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The Railway Herald

27 July 2007 Issue 93

The complimentary UK railway journal for the railway enthusiast

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The Railway Herald
Issue 93

Front Cover

The inaugural 'Scarborough Spa Express' of the 2007 season awaits departure time at Scarborough on 24 July. Due to operational issues, the advertised timings have been changed - see below. *John Whitehouse*

Back Cover

EWS Class 59/2 No. 59205 *L. Keith McNair* passes Wolfhall with a late running 12.40 Acton Yard to Merehead Quarry empty 'Jumbo' aggregates train on 6 July. *Richard Sulzmann*

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A look at the modern day freight scene around Aberdeen. *Page 21*

Submissions

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

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

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National Rail Timetable

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

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

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

ABOVE: The former RMC JGA hoppers have become a frequent sight on aggregate services from the Mendips along the Great Western Main Line during July following the cascade of the vehicles from the Peak Forest operation. On 19 July, Class 66/0 No. 66084 heads east near Maidenhead with a loaded rake of 11 hoppers on the Whatley Quarry - St. Pancras aggregate service. Of note is how the former RMC branding as been covered with a black diamond. *Don Gatehouse*

BELOW: Medite-liveried Class 66/7 No. 66709 *Joseph Arnold Davies* crosses Wearmouth Bridge, Sunderland, with 11.26 Tyne Dock to Drax Power Station coal service on 25 July. *John Lewins*

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

'Scarborough Spa Express' timings changed

Operational issues have caused Network Rail and the Railway Touring Company to dramatically amend the published timings for its 'Scarborough Spa Express' trains.

The inaugural service arrived at Scarborough around 45 minutes late on 24 July, despite having departed York on time at 09.30. The loss of time mainly occurred on the Harrogate loop section, resulting in a loss of path through Leeds and for the water-stop east of York station.

As a result, the new timings, provided opposite, give a slightly later departure from York with arrival in Scarborough being at 13.15, rather than the previously advertised 12.00.

Departure from the Yorkshire resort on the return journey remains as advertised at 17.00, giving an arrival back into York shortly before 20.15. The new timings are effective immediately.

OUTWARD JOURNEY

York		Dep. 09.44	Platform 11
Knaresborough		Dep. 10.15	
Harrogate	Arr. 10.24	Dep. 10.26	Platform 3
Leeds	Arr. 11.03	Dep. 11.30	Platform 9
York	Arr. 12.06	Dep. 12.09	Platform 5
Scarborough	Arr. 13.15		

RETURN JOURNEY

Scarborough		Dep. 17.00	
York	Arr. 18.14	Dep. 18.17	Platform 5
Leeds	Arr. 18.49	Dep. 18.52	Platform 8
Harrogate	Arr. 19.20	Dep. 19.22	Platform 1
Knaresborough	Arr. 19.29	Dep. 19.40	
York	Arr. 20.14		Platform 11

These timings come into effect immediately and have been supplied by the train operators - the Railway Touring Company

£10 billion investment announced by the Government for Britain's railways

A railway that will expand to carry at least 180 million more passengers over the next 30 years is said to be at the heart of the Department for Transport's rail White Paper entitled Delivering a Sustainable Railway that was published on 24 July.

Major cities around the country are to benefit from extra capacity - with the Government delivering 1,300 extra carriages in the years to 2014 with associated platform lengthening, power supply upgrades and increased depot capacity. Up to £10 billion will be invested in increasing capacity in this period. More than 150 stations are to be refurbished and upgraded at a cost of £150 million and this list is likely to include Bolton, Chester, Cleethorpes, Fleet, Northallerton, Stratford-upon-Avon, Twyford and Wolverhampton. Fare increases that are under Government control are to be limited (including Standard season tickets and Savers) to no more than 1% above inflation. A new simplified fares structure will introduce just four basic ticket types across the country. Principal details around the Network relate to the following:

ABOVE: As part of the Government's newly announced plans, £3.5billion will be spent on tackling overcrowing and extending the First Captial Connect Thameslink network. No. 319425 is pictured at Bedford awaiting departure for Brighton. *Brian Morrison*

Thameslink

This vital £3.5 billion project is designed to tackle overcrowding on some of the UK's busiest routes by enabling longer and more direct trains to run to more destinations, such as Cambridge to Gatwick. The work is to be undertaken in two phases, with significant extra capacity by 2011 in time for the London Olympic Games in 2012, with the full scheme completed by 2015. It will mean 12-carriage trains running 24 times an hour through central London instead of the present eight, reducing overcrowding on London Underground, and the route is to expand to new stations outside the capital. New Thameslink rolling stock is to be funded with 900 new carriages built and there is to be associated platform lengthening, power supply upgrades and increased depot capacity for the busiest routes. The bottlenecks at both Blackfriars and London Bridge are to be removed.

Birmingham New Street

A £120 million development has been approved to tackle overcrowding, with new rolling stock and a new station concourse that will be over three times its current size. The station was originally designed to handle 650 trains a day but is now handling over 1,250 every day. It is anticipated that work will start in early 2009 and be completed by early 2015. Further investment is to be made to tackle key congestion pinch points in the West Midlands and these improvements will help increase capacity - over 25% on peak hour services into Birmingham.

Great Western Mainline

A priority infrastructure investment of £425 million to alleviate the major bottleneck on the route at Reading is announced. New platforms are to be constructed, track layout is to be improved and new signalling installed. Reading station was first opened in 1840, and has been remodelled several times to accommodate new train services. This scheme involves at least four new 12-car platforms to increase both passenger and freight capacity, and the number of through platforms are also to be increased. Work is scheduled to begin in 2009, with the first benefits again coming in time for the Olympics.

North-West

A capacity increase of over 40% for peak hour commuter trains serving Manchester is announced and extra carriages are to be provided to lengthen many trains through Manchester and Liverpool operated by TransPennine Express, with a 30% increase in capacity on the north TransPennine route. The enhancements are planned from 2009, with all the extra capacity in place by 2014. Network Rail has been asked to tackle bottlenecks affecting the region by 2014. As a result, journey times between Liverpool and Manchester will be reduced to 40 minutes and fast services between Manchester and Leeds cut to 43 minutes.

North East

More coaching stock is to be provided for Newcastle suburban services and longer Trans Pennine Express trains will operate in the region. Passengers are also promised more punctual services with reliability improving to 92%.

East of England

This region will benefit from the £5.5 billion Thameslink modernisation scheme, which will increase capacity from Bedford to London by up to 70% by 2011, and extend to Cambridge, Peterborough and King's Lynn by 2015. Prior to 2015 additional capacity will be provided on existing services. The White Paper provides for an overall increase of 16% on routes operating in the area by 2014, with passengers on Inter-City and commuter trains having a performance improvement of 92/93% of trains on time.

East Midlands

Extra carriages are planned to lengthen some trains from Nottingham and Leicester, and services are to be more punctual with 92% of long distance and local trains on time

Operators will provide faster journeys on the Midland Main Line, with performance and reliability improvements in place by 2014.

Yorkshire

A capacity increase of over 50% for peak hour commuter trains serving Leeds is announced and additional capacity will be provided by lengthening trains on key routes operated by TransPennine Express, with a 30% increase in capacity on the northern section and extra carriages made available on Leeds and Sheffield suburban services. The enhancements are planned from 2009, with all the extra capacity in place by 2014. Bottlenecks in the Leeds and Manchester areas are also to be alleviated by 2014, with journey times on fast services between Manchester and Leeds cut to 43 minutes as a result.

London Freight

In addition to the improvements in passenger services, the Gospel Oak-Barking route in North London is to be enhanced for freight at a cost of £18.5 million. The scheme is designed to allow the line to transport more freight from key ports in the South-East, particularly from the recently approved Port of London Gateway. The upgrade will allow international 9ft 6in containers to be moved on the route as well as providing an alternative route for other freight movements around the Capital. In addition the line will be used during the construction works on the North London Line prior to the Olympic Games. This will mean that high containers from Felixstowe and Tilbury to the West Midlands, the North West and Scotland will still be able to operate during the disruption.

Elsewhere, in Wales, increased capacity for passengers in the Principality has been announced, including more than 20% extra into Cardiff at the busiest peak times by 2014. Both Cardiff and Swansea will also benefit from improved reliability and capacity on services to London as a result of the Reading project, which will allow the railway to accommodate at least 180 million more passengers a year nationally.

The South West is also to benefit from greater rail capacity and more reliable services and this will include extra carriages on services in the Bristol area.

News in Brief

■ A daily high-speed train operated by EWS Network is to operate from Scotland to Gloucestershire. The train, which will run with mineral water from Tesco to be distributed to people affected by the recent flooding, will operate into the MoD Depot at Ashchurch. The wagons, provided by Freight Europe, will convey thousands of bottles of mineral water, loaded each night in central Scotland for delivery to Gloucestershire the following day. The daily service from Mossend is running for Tesco, while a second daily service is also operating from London to Gloucestershire for Danone, the owner of a number of water brands including Evian. These emergency supply trains are expected to operate over the weekend and into next week, as work continues to restore tap drinking water supplies to the premises affected by the flooding.

■ Network Rail has announced the timings for its works at the Borough Market viaduct in South London; a key part of the newly funded £3.55 billion Thameslink programme, that aims to tackle overcrowding in London and the South East. Preliminary works will start at Borough Market Viaduct during 2008, with the main works taking place between January 2009 and October 2011. The preliminary work at the beginning of 2008 includes building an acoustic barrier to protect Southwark Cathedral, and building a temporary roof for the relocated section of the market.

■ The final Class 170 trip on South West Trains is expected to be the 18.45 Salisbury - Waterloo service on 28 July, formed of a Class 159 and No. 170308. The train attaches a further Class 159 at Waterloo, prior to working the 21.20 Waterloo-Salisbury, where the Class 170 will be removed.

ABOVE: The first of the wagons is lifted from the bridge near Ely, almost a month after the derailment occurred. *Network Rail*

Wagons finally lifted from rail bridge

Following the derailment of a Lafarge Aggregates service, operated by EWS, on 22 June while crossing a bridge over the River Ouse, between Ely and Soham, the complicated operation to remove 11 wagons safely from the bridge has begun.

Owing to the marshy Fenland location and the extensive damage to the bridge, Network Rail has had to build a 1.3 kilometer temporary road from the A142 to allow the crane on-site to perform the lift, which is expected to take at least two days to complete. The first wagons were lifted clear on 24 July, almost a month after the incident.

Around 20,000 tonnes of stone and plastic mesh have been brought in to build a stable and secure platform on which to place a 1,000 tonne crane and two smaller 250 tonne cranes to remove the wagons.

Network Rail Anglia Route Director Patrick Hallgate said: "Building a 1,000 tonne crane platform on deep boggy marshland is indicative of just what a tricky engineering problem the incident has created. Our engineers have been working really hard to get to this key phase of the recovery programme. Once the lift is complete, we can get on with clearing the river, rebuilding the bridge and getting passenger and freight services back up and running as soon as possible."

Network Rail says there is much work to do, and the complexity of the situation means that the infrastructure operator has yet to set a date for re-opening the line.

'One' services between Liverpool Street and Peterborough continue to start and terminate at Bury St Edmunds, with a bus replacement service in operation between Bury St Edmunds and Ely. Passengers for through journeys via Peterborough are advised to use Ipswich to Cambridge and Central Trains services forward to Peterborough. Journey times are being extended by up an to hour. Ipswich - Cambridge trains are unaffected by the problems.

ABOVE: Engineers work to separate the derailed wagons on the bridge in mid-July. *Network Rail*

More French expansion for EWS as ESG sets up in Paris

Engineering Support Group (ESG), part of EWS, has announced that it is to expand into France.

The decision to expand into France follows increasing demand from mainland European railway operators for ESG's services and the success of operations in Britain. By having an office and workforce in Paris, ESG will be able to increase its work for these customers while continuing to expand in this country.

The company has proven ability in mainland Europe having modified the class 66 freight locomotive for operations in France. The company is also conducting a vehicle enhancement programme for the soon to be launched operator Grand Central, and is involved in a number of European and international railway projects.

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More timetable changes from FCC

First Capital Connect (FCC) has announced further changes to timetables, following customer feedback.

In April this year, FCC announced the initial findings of the Cambridge and Peterborough Capacity Study and the company has now outlined further changes that will be come into effect from December 2008.

Overcrowding is one of the biggest issues facing FCC and its customers, and the company has a number of initiatives to deal with the issue on the Great Northern and Thameslink routes.

The Cambridge and Peterborough study, conducted by specialist external consultants and funded by the DfT recommends the introduction of a new timetable, the upgrading of infrastructure (longer platforms and upgraded power supply) and the introduction of additional coaching stock to increase capacity and match supply to demand more efficiently across the routes.

The changes make better use of the resources available to FCC, the initial timetable providing an extra 1,532 seats, which will now increase to 1,782 and in the evening peak the seats will increase further from 2,243 seats to a total of 2,493.

Some trains will now operate as 12-cars rather than eight and FCC is working closely with the DfT to secure an additional five units to operate on the route. In addition, work will be undertaken to assess the suitability of the platforms at Royston to accommodate 12-car trains. Some work may be required to extend the platforms. The changes will be implemented from December next year.

Northern Rail starts repainting Class 142 fleet

ABOVE: Class 142 No. 142023 is the first member of the class to be repainted into Northern Rail colours. The livery follows the similar style to that seen on the Class 150, 155, 156 and 158 DMUs, with the exception of smooth curved lines on the bodyside, rather than the sharper angled lines and pictorial panels. Here the set calls at Burscough Bridge while working a Southport - Alderley Edge service on 22 July. *Fred Kerr*

Final stage of Waverley redevelopment commences

The redevelopment of Edinburgh's Waverley Station enters its final stage from 30 July, with work beginning on Platforms 8, 9, 10 and 11 following the successful completion of works on Waverley's other western platforms.

The £150 million upgrade, which includes four new platforms, extensive track remodelling and new signals, is on schedule for completion at the end of November this year.

The final stage of works will result in disruption to GNER services to and from Glasgow via Motherwell until 19 November, during which time GNER will be able to operate just one train a day in each direction between Edinburgh Waverley, Motherwell and Glasgow Central.

On weekdays, the TOC will continue to run the 07.00 service from Glasgow Central to Edinburgh calling at Motherwell at 07.14 and the 18.00 King's Cross service to Glasgow via Edinburgh and Motherwell. GNER will also operate one service in each direction on Saturdays and Sundays. All other services timetabled to call at Motherwell and Glasgow Central will start and terminate at Edinburgh Waverley.

However, additional commuter services are being provided by Virgin West Coast and First ScotRail to ensure a robust level of services during peak times.Virgin Trains will operate an additional weekday service to Edinburgh leaving Glasgow Central at 08.00, calling at Motherwell at 08.14 and arriving at Waverley at 09.14. First ScotRail will also operate an additional weekday service from Edinburgh Waverley to Glasgow Central, departing at 17.33, calling at Motherwell at 18.33 and arriving at Central at 19.02.

In preparation for the Airdrie-Bathgate Rail Link, electrification of the two remaining non-electrified tunnels to the west of Waverley station will take place during the 2007 Christmas holiday period.

Gloucestershire and Herefordshire are now hit by heavy flooding

With the British summer continuing to do its best to wreck the countryside, yet more flooding has occurred affecting thousands of homes and businesses around Gloucestershire.

Network Rail engineers having been working around the clock to repair the damage to the Cotswold Line between Oxford and Worcester, which has been hit by the unprecedented flooding in the region.

Services are not expected to resume for a least two weeks as engineers remove debris and start the huge task of rebuilding the railway. Embankments and cuttings, which have been washed away, will be rebuilt, damaged bridges repaired and track and signalling systems replaced before the railway can re-open safely.

The water has caused extensive damage at more than 20 sites in the area around Evesham and Moreton-in-Marsh. The line between Great Malvern and Hereford was closed due to significant flood damage at Ledbury, but services resumed on 24 July.

Network Rail

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A 'Wherry' successful partnership with 'one'!

The Wherry Lines Community Rail Partnership (CRP) that promotes the Norwich - Great Yarmouth and Norwich - Lowestoft lines were introduced to 'their train' at Great Yarmouth on 25 July, when 'one' Class 156 No 156407 rolled in from Norwich Crown Point Depot displaying the Wherry Lines CRP theme of 'Ride the Wherry Lines'.

The unit has been introduced with Wherry Lines logos and decals to promote the success of the Partnership, and representatives of the CRP, Norfolk County Council and 'one' were in attendance for the event.

The unit is the second 'one' Class 156 to be specially branded in this way, the first being for the 10th anniversary of the Bittern Line CRP.

In addition to the external features, the interior has new seat covers, carpets and Wherry Lines table designs, jointly funded by Norfolk County Council and 'one' railway.

ABOVE: Class 156 No 156407 arrives at Great Yarmouth on 25 July for its branding ceremony 'Ride the Wherry Lines'. The unit will be in use on 26/27 July for the many visitors to the Lowestoft Seafront Airshow. Note the Wherry Lines emblem on the cab-end connecting doors at both ends of the unit. The set was previously in Central Trains livery, having been moved from the West Midlands to 'one'.

ABOVE RIGHT: The interior has been given a new fresh look and the tables vinyled with a map of the routes covered by the Wherry Lines Partnership. *Both: Brian Morrison*

Loco-hauled for Dawlish Carnival

The world famous Red Arrows aerobatic display team will be making its 12th appearance at Dawlish Carnival Air Show on 16 August.

As a result of the large number of extra people travelling to the town on that day, First Great Western is to provide additional rail services to provide relief to the local trains.

Phil West, First Great Western special events manager says: "The huge popularity of the Dawlish Carnival Air Show creates a significant surge in the use of rail services on the day, so we are offering extra trains."

Although extra carriages will be added to as many trains as possible, additional services using 'topped and tailed' EWS Class 67s and Mk2 stock will depart Exeter at 09.40, 11.10, 12.52, 14.22 and 15.55 for Newton Abbot, calling at Dawlish.

Return workings depart from Newton Abbot at 09.40, 11.10, 12.52, 14.22 and 15.55, again calling at Dawlish.

GVA Grimley

ON THE INSTRUCTIONS OF
A RETAINED CLIENT

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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

Woolwich Arsenal breakthrough

Breakthrough of the 35 metre-deep tunnel extending the Docklands Light Railway under the River Thames from King George V station in North Woolwich to the point where it emerges into daylight near Woolwich Arsenal, was made on 23 July.

This was the second bore made for the two track extension, the first starting in April 2006 was completed in December 2006, this one being started in February this year.

The £180 million, 1.6 mile extension will be important in improving the London transport network in the run up to the 2012 Olympic Games and will also mean that people living in South East London will only have two stops from DLR Woolwich before reaching London City Airport.

Due to open in 2009, the extension will also provide a direct link from Woolwich to the City of London at Bank station.

RIGHT: **Staff on the outside climb to greet tunnelers on the inside after the breakthrough on 23 July.** *Brian Morrison*

Woodside Park upgrade starts

Work has started on the upgrade of Woodside Park station on the High Barnet branch of LUL's Northern Line.

The refurbishment will bring improvements such as an additional 39 CCTV cameras. an upgraded PA system and 10 new Help Points installed, together with new information indicator boards on the platforms.

Charity auction on Tyne & Wear

Tyne & Wear Metro's annual charity auction of items lost on the system and left unclaimed took place on 18 July in South Shields.

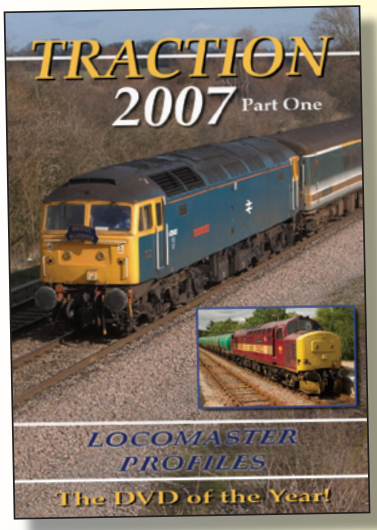
Many items went under the hammer, including a few sure signs that our generally miserable summer has hit home with travellers, some of the items including a bag of grass seed, a garden spade and a paddling pool! Other items for sale included 72 mobile phones, 22 scarves, 45 books, five MP3 players and a bicycle.

Announcing the latest addition to the 'Traction' series...

NEW

TRACTION 2007 – Part 1

Programme number 24 in the highly-acclaimed TRACTION series is once again packed with a fascinating assortment of locomotive workings as well as featuring all the major developments in the current motive power scene. Here's what's in store in what's guaranteed to be another action-packed addition to the series....



FREIGHT TRAFFIC & TRACTION: 47 840 *North Star* hauling the Millbrook-Coatbridge Freightliner and on various FGW stock moves, 37 411 + 37 425 on the Westerleigh-Robeston tanks, 31 128 + 31 454 hauling a rake of box wagons to Scunthorpe, 47 703 with Cornish china clay tanks, 37 087 on a Doncaster-Bescot departmental working, 20 310 'bonnet first' on a Grangemouth-Hamilton trip, 37 410 at Lostwithiel with a Tavistock-St Blazey freight, 47 813 with fuel tankers on South Humberside, 56 303 working a March-Doncaster ballast, 37 405 + 37 422 on the East Lancs 'ski jump' with ballast for the Manchester Metrolink, 47 843 hauling the diverted Willesden-Shieldmuir mail and Virgin Class 57s start on the Chirk timber.

PASSENGER TRACTION, RAILTOURS & SPECIALS: 47 703 plus 57 304 plus 57 301 help out the Penzance-Paddington sleepers, 73 201 on the last-ever 'Wessex' unit drag for SWT, 37 406 on Scotrail's Inverness sleepers, 47 805 + 50 049 on the last ATW loco-hauled rugby specials, 86 101 returns the main line, 40 145 ventures to Aberystwyth, Whitby and Stranraer, 37410 arriving at Falmouth Docks, Network Rail's 31 105 + 31 285 on the 'Bristol Coal Stone Haul', DRS' 47 802 ventures to Kyle of Lochalsh and the Far North Line, D1010 & D1015 on a double-headed departure from Minehead and London Underground's *Sarah Siddons* returns to traffic.

THERE'S ALSO: 73 136 + 73 204 on the Royal Ascot 'Queen of Scots', 2 HST power cars 'back to back' hauling a FGW HST set, triple-headed GBRf Class 73s on the Midland Main Line, 40 145 towing DRS acquisition 47 145 from Carnforth to Carlisle, 31 128 hauling FGW power cars to Brush, newly re-painted 47 840 *North Star* working a freight on the West Somerset Railway, 33 065 & 56 098 on Nene Valley freights, the final run of 47 575 on the East Lancs before being scrapped. There's also the return to traffic of 37 152 and D9016 *Gordon Highlander* at Peak Rail, 37 906 on the Severn Valley, 47 635 at Swanage and 47 768 at Barry.

Like its predecessors in this series, this action-packed programme will have a variety of locomotive classes to suit all tastes - accompanied by a lively and informative commentary from David Maxey. TRACTION 2007 - Part 1 will be released on DVD in early August priced at £19.95 (post free). To order your copy, either call our Credit Card Hotline on 01753 545888 or send a cheque or postal order to the address below:

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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
28 Jul-18 Aug	Jacobite	West Coast Rly Company	Fort William - Mallaig & rtn.	62005 or 45407
30 Jul-3 Aug	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029
30 Jul-3 Aug	Cambrian Coast	West Coast Rly Company	Machynlleth - Porthmadog & rtn	76079
31 Jul-2 Aug	Scarborough Spa	Railway Touring Company	York - Knaresborough - Scarborough & rtn	6233
6-10 Aug	Cambrian Coast	West Coast Rly Company	Machynlleth - Porthmadog & rtn	76079
6-10 Aug	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029
7-9 Aug	Scarborough Spa	Railway Touring Company	York - Knaresborough - Scarborough & rtn	60009
13-17 Aug	Cambrian Coast	West Coast Rly Company	Machynlleth - Porthmadog & rtn	76079
13-17 Aug	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029
14-16 Aug	Scarborough Spa	Railway Touring Company	York - Knaresborough - Scarborough & rtn	6233

INDIVIDUAL CHARTER SERVICES

Date	Operator	Traction	Route
28 Jul	ICMM	tbc	Guildford-Clapham Junction-Watford Junction-Nottingham and return
28 Jul	John Fishwick	40145 & 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
28 Jul	Past Time Rail	tbc	Hove-Havant-Fareham-Southampton-Westbury-Par and return
28 Jul	Pathfinder Tours	D1015 & Cl67	Class 67: Reading-Leamington Spa-Dorridge-Birmingham NS-Stafford-Preston D1015: Preston-Shap-Penrith-Appleby (break)-Blackburn-Wigan NW-Reading
28 Jul	RTC	60009	Manchester Vic-Shap-Carlisle (break/rev)-Appleby-Blackburn-Wigan-Manchester Vic
28 Jul	Vintage Trains	4936	Tyseley WR-Derby-Chesterfield-Pontefract-Church Fenton-York and return
29 Jul	Past Time Rail	6024 or 34067	**The Torbay Express** Bristol TM-Kingswear-Bristol TM
29 Jul	RTC	60009	Hull-Selby-Leeds-Keighley-Appleby-Carlisle and return
29 Jul	Vintage Trains	4965	Birmingham Snow Hill-Tyseley-Stratford-Upon-Avon and return (two trips)
01 Aug	Steam Dreams	34067	London (tba)-Clapham Junction-Woking-Bournemouth (pu/sd)-Weymouth and rtn
02 Aug	Steam Dreams	34067	London (tba)-Leatherhead-Chichester (pu/sd)-Romsey-Salisbury and return
04 Aug	Compass Tours	2x Riveria Cl47	Layton-Preston-Blackburn(pu)-Hellifield-Carlisle-Stirling-Dunblane and return
04 Aug	Hertfordshire	tbc	London KX-Srevenage-Peterborough-Edinburgh and return
04 Aug	Kingfisher	tbc	Hellifield-Appleby-Carlisle and return
04 Aug	Pathfinder Tours	6201	(Swindon-Cheltenham Spa-Preston-Carlisle (rev))-Carlisle-S&C-Preston ((rev) & rtn
04 Aug	RTC	60019	London KX-Potters Bar-Stevenage-Peterborough-York-Scarborough and return
04 Aug	RTC	60009	York-Leeds-Shipley-Keighley-Skipton-Appleby-Carlisle and return
04 Aug	Steamy Affairs	2x CR Cl47	Peterborough-Leicester-Birmingham NS-Wolvedrhampton-Aberystwyth and rtn
05 Aug	Kingfisher	48151	Hellifield-Appleby (sd/pu)-Carlisle (break/rev) and return
05 Aug	Past Time Rail	6024	**The Torbay Express** Bristol TM-Kingswear-Bristol TM
05 Aug	Vintage Trains	4965	Birmingham Snow Hill-Tyseley-Stratford-Upon-Avon and return (two trips)
07 Aug	Kingfisher	EWS Cl37/4	Ealing Broadway-Reading-Newbury-Hungerford-Taunton-Minehead and return
11 Aug	ICMM	tbc	Reading-Staines-Clapham Junction-Finsbury Park-Potters Bar-Skegness and return
11 Aug	Kingfisher	tbc	Hellifield-Appleby-Carlisle and return
11 Aug	NENTA Traintours	tbc	Dereham-Ely-Cambridge-Royston-Hitchin-Bournemouth-Wareham-Weymouth and rtn
11 Aug	Past Time Rail	6024	**The Torbay Express** Bristol TM-Kingswear-Bristol TM
11 Aug	RTC	60009	(Hull-York)-York-Leeds-Shipley-Keighley-Skipton-Appleby-Carlisle and return
12 Aug	Kingfisher	tbc	Hellifield-Appleby (sd/pu)-Carlisle (break/rev) and return
12 Aug	Past Time Rail	6024	**The Torbay Express** Bristol TM-Kingswear-Bristol TM
12 Aug	Vintage Trains	4965	Birmingham Snow Hill-Tyseley-Stratford-Upon-Avon and return (two trips)
15 Aug	Steam Dreams	850	London (tba)-Clapham Junction-Wimbledon-Woking-Weymouth and return
16 Aug	Kingfisher	EWS Cl 37/4	Derby-Leicester-Kettering-Wellingborough-Bedford-Eastbourne and return
16 Aug	Past Time Rail	34067	(Bristol TM-Bath Spa-Reading-Maidenhead)-Willesden-Eastbourne-Willesden (and rtn)
18 Aug	Kingfisher	tbc	'The Dalesman': Hellifield-Appleby-Carlisle and return
18 Aug	Kingfisher	tbc	Birmingham Intl.-Coventry-Princes Risborough-High Wycombe-Eastbourne and rtn
18 Aug	RTC	6233	York-Leeds-Shipley-Keighley-Skipton-Appleby-Carlisle and return
18 Aug	SRPS	61994	(Polmont-Falkirk Grahamston-Larbert-Stirling-Dunblane-Perth)-Perth-Aviemore-Broomhill (Strathspey Railway) and return
18 Aug	Steam Dreams	tbc	London (tba)-Chester and return (route to be advised)
18 Aug	Steam Dreams	4965&4953	(London Victoria-Clapham Junction-Staines-Richmond-Oxford-Banbury)-Banbury-Leamington Spa-Crewe-Chester-Crewe-Birmingham International-(and return)
18 Aug	UK Railtours	EWS Cl 67	London KX-Peterborough-York-Leeds-Carlisle (rev)-Tyne Valley-Durham-York and rtn
18 Aug	Vintage Trains	50049	Tyseley Warwick Road-Kettering-Bedford-East Croydon-Lewes-Eastbourne and rtn

Key to tour listings:

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

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

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

BELOW: Consecutively numbered Class 66s, Nos. 66099 and 66100 (pictured here on the rear) were provided as motive power for UK Railtours 'Suffolk Latch' trip on 21 July. Here, the train approaches Manningtree. *Charlie Robbins*

A washout for *Western Champion*

The severity of the flooding crisis in the Thames Valley has resulted in the cancellation of Pathfinder Tours 'Western Fellsman' tour on 28 July.

The train was booked to operate from Reading via Didcot and Oxford to Banbury with Class 52 No. D1015 *Western Champion* taking over the train at Preston for a northbound run over Shap and returning south via the Settle & Carlisle line, following a short break at the market town of Appleby.

The starting point of Reading involved picking up at key stations along the route northwards, which is currently closed due to severe flooding particularly between Oxford and Didcot.

At the time of writing, Network Rail was advising that the route would not re-open until 28 July, the day the tour was due to run.

It was not practicable to re-route the train, and because the tour was itself being used as a means of returning D1015 *Western Champion* back to the south, following a visit to the East Lancashire Railway, there are current no plans for the charter to be re-scheduled for a future date.

A Stanier encounter at York?

It should be an interesting morning at York on 22 August when *Sir William A Stanier* and one of his masterpieces should be in the area at the same time!

What that means in real terms is that Class 86/1 No. 86101 *Sir William A. Stanier* is due into York around 11.00 on a Totesport horse race-special from King's Cross with the Cargo-D Mk3 set in tow. Around the same time, No. 6233 *Duchess of Sutherland* should also be passing through York on a 'Scarborough Spa Express' working for the Railway Touring Company. What chance of a simultaneous arrival in York?

Kineton Pannier cancelled

Vintage Trains 'round the houses' charter with Pannier No. 9466 to Kineton on 9 September has been cancelled.

However, it is important to note that the evening 'mainline trial' from Shirley to Stratford-upon-Avon and return booked for 30 August will still go ahead.

There will be work for No. 9466 in the autumn according to Vintage Trains, which is currently finalising further charters for the latter part of this year.

ABOVE: Complete with full 'Golden Arrow' regalia, SR Battle of Britain Pacific No. 34067 *Tangmere* coasts, on the approach to Swanley on 25 July with a Cathedrals Express charter from London Victoria to Canterbury. *William Turvill*

Autumn programme unveils a busy period for Hertfordshire Rail Tours

Last week *Railway Herald* looked at Hertfordshire Railtours' expanding InterCity Merrymaker programme and this week it is the turn of its core 'Pullman' operation.

Having pioneered the 'Blue Pullman' brand prior to the demise of FM Rail, the company can now boast the equally comfortable Riviera Trains 'Great Briton' rake, which is very similar to the 'Blue Pullman' set, now owned by Cotswold Rail. In terms of traction, expect to see Victa Westlink-liveried Class 47 No. 47832 on most trains, together with another Class 47 operating in 'top and tail' mode.

The exception will be trains operating throughout 'under the wires' that often feature GBRf Class 87s. However, this is likely to change as soon as the AC Locomotive Group have its Class 86 No. 86401 *Northampton Town* up and running and ready to join stablemate No. 86101 *Sir William A Stanier*.

In terms of delivery, Hertfordshire continue to operate out of the company's 'heartland', the ECML corridor from King's Cross through to Peterborough, as well as looking to develop new catchment areas. An illustration of this is its 25 August train to Bath and Bristol that originates at Ashford and picks up at Tonbridge, Sevenoaks, Orpington, Bromley South and Ealing Broadway. Two other areas are being looked at, namely the Minehead – Taunton – Bristol corridor that features in its ICMM programme on 26 August to Canterbury, and from the East Midlands as evidenced by another ICMM working on 15 September from Nottingham to Minehead via the West Midlands. The importance of the InterCity Merrymaker brand in this process is well illustrated here, as it is an ideal vehicle with which to test the market.

While there are many familiar destinations featured in Hertfordshire's programme for the rest of the year, equally some new names certainly stand out.

Selling particularly well are the two trains to Bournemouth on 12 & 19 September which feature a cruise on the Paddle Steamer *Waverley*.

Also new, on 26 September, is a circular trip along the Cumbrian Coast, which returns via Shap. The 'Autumn West Highlander' this year operates over the weekend of 12-15 October and visits Oban and Stranraer from London Euston and travels via the WCML.

The company has also confirmed its commitment to the Severn Valley Railway in re-affirming that the booked 28 August train to Kidderminster (for the SVR or the Black Country Museum) will run as advertised.

This year there is a particularly good selection of trains covering the Christmas markets, which effectively start on 17 November with the 'Leeds Castle Festive Fair' and run through to 'The Rose of the Shires' on 22 December, the latter excursion being a Christmas luncheon trip commencing at London Euston and travelling via Kettering and Harringworth viaduct. Sandwiched in between are no less than 12 further trains which visit Festive Fayre's and Festivals, Carol Concerts or are a Christmas luncheon circular.

Hertfordshire over the years has gained an enviable reputation for quality and their programme certainly re-enforces this assertion.

Worth looking at further is Hertfordshire Rail Tours' dining fares, as many work out at less than £100 for a full English breakfast and dinner.

SPECIAL READER OFFER!

£5 off a day rover ticket on the Railway Touring Company's **SCARBOROUGH SPA EXPRESS** steam specials ... click **here** now!

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.

The company is kindly offering *Railway Herald* readers a special £5 discount on the £39 day Rover Ticket. This covers travel from York to Scarborough via the Harrogate Circle in both directions.

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. Click here for further information on the trains.

This represents amazing value if the full round trip is taken, providing some 200 miles of steam haulage for £34 Standard or £51 First with the discount.

HOW TO CLAIM THE DISCOUNT?

Readers can obtain the discount, either by booking online - click here to book now! - or by telephoning the Railway Touring Company on 01553 661500. In each case, to obtain the £5 discount on the day Rover Ticket price (normally £39 Standard and £55 First), simply quote offer code RHR over the phone or enter it in the appropriate discount code box on the booking website.

CONDITIONS

Please note this offer is only valid on the Railway Touring Company steam operated 'Scarborough Spa Express' trains during 2007. It cannot be used in conjunction with any other offer and is **not** valid on the associated 'Cumbrian Mountain Express' trains from York. Readers are advised to book early to guarantee seats, which are subject to availability on all trains.

The discount is only available on the day Rover Ticket.

The Week Ahead

Steam on the Settle & Carlisle again dominates the weekend programme of charters for 4/5 August.

No. 6201 *Princess Elizabeth* is to work south to Preston with a Pathfinder charter from Swindon, while No. 60009 *Union of South Africa* is due to work both ways from York for the Railway Touring Company, both on 4 August, followed on 5 August with Kingfishers' 'The Dalesman' featuring Class 8F No. 48151.

Compass Tours also utilises the S&C for its 'Pendle Scotsman' on 4 August from Layton and selected stations via Preston to Hellifield for an afternoon in either Stirling or Dunblane.

Hertfordshire head for Scotland from London King's Cross with a trip that takes in the Military Tattoo in Edinburgh. AC traction could well feature on this train.

Meanwhile, Heartland Rail operates its Gloucester to Penzance charter on 4 August, which was originally postponed due to the inclement weather.

On 5 August, the regular operations to Stratford-upon-Avon and Kingswear operate for Vintage Trains and Past Time Rail respectively, together with West Coast's 'Jacobite', that is now running seven days a week. In addition to 'The Jacobite', the following week sees No. 60009 *Union of South Africa* heading the 'Scarborough Spas' and No. 76079 working the every weekday 'Cambrian Coast Express', the latter commencing operations on 30 July and running through to 31 August.

Lord Nelson confirmed for summer trips to Scarborough

The Railway Touring Company has confirmed that No. 850 *Lord Nelson* will now appear on the Scarborough steam specials this summer.

The locomotive is scheduled to cover the 'Scarborough Spa Expresses' from 27-30 August and the 'Cumbrian Mountain Express' booked for 1 September.

However, the previous weekend's 'CME' due to feature No. 6233 *Duchess of Sutherland* has been cancelled, but No. 6233 is now confirmed as traction for the 'CME' on 18 August. It is also the possible replacement for Mid-Hants Railway-based, recently returned to steam, LNER A4 No. 60019 *Bittern* on 'The Hadrian' from York to Carlisle via Durham, and returning via the Settle & Carlisle on 8 September.

31s to Cumbria and EPS 37s to Folkestone!

Pathfinder has released outline details of future planned charters for the autumn, commencing with a 'spin-n-win' from Coventry to the North-East and particularly the Blyth & Tyne freight route on 13 October.

This is followed with a visit to both Folkestone Harbour and Dungeness with Eurostar Class 37/6s from Crewe on 20 October. Later highlights include Class 31s to Barrow-in-Furness Docks on 24 November, Class 37 traction to Skipton, Keighley and Leeds on 1 December and a pair of Class 50s to Lincoln and Barnetby on 8 December.

No. D1015 *Western Champion* has a booking on 22 December from Ealing Broadway to Weymouth and the year is brought to a close with a pair of Class 47s over the Settle & Carlisle.

Details of many of these tours remain to be finalised and *Railway Herald* will be providing the full details to readers as soon as possible, including details of the company's much anticipated 'Buffer Puffer' operations in conjunction with the end of the Silverlink franchise on 3 and 10 November.

ABOVE: On the evening of 24 July, LNER 'A4' Pacific No. 60009 *Union of South Africa* powers up the grade towards Micklefield, at Barkston Ash, with the return working from Scarborough via Leeds and Harrogate to York of the inaugural 'Scarborough Spa Express'. *Robin Patrick*

The Scarborough Spa Express

Every Tuesday, Wednesday and Thursday
24th July to 30th August,
plus Bank Holiday Monday 27th August

Steam hauled throughout.

TIMINGS REVISED FOR THESE TRAINS - SEE STORY ON PAGE 2

Departing:
York ..... 09:45 Harrogate 10:00
York ..... 11:00 Arriving Scarborough 12:15

Standard Class Day Rover:	Adult £39	Child £20	Family £110
First Class Day Rover:	Adult £55	Child £28	Family £150
Harrogate, Knaresborough to Scarborough Return:	Adult £38	Child £20	Family £104
Leeds to Scarborough Return:	Adult £37	Child £19	Family £99
York to Scarborough Return:	Adult £30	Child £15	Family £80

Other first class fares are available.
£5.00 Discount for Railway Herald Readers on a Day Rover ticket. Quote Code RHR.

The train will allow 5 hours for passengers to explore Scarborough and then return taking the reverse route. Tickets available online at www.railwaytouring.co.uk or phone 01553 661500.

ABOVE: On 21 July, Battle of Britain Pacific No. 34067 *Tangmere* powers through the Dorset countryside as it climbs past Sherbourne with a Minehead to London Victoria charter. The train returned south behind the Class 50 Alliance's No. 50049 *Defiance*. *Nathan Rogers*

BELOW: While rainy days are not conducive to good photography, there are occasions when they simply add to the scene and create an atmospheric photograph, as was the case here with LMS Princess Royal class 4-6-2 No. 6201 *Princess Elizabeth* departing from a steam covered Derby on 21 July with the Railway Touring Company's 'Scarborough Flyer' charter, bound for the Yorkshire resort. *John Whitehouse*

ABOVE: The first of DRS' Class 47 fleet to receive the new colours, No. 47802, was in use with the Cargo-D blue and grey-liveried Mk3 set on 24 July. The train, which had classmate No. 47237 on the rear, operated from Manchester Piccadilly to Brighton and is pictured passing Cow Roast, near Tring, on the WCML. *Chris Holt*

BELOW: On 19 July, the unique EWS Executive-liveried Class 67 No. 67029 was employed on a Northern Belle working from York to Oxford. Having arrived at its destination, the set then proceeded to Cocklebury sidings at Swindon to stable. The loco is pictured passing Highworth Junction, near Swindon, with the 16.05 Swindon to Oxford ECS working prior to returning to York. *Ken Mumford*

ABOVE: The regular scheduled weekend operation from Minehead to Bristol Temple Meads and return is now in operation, making use of Intercity-liveried Class 31/4 No. 31454 and black-liveried No. 31452. The train operates over West Somerset Railway metals as far as the junction with Network Rail at Taunton. Here No. 31454, complete with Butlins Express headboard, leads the 14.05 Bristol Temple Meads to Minehead service into Crowcombe Heathfield station. Interestingly, WSR Rover tickets are valid on this service within WSR boundaries and most Saturdays in the summer see an additional Diesel Diagram in operation on the heritage line, offering the prospect of three different locomotives in traffic. *Brian Garrett*

BELOW: During the recent 'T4 on the Beach' event at Weston-super-Mare, the Mk2 Class 31-hauled set was used on additional passenger services by First Great Western. No. 31454 heads an ECS working on 22 July past Bedminster Down on the western outskirts of Bristol, once the site of busy sidings. *Glen Batton*

ABOVE: Following the '50th anniversary of the Class 20s' event at Barrow Hill, HNRC-operated Class 20/9s Nos. 20901 and 20905 were used to power an 09.00 Barrow Hill - Heywood move, observed at Ravensthorpe on 20 July, returning Nos. D8020 and 20087 to the East Lancashire Railway. *Mark Allatt*

BELOW: On 21 July SWT-operated Class 73 No. 73109 *Battle of Britain - 75th Anniversary* pilots SWT's two remaining Class 421/9 3CIG EMUs Nos. 1498 and 1497 on a turning trip from Bournemouth via Fareham & Eastleigh, and is seen here departing Eastleigh bound for Bournemouth Depot. Of note is the fact that the 'blue and grey' liveried unit No. 1497 was driven from Fareham to Eastleigh with the ED on the rear. Lack of OTMR prevents the EMUs from running without assistance on the main line and it is thought this instance was only permitted as the line was clear between Fareham and Eastleigh. *Richard Sulzmann*

ABOVE: The DRS Class 37s used on the Network Rail/Serco test trains continue to reach parts of the network that other '37s' don't get to! On 25 July, Class 37/0s Nos. 37218 and 37259 were in use in 'top and tail' mode on the 04.19 Eastleigh T&RSMD to Derby RTC circuit via London Waterloo. The train is pictured awaiting departure from Platform 17 at Waterloo in a rare period of sunshine! *Nathan Williamson*

BELOW: DRS Class 37/0s Nos. 37259 and 37218 pass through Millbrook, Southampton, with the test train from Westbury to Eastleigh via Weymouth on 24 July in another period of sunshine! *Richard Sulzmann*

East Lancashire Railway celebrates 20th anniversary with naming

The East Lancashire Railway is celebrating the 20th anniversary of the re-opening of the Bury to Ramsbottom line during 25-29 July.

Starting the celebrations was the naming of a locomotive *East Lancashire Railway*, the plates having previously been carried by Class 37/4 No. 37418, are now firmly attached to the resident Class 40 No. 40145, now in the ownership of the Class 40 Preservation Society and repainted into 'large logo' blue for the occasion.

The naming took place at Bury and was performed by Mrs Dorothy Jones, whose husband, Trevor Jones was the East Lancashire Railway society chairman from 1974-2001 and sadly passed away earlier this year.

TOP: Having just been named *East Lancashire Railway* - with Trevor Jones Chairman 1974-2001 on a special crest above the plate, mainline-certified Class 40 No. 40145 powers away from Bury Bolton Street with the 17.00 service for Rawtenstall on 25 July.

RIGHT: Mrs Dorothy Jones proudly unveils the nameplate *East Lancashire Railway* and the plaque commemorating her husband, the much respected Trevor Jones who was one of the founders, and chairman of the ELR from 1974 to 2001, who passed away this year.

INSET: The crest in detail above the nameplate on No. 40145. *All: Chris Dixon*

G-WR latest heritage line closed by flooding

The disastrous British summer has once again hit steam railway operations, although thankfully not on the scale experienced by the Severn Valley.

With David Shepherd's 'Wildlife & Steam On Tour' exhibition taking place at Winchcombe, the weekend 21/22 July was expected to be a busy one for the Gloucestershire Warwickshire Railway.

Instead, services were suspended and the trackbed became a river.

On 20 July, a 'Footplate Experience' course was taking place with Modified Hall 4-6-0 No. 7903 *Foremarke Hall*, which was forced to turn back on the approach to Winchcombe on the second run as a torrent of water was running through the station.

During the heavy rain, a landslip blocked the line at Dixton cutting, while ballast was removed from the formation at Woodmancote/Bishops Cleeve.

After an early morning inspection, services were abandoned on 21 July – the first time the railway has ever had to close because of the weather.

Smart work by the railway's PW team in clearing the line and sorting out the electrics at Winchcombe, saw normal service resumed on 22 July.

ABOVE RIGHT: Winchcombe station on the Gloucestershire Warwickshire becomes more like a canal than a railway station as floods pour down the line from Greet Tunnel. *Neil Carr*

RIGHT: The new river at Woodmancote! Trains had passed over this line barely two hours earlier. *Colin Martin*

Remember you can always 'click' on an advert to go straight to the advertisers website!

GWR 5600 class reaches Kent!

GWR 0-6-2T 5600 class No 6695 is to make a brief working visit to the Spa Valley Railway this autumn.

The loco is owned by the 6695 Locomotive Group and is based at the Swanage Railway.

Built in 1928 at Armstrong Whitworth's Newcastle works, No. 6695 is to feature in the railway's 'Mainline Gala' weekend on 15/16 September when it will join another visitor, 9400 class 0-6-0PT No. 9466. Also featuring will be resident LMS 'Jinty' 0-6-0T No. 47493, BR Class 25 No. D7612 & BR Class 73 No. E6047.

A special timetable including late evening 'Real Ale' and 'Fish & Chip' specials will operate. No. 6695 is also booked to work all steam services on 22/23 September. With a 5MT power rating, the loco rescued from Barry in 1978, will be one of the most powerful steam locos to work on the Spa Valley in preservation.

Its visit will take the tally of visiting locos to the Spa Valley this year to seven.

KWVR carrys five millionth passenger

The Keighley & Worth Valley Railway is expecting to carry its five millionth passenger in early August.

Railway spokesman, Sam MacDougall, explained, "Clearly it would be an impossible task to track down our real five millionth passenger, so we decided to do the honourable thing and select a typical local visitor to represent the spirit of the occasion and to receive the presentation".

The five millionth passenger will be offered free travel for the day and will receive a large presentation ticket and a glass of bubbly in the line's award-winning bar car. A commemorative headboard will also be carried on the train.

Gala time and visiting locomotives for Foxfield Railway

The forthcoming weekend sees the annual Foxfield Railway gala event.

Four of the railway's own fleet will be joined on passenger and coal train duties by two guest locomotives, No.22 visiting from the Bowes Railway and *Asbestos* from the Chasewater Railway. Alongside these attractions will be a beer festival in the railway's own pub, the One Legged Shunter, which has recently received the 'pub of the month' award by the Potteries area group of CAMRA.

ABOVE: In a near perfect recreation of a rural colliery railway, Andrew Barclay built No.22 climbs Foxfield bank with a short coal train on 22 July. *David Fletcher*

Pontypool & Blaenavon gains centre-headcode Class 37

Wearing its weather-beaten Mainline Freight blue livery, Class 37/0 No. 37216 arrived at the Pontypool & Blaenavon Railway from EMR Kingsbury on 20 July, to begin a new life in preservation.

The locomotive was unloaded during the afternoon and connected up to allow the batteries to be charged. Two days later on 22 July, it was started for the first time and having cleared the turbo of the accumulated oil and water, the '37' proceeded to idle smoothly and quietly, with almost no visible exhaust.

It is hoped that No. 37216 will be running at the P&BR diesel gala on 28/29 July, although there is still much work to be undertaken on the loco.

The gala weekend will also see the first run of the Class 117 DMU in preservation, along with the Class 108 DMU and 205 'Thumper' units and some industrial locos.

BELOW: Shortly after being unloaded, Class 37/0 No. 37216 stands on the Pontypool & Blaenavon Railway on 20 July. *Mark Henderson*

Severn Valley hosts station gala as rebuilding costs top £2 million

ABOVE: Class 20 No. 20227 brings up the rear of a shuttle service to Kidderminster, while recently returned 2-6-0 No. 7325 and 'Hall' 4-6-0 No. 4930 *Hagley Hall* are on display in the adjacent platform. *Daniel Cartwright*

"This is our greatest ever challenge!" is the stark statement by SVR Chairman Michael York in a letter to shareholders this week, as the estimated cost of reopening the line pushes past the £2 million mark.

He refers to considerable additional problems now being faced, both as a consequence of a full survey of the line following the disastrous storm of 19 June and of subsequent further deterioration especially after even more heavy rainfall in the area.

In a new development, land above the railway at Northwood Halt is beginning to move, placing pressure on the SVR's embankment, causing cracks to appear. The railway embankment is now also beginning to move, with fissures appearing along roughly 120 yards of track as evidenced by disturbed ballast across the formation. This movement also poses a threat to the chalets below the line, which are being evacuated and the road closed for safety reasons.

The solution is to adopt a 'soil nailing' technique which has already been successfully used to stabilise the ground at Highley prior to construction of The Engine House. The damaged embankment will need to be pinned to the hillside in a major project which will take up to five months to complete and cost an estimated £600,000; this is in addition to previous estimates and now places the cost of repairs at 'well over' £2 million. It also has serious cashflow implications as it pushes back the re-opening to Arley until December.

On the ground, civil engineers continue to assess the damage and work out solutions, which often involve drilling bore-holes to establish the stability of the site. Operationally, to meet the demand for additional traction for engineering trains during the reconstruction of the line, three additional diesel locomotives have moved to the SVR. These are Class 73 No. 73101 from the Avon Valley Railway, and Class 20s Nos. 20188 and 20227 from Swanage and Butterley respectively.

Clearly, with further unsettled weather forecast and the land around the SVR already drenched and most likely still unstable in parts, the railway desperately needs all the support it can get. Offers of help continue to be received from all quarters of the railway industry, the most recent being an EWS/Network Rail initiative to deliver a set of Network Rail wagons to Kidderminster for use on engineering trains. The wagons have been provided free of charge by Network Rail, with the costs of delivery to the SVR and subsequent collection being met by EWS.

The chairman's letter also adds that the railway "is determined to press ahead with reinstating the Railway as quickly as possible but, to do so, we need all the help we can muster". Everyone can help, and individual donations remain a crucial element in contributing to the cost. Already over £220,000 has been donated but every penny more will be gratefully received. To donate direct, please click on the live link to the SVR Flood Appeal webpage below.

SVR Flood Damage Appeal

Your help is needed to fund the rebuilding of the Severn Valley.

The appeal fund currently stands at over £220,000 but is a small fraction of the £2 million plus, that is needed.

Click here to donate now!

Wirksworth gains 101 vehicle

ABOVE: Recently arrived Class 101 DMBS No. 51188 underwent a test run at the Ecclesbourne Valley Railway, Wirksworth, on 21 July, paired with resident Class 122 'Bubblecar' No. 55006, the unit working towards Idridgehay.

BELOW: The interior of the Class 101 vehicle has been restored to the same standard as the exterior. *Both: Richard Buckby*

DEAN FOREST RAILWAY
The Friendly Forest Line

The Magic of Live Steam!

Spend an atmospheric day on an old GWR branch line, travelling through the magnificent Royal Forest

Branchline Gala Day

Sunday 4th August 2007

❒ Ex. GW 0-4-2T 1450 working with delightfully restored Auto Saloon Coach 178 between Lydney Junction, Norchard, and Parkend, plus pannier loco 9681 hauling a classic Western branch passenger train.

❒ Demonstration freight train hauled by Class 14 diesel loco D9555 – the last locomotive built at Swindon Works and which actually worked these trains through the Forest in BR days.

❒ Frequent train services between 11.00 and 17.15.

Jazz, Swing & Jive to the famous Keith Little Band for a great evening of jazz and swing at Norchard station.

Starting at 19.00 on the same day, price only £5 adult, £2.50 child, including an optional rail trip through the forest to Parkend. Connecting trains from Parkend at 18.45 & Lydney Town 18.55, returning after the gig.
Real Ale and Hot Food will be available.

Sundays end March - October, Wednesdays and Saturdays June - September, Tuesdays & Thursdays in August, plus extra days during school and bank holidays.
Enquiries 01594 845840 www.deanforestrailway.co.uk

WD '8F' returns to steam at Keighley

ABOVE: WD '8F' 2-8-0 No. 90733 was built in January 1945 by the Vulcan Foundry at Newton-le-Willows as works number 5200. The locomotive was shipped to the continent and sold to the Netherlands State Railways where it became No. 4464, part of the 4300 class until 1953 when it was sold to the Swedish State Railways. Here the '8F' worked until 1956 when it was withdrawn and stored until repatriated by KWVR members in January 1973. The loco entered traffic later that year on the Worth Valley and ran until 1976, when it was stored due to its rundown mechanical state. The restoration to original as-built condition and extending the WD number sequence by one began in 1993 and the locomotive was officially returned to traffic on 23 July. Here No. 90733, looking and sounding superb, climbs away from Haworth with the 12.10 Keighley - Oxenhope service. *Richard Tuplin*

Bradford-on-Avon celebrates 150 years

GWR Class 5700 0-6-0PT No. 5764 was on static display in Bradford-on-Avon over 21/22 July as part of the town's 150 years of GWR Celebration.

While the loco was on display, it was in steam which allowed the whistle to be blown frequently!

LEFT: No. 5764 receives attention at Bradford-on-Avon on 21 July. *Les Gibbs*

Metropolitain Railway No.1 arrives at Bluebell

RIGHT: Normally resident at the Buckinghamshire Railway Centre, Metropolitan Railway 0-4-4T No.1 has arrived at the Bluebell Railway for a short stay. The locomotive is pictured in steam at Horsted Keynes on 26 July, while undertaking a number of light engine test and running-in trials. *Tony Sullivan*

Class 58 on railtour duty

On 7 July, Mercia Carters ran a railtour in Holland named 'That which survives'. The charter operated a circular tour from/to Rotterdam Centraal, departing at 08.51 to Lage-Zwaluwe, where a reversal took place to visit various freight sidings in the Moerdijk area.

The tour then retraced its steps for a visit to the freight terminal of Oosterhout before returning to Lage-Zwaluwe and reversing again to head to Dieren via Tilburg and another reversal at Utrecht Centraal. At Dieren, the train traversed the private railway to Apeldoorn before having to divert via the Amsterdam area back to Rotterdam due to signal problems in the Utrecht area.

ABOVE: A line up of power at Utrecht Centraal as Class 58 No. 5814 (ex-BR Class 58 No. 58038) is sandwiched by ACTS power in the shape of 1951-built electric Class 1250 Co-Co No. 1251 and diesel ex-SNCB Class 6700 Bo-Bo No. 6703.

BELOW: The crew of Class 58 No. 5814 run the loco around the stock at Dieren and prepare to couple to the back of the train for the run to Apeldoorn. *Both: John Thompson*

No cut in subsidy for US Amtrak service

In America, the House of Congress rejected moves by Conservatives on 24 July to cut the amount of subsidy received by Amtrak from taxpayers.

Amtrak is the sole long-distance passenger operator in the USA but despite a loss-making financial operation, survives because of the subsidy it receives. Despite attempts by the White House in recent years to cut the subsidies involved, the Amtrak operation has a large support from senators, in that it runs through almost every state in the country.

The House dismissed a move by a 328 to 94 vote to eliminate Amtrak's operating subsidies, it being argued that with subsidies of more than $400 per passenger on the money-losing routes, long-distance rail travel across the country no longer makes economic sense.

According to CBSNews, "The worst example, the iconic Sunset Limited train between New Orleans and Los Angeles, loses 62 cents per passenger mile, according to Amtrak's latest available monthly report."

The company receives around $500 million of subsidy each year from the US government.

Railfest event for Colorado steam line

The Durango & Silverton Narrow Gauge Railroad will be hosting its 9th Railfest event in late August.

The event, which takes place on 22-26 August, will hopefully see the return to steam of the 1895-built Baldwin Locomotive Works No. 315.

Restoration has been ongoing for several years and the railfest event should see the locomotive re-entering traffic in time to haul a special excursion.

Commemorative T-shirts and badges will be available to celebrate the weekend as will pint glasses from Steamworks Brewing Company with Steam Engine Lager and D&SNG Logos!

See www.durangotrain.com for further details

BELOW: A number of the European Class 66s are now gaining a 66 numbering scheme, one of which is No. 66-020, which is currently one of six 'Euro 66s' leased to Rail4Chem from MRCE. Here the loco passes Dordrecht Zuid with an intermodal service. *John Thompson*

Freight Focus
ABERDEEN

When thinking of freight hot-spots, the Aberdeen area probably does not come the highest on enthusiasts lists!

However, although little remains in terms of locomotive variety, the ubiquitous Canadian-built Class 66s now dominate everything, train consists, the types of goods moved and locomotive liveries all provide ample variety for both the enthusiast and the photographer.

Just a few years ago, while Class 37s and 66s were the preserve of freight, all were operated with just one operator - EWS. Today, the '66s' and occasional '67s' power the freights for EWS, together with intermodal operations for Direct Rail Services, cement for Freightliner Heavy Haul and mud oil for First GBRf.

The accompanying table provides details of passing times of booked freights in the

TOP: Local 'Enterprise' trip workings are used to move the ICA bogie slurry tanks to and from the loading terminal at Aberdeen, Waterloo Goods. The 'Turning back the clock' feature on Aberdeen in *Railway Herald* Issue 90 included a delightful picture taken at Waterloo Quay on 25 June 1957. Fifty years later to the day, EWS Class 66/0 No. 66102 provided a somewhat less evocative sight as it shunted the terminal sidings prior to taking a rake of loaded slurry tanks back to Aberdeen Guild Street, via Kittybrewster, for inclusion in the consist of the afternoon Mossend service.

RIGHT: The regular traffic that is conveyed by the EWS 'Enterprise' services that operate between Mossend and Aberdeen comprises the delivery of pipes from Hartlepool to Laurencekirk and the movement of imported clay slurry from Aberdeen to Irvine. On 20 June, Class 66/0 No. 66139 has only empty BTA pipe wagons in the consist of the 6D83 service returning to Mossend. It is seen just south of Inverkeilor in a patch of sunshine.

ABOVE: On 26 June, the morning 4A66 'down' service in the care of Class 66/4 No, 66415 has just departed from the loop at Laurencekirk, where it was held for approximately 25 minutes to permit two following Class 170 passenger services to pass. *All images by Don Gatehouse*

ABOVE: On 19 June, there was the only working during that month of the rake of Carless TUA tanks of mud-oil that operates from Harwich. Since the start of the contract in 2005, this petrochemicals traffic flow provides GBRf traction with representation on the Aberdeen freight scene. Having been recessed earlier at Dundee, Metronet-liveried Class 66/7 No. 66720 *Metronet Pathfinder* eases its train through Arbroath in the early evening on the final leg of its journey north. The locomotive remained stabled at Aberdeen until the morning of 22 June, when the discharged tanks were returned to East Anglia. This train is planned to operate approximately every 10-14 days, but its actual operation can vary from fortnightly to every six weeks!

sleeper service. These wagons are transferred to Aberdeen Guild Street for later inclusion in the afternoon Mossend 'Enterprise' service.

Montrose sees more sparadic use, mainly for occasional lime traffic from the North East.

Most of the freight into Aberdeen, a lot of which is intermodal operations in one form or another, in mid-2007 is handled at the EWS Guild Street facility, which is also used by DRS and First GBRf as well. Most movements in, out of and around the yard can be observed from the station platforms. Cement traffic arrives at Craiginches yard, just south of the city and cannot be observed from the station. There are a number of booked freight workings through Aberdeen station mainly to Dyce and Waterloo Goods. As a result, to view all the long-distance freight services that operate to Aberdeen, its probably best to head just south of the city - the area, but like the entire countrywide freight operation, there are a number of factors that can affect the running of freight and even though shown as a booked service, if the customer's demands do not require the train, it will not run!

Freight locations around Aberdeen are divided into two categories, city-based and external. The city-based sites are located at Craiginches yard (on the route south to Dundee), Guild Street, situated adjacent to Aberdeen station and Waterloo Goods, located to the north of the city on a short branch, which leaves the Aberdeen - Inverness route, at Kittybrewster. The latter name being familiar to many enthusiasts from the steam era, when it was coded 61A and home to a large steam depot, which closed in August 1961, with the last remaining locomotives being transferred to Aberdeen Ferryhill depot. Today the latter remains as the overnight servicing point for DMUs and GNER stock.

External sites are those still within the Aberdeen area, but located outside the Granite City. On the Aberdeen to Inverness route, a number of timber loading locations such as Inverurie, Huntly and Keith see little if any traffic in the current climate, but the development of a freight facility at Dyce, adjacent to Aberdeen Airport, is already bringing a small amount of traffic to the area. Once fully opened, it is thought that Guild Street Depot will close to allow the site to be redeveloped.

Working south of Aberdeen are terminals at Laurencekirk and Montrose. The yard at Laurencekirk takes delivery of fabricated pipes from the pipe mill at Hartlepool, that are used in the North Sea gas and oil industry. These arrive via EWS freight services and the empty BTA pipe wagons are normally collected by the EWS Class 67 locomotive that is used on the overnight passenger

ABERDEEN FREIGHT TIMETABLE
Booked workings - Summer 2007

Sunday
No Booked Services

Monday - Friday

Arr	Dep	Days	Code	Dep	Route	Arr		
09.29	09.35	WSX	6H50	09.24	Aberdeen Craiginches - Dyce Farm	09.51	EWS	Enterprise
11.04	11.11	MO	6A61	10.24	Laurencekirk - Kittybrewster	11.16	EWS	Pipes (1)
	12.18	WO	0A09	12.13	Aberdeen Craiginches - Waterloo Gds	12.37	EWS	LE
12.38	12.52	SX	6A08	12.19	Dyce Farm - Aberdeen Craiginches	13.02	EWS	Enterprise
	13.49	MO	6A66	13.00	Waterloo Gds - Aberdeen Guild St	14.03	EWS	Clay Slurry
	14.07	WO	6A09	13.24	Waterloo Gds - Aberdeen Craiginches	14.15	EWS	Clay Slurry
	16.14	SX	6H55	16.07	Aberdeen Craiginches - Dyce Farm	16.29	EWS	Enterprise
18.44	18.48	MWFO	6A26	18.25	Dyce Farm - Aberdeen Craiginches	18.58	EWS	Enterprise
	20.38	TO	0A21	20.21	Waterloo Gds - Aberdeen Craiginches	20.45	EWS	LE

Saturdays

Arr	Dep	Days	Code	Dep	Route	Arr		
	16.12	SO	0H56	16.00	Aberdeen Guild Street - Waterloo Gds	16.33	EWS	LE
18.44	18.52	SO	6A26	17.55	Waterloo Gds - Aberdeen Guild St	18.58	EWS	Clay Slurry
	19.04	SO	6A21	18.33	Inverurie DS - Aberdeen Craiginches	19.12	EWS	Enterprise

Notes:
(1) - This train is formed by a light engine from Aberdeen Guild Street (0A61 depart 08.56 Mondays only) and on arrival at Kittybrewster runs light engine to Waterloo Goods (0A66 depart 11.30) to form 6A66 to Aberdeen Guild Street.

LEFT: **Freightliner Heavy Haul provides the traction for the weekly cement train working that has operated from the Lafarge Cement Works at Oxwellmains to Aberdeen since 2002. During May and June this year, this service often operated twice each week. As well as possible increased demand from the oil industry, new freight terminals at Raiths Farm, near Aberdeen Airport, and Craiginches, that will enable the site at Guild Street to be vacated for redevelopment, have generated the need for additional workings. On a cloudy 27 June, Class 66/6 No. 66601 *The Hope Valley* passes Craigo with 24 loaded PCAs.**

stations of Stonehaven, Laurencekirk and Montrose offering a number of vantage points.

To assist enthusiasts, the current booked freight services are shown in the two accompanying tables for Aberdeen and Montrose stations It should be noted that additional freight can run in STP (Short Term Plan) paths and that if no traffic is available for the train, then the service could run 'light engine' to position the locomotive for its next operation. Likewise, any 'light engine' moves required to convey wagons, in the case of additional traffic for example, can operate with the headcode amended to a Class 6 train rather than a Class 0.

The development of Raiths Farm at Dyce will substantially change the freight scene around Aberdeen. In addition to the closure of Guild Street Depot, a redevelopment of Craiginches down yard is taking place which will provide space for further freight operations.

The Dyce development is likely to bring a range of new traffic with it, in the form of more intermodal demand and a flow of aviation fuel from Grangemouth refineries for Aberdeen Airport, the unloading facility for which is currently under construction. RH will keep readers up-to-date as the development at Dyce continues.

MONTROSE FREIGHT TIMETABLE

Booked workings - Summer 2007

Sunday

Arr	Dep	Days	Code	Dep	Route	Arr		
	13.15	SUN	4A11	10.38	Grangemouth - Aberdeen Guild St	14.03	DRS	Intermodal
	16.35	SUN	4N81	15.51	Aberdeen Guild St - Grangemouth	18.52	DRS	Intermodal
	18.09	SUN (Q)	4N83	17.22	Aberdeen Guild St - Grangemouth	20.52	DRS	Intermodal*

Mondays - Fridays

Arr	Dep	Days	Code	Dep	Route	Arr		
	08.19	FO (Q)	6L59	07.30	Aberdeen Guild St - Harwich PQ	02.04	GBRf	Mud Oil (1)
	11.12	MWO	6A65	05.50	Oxwellmains - Aberdeen Craiginches	12.12	FHH	Cement
	11.59	SX	4A66	08.40	Grangemouth - Aberdeen Guild St	12.48	DRS	Intermodal
	13.14	SX	6A30	10.22	Mossend Yard - Aberdeen Guild St	15.06	EWS	Enterprise
13.35	13.36	SX	6N65	12.48	Aberdeen Guild St - Grangemouth	17.01	DRS	Intermodal
	15.46	SX	4N79	14.56	Aberdeen Guild St - Grangemouth	18.56	DRS	Intermodal
	16.31	SX	6D83	15.42	Aberdeen Guild St - Mossend Yard	19.01	EWS	Enterprise
	16.40	SX (Q)	4N81	15.56	Aberdeen Guild St - Grangemouth	19.53	DRS	Intermodal*
	17.37	MWO	6B32	16.51	Aberdeen Craiginches - Oxwellmains	20.59	FHH	Cement
	18.19	SX (Q)	4N83	17.29	Aberdeen Guild St - Grangemouth	21.07	DRS	Intermodal*
	18.47	MO (Q)	6S60	23.30	Harwich PQ - Aberdeen Guild St	19.46	GBRf	Mud Oil (1)
	19.29	SX (Q)	6B33	18.46	Aberdeen Craiginches - Oxwellmains	23.57	FHH	Cement
	20.45	SX (Q)	4N69	20.02	Aberdeen Guild St - Grangemouth	23.11	DRS	Intermodal*

Saturdays

	11.54	SO	4A66	08.40	Grangemouth - Aberdeen Guild St	12.47	DRS	Intermodal
	13.14	SO	6A30	10.19	Mossend Yard - Aberdeen Guild St	14.58	EWS	Enterprise
	13.45	SO (Q)	4A11	10.38	Grangemouth - Aberdeen Guild St	14.32	DRS	Intermodal*
	15.47	SO	4N79	15.02	Aberdeen Guild St - Grangemouth	18.59	DRS	Intermodal
	16.35	SO (Q)	4N81	15.51	Aberdeen Guild St - Grangemouth	19.51	DRS	Intermodal*
18.20	18.22	SO (Q)	4N83	17.36	Aberdeen Guild St - Grangemouth	20.54	DRS	Intermodal*

Notes:
* - These paths are available to DRS for its Grangemouth - Aberdeen operations, but due to the need to make connections at Grangemouth to other services, it is highly unlikely for these paths to be used, except at times of high traffic demand or operational necessity.
(1) - This train usually operates once every 10-14 days.

TURNING THE CLOCK BACK

Southern steam at work in the late 1950s

Brian Morrison looks back at the variety of traffic and motive power in the final heyday of Southern steam

July has marked the 50th anniversary of the end of Southern steam. Following on from our coverage of the anniversary events that took place across several of the heritage lines, we look back to the better days of steam on the Southern, at the end of the 1950s.

The end of steam was just over the horizon and plenty of classes of locomotives from small tanks to the Merchant Navy Pacifics dominated passenger and freight workings, alongside the suburban electric services around South London.

ABOVE: West Country Pacific No 34106 *Lydford* hammers through Clapham Junction on 24 March 1957 hauling a Waterloo-Bournemouth express. In the background Class H 0-4-4T No 31553 shunts the yards.

BELOW: Ex LSWR Drummond T9 class 4-4-0 No 30310 drifts through Eastleigh station on 13 May 1958, heading a mixed freight from Bournemouth West to Nine Elms.

ABOVE: Schools class 4-4-0 No 30938 *St Olaves* emerges from Priory tunnel and prepares to stop at Dover Priory station on 24 September 1957, hauling a relief special to London Charing Cross.

BELOW: King Arthur 4-6-0 No 30454 *Queen Guinevere* approaches Vauxhall at speed on 4 May 1957, powering an express from Waterloo to Basingstoke and Southampton.

ABOVE: Leaving Blackboy Tunnel, betweem Exmouth Junction and St James Park in Exeter, N class Mogul No 31831 hauls an engineers' train consisting mainly of ballast wagons, on 11 May 1958.

LEFT: Having hauled the 2.13pm train from Lyme Regis, 0415 class 4-4-2T No 30583 waters up at Axminster on 11 May 1958 before making the return run.

BELOW: On a humble duty for the class, Lord Nelson 4-6-0 No 30861 *Lord Anson* awaits departure from Eastleigh on 13 May 1958 with the 14.00 semi-fast service to Bournemouth.

ABOVE: The 11.15am service from Exmouth to Exeter Central slows for the stop at Polsloe Bridge Halt on 11 May 1958, headed by BR Standard 3MT class 2-6-2T No 82010. Until 1952, the Exmouth branch was worked by M7 class 0-4-4Ts from Exmouth Junction shed. By the late 1950s, however, they had largely given way to the BR Standard 3MT 2-6-2Ts such as this one.

BELOW: Class U 2-6-0 No 31620 shunts wagons at Salisbury on 12 May 1958, prior to departing with a freight for Westbury. *All images by Brian Morrison*

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