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The Railway Herald

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The complimentary UK railway journal for the railway enthusiast

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The Railway Herald
Issue 96

Front Cover

A Metropolitan line train from Uxbridge to Baker Street approaches Harrow-on-the-Hill on 10 June 2007, formed of Cravens-built A60 Stock with Driving Car No 5084 leading. *Richard Tuplin*

Back Cover

Pounding up Goodrington Bank, 'King' class 4-6-0 No. 6024 *King Edward I* makes a splendid sight heading for Kingswear with the inbound 'Torbay Express' from Bristol Temple Meads to Kingswear on 11 August. *Chris Dixon*

Contents

New brand image for East Coast as National Express wins ECML *Page 3*

Colourful new look for East Midlands Trains franchise *Page 4*

ACLGs No. 86101 to be fitted with OTMR equipment. *Page 7*

Submissions

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

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

Publication

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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: Kingfisher Railtours operated a special from Derby to Eastbourne on 16 August utilising EWS Class 37/4 No. 37410. The train is pictured under the signal gantry at New Kew Junction running around 40 minutes late. *Chris Holt*

Eddie Stobart involved in merger with property fund company

The Stobart Group Limited is to be created through a proposed merger of the Westbury Property Fund Limited and Eddie Stobart Group.

A combination of road, rail and port's activities are well placed to serve a wide variety of customers.

The new, enlarged company will be known as Stobart Group Limited and will have net assets of over £250 million.

The merger brings together two companies, which see huge commercial and environmental benefits of combining road transport and storage with rail freight and waterborne transport systems. Westbury brings a port development site in Runcorn, a rail freight operating business and a rail terminal in Widnes.

Eddie Stobart has already dabbled in railfreight activity through its contract with Direct Rail Services. The big question is whether and how the rail activity will be expanded, as one of the Westbury subsidiaries is Westlink, the company involved in Victa Westlink Rail, a joint venture with Victa Railfreight.

■ ANNOUNCEMENT ■ ANNOUNCEMENT ■ ANNOUNCEMENT ■ ANNOUNCEMENT ■

Your chance to tell us what you think of the new-look!

***Railway Herald* has always been a magazine dedicated to the railway enthusiast. As such the three-man team here has always tried to give you, the readers, the things that you want.**

For 96 issues, and over two-and-a-half years, *Railway Herald* has been published in a PDF format. Several thousand of you receive this direct into your inboxes each week, while another several thousand download it from the website.

However, we are rapidly approaching the boundary of what can be achieved as a weekly magazine in a PDF format. As the magazine expands, so does the file size, and for a number of readers that causes problems, either because of the internet connection or because of the size of the inbox.

As a result, alternative digital formats have been looked at over recent months and after dismissing a number of options, we are pleased to announce a **'one-week'** trial.

This issue of *RH* has still been published in the familiar PDF format, but also in the proposed new format, to allow readers and advertisers to provide their feedback.

We want to know **YOUR** opinion, views and criticisms (hopefully constructive ones!). Everything from ease of use, to the on-screen quality and the double page view like a normal magazine. If the format is adopted, email subscribers would just receive a link to the magazine, removing issues of inbox size and large downloads, but for those who collect each issue - there is the option from the menu bar of the new style to download your own offline version. **Again** we are asking readers to try this and tell us what they think.

So please do click on the dedicated link below to the preview and advise us of your views on whether or not you like it.

The new format would provide us, as a magazine, with the ability to provide more to readers, removing the current limit on the maximum number of pages, providing video in page to enhance stories and allowing advertisers to provide rich media ads, including flash and video.

Without your feedback, the magazine does not know what is good and what is not as we only have our opinion! As a reader, no matter whether you've received this issue from us, from our website or from a friend, please do spare five minutes to browse the new version and give us a verdict.

Your opinion does count, so voice it!

To view the potential new-look to *Railway Herald*, simply CLICK HERE!

New brand image for East Coast as franchise goes to National Express

The decision as to which operator will be chosen to take over the East Coast Main Line franchise has been made in favour of National Express.

With Virgin Trains already operating London to Scotland services on its West Coast franchise and the financial problems encountered by GNER, it came as no surprise to some to learn that the joint Virgin/Stagecoach/GNER bid had not won the day, the decision going in favour of National Express East Coast Trains Limited (NXEC).

The new franchise commences on 9 December this year and runs through until 31 March 2015, although the final 17 months are dependent on pre-determined performance levels being reached.

Surprisingly, the premium being paid by National Express to the Department for Transport (DfT) over the life of the franchise is £1.4 billion in today's money (known as net present value - NPV). When GNER won the franchise in April 2005, its premium payments on the same basis came to £1.3 billion NPV, a sum which contributed to the franchise downfall. National Express will receive a £6.7 million subsidy for the year ending March 2008. From then onwards, the company will pay a premium for operating the route, starting at £84.7 million in the year ending March 2009, rising to £311 million in the year ending March 2015.

Under the new franchise, National Express will operate the current timetable until 2010. From December that year, the company aim to provide approximately 14,000 extra seats each weekday.

Included within the proposals are new two-hourly London - Lincoln and London - York services and NXEC aims to provide faster journeys, with London - Leeds reducing to just two hours, London - York in one hour 45 minutes, and a number of London - Edinburgh trains completing the journey in just over four hours 20 minutes.

ABOVE: A trio of GNER-liveried Class 91s and Mk4 stock line up at London King's Cross. Under the new franchise arrangements, National Express East Coast will be introducing a new brand image.
BELOW: The fleet of HSTs will be retained and the MTU re-engining programme will continue under the National Express operation. One of the HST sets powers north past Burn, North Yorkshire, with an Inverness service. *Both: Richard Tuplin*

Lincoln has not had a direct train to London since Intercity discontinued the through Cleethorpes - King's Cross service over 15 years ago. From 2008, it gains a morning Lincoln-London St Pancras with an evening return, operated by East Midlands Trains and the National Express service will commence additionally from 2010 with a two-hourly interval operation.

NXEC says it is committed to reducing its delay minutes by 29% by the end of the franchise and ensuring that nine out of 10 trains run on time.

National Express says it will launch a new simpler website that will highlight the cheapest tickets available and the expected seat availability on each train, as well as introducing smartcard technology by 2010. As part of the commitment, £7.4 million will be invested in upgrading stations and providing up to 2,000 more car parking spaces by the end of the franchise, with half of this figure being made available within the first two years.

GNER has been one of the leaders in wireless internet (Wi-Fi) on-board trains for a number of years, but until now, it has only been First Class passengers that have been able to use the system free of charge. National Express plans to change this, with Wi-Fi connectivity becoming free to all users.

The company has worked closely with Network Rail during the preparation of its bid, and says it will continue to work with Network Rail and the Office of the Rail Regulator to put in place extra services from December 2010, based on the conclusions of Network Rail's East Coast Route Utilisation Strategy. The new timetable could provide an increase in the number of weekday trains from 136 to 161, including five trains in each off-peak hour from King's Cross - two to Leeds, two to Newcastle (with half of those trains extended to Edinburgh, and some to Glasgow, Aberdeen and Inverness, as with the current timetable), and a fifth train running in alternate hours to Lincoln and to York.

The ECML will retain its purpose-built fleet of Class 91 and Mk4 sets with HSTs continuing to be re-engined with MTU power units. In addition, from 2010, the franchise will gain four rakes of refurbished Mk3 loco-hauled coaches. According to a DfT spokesman, these will be powered by Class 90 locos supplied by EWS. As a result of the lower maximum speed, 110mph instead of the 125mph of the Class 91s and HSTs, the Class 90s and Mk3s will be used on the stopping services, potentially on the new London to York operation.

In addition, the DfT is in the process of procuring the next generation of intercity trains under the Inter-City Express Programme (see separate news story) to be introduced across the network from 2014. A pre-series batch of the new trains will be introduced on the ECML from 2012 before production of the full fleet begins

NXEC will continue to manage 12 stations across the franchise, and the company says it will invest in improvements to lighting, toilets, signing, lounge and waiting facilities, cycle facilities and cleaning, painting and decorating. Stations that will receive improvements include: Newcastle, Grantham, Retford, Doncaster, Durham, Dunbar, Darlington, Wakefield, Peterborough and York.

On-train catering will be improved under plans by the new operator to provide an at-seat service for hot food through both First and Standard Class accommodation, although the number of trains with a full restaurant service will be slightly reduced, dropping from the current 88 trains on weekdays to 87.

News in Brief

■ At approximately 02.20 on 10 August, two wagons in the middle of a 24-wagon Freightliner intermodal service derailed on leaving Birmingham Lawley Street terminal at Duddeston Junction, Saltley. The train, which was destined for Grain, remained upright. Nobody was hurt in the incident and an investigation into the cause of the derailment is underway. The incident caused extensive damage to the track and disruption to local and national rail services during the day.
The derailed vehicles came to a stand blocking the route to the east of Birmingham heading towards Nuneaton and Leicester. The Crewe rail crane attended the site, arriving behind Class 60 No. 60053.

■ From September, passengers travelling through Fort William station can utilise brand new shower facilities as well as upgraded toilets, both thanks to a £750,000 investment between First ScotRail, Transport Scotland and HITRANS to refurbish the station and enhance its overall environment. Caledonian Sleeper passengers in particular will benefit, enabling them to take a shower before departing on the overnight service to London or to freshen up on arrival in the town. As well as passengers, the new facilities will be open for hill walkers, tourists, holidaymakers and cyclists. There will be five showers in total - two female, two male and one unisex disabled access shower, all individually contained for privacy. The shower rooms will be fitted with hairdryers and vanity units with shower gel and shampoo dispensers available in each cubicle. Admission will be free for First Class passengers and will cost £3.50 for all other users, the service including provision of fresh towels. The toilets have been fully upgraded to provide a more modern and fresh look and include baby-changing facilities.

The new colourful look for East Midlands Trains

ABOVE: An artist's impression of how the new Stagecoach East Midlands Trains livery would appear on the current Midland Mainline Class 222 Meridian fleet. With East Midland Trains, London Midland and Cross Country Trains all launching on 11 November and each bringing their own new brand and livery to the regions, the colour of the East and West Midlands is expected to change significantly over the next 12-18 months! *East Midlands Trains/Stagecoach*

DfT announces shortlist for Intercity Express project

The Department for Transport (DfT) has announced the shortlisted applicants for its Intercity Express Programme (IEP).

The three companies involved are Alstom-Barclays Rail Group, Express Rail Alliance (a consortium comprising Bombardier Transportation, Siemens, Angel Trains and Babcock & Brown) and Hitachi Europe Ltd.

The DfT hopes that the Intercity Express Programme will create a new design of train that will be lighter and more environmentally friendly than current long-distance trains. They will also be longer and capable of carrying significantly more passengers than current stock.

Rail Minister Tom Harris said: "We are developing a flexible train that can be deployed on different lines, in different lengths, and with different sources of power - so this train can operate wherever we need it in the future."

The Invitation to Tender will be issued to the shortlisted bidders in autumn this year. Proposals will then be received from bidders in summer 2008, with the award of the contract in winter 2008/09.

As agreed in the new InterCity East Coast franchise, signed with National Express, a pre-series batch of the trains will be introduced on the East Coast Main Line from 2012 with the full production of the fleet following on from the trials and feedback obtained with the pre-series sets. The first of the full production trains is scheduled to enter service from 2015, starting on the East Coast and Great Western Main Lines.

The new IEP vehicles are in addition to the 1,300 new carriages identified in the Delivering a Sustainable Railway White Paper. The White Paper also confirmed funding for Network Rail for all necessary investment to accommodate the new trains.

METRO & TRAMWAY NEWS ■ METRO & TRAMWAY

'Magpie Mover' launched!

Newcastle United season ticket holders are able to get a 'Magpie Mover' pass, which offers unlimited travel on all forms of public transport on the bus network, the Metro system, the Sunderland to Blaydon rail line and the Shields Ferry before and after this season's home football games at St James' Park.

Costing just £12.50 for the whole season from August to May 2008, the 'Magpie Mover' allows the holder limitless use of the Metro and bus network three hours before a game and for three hours afterwards.

St James Metro station is right next door to the ground where Newcastle FC (the Magpies) play.

Mobile wheel lathe introduced at Stratford

Tube Lines has introduced the UK's first-ever mobile wheel lathe.

The Hegenscheidt MFD lathe, located at Stratford Market Depot, will enable Tube Lines to ensure that all 3,528 wheels on Jubilee line trains stay perfectly round!

At present, very slight flats can occur following sudden braking and these can hit rails hard, increasing the amount of maintenance required and sometimes creating a slightly bumpy, noisy ride. Wheel lathes are already used elsewhere on the Underground but the installation of one at the Stratford depot has been complicated by archaeological relics in the foundations, as typical wheel lathes require excavation below normal ground level.

The monastic remains were discovered when the depot was built in the late 1990s and forced architects to revise where they placed the main depot building. The mobile lathe overcomes these problems.

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Business as usual at LUL, promises Mayor
RMT threatens action if Metronet jobs are lost
Tories call for probe by National Audit Office
John Laing to sell Chiltern Railways and its stake in London Overground
Watchdog urges government to consider terminating First Great Western
Work on EARL to be suspended during review
Eurostar's full high speed timetable won't arrive until December
TfL gets new rail powers outside London area
Virtuality: ATOC loses Network Rail vote
Milestone reached at Heathrow Terminal 5: first look at London 's newest tube station

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VICTA WESTLINK RAIL

Machynlleth Train Care facility officially opened

The new Arriva Trains Wales (ATW) Machynlleth Depot officially opened on 13 August, transforming the former fuel point depot into a modern traincare facility capable of all levels of DMU maintenance and cleaning activities.

Machynlleth Depot was originally established as a steam shed around 1900. Years of servicing steam and later diesel locomotives and units resulted in the ground being heavily contaminated with hydrocarbons, in addition the existing trackwork was life-expired and the fueling facilities were no-longer compliant with modern standards.

Work on the new £3 million depot started in August 2006 with all of the existing permanent way being removed and the ground being dug down to rock level to clean up the site. Instead of removing approximately 3000 cubic meters of the excavated spoil material from the site, a strategy was agreed with the Environment Agency to deal with it on site.

As the seasons allow, the material will be sprayed with a membrane then covered with topsoil. A seeded mat placed over it will then allow grass to grow on it. In turn the microganisms, with the help of sunlight, water and oxygen will naturally start to digest the hydrocarbons in the stockpile and over the space of a year or two will render the materials clean, allowing them to be removed for further use locally.

The new facility has been constructed to house two, two-car DMUs and incorporates a multitude of current sustainability and energy efficient technologies such as solar heating for domestic hot water. A new fuel farm and fuelling system has been installed to speed up and aid fleet fuelling, and new oil tanks to serve the workshop have been provided along with a compressed air system.

The depot also has a designated area for train cleaning which is well lit and serviced by two static high pressure washers coupled to multiple point hose reels.

The 24 staff at Machynlleth will maintain all of ATW's 24 Class 158 DMUs, removing this work from Cardiff and providing extra capacity at Canton Depot.

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
18-31 Aug	Jacobite	West Coast Rly Company	Fort William - Mallaig & rtn.	62005 or 45407
20-24 Aug	Cambrian Coast	West Coast Rly Company	Machynlleth - Porthmadog & rtn	76079
20-25 Aug	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029
21-23 Aug	Scarborough Spa	Railway Touring Company	York - Knaresborough - Scarborough & rtn	60009
27-31 Aug	Cambrian Coast	West Coast Rly Company	Machynlleth - Porthmadog & rtn	76079
27-31 Aug	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029
27-30 Aug	Scarborough Spa	Railway Touring Company	York - Knaresborough - Scarborough & rtn	45231
3-7 Sep	Jacobite	West Coast Rly Company	Fort William - Mallaig & rtn.	62005 or 45407
3-7 Sep	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029
10-14 Sep	Jacobite	West Coast Rly Company	Fort William - Mallaig & rtn.	62005 or 45407

INDIVIDUAL CHARTER SERVICES

Date	Operator	Traction	Route
18 Aug	Kingfisher	tbc	**The Dalesman:** Hellifield-Appleby-Carlisle and return
18 Aug	Kingfisher	tbc	B'ham NS-Solihull-Leamington Spa-Bicester North-Thame Parkway-Eastbourne & 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	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
19 Aug	Kingfisher	48151	**The Dalesman:** Hellifield-Appleby (sd/pu)-Carlisle (break/rev) and return
19 Aug	Past Time Rail	34067	**The Torbay Express:** Bristol TM-Kingswear-Bristol TM
19 Aug	Vintage Trains	4965	Birmingham Snow Hill-Tyseley-Stratford-Upon-Avon and return (two trips)
22 Aug	Totesport	tbc	London KX-York-London KX
24 Aug	Past Time Rail	6024 &34067	Bristol TM-Taunton-Exeter SD-Plymouth (pu/sd)-Par and return
25 Aug	Compass Tours	2xRiveria Cl47	Holyhead-Llandudno Jct-Colwyn Bay-Rhyl-Flint-Chester-Carlisle and return
25 Aug	Hertfordshire	2xRiveria Cl47	Ashford-Orpington-Ealing Broadway-Bath Spa-Bristol TM and return
25 Aug	Kingfisher	tbc	Hellifield-Appleby-Carlisle and return
25 Aug	Pathfinder Tours	2xEWS Cl37	Eastleigh-Salisbury-Bath Spa-Newport-Llandrindrod Wells and return
25 Aug	RTC	6233	York-Leeds-Shipley-Keighley-Skipton-Appleby-Carlisle and return
25 Aug	SRPS	40145	Carlisle-Gretna Green-Annan-Dumfries-Kilmarnock-Fort William and return
26 Aug	Intercity	2 x Cl31	Minehead-Bishops Lydeard-Taunton-Weymouth and return
26 Aug	Kingfisher	48151	**The Dalesman:** Hellifield-Appleby (sd/pu)-Carlisle (break/rev) and return
26 Aug	Past Time Rail	34067	**The Torbay Express:** Bristol TM-Kingswear-Bristol TM
26 Aug	Vintage Trains	4965	Birmingham Snow Hill-Tyseley-Stratford-Upon-Avon and return (two trips)
27 Aug	Compass Tours	2xRiveria Cl47	Preston-Lancester-Oxenholme-Penrith-Carlisle-Perth-Pitlochry-Aviemore and return
28 Aug	Hertfordshire	2xRiveria Cl47	London Victoria-Clapham Junction-Richmond-Staines-Kidderminster and return
29 Aug	ICMM	2 x DRS Cl20	Barrow Hill-Chesterfield-Derby-Nottingham-Wainfleet-Skegness and return
29 Aug	Steam Dreams	tbc	London (tba)-Clapham Junction-Reading-Salisbury-Bath-Bristol TM and return
30 Aug	Vintage Trains	9466	'Pannier to Stratford': Shirley-Startford upon Avon-Shirley
31 Aug	Past Time Rail	EWS Class 37	Bristol TM-Weston Super Mare-Taunton-Exeter SD-Kingswear and return
01 Sep	ICMM	2xRiveria Cl47	Salisbury-Andover-Basingstoke-Slough-Canterbury East-Faversham and return
01 Sep	NENTA Traintours	tbc	Sudbury-Colchester-Ipswich-Ely-March-P'boro-Leeds-Harrogate-York and return
01 Sep	Pathfinder Tours	D1015	Swindon-Cheltenham Spa-Birmingham NS-Wolverhampton-Aberystwyth and return
01 Sep	RTC	850	York-Leeds-Shipley-Keighley-Skipton-Appleby-Carlisle and return
01 Sep	RTC	61994	Glasgow Queen Street-Fort William (loco-change)
		62005	Fort William-Mallaig-Fort William (train returns on 2 September)
01 Sep	SRPS	tbc	Ayr--Larbert-Stirling-Perth-Plockton-Kyle of Lochalsh and return

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.

Duchess for Shakespeare trains

Vintage Trains' Sunday 'Shakespeare Expresses' have been curtailed this year due to engineering work causing the season to end earlier than usual on 2 September.

However the company plan to make the last day of the 2007 season a memorable one by employing No. 6233 *Duchess of Sutherland* on both trains.

The 'Duchess' will already be at Tyseley as it is booked to work Vintage Trains 'Duchess Bristolian' the day before, which is scheduled to return to Birmingham via the Lickey Incline, the first such occurrence for a 'Duchess' on a revenue-earning train.

Steamy Affairs head to Cumbria

Steamy Affairs has tours to the Lake District on offer for 1, 15 and 29 September.

Utilising the Cotswold Rail 'Blue Pullman', each train runs to Oxenholme for coach transfers to either Windermere or the Lakeside and Haverthwaite Railway. Originating points are St Albans, Ashford and Colchester respectively.

Pannier deferred

The mainline test of Class 9400 0-6-0PT No. 9466 has been deferred from 30 August until Thursday 1 November.

The route remains from Shirley through to Stratford-upon-Avon and return.

BELOW: Riveria Trains Class 47/4s Nos. 47815 *Great Western* and 47847 worked an Intercity Merrymaker tour from Reading to Skegness on 11 August. Here the train traverses Allington Chord at Grantham, having run north from London along the ECML. ***Steve Philpott***

ABOVE: LMS 'Black 5' 4-6-0 No. 45231 is pictured awaiting departure time at Leeds with the 'Scarborough Spa Express' service to York and Scarborough. The locomotive is deputising for LMS 'Duchess' No. 6233 *Duchess of Sutherland*, which is currently banned from the Harrogate Circle after hitting a bridge a few weeks ago. *Richard Burrows*

Most powerful preserved mainline-registered locomotive undergoes OTMR fitment at Crewe

The AC Locomotive Group's Class 86/1 No. 86101 *Sir William A Stanier* is currently sidelined following the expiry of its temporary non-compliance certificate at the end of July.

This certificate allowed the locomotive to operate without OTMR equipment being fitted. However, it is now at the LNWR Works at Crewe for the installation of OTMR, and the work is expected to be completed by the end of this month, with testing and certification of the equipment being completed by early September, at which point No. 86101 will be ready to resume mainline work.

The cost of fitting OTMR is considerable, as it was subject to a special design, the locomotive operating with Class 87 bogies that added to normal installation costs. However, the advantage is that this design is now also compatible for installing similar equipment into the Group's other Class 86 locomotive, Class 86/4 No. 86401 *Northampton Town*.

Originally, it was intended to fund the costs of design and installation of OTMR in a joint venture with a third party, but this did not prove possible by the time the locomotive's temporary non-compliance certificate expired.

Having already invested heavily in the locomotive's restoration, Electric Traction Ltd made a decision to 'go it alone' in order to minimise the amount of time out of traffic, which otherwise could have been upwards of six months.

Looking into the future, the plan is to use income generated by No. 86101 to fund the installation of OTMR in No. 86401 so that the ACLG will then have a viable operating fleet that can deal with high-speed diagramming on both the west and east coast routes. This particularly applies to No. 86101, which is the most powerful preserved mainline-registered locomotive with a top speed of 110mph. This, together with a good acceleration capability, is a boon to train planners who now have to weave charters around the high-speed railway of today.

Enquiries for hiring the locomotive should be addressed to Glenn Edwards or Owen Hodgson at info@electric-traction.co.uk.

Kirklees Green Party returns

Kirklees Green Party plan to re-enter the railtour scene on 13 October with a 10-coach special from Ashton-under-Lyne to Brighton, picking up at Huddersfield, Mirfield and Wakefield and running via the East Coast route.

The company first entered the railtour scene in 1989 with DMU specials aimed at saving the Settle & Carlisle line, which was followed by six more years of railtour activity. Privatisation and the inherent complications of running tours caused the party to withdraw from the market in 1996. The attraction now is the package offered by the West Coast Railway Company in operating its tours.

For more details contact Clive Lord at 'Green Trains', 44 Upper Batley Low Lane, Batley WF14 0PP or phone 01924 472767

The Week Ahead

The August Bank Holiday weekend is predictably a busy weekend for charters, but in comparison with some weekends recently, not excessively so.

However, there are some significant highlights and perhaps none more so than a 'King' and Battle of Britain combination over the Tamar Bridge and into Cornwall on 24 August. Past Time is the organiser for Nos. 6024 *King Edward I* and 34067 *Tangmere* to operate from Bristol Temple Meads through to Par and return. It will be interesting to see the impact that this double-headed combination has on the South Devon banks.

Heritage diesels also feature strongly on forthcoming tours, commencing with now 'large logo' liveried Class 40 No. 40145 on an SRPS outing from Carlisle to Fort William on 25 August, which runs via the G&SW route.

On 26 August, Hertfordshire run an 'InterCity Merrymaker' from Minehead to Weymouth featuring a pair of Class 31s. On 29 August another 'InterCity Merrymaker' recreates the 'Jolly Fisherman' workings to Skegness of the 1970s and 1980s. DRS Class 20s feature on this tour, which starts at Barrow Hill and also picks up at Chesterfield en route to Derby. The EWS Class 37/4 fleet continues to feature strongly on railtour duties. Pathfinder employs a pair on 25 August from Eastleigh via Newport to the Central Wales line. Also on 25 August, Compass has a pair of Riviera Class 47s from Holyhead to Carlisle, running via the S&C.

The following week sees the last operations of both the 'Cambrian Coast Express' and 'Scarborough Spa Express', the latter operating additionally on 27 August. The 'SSEs' should have featuring No. 850 *Lord Nelson*. Unfortunately, No. 850 is out of gauge at the same bridge near Harrogate which No. 6233 'scraped' and so now 'Black 5' No. 45231 *Sherwood Forester* will again deputise.

'The Torbay Express' on 26 August should be hauled by No. 34067 *Tangmere*. Also operating on 26 August is Vintage Trains' penultimate 'Shakespeare Express' and Kingfisher's 'Dalesman' with No. 48151. This is also the final week of seven-day operations for 'The Jacobite', which reverts to Monday-Friday running from 3 September.

ABOVE: With the day's sunshine about to be clouded out, Central Trains' Class 150/2 Sprinter No. 150217 forms the 13.53 Birmingham Snow Hill-Worcester Shrub Hill local service as it arrives past the semaphore gantry at its destination on 6 August.

BELOW: Class 150/1 Sprinters Nos. 150102 and 150124, both in brand-new Central Trains livery, pass the delightful stub sempahore signals leaving Droitwich Spa on 6 August, forming the 13.57 train from Worcester Shrub Hill to Shirley. Both: John Stretton

RIGHT: On 11 August, Riveria Trains Class 47/4 No. 47805 *Talisman* passes Farnborough with NENTA TrainTours 04.50 Norwich to Weymouth charter.
Philip Marsland

BELOW: The past week has seen a pair of DRS Class 47s, together with the rake of company-liveried Mk3 coaches, working between Sunderland and London King's Cross, on driver training duties for Grand Central, in preparation for the start of its services in September. Class 47/4s Nos. 47501 and 47802 were used to work the train across from Wolverhampton Oxley to Newcastle Heaton in preparation for the first run, pictured here passing Dawdon on the Sunderland coast on its outward trip, on 12 August. Unfortunately No. 47501 sustained an underframe fire in the Peterborough area on the first run, and was replaced the following day by No. 47237, still in the original DRS colour scheme.
John Lewins

Farewell for No. 37219

Having been a resident at the Gloucestershire Warwickshire Railway for the 2007 season, Mainline blue-liveried Class 37/0 No. 37219 is to return to its usual base on the Chasewater Railway shortly.

Originally, the loco should have returned home via the Severn Valley Railway Diesel Gala, but the recent flooding problems on the SVR have caused the line to cancel its event.

As a 'farewell' to the locomotive, 'The Growler Group' along with the GWR diesel department, are planning two running days for No. 37219 on 6/7 October. Both days will see steam and diesel traction on alternate departures from Toddington, providing nearly 120 miles of Class 37 haulage over the two days!

Should No. 37219 be unavailable on the day, the group aim to have either No. 37215 or No. 37324 in traffic instead.

The Great Marquess for NYMR's 'Battersby Bash'!

The North Yorkshire Moors Railway's Autumn Steam Gala on 28-30 September, will be a celebration of 40 years of the railway in preservation and the 40th anniversary of the end of steam in the North East.

All of the 'big four' companies should be represented at the gala with a different theme on each of the three days.

Making its first gala appearance since returning to steam during the summer, after 26 years out of action, will be NELPG's NER 'Q6' 0-8-0 No. 63395, while one of the stars will be visiting LNER 'K4' No. 61994 *The Great Marquess*, which was used with LNER 'K1' No. 62005 on the 'Whitby-Moors Railtour' in 1965 that marked BR's closure of the through route between Whitby and Malton.

On 28 September, an LNER Day is planned with No. 60007 *Sir Nigel Gresley*, 'B1' No. 61264, 'Q6' No. 63395 and 'K4' No. 61994 in action, alongside Lambton tank No. 29. On 29/30 September, NYMR will play host to a number of freight locomotives, including 'Super D' No. 49395, S&D 7F No. 53809, GWR 0-6-2T No. 6619 and 2-8-0T No. 5224, working alongside the remainder of the fleet. Battersby - Whitby trains will be in operation, in addition to a Pickering to Whitby early morning and late evening return service.

Two separate steam hauled passenger trains will be in service on the Whitby branch on 30 September, believed to be the first since the end of steam that steam hauled services have passed on the line. Both 'B1' No. 61264 and 'K4' No. 61994 will be working separate trains between Whitby and Battersby.

With a total of over 14 locomotives, including resident and visiting engines, together with the LNER teak rake in use on NYMR services and demonstration freight trains, the gala should be one of the best line-ups from the railway in a number of years.

ABOVE: John Cameron's Scottish-based LNER 'K4' No. 61994 *The Great Marquess* is to be used on services out of Whitby in September. Here the locomotive heads north up the Highland Main Line through Blackfoot on 10 April this year. *Richard Tuplin*

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Two Deltics in a day!

The Deltic Preservation Society will be celebrating the 30th anniversary of its formation on 18 August, along with the 25th anniversary of owning two 'Deltics'!

To celebrate, agreement has been reached with the North Yorkshire Moors Railway for both locomotives to be in traffic on the scheduled diesel diagram. Current plans are for No. 55019 *Royal Highland Fusilier* to work the 10.50 Grosmont - Pickering and 12.20 return, with No. D9009 *Alyicidon* working the 13.50 Grosmont - Pickering and 15.20 return. Both trains are open to the public as well as DPS members. For those wanting to make the most of the day, a DMU service will operate at 08.45 from Pickering.

On both 'Deltic' services a DPS raffle will be held and a sales stand, including the new 25th anniversary limited edition mugs will be on the trains.

Wirksworth tests battery-electric locos for Tube Lines

Tube Lines, one of two companies responsible for operating and maintaining the London Underground, is currently testing a new Train Based Control (TBC) system, which will be introduced onto the LUL network in the coming years.

As part of the testing for this, 40 vehicles from TransPlant, the division of Tube Lines which deals with maintenance, are to be tested at Wirksworth on the Ecclesbourne Valley Railway over the next two years.

The first of these vehicles, one of the unique Battery-Electric Bo-Bo locomotives No. L53 has already arrived and begun testing, which has seen the vehicle traverse the EVR metals, including the steep Ravenstor incline.

ABOVE: Bo-Bo Battery Electric locomotive No. L53 arrives at Wirksworth while on test. Martin Miller

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Diesel action in Kent

ABOVE: The East Kent Railway's Class 09 No. 09026, currently being restored into BR green-livery as No. D4113 is pictured at Shepherdswell hauling 2EPB No. 5759 on 28 July. Also in action were the line's two MLVs, one of which, No. 68002 (alias NSE-liveried No. 931092) is pictured alongside.

LEFT: On the Spa Valley Railway, Class 25 No. D7612, visiting from South Devon, stands at Groombridge Junction with the 15.15 from Tunbridge Wells West. *Both: Neil Walkling*

BELOW: Class 73 No. E6047 assisted by Class 25 No. D7612 on the rear, works the 10.45 Birchden to Tunbridge Wells West service on 3 August, approaching Adams Well. *Jon Nye*

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ABOVE: An almost timeless scene at Rothley on the Great Central Railway as GWR 'Prairie' No. 4141 arrives with a Loughborough Central to Leicester North service on 27 July. *John Stretton*

£50,000 to release 'A4' trapped at Grosmont

Both North Yorkshire Moors Railway Enterprises plc and North York Moors Historical Railway Trust are seeking funds to once again allow the largest locomotives to visit by rail.

The planned visit by LNER 'A4' No. 60009 *Union of South Africa* for the LNER Festival earlier this year was unable to take place when it was discovered that Bridge 31 at Battersby on the Esk Valley line had insufficient clearance for locomotives of the height of an 'A4' to pass under safely.

Not only did this mean that certain guest locomotives could not visit the NYMR, it also effectively traps railway-based 'A4' No. 60007 *Sir Nigel Gresley* on the line. This proves a major problem for the locomotive, as the owners, the A4 Locomotive Society, are committed to run it on Network Rail as well as the NYMR. Even achieving the locomotive's loaded test run would be a challenge as moving large locomotives equipped with TPWS, OTMR and air brakes by road is an immensely difficult task.

Network Rail has worked closely with the railway and it is hoped that subject to site inspections a solution has been found to enable locomotives of 'A4' height to pass under the bridge. The urgency of the return of No. 60007 to the mainline, means that the NYMR is having to start the process to enable the work to go ahead before it has raised the £50,000 cost.

NYMR Enterprises plc will be funding the work and is looking to increase share sales under the 2006 share issue to provide the finance. For anyone who prefers to make a donation to the line's owning charity, the North York Moors Historical Railway Trust, this is also possible as long as it is made clear that the donation is in respect of the 'Battersby Bridge Appeal'. Any readers wishing to assist with this appeal should send donations clearly marked 'Battersby Bridge Appeal' to 12 Park Street, Pickering, North Yorkshire, YO18 7AJ. Details of the railway's share issue can be obtained from the same address.

The NYMR needs funding rapidly to ensure that the work can proceed in the next few weeks, if the site surveys confirm the current planned approach. Once the work is completed, not only will No. 60007 have ready access to Network Rail but the NYMR will be able to progress plans for future guest locomotives currently unable to visit the line. It is hoped that next spring may see the first fruits of the heightened access.

Whitby Endeavour!

NYMR services to Whitby are proving very successful, with trains loading close to capacity and income is persently a third-up on the planned figures to the end of July. Two coaching stock sets are currently operating, a four-coach set on early morning services, with a seven-coach set on the busier middle of the day trains.

The demand is such that Pickering carriage workshops are currently undertaking the modifications and certification necessary to add another Mk1 coach to the mainline fleet. TSO No. 5029 has been lifted from its bogies and will receive modifications to buckeye couplers and secondary door bolts, as well as undergoing the necessary inspections to join the mainline fleet as soon as possible, hopefully by mid-August.

The railway is currently working on its 2008 timetable, which will see increased operation of through trains between Whitby and Pickering. This will require further mainline approved coaches and the necessary work is one of the projects being funded from the 2006 share issue.

The share issue remains open, but will, under current financial sector rules, have to close by the end of November. Prospectuses are available from the NYMR at Pickering, telephone 01751 472508. A number of projects in support of both Whitby operations and the wider NYMR are being funded and additional initiatives are being added as developments permit.

Fresh appeal for 45015

A fresh transport and restoration appeal has been started for Class 45/0 No. 45015, the last member of the class to leave Toton in October 2002.

Currently resident at the Battlefield Line, the loco's previous restoration team has disbanded. Due to a requirement for more space at Shackerstone for the home fleet, the loco's owner has been joined by a group of enthusiasts and preservationists with the intention of moving the 'Peak' to a secure location for serious restoration to commence, with a view to return the locomotive to its as-built condition, with connecting nose-end doors fitted, as its original identity, D14. No. 45015 is unique among preserved Class 45s as it is the only surviving class member to have been outshopped with nose-end doors.

Currently, a choice of sites is being considered by the Group, details of which will be announced shortly.

The proposal is to transport the loco from Shackerstone by mid-September, and initially funds are sought to finance the move.

Pledges are urgently required and most welcome. A pledge form can be requested by e-mailing the admin officer at 45015fund@talktalk.net.

For those wanting more information, the Group's new website, which has recently been launched, is http://www.45015.org.uk.

Volunteer hurt in accident

A working member of the Dean Forest Railway was hospitalised after an accident at Lydney on 15 August.

The line's ex-Great Western Railway 'autocoach' collided with the gates over Hill Street in Lydney during the mid-afternoon, while they were being opened.

A Dean Forest Railway spokesman told *Railway Herald*: "A volunteer on crossing duty was hit by a gate and taken to hospital. All our thoughts are with him and we hope he makes a speedy recovery."

A normal service operated on the railway the following day.

SVR Diesel Gala back on

The good news is that the SVR Flood Disaster Appeal now stands at £350,000, which is a truly fantastic response.

The bad news is that with the Northwood Lane slippage still moving and more recent river damage at Sterns, the railway is still desperate for every penny which is donated. The situation at Sterns, although not believed to be as serious as at other sites, does mean that the northern re-opening from Bridgnorth to Hampton Loade could be delayed further. Meanwhile, the Northwood Lane situation will delay re-opening from Bewdley to Arley until the end of the year.

However, the railway refuses to give in to adversity and details are emerging about its now re-titled 'Mini Gala' weekend on 21-23 September. Although trains will only operate between Kidderminster and Bewdley, there will be no less that 35 departures each day from Kidderminster commencing at 08.55 and running through to 23.15. Six locomotives will be in steam and No. 4771 *Green Arrow* is confirmed to operate several trains with the 'Teak' set, alongside the three Tyseley 'Halls', the hire fees of which have been donated to the flood appeal. Fares are Adults £10, Senior Citizens £8 and Children £5.

Also, the Diesel Gala has been re-instated on 12-13 October. It is expected that newly arrived Class 20s Nos. 20227 & D8188 will feature along with Class 73 No. 73101. Class 37/9 No. 37906 and Class 50 No. 50049 *Defiance* will represent the home fleet along with Class 08s Nos. 3022 & 3937, which together with No. 12099, will operate a shuttle service.

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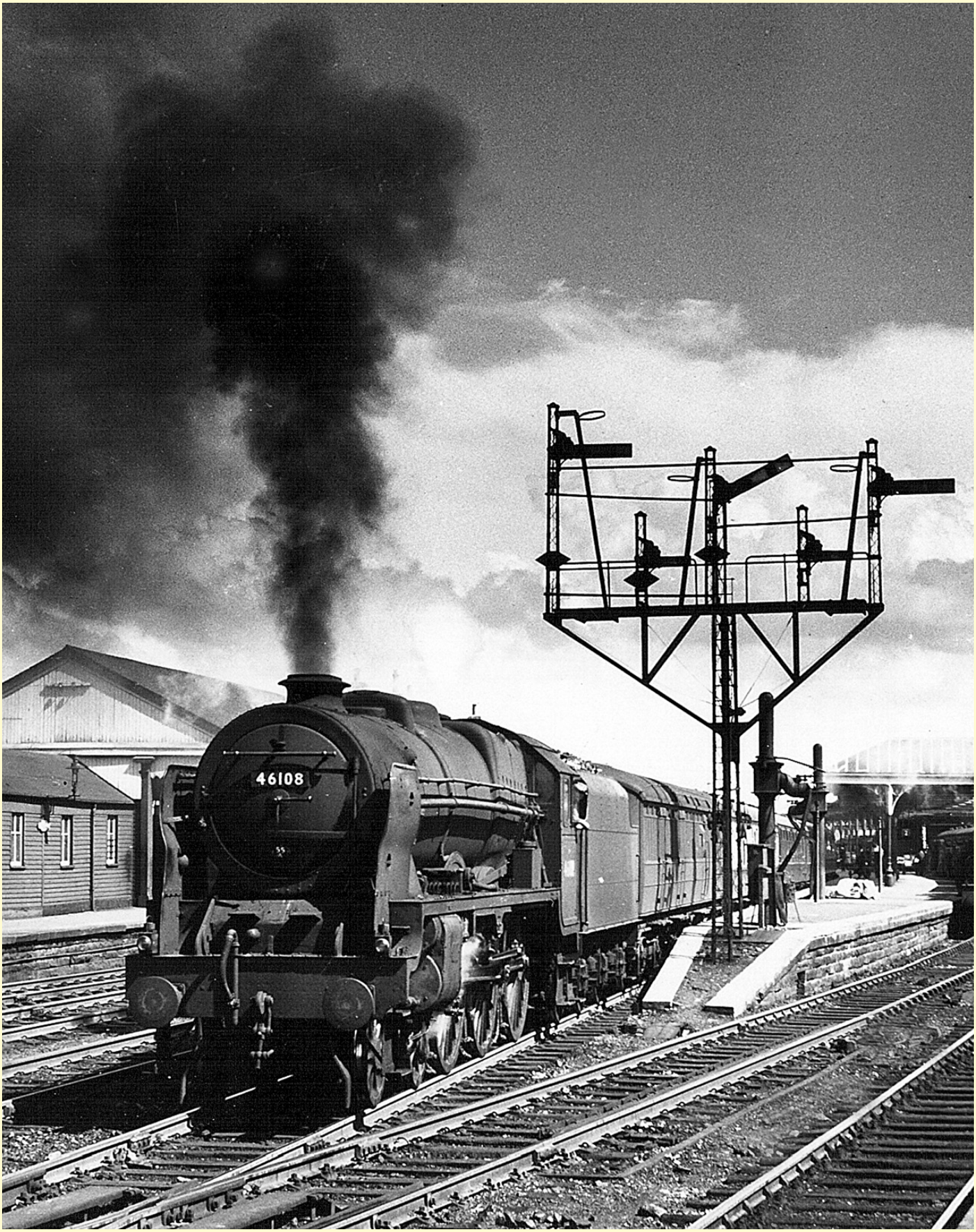
TURNING THE CLOCK BACK

Kilmarnoch on 27 June 1957

Brian Morrison looks back over a lifetime of railway photography to the UK rail scene in south west Scotland in the late 1950s.

BELOW: **Class 7P 'Royal Scot' 4-6-0 No. 46108 *Seaforth Highlander* restarts the 10.35am express from Leeds City to Glasgow St Enoch.**



Kilmarnock lies on the Glasgow & South Western route linking the Scottish city with Carlisle.

Currently, traffic on the route comprises DMUs on services between Glasgow Central and Carlisle, with other trains at Kilmarnock consisting of Stranraer workings via Ayr and local services from Glasgow via Barrhead. Freight is sparce, with some Anglo-Scottish coal using the route bound for the Yorkshire and Midlands power stations.

Just over 50 years ago, things were of course, much different, with 2P class 4-4-0s on the majority of the local services, freight in reasonable abundance and the express workings mainly in the hands of 'Royal Scot' 4-6-0s – and of course semaphore signals in abundance.

RIGHT: In exemplary condition, two ex-LMS Class 2P 4-4-0s from Hurlford (67B) and Ayr (67C) sheds, respectively, await departure from the bay platforms. No 40612 heads the 3.38pm to Ardrossan (Winton Pier) and No 40610 has the 4pm train to Heads of Ayr.

RIGHT: 'Black 5' 4-6-0 No 44892 from Carnforth shed (11A) hauls northbound tanks through the station.

BELOW: The 3.50pm train from Glasgow St Enoch to Dumfries approaches Kilmarnock, hauled by 'Royal Scot' Class 7P 4-6-0 No. 46117 *Welsh Guardsman*
All: Brian Morrison

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6024
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