct Rail Services open day

Report by Fred Kerr and photographs by PSE unless otherwise stated.

Carlisle-based Direct Rail Services held its now annual open day at Kingmoor Depot, just north of the city, on 7 July.

The event, nominally for staff members and their families, was also attended by over 1,000 invited enthusiasts, with examples of the company's Classes 20, 37, 47, 57 and 66 on display, both inside and outside the depot buildings.

The company also took the chance to display its latest rake of five Mk3 coaches, recently painted in the new corporate Compass livery. The stock was on display adjacent to the depot during the morning, before departing for Carlisle station to operate a special charter for invited guests and enthusiasts to Newcastle-on-Tyne via the Tyne Valley route. Motive power was provided by unique-liveried Class 66/4s Nos. 66405 (in Malcolm livery) and No. 66411 *Eddie the Engine* (in Stobart Rail livery) working in multiple and in 'top and tail' formation with recently repainted Class 47/4 No. 47501, which was on the rear to provide ETS to the train.

The event proved to be another major success for the company, now the only one of the railfreight and passenger TOCs to regularly open its doors allowing families and enthusiasts alike to see 'behind-the-scenes'.

ABOVE TOP: **Undergoing maintenance within the main shed at Carlisle Kingmoor TMD was Class 37/6 No. 37609 and alongside, Class 20/3 No. 20310.**
BELOW: **Class 47/4 No. 47501 is the second member of the DRS fleet to carry the new Compass livery. Here the locomotive departs from Kingmoor on the rear of the ECS charter stock, bound for Carlisle.**
BOTTOM: **The main attraction for many was the first of the company's new Class 57/0 fleet, No. 57011, to be repainted into the 'in-house' colours. A total of six Class 57/0s, Nos. 57007-57012 inclusive, have joined the DRS fleet.** *GWOT*

ABOVE & LEFT: **Two namings took place during the Open Day - the first being recently returned to traffic Class 37/5 No. 37688, which was named *Kingmoor TMD* by DRS MD, Neil McNicholas and Councillor Alan Toole.** *PSE/GWOT*

BELOW & INSET: **The afternoon naming saw the 50th anniversary of the Class 20 celebrated when No. 20311 was named *Class 20 'Fifty'* by DRS Commercial Director, Chris Connelly.**

Locomotives present on site during all or part of the open day were:
20301 *Max Joule 1958 - 1999*, 20305, 20308, 20310 *Gresty Bridge*, 20311 *Class 20 Fifty*, 20313, 20315, 37038, 37608, 37611, 37612, 37688 *Kingmoor TMD*, 47145 *Myrddin Emrys*, 47237, 47501, 47709 *Dionysos*, 47712 *Artemis*, 47802, 57011, 66405, 66408, 66410, 66411 *Eddie the Engine*, 66412, 66415, 66420.

News in Brief

■ Following the display of the first DRS Class 57/0 at the recent Kingmoor open day (see separate story), DRS is beginning to make a start on preparing the locos for service. On 13 July, Nos. 57007, 57009, 57010 and 57011 were at Crewe Gresty Lane and Nos. 57008 and 57012 were at Alstom Oxley for repainting. Not previously reported in *Railway Herald* is the fact that the unique-Police liveried Class 47/4 No. 47829 is now also part of the DRS fleet currently in pool XHSS.

■ Class 08 No. 08511 arrived at the Barry Island Railway on 9 July. The loco, owned by Traditional Traction, was off-loaded and moved into the shed at Barry Island under its own power. The loco is due to receive some attention to cylinder-head gaskets and receive an E-exam prior to entering traffic.

■ Several readers have recently enquired about the current status of the First Great Western MTU re-engining programme. May we suggest to readers an excellent source of information, together with current status and dates, is the MTU In Focus section of the WNXX.com website

Cotswold Rail

Following recent purchases, a review of the current loco pools on 13 July was:

CREL
08809 Loughborough
33202 Gloucester

CRRH
47200 Gloucester HR
47316 Alstom Oxley
47375 Barrow Hill
47703 Norwich Crown Pt
47713 Bristol SPM
47715 York NRM
47810 Norwich Crown Pt - Doncaster
47813 Darlington - Doncaster West Yd
47818 Colchester
47828 York Holgate Sdgs - Stockton

CROL
31461 Derby
47033 Gloucester

CRUR
47528 Doncaster Wabtec

Freightliner lease TWO Class 66/4s from DRS

On 10 July, two Direct Rail Services Class 66/4s ventured along the North Wales coast.

The locomotives, on temporary hire to Freightliner, were used on the Crewe - Penmaenmawr ballast workings for Network Rail's National Delivery Service.

At the time of going to press, there was no indication from Freightliner on the length of the hire.

ABOVE: Class 66/4 No. 66403 heads west at Holywell Junction with the 10.04 Crewe Basford Hall - Penmaenmawr ballast working. RIGHT: Classmate No. 66416 heads east with the 11.43 Penmaenmawr - Crewe Basford Hall serivce also on 10 July. ***Both: David Rapson***

South West Trains Class 170s head to Clacton!

BELOW: As suggested last issue, the first Class 170/3 has moved to Clacton. Previously operated by South West Trains, Class 170/3 No. 170307 is pictured passing Hythe, near Colchester, bound for Clacton for refurbishment on 9 July. These movements are being undertaken by First GBRf using their own drivers. ***Darren Johnson***

ABOVE: On 6 July, VSOE operated its annual trip to the South West from London Victoria to Truro. The following day, the stock was used on an 11.30 Plymouth to Taunton special, the return working pictured at Horse Cove on the Dawlish Sea Wall. *Nathan Williamson*

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
14-30 July	Jacobite	West Coast Rly Company	Fort William - Mallaig & rtn.	62005 or 45407
16-19 Jul	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029
23-27 Jul	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029
24-26	Scarborough Spa	Kingfisher Railtours	York - Knaresborough - Scarborough & rtn	60009

INDIVIDUAL CHARTER SERVICES

Date	Operator	Traction	Route
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	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 rtn
22 Jul	Past Time Rail	6024	**The Torbay Express** Bristol TM-Kingswear-Bristol TM
22 Jul	Pathfinder Tours	EWS Cl 37/4	York-Bishop Auckland (rev)-Boulby (rev)-Saltburn (break)-Eaglescliffe-Thirsk-York
22 Jul	Vintage Trains	4965	Birmingham Snow Hill-Tyseley-Stratford-Upon-Avon and return (two trips)
24 Jul	Vintage Trains	Cl.50	Tyseley Warwick Road-Birmingham NS-Telford Central-Wellington-Shrewsbury-Church Stretton-Craven Arms-Builth Road-Llandeilo and return
25 Jul	Steam Dreams	34067	London Victoria-Bromley South-Canterbury and return
28 Jul	ICMM	tbc	Guildford-Clapham Junction-Watford Junction-Nottingham and return
28 Jul	John Fishwick	55022 & 6201	(Manchester-Bolton-Preston (Riv Cl.47))-Preston-Hellifield-Carlisle (No. 6201)-(Carlisle-Newcastle-York-Doncaster-Sheffield-Manchester-Preston (Cl.55))
28 Jul	Kingfisher	48151	Carnforth-Ravenglass-Carnforth
28 Jul	Kingfisher	850	Bournemouth-Southampton-Basingstoke-Woking-Wimbledon-Clapham Junction-Dover-Folkstone Harbour-Canterbury and return

Key to tour listings:

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

(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.
PLEASE NOTE: Not all pick up/set down points are shown. Please check with the operator before travelling any distance.

News in Brief

■ Lack of bookings has sunk Pathfinder's 21 July 'Mort 'n' Docker' charter from York through to South Wales scheduled for EWS Class 37 haulage. As a consequence the following days 'Cleveland Cleric' tour, which was due to visit Bishop Auckland, Saltburn and Boulby, is also cancelled as the same traction and stock were to be utilised.

■ Railway Touring Company has cancelled its 29 July 'Cumbrian Mountain Express' from Hull to Carlisle as the scheduled traction, A4 No. 60009 *Union of South Africa*, is out of gauge at a bridge just outside Hull. Instead, the 'CME' booked for 11 August will now start at Hull and run diesel-hauled to York from where No. 60009 will work the return trip to Carlisle.

■ Scheduled maintenance will result in the absence of 'Merchant Navy' No. 35028 *Clan Line* from VSOE's British Pullman's operations in the coming few weeks. However, the replacement is already a fully qualified deputy, being Battle of Britain Pacific No. 34067 *Tangmere*. Several trains are affected including the 11 July and 29 August to Bristol, which employs steam to Westbury.

Lord Nelson fails on 'Southern Sunset' tour but damage is not too bad

Recent mainline returnee, ex-Southern Railway 4-6-0 No. 850 *Lord Nelson* ground to a halt at Westbury on 8 July while working Steam Dreams' 'Southern Sunset' tour from London Waterloo to Exeter.

The train had run outwards via Salisbury and Yeovil, and in so doing put in a terrific performance on Honiton Bank, breasting the summit at 28mph with twelve bogies in tow and after a severe 20mph slack at the base of the climb. The booked route back was via Bristol and Westbury to Salisbury and then as outwards back to Waterloo.

However, the disintegration of part of the brick arch in the firebox caused excessive heating of the tube plate with the inevitable result of leaking tubes leading to the failure of the locomotive at Westbury where the train had to be terminated.

Getting passengers home then became the priority, and Steam Dreams' MD Graham Bunker gave full praise to First Great Western and South West Trains' who both helped in ferrying the stranded passengers to Reading for onward connections or arranged taxis home. It is reported that South West Trains actually re-classified an empty stock working from Reading to Clapham Junction into a service train to serve intermediate stations for the benefit of Steam Dreams' passengers.

ABOVE: Steam Dreams 'Southern Sunset' charter arrives at Exeter St. Davids on 8 July. *Phil Bellamy*

An EWS Class 66 from Bristol was summoned to rescue the stricken No. 850 and stock, which is believed to have unfortunately got caught up in an engineering possession in the Woking area, resulting in the coaches not being cleaned and re-stocked in time for its booked working, Steam Dreams' 'Waterloo Sunrise' from London Waterloo to Weymouth with No. 34067 *Tangmere* the following day.

This train will now operate on 12 September and Network Rail is understood to have confirmed similar 'excellent' timings to those provided for the 9 July run, which means there should be plenty of running on the 'fast' lines throughout the day.

Despite initial gloomy reaction to the failure a full investigation has taken place, which has revealed the situation to be much less severe than originally believed and the good news is that the custodians, the Eastleigh Railway Preservation Society, has indicated that the locomotive should be ready to return to the mainline by the end of this month in time for Kingfisher's next outing to Folkestone Harbour.

Steam Dreams celebrates 60th anniversary of locomotive exchanges

Steam Dreams will be running two trains next year to celebrate the 60th Anniversary of the 1948 British Railway Locomotive Exchanges.

The purpose of the project was to assess the best performance characteristics of the various designs of locomotives operated by each of the 'Big Four' railway companies. It involved comparing locomotives from each region both on their home patch and on other regions. Some very interesting allocations resulted, such as an unrebuilt Southern 'West Country' operating over the Highland mainline, a 'King' on the Eastern, a 'Duchess' on the Southern and an A4 on the Western.

The 'Anniversary' trains will operate over the weekend of 31 May-1 June next year, commencing with a diesel-hauled service from London to Leeds and York. The return south will be in the hands of 'King' No. 6024 *King Edward I*, initially from York to Leeds. The train then continues to London King's Cross following the route of the 1948 Locomotive Exchanges which on the ECML took place between Kings Cross and Leeds.

Next day, and it is steam action throughout featuring locomotive classes which took part in the 1948 Trials. The action begins with 'Duchess' No. 6233 *Duchess of Sutherland* working from London Waterloo via Salisbury and Honiton to Exeter. The return, also via Honiton, will be covered by A4 No. 60019 *Bittern*.

In 1948, the trials on the south-west route also included a Southern Merchant Navy and a LMS Royal Scot. The locomotives were Nos. 46236 *City of Bradford*, 60022 *Mallard*, which ran hot and was replaced by 60033 *Seagull*, 35018 *British India Line* and 46154 *The Hussar*. In the Highlands, No. 34004 *Yeovil* represented the Southern.

The Week Ahead

UK Railtours report that it has just 17 First Class dining seats remaining on its 21 July 'Suffolk Latch' charter around Great Eastern and LTS routes.

Departure is from Liverpool Street to Thameshaven via Purfleet where the train reverses, then back to Fenchurch Street via West Ham for a short break. The tour continues via Gas Factory Junction to Stratford and then onwards to Ipswich and the Wensum Curve, avoiding Norwich, to Reedham and Lowestoft for a lunchtime break. The return is via Saxmundham, including a detour to Sizewell (NR limit), and back to Liverpool Street via Ipswich.

Meanwhile Hertfordshire head north-west from Reading and Chiltern Line stations to Telford and Shrewsbury.

No. 6201 *Princess Elizabeth* is in action for the Railway Touring Company on 21 July, deputising for withdrawn No. 71000 *Duke of Gloucester*. The train runs diesel hauled from Mill Hill Broadway and the Midland mainline to Leicester where No. 6201 takes over the train, which then proceeds to York and Scarborough via the Erewash Valley line, Chesterfield and Rotherham. On the return steam gives way to diesel traction at Barrow Hill for the return south.

Steam Dreams will be operating the second of two tours to Minehead on 18 July, with No. 34067 *Tangmere* due to work from Victoria to Minehead via Staines and Reading, with the return to the capital by No. 50049 *Defiance*.

After laying over at Minehead until 21 July, *Tangmere* then heads a Minehead to Waterloo charter that runs via Exeter, Honiton and Salisbury. The high spot is likely to be the climb from Exeter St Davids to Exeter Central. The return will be in the hands of *Defiance* which means once again the south-west mainline from Waterloo to Exeter will reverberate to the sound of a 'Hoover'!

Heartland Rail also has heritage diesel traction planned for its Gloucester to Penzance outing on 21 July, which is due to feature Class 45/1 No. 45112 *Royal Army Ordnance Corps* throughout. Later in the week Vintage Trains operate from Tyseley Warwick Road to Builth Wells (for The Royal Welsh Show) and Llandeilo on 24 July which is due to feature No. 50049 *Defiance*.

LEFT: The past five days have seen the redeployment of a pair of Class 37 locos onto civil engineers work. The regular Crewe Basford Hall - Scunthorpe and return service, which conveys empty and loaded long-welded rail carrying wagons respectively, is usually booked for a Class 66. However, during the current engineering blockade on the Settle & Carlisle line, the locomotive has been used for alternative duties. As a result, for the next two weeks the train is booked for haulage by a pair of Class 37/4s. Here Class 37/4s Nos. 37422 *Cardiff Canton* and 37410 power through Rastrick on 11 July with the empty Crewe Basford Hall - Scunthorpe service.

BELOW: Although booked to work eastbound with empty wagons and to return west with loaded ones, it is rare that both trains run on the same day! The locomotives usually working 'light engine' in one direction. On 11 July, having worked empty wagons in, the locos were booked to return 'light engine'. A change of events however, saw the '37s' pilot the allocated Class 60 on the late afternoon Roxby Gullet - Northenden 'binliner' service forward form Scunthorpe. The triple-header, with the Class 37s leading Class 60 No. 60082, approaches Hatfield & Stainforth in full sun. *Both: Steve Philpott*

ABOVE: On 11 July, one of the South West Trains 'Thunderbird' Class 73s, No. 73235 hauls 4VEP No. 3417 *Gordon Pettitt* from Wimbledon depot to Bournemouth depot. Despite the appearance of the tail lamp on the front end, the train is actually heading towards the photographer!

BELOW: Still carrying its base Mainline blue-livery but with yellow EWS stickers, Class 60 No. 60044 passes Southampton Millbrook with the 11.20 Chichester - Whatley Quarry aggregates service on 27 June. *Both: Richard Sulzmann*

ABOVE: First ScotRail-liveried Class 90 No. 90021 leads triple-grey-liveried Class 92 No. 92039 *Johann Strauss* and EWS Executive-liveried Class 67 No. 67029 through Cathiron on 11 July, while working a Wembley- Mossend automotive service. *Bob Gibson*

BELOW: The first weekend of the new summer loco-hauled service from Bristol to Weymouth and back on 7 July, saw Class 67s Nos. 67029 and 67016 allocated. The train passes Queen Camel, just after departing Yeovil Pen Mill, with the 17.37 Weymouth - Bristol Temple Meads service. *Brian Garrett*

ABOVE: With the continual delivery of refurbished Mk3 trailers from Derby and Ilford, together with the re-entry into traffic of re-engined HST powercars, sights such as this in the uniform First Great Western livery are becoming more common. MTU fitted Class 43 powercar No. 43198 *Oxfordshire 2007* brings up the rear of the 15.54 Penzance to Paddington service as it crosses the causeway at Cockwood Harbour on 7 July. *Chris Perkins*

BELOW: A familiar location to *Railway Herald* readers, but not a familiar sight! Network Rail's New Measurement Train (NMT) made its first run over the Cotswold Line on 5 July during a Derby - Worcester - Oxford and return trip. The set is pictured passing the box at Evesham, having come off the single line section. *Peter Tandy*

New model from Bachmann

ABOVE: On 12 July, Bachman Model Railways launched its new 'OO' gauge model of Ivatt Mogul No 46521 in green livery, the real one being based on the Severn Valley Railway. Here one of the first production models is posed in front of Betty Beet's 1950 Crewe-built Ivatt No 46441, during the launch at the Ribble Steam Railway at Preston on 12 July. *Chris Dixon*

Snaefell Wickham railcar saved for preservation

A Wickham & Co Ltd railcar built in 1951 for the Air Ministry for use on the Snaefell Mountain Railway has been saved for preservation.

The vehicle was purchased in late June having lain out of use for many years at Laxey shed. After being extracted from the depot it was transported to the yard alongside the Isle of Man Steam Railway station at Douglas, from where it was transferred onto an articulated lorry trailer for onward shipment via the Heysham ferry to its new home on the Statfold Barn Railway. A thorough initial assessment of its current condition will be made prior to any restoration work being carried out.

The railcar was the only one of its type built, and as such was described as a Type 18 Special Gang Trolley. It was built to 3'6" gauge and was fitted with Fell braking equipment to assist in braking on the 1-in-12 gradient found on the Snaefell Mountain Railway. Fitted with a Ford V8 30hp engine (Number BB18F 7250377), more normally found on a Ford BB truck, it had an RAC rating of 30hp but was actually 85hp with a 3600cc capacity.

The new owner, Mr. Flood, is trying to trace the owner of the Wickham Rail Cars business as it is believed he may still be in possession of the original drawings for this railcar. Anyone with information can contact the editorial office and we will ensure that it is passed on to Mr Flood.

DEAN FOREST RAILWAY
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VINTAGE & HERITAGE DAYS

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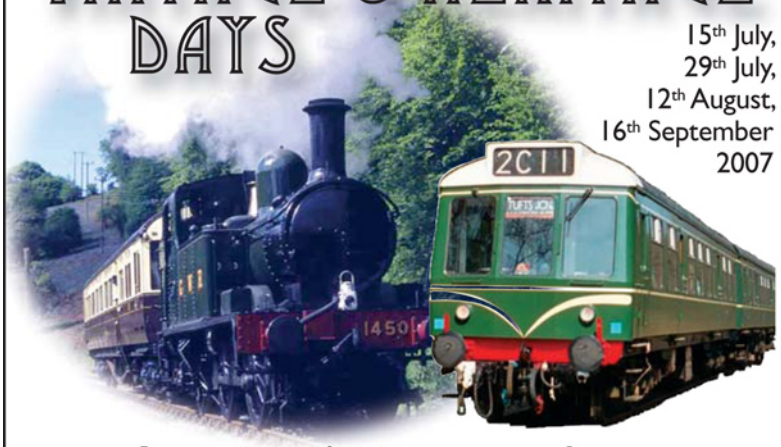

An opportunity to savour and compare typical rural branch line trains in the 1930s and 1960s, with half the line being worked by ex GW 0-4-2T 1450 with the beautifully restored auto coach 178 and half by BR class 108 heritage diesel railcar. You get the almost Victorian ambience of the auto train and the panoramic views from the 1960's railcar.

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ABOVE: On the Churnet Valley Railway, Driver Frank Dale looks on before bringing the line's Class 47 No. D1842 and ballast wagons from under the sand hopper at WBB Minerals Oakamoor Sidings, during a photographic charter on 2 July. *David Gibson*

Funding for SVR, but damage is much worse

This week got off to an excellent start for the Severn Valley Railway, with the announcement of a major funding package from the local regional development agency Advantage West Midlands (AWM) and the European Regional Development Agency (ERDA).

Allied to an excellent response to its own flood disaster appeal, which had exceeded £150,000 by 12 July, it was looking as though events were turning in the railway's favour.

The AWM and ERDA funding package is worth £1.5 million, £1 million of which will go directly to repairing the flood damage on the railway with a further £250,000 being provided towards completion of The Engine House project at Highley. Additionally, and in recognition of the importance of the railway to local tourism and economy, AWM will provide a further £250,000 for marketing and publicity to aid the recovery of the area and the important tourist industry specifically.

However, conditions on the ground continue to deteriorate, due mainly to further continuous and heavy rain throughout June and into July. After the deluge on 19 June, it was an enormous undertaking just to survey the whole length of the line within the railway's boundary, as for several days certain sites were simply inaccessible due to damage to the surrounding infrastructure.

Having got to grips with the extent of the problem within its boundary, the railway gradually realised that significant problems existed away from the line and to establish the extent of these concerns an aerial survey has been conducted. This has revealed that embankments have slipped in areas remote to the railway, but still likely to impact upon the railway in the future.

For instance, the aerial survey showed that a 40-foot high embankment north of Northwood Halt, near Bewdley, had slipped by several feet taking mature deep-rooted trees with it. As a consequence, residents living above the railway in the area, now have a superb uninterrupted view of the River Severn. The survey has identified several other areas of concern, all remote from the line, which will require detailed civil engineering assessments to determine the full extent of the problems.

Ironically, there is a view that some of the problems identified that are remote to the railway may well have been the result of the significant rainfall since 19 June, which otherwise may well have remained unseen and dormant, awaiting the next storm to cause further mayhem.

The impact of these developments is immediate, with the reopening from Bewdley to Arley now certain to be delayed further. But, the major impact is cost: a staggering £2 million is now the current estimate which means even with the local funding arrangements there is still a shortfall to be met. This can only serve to emphasise the importance of the railway's own flood disaster appeal and your contributions.

While the bill will be in millions, every pound donated still makes a huge contribution to repairing and reopening the SVR. The line has always received generous support from its friends, members and shareholders, and never more so is that help and support now needed.

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 £150,000 but is a small fraction of the £2 million plus, that is needed. You can donate quickly and easily online through the official SVR website.

Click here to donate now!

ABOVE: Visiting the Spa Valley Railway from South Devon is Class 25 No. D7612, seen arriving at Groombridge with the 19.20 Tunbridge Wells West - Birchden 'Real Ale Train' on 7 July. *David Staines*

Devon visitor for Spa Valley

The South Devon Diesel Traction group has provided a second visiting diesel locomotive to the Spa Valley, following the visit of Class 20 No. 20118 last summer.

It is the first visit of a two-tone green mainline diesel since the preserved line opened. No. D7612 was delivered to Tunbridge Wells on 3 July and worked its first trains on 7 July, forming the 17.00 Tunbridge Wells West – Groombridge and 17.30 return 'Real Ale Trains'.

The '25' will be in action at the line's three-day diesel gala on 3-5 August, following which it will work on selected days on the 17.00 ex-Tunbridge Wells working before it returns to Buckfastleigh at the end of October.

Bittern returns to steam

After a prolonged restoration and some technical issues that prevented its mainline return on 7 July, Gresley-designed 'A4' Pacific No. 60019 *Bittern* has returned to passenger traffic.

The locomotive was in public service for the first time at the Mid-Hants 'End of Southern Steam' event on 7-8 July and should be on the mainline in August.

BELOW: Back in steam and at the head of a passenger service, LNER 'A4' Pacific No. 60019 *Bittern* steams upgrade from Ropley on the Mid-Hants Railway on 7 July. *Brian Morrison*

125th Anniversary for Bluebell

The Bluebell Railway will be celebrating the 125th Anniversary of the opening of the line from Lewes to East Grinstead on 11/12 August.

A total of nine locomotives including one visitor will be involved operating to an intensive timetable. Buckinghamshire Railway Centre's 'E' Class Metropolitan Railway 0-4-4T No. 1 will be the visitor, remaining with the Bluebell for around three weeks and should be working with the line's recently restored 'Chesham' set. Lakeside & Haverthwaite Railway-based 'Fairburn' 2-6-4T No. 42073 will not be attending due to, we understand, financial reasons.

David Shepherd was a visitor on 10 July to publicise his forthcoming art exhibition being held in the Bessemer Arms at Sheffield Park on 14/15 July. On show will be some paintings he produced during the last days of steam at Nine Elms and Guildford.

It is also now confirmed that contracts were exchanged concerning the purchase of Imberhorne Cutting at the end of June and that the way is now clear to proceed with the proposed share issue, which is likely to be launched in early autumn.

Exported BR Mk2 coaches get the New Zealand touch!

In recent years, a number of redundant British Rail Mk2 coaches have been exported to New Zealand, while some have been refurbished, repainted and entered traffic, others have undergone a full makeover.

A total of 18 coaches have been remanufactured to form SW series carriages, with only the frames remaining of the original vehicles and nearly everything else being removed, the new coaches being constructed around the remains.

All the work is being carried out by Hillside Railway Workshops in Dunedin, New Zealand. Twelve of the coaches are 64-seat SW cars; there are three SWS 37-seat cars with servery and wheelchair hoists, and three SWG 37-seat cars with generator and luggage compartment.

The vehicles are currently entering service and all should be in use by November this year. The workshops at Hillside are still working on remanufacturing the remaining vehicles.

Once all the rebuilding work has been completed, the coaches are formed into basic four-car sets consisting of types SWG-SW-SWS-SW, but can have up to three additional SW cars added to make up to a seven-car set. They are used on the 91km commuter runs between Masterton (in Wairarapa) and the country's capital of Wellington.

The rebuilt carriages will be an improvement to the commuters on this run, as the existing fleet of 'A Series Carriages' (basically unrebuilt ex-BR Mk2s) are approaching the end of their working life. The new carriages feature GPS Controlled Air Conditioning that automatically switches to 'recirculate-mode' just prior to entering the tunnels and back to 'fresh mode' on exiting tunnels, as well as GPS-activated audible station announcements and station display signage at both ends of each vehicle. The interior of the new-look coaches is a mixture of airline-style seating and pairs of seats facing each other across tables. Where the railway benefits on this route is through a 5½-mile-long tunnel beneath the mountain range that splits Wellington and Wairarapa. For road users, a single highway windes over the top. However, this is commuter country and many residents of Wairarapa commute to work in Wellington, bringing a large amount of business to the rail system. As a result, the new-look ex-BR Mk2 fleet will provide increased standards of comfort and ride quality once fully introduced. When all the sets are in service is it likely that there will be a seven-car set, a six-car set, and a four-car set.

With many thanks to Bruce Scott and Warren Reeves for their help in compiling this article.

ABOVE: New Zealand DC class locomotive, DC4398 is pictured during a test run of four of the ex-BR Mk2 vehicles that have been heavily rebuilt in New Zealand. Originally built as a EMD G-12A by General Motors Diesel, London, Ontario, Canada, equipped with a 12-567 diesel engine, the vehicle was rebuilt by Clyde Engineering, Australia into a G-22AR, equipped with a 12-645 engine. *Warren Reeves*

BELOW: The rebuilt coaches bear no resemblence to their former BR Mk2 careers! Each vehicle is also fitted with swing-plug doors, while the window positions have been dramatically altered to provide panoramic style views.
BOTTOM LEFT & RIGHT: The plush and airy interiors to the rebuilt vehicles. *All: Bruce Scott*

Modern 4-car stock introduced on Meitetsu Railway in Central Japan

Words and photographs by Jeremy Hunns

Although Japan is best known for the Shinkansen, with a rail network of over 27,000km, there is much else of interest to the railway enthusiast, particularly the multitude of private railway companies.

One of the largest of these is the Meitetsu railway which operates a 445km network in and around Nagoya in central Japan.

As well as being one of the largest of the private railway companies (excluding of course the 'privatised' Japan Railways) it is also one of the oldest, tracing its origins back to the Aichi Basha Tetsudo or Aichi Horse Tramway Co. of 1894 (Nagoya is situated in the Aichi Prefecture hence the name).

The Meitetsu Railway runs on 3'6" gauge track with the majority electrified at 1,500V dc with current collection via overhead wires. Top speed on the network is 120km/h.

One of the great pleasures of travel by train in Japan is that many of the local and inter-urban trains boast a full forward view in the manner of the first generation diesel multiple units here in the UK. Although this facility has been lost on the latest multiple units for the express service to the airport, it is more than made up for by screens at the end of each coach above the vestibule door, which project both the forward view and the speed!

A number of the older units were specifically designed to provide a completely uninterrupted forward view rather in the manner of an observation car. The 1982-built 7000 series Panorama Express units achieve this by locating the driver's cab at roof level and although in widespread use today, these stylish units are believed to be scheduled for withdrawal in the next few years.

The 1984-built 8800 series Panorama DX units provide an uninterrupted forward view at one end only, by locating the driver much lower than is normal with the seats arranged above him.

It is interesting to note that the latest four-car units introduced for the service linking Nagoya with the new Central Japan International Airport, manage to incorporate a fully functioning inter-unit corridor connection that can be hidden behind sealed doors when not in use, thereby producing a much neater front-end than is achieved with UK train designs.

ABOVE: A pair of the latest four-car EMUs in traffic on the Meitetsu Railway, with No. 2105 on the rear, leave Tokoname station with a Gifu to Central Japan International Airport service on 24 June.

BELOW: A Meitetsu Railway 8800 series Panorama DX unit calls at Tokoname with a service to Central Japan International Airport. Note the raised passenger saloon at the front of the unit with the observation window and the driver located at low level.

Steaming forwards ... 40 years after the end

40 years to the weekend, several of the UK's heritage railways commemorated the end of steam on the Southern Region.

Very few, if any, of the enthusiasts present on 9 July 1967 could ever have imagined that not only would Southern steam live on, it would return with a vengence to the mainlines out of London Waterloo and Victoria.

By the evening of 9 July 1967, orders received from London, advised that all steam locomotives were to be at Weymouth or Salisbury shed ready for withdrawal and scrapping. The final steam-hauled service on the Southern being worked by Merchant Navy No. 35030 *Elder Demster Lines* on a Weymouth - Waterloo return diagram. Inevitably, not all locomotives did finish as required. West Country Pacific No. 34102 *Lapford* for example still being at Eastleigh shed on 10 July! The locomotive soon met its fate however, being dragged to Salisbury that afternoon.

Yet 40 years later, enthusiasts young and old were out in force on the National Network, the Mid-Hants, the Bluebell and the Swanage Railways to commorate the 40th anniversary of the end. What is perhaps more remarkable is that these celebrations didn't include just one or two Southern Pacifics, but several! With the likes of *Bodmin, Canadian Pacific, Clan Line, Wadebridge and 92 Squadron* all in steam and the stars of the show.

The Mid-Hants Gala took things a step further and created several scenes of the past, not only with appropriate engines and operations, but by the condition of the locomotives themselves. Coloured handmade smokebox number plates appeared on several engines, as 35005 *Canadian Pacific* became an un-named No. 35008 and 73096 became 73029, all thanks to the handy work of ex-Eastleigh shedman Ron Cover, who carefully created, painted and then fitted the late-1960s style smokebox plates to the locomotives.

Overall, the weekend of 7-9 July 2007 provided a remarkable insight into the achievements of the preservation movement in the last 40 years and brought the younger enthusiasts as close as they could get to the sights and sounds of Southern steam at work in the 1960s.

ABOVE: BR Standard Class 4MT 2-6-0 No. 76079 departs Swanage with the 09.50 train to Norden on 9 July. In the goods shed road is unrebuilt Battle of Britain class Bulleid Pacific No. 34081 *92 Squadron* from the North Norfolk.

LEFT: A regular sight on the Swanage branch in BR days was an 'M7' returning to Bournemouth coupled to a Bulleid on an 'up' London train. With No. 34081 *92 Squadron* piloting M7 No. 30053 on 7 July, the 09.30 from Swanage to Norden pauses at Corfe Castle for the 'down' train to pass.
Both Andrew P. M. Wright

RIGHT: The National Collection's ex-Southern Railway 'Lord Nelson' class 4-6-0 No. 850 *Lord Nelson* coasts through Sherborne in Dorset at the head of Steam Dreams Waterloo to Exeter charter. The first Maunsell-designed four-cylinder Lord Nelson 4-6-0 was introduced from Eastleigh Works in 1926 for working 500 ton trains at an average speed of 55mph. The prototype ran for some two years on trials with service trains while Maunsell satisfied himself that his handsome engine was reliable and up to expectations. The other 15 locomotives were ordered early in 1927 and delivered from Eastleigh in 1928/9. The last built, No 30865 *Sir John Hawkins* was the first of the fleet to be withdrawn in 1961, the remainder following within the next 12 months. No. 850 *Lord Nelson* is the only preserved example. *Nathan Rogers*

MIDDLE: SR Merchant Navy Pacific No. 35028 *Clan Line* approaches Eastleigh with 'The Waterloo Sunset' from London Waterloo to Weymouth via Basingstoke, Salisbury and Southampton. At Eastleigh the train set back into the yard and Class 66 No. 66145 was attached to the rear to haul the train to Weymouth, before No. 35028 returned the charter to London. This working was the only non-VSOE charter of the year to be worked by *Clan Line*. Designed by Bulleid, the revolutionary Merchant Navy Pacifics were introduced in the early days of World War II in 1941. After a welter of initial problems, footplate crews became familiar with them and it is claimed that the class steamed better than any other locomotive type in the UK. After Bulleid left the Southern Railway on Nationalisation, the fleet was entirely rebuilt without the air-smoothed casing. No fewer than 11 of the 30 that were built are currently preserved. *Walter Stamper*

BELOW: On 10 July, the Bluebell Railway held an evening photo charter featuring unrebuilt Bulleid West Country Pacific No. 21C123 *Blackmore Vale* and rebuilt No. 34028 *Eddystone*, the latter renumbered and renamed as 34021 *Dartmoor*. Here, the pairing are pictured at Kingscote, in passenger service on 10 July, commemorating the previous day's anniversary. *Peter Starks*

Mid Hants 40th anniversary of southern steam spectacular

ABOVE: Visiting the Mid-Hants Railway was Bulleid West Country unrebuilt Pacific No. 34007 *Wadebridge* from its usual home on the Bodmin & Wenford Railway in Cornwall. Here the locomotive climbs away from Ropley, through the trees proudly displaying 'The Cunarder' headboard and creating another scene long gone from today's railway network. *Dave Maloney*

BELOW: Crowds thronged the platforms at all stations along the railway all weekend. Here, BR Standard 5MT 4-6-0 No. 73096, complete with a specially produced No. 73029 smokebox number plate, arrives at Ropley with a Alresford bound train. The headboard was an original, carried by the last trains on 9 July 1967. *Ken Brunt*

ABOVE: Merchant Navy Pacific No 35005 *Canadian Pacific*, disguised as a nameless No 35008, approaches Ropley on the 15.40 demonstration breakdown train from Alton to Alresford on 7 July, as part of the Mid-Hants 'End of Steam' Gala.
Brian Morrison

MIDDLE: The 'End of Steam 40th anniversary' charter from London Victoria to Alresford on the Mid-Hants Railway is pictured between Medstead & Four Marks and Ropley on 7 July, headed by West Country Pacific No 34007 *Wadebridge* and Class 33/2 No D6593 (TOPS number 33208). The train arrived at Alton behind West Coast Railway's Class 37/0 No 37248, having been worked by Battle of Britain class No. 34067 *Tangmere* between Victoria and Guildford.

RIGHT: The railway's resident Bulleid Merchant Navy Pacific No. 35005 *Candian Pacific* was denamed and renumbered for the weekend as No. 35008 *Orient Line*. The locomotive, complete with one of the replica smokebox numberplates, specially made by ex-Eastleigh man Ron Cover, steams westwards with the 11.30 Alresford - Alton service on 8 July.
Both: David Warwick

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