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The Railway Herald

31 August 2007 Issue 98

The complimentary UK railway journal for the railway enthusiast

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The Railway Herald
Issue 98

Front Cover

Visiting BR Standard 9F 2-10-0 No. 92203 *Black Prince* departs from Weybourne on 25 August with a service for Holt on the North Norfolk Railway.
Steve Allen

Back Cover

On the Brecon Mountain Railway, 1908-built Jung 0-6-2WT *Graf Schwerin-Lowitz* approaches Pontsticill and heads for the northern terminus with the 16.00 service from Pant on 27 August.
Richard Tuplin

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Submissions

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

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

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National Rail Timetable

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

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

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

Merseyrail EMUs head to Crewe

ABOVE: Class 31/4 No. 31459 *Cerebus* hauls Class 507 EMUs Nos. 507013 and 507015 through Upton on 30 August, bound for Crewe IEMD. The train had originated from Birkenhead North depot and the EMUs are believed to be undergoing tyre turning at Crewe. It is believed that the current problems with the Merseyrail fleet are partially down to flange lubricator problems on the Wirral lines, the issues having overwhelmed Merseyrail's own wheel-turning facilities, hence the movements to Crewe. *Fred Kerr*

Hitachi Class 395 EMU moves to Ashford Depot

BELOW: The first Class 395 'Javelin' No. 395001 passes through Basingstoke on 30 August, hauled by EWS Class 67 No. 67017 *Arrow*. The train operated as an 'out-of-gauge' 21.26 Southampton Eastern Docks-Ashford service. Events like this serve to prove how far digital photography has come. This image being taken at 1600ISO! *Chris Wilson*

Station improvements through South Wales begin

Work has started at Pontypridd Station as part of a major investment scheme to extend 42 platforms across Wales.

Between 27 August and 1 September services will start and terminate at Taff's Well and a replacement bus service will operate to and from Taff's Well, Pontypridd, Aberdare, Merthyr Tydfil and Treherbert.

The Pontypridd station works are part of a thirteen million pound project to extend platforms to accommodate the future operation of longer trains, providing more seats on the busiest services. Network Rail has let two design and build contracts to take forward this work, with both being due for completion in Spring 2008.

Galliford Try will be extending 24 platforms at 15 stations on the Rhymney to Cardiff and Penarth route. The platforms are being lengthened to accommodate 6 carriage 20 metre trains, which require a minimum platform length of 124 metres. In addition, the siding arrangements at Rhymney will be remodelled to accommodate the overnight stabling of the additional rolling stock.

Amey Rail will be extending 11 platforms at 7 stations on the Treherbert to Cardiff route and 7 platforms on the Maesteg to Cardiff and Gloucester route.

Within the scheme, the works at Pontypridd provide the greatest engineering challenge. The preferred option involves slewing the northbound line and extending the platform over the current track bed.

New passenger and freight routes for Birmingham?

Birmingham City council leaders and the passenger transport authority, Centro, want to introduce a new 20-minute service on the south Birmingham Camp Hill line, with three stations at Moseley, Kings Heath and Hazelwell and new track from Sparkbrook, through Bordesley, to Moor Street.

The line closed to passenger traffic in 1941 and the scheme, estimated at £177 million, is so highly rated by the council that it has been put at the top of a list of Birmingham bids for cash from the Government's Transport Innovation Fund.

Currently it takes some 50 minutes to travel by bus and about 40 minutes by car from Kings Heath to the city centre at peak times.

Previous attempts to re-open the line fell foul of overcrowding problems at New Street station, but the latest plan takes advantage of the recent refurbishment and platform additions at Moor Street station.

The proposed plans are likely to find favour with the freight operators as well. EWS has long wanted to open a key freight artery through Birmingham without having to touch the city centre. Plans have been suggested previously to extend the current Stourbridge Junction to Round Oak line (currently open to traffic) to Pleck Junction at Walsall, then reopen the route from Ryecroft Junction through Brownhills to Litchfield City, thereby allowing freight traffic to bypass the city totally.

To allow the new passenger service via Camp Hill, it would almost certainly mean the removal of most freight traffic from the route, something that could only be done if an alternative option was provided.

Track and signal failures cause 1-in-8 trains to be late

More than one train in eight is running late because of track and signal failures, rail regulators have said.

According to the latest report produced by the Office of Rail Regulation (ORR), there are more than 1,000 track, points and signal breakdowns in the UK every week causing a large variety of delays; Inter-city services are defined as running late if they arrive 10 minutes after their scheduled time and for commuter services the threshold is five minutes. Passengers on the line from Paddington to South Wales and on commuter lines into London from the south have been the worst hit in recent months and performance in the West Country has also been well below par.

Should Network Rail fail to improve matters, there is likely to be pressure on the company's remuneration committee to slash the performance bonuses of its senior executives.

Another aspect of the delays has been the fact that Network Rail and train operators failed to take into account the wear and tear that the new generation of commuter trains into London from Kent, Surrey and Sussex would cause.

The new Electrostar and Desiro rolling stock, for the most part brought in to replace slam-door trains and provide a better service, are heavier and, as a result, have led to a rise in track failures.

ABOVE: Class 442 'Wessex Electric' No. 2424 was used on 31 August on a test run from Stewarts Lane depot to Three Bridges Yard on the Brighton Main Line. The set is pictured passing Clapham Junction at speed on the outward trip, with Class 73/1 No. 73136 *Perseverance* on the rear as insurance. *Chris Wilson*

New design showcased for Reading Green Park station

ABOVE: An artists impression of how the new Green Park station at Reading will look. *PRP Architects*

PRP Architects Ltd have designed the first privately-financed, new railway station in the South of England for some 50 years.

The Government gave the green light for the station last summer and PRP have been drawing up detailed plans since then. A planning application has been submitted to Reading Borough Council and trains could be stopping at the new Reading Green Park station by the end of 2008 if planning permission is granted later this year.

The proposal is for the construction of a highly flexible station comprising five carriage length platforms with canopies above and a station concourse and pedestrian bridge across the tracks.

A connected bus interchange includes a decked park and ride facility, a short stay car park, taxi drop-off, disabled parking facility, access road, landscaping and associated works.

News in Brief

■ Porterbrook has signed a contract worth £164 million to purchase 37 four-car Siemens Class 350 Desiro EMUs for the new West Midlands franchise. The new franchise, to be known as London Midland, having been awarded to Govia in June and will be operational from 11 November. The units will be capable of 100mph and will operate the London to Birmingham services on the West Coast Main Line. The parties are now working together on a contract to maintain the trains at the Siemens Northampton depot.

■ Work will commence early in September on the first phase of Aylesbury Vale Parkway station, the £8 million Phase One contract to deliver the upgraded railway line, signalling and platform having been awarded to Carillion. The works will begin with archaeological surveys being undertaken prior to the installation of a temporary haulage road from the A41 to the railway line. This will provide access for the contractor to the site. It is expected that the main works will then follow on in October, with the majority of the railway line upgrade, installation of a new signalling system and construction of the new platform and bay line scheduled to be completed by the end of May 2008. Some works associated with the signal design and commissioning will not be undertaken until later on in 2008 and they are due to be completed in November next year.

■ Passengers on the Island Line have been promised various station improvements thanks to a £200,000 investment. Stations on the eight-mile route will be repainted in the heritage colours of green and cream to enhance the line's status as a community railway. Additionally, Sandown and Ryde St Johns will have replacement shelters installed, while Lake station will have non-slip tread installed on the platform.

Lincoln resignalling scheme progresses on schedule

At the half-way point in a three-week blockade, work on the upgrade of the £55 million resignalling programme at Lincoln is on time for an on-target completion.

The work to upgrade the infrastructure and signalling at Lincoln is being completed in two phases, firstly during a three-week blockade of the station area, held over August 2007 and the second a six-week blockade in August 2008.

The first phase was mid-way through as this report was written and centered around the replacement of a large amount of the non-pointwork infrastructure, specifically the station platform and through roads, and the freight loops to the west of the station, between East and West Holmes signal boxes. In addition, four crossovers have been installed around the current signalling system in preparation for phase two and these will be locked and clamped out of use until their implementation next year. Only one crossover has been removed as part of the work, that linking the 'Up' and 'Down' through roads within the station area, that has not been used in recent times.

Phase two work will involve the renewal of the remaining trackwork, the removal of the existing semaphore signalling system, the conversion of High Street level crossing to a CCTV monitored system and the removal of four existing manual boxes at Pelham Street, High Street, East Holmes and West Holmes which are being replaced by a purpose-built SSI controlled signalling centre at West Holmes, that will employ VDU control screens using the latest 'State-of-the-art' technology.

The addition of the new crossovers will provide a vastly improved layout at Lincoln and increase the operational flexibility no end. For example, services currently terminating at Lincoln having arrived from Newark, and then returning to Newark currently have to arrive in Platform 5 and perform a shunt movement to Platform 6 or 7. Platform 5 being the only arrival platform for services from the West. Under the new operation, introduced from September 2008, all the platforms will become bi-directional allowing services to arrive from East or West into any of the three through platforms and depart to the same direction from any platform, removing the necessity for shunt movements within the station.

Also being implemented within Phase Two is the abandonment of the existing freight loops. Currently the track layout between East Holmes and West Holmes provides two parallel passenger lines and two freight loops (giving an 'Up' & 'Down' Main and 'Up' & 'Down' Loop plan). The trackwork here is to be realigned providing an Up Loop, Up Main, Down Main and Down loop configuration, which will remove a number of conflicting movements involving freight services.

As part of the three-week possession, the trackwork across Brayford level crossing was renewed, with the city council undertaking several road repair projects at the same time, making best use of the road closure. Because of the nature of the railways around Lincoln, it is not possible to close both Brayford and High Street level crossings simultaneously. As a result, the High Street crossing will be renewed during the 2008 possession, at which time the work will be undertaken to provide the additional equipment for a CCTV monitored barrier crossing, control of which will be under the new West Holmes SSI box.

One fairly unique feature of Lincoln is the tandem point located at the west end of the station, where the lines from Platforms 6 and 7 join with the main westbound through line. This will be removed under phase two and replaced by two separate turnouts, removing around 30 meters from the platforms length. To ensure the platform length is not affected, a 30-meter extension will be built at the east end.

The platforms are currently numbered 3-7, once the project is complete, these will be renumbered as 1-5.

The Lincoln resignalling scheme is fairly unique amongst these types of schemes, in that it is rare in signalling projects, that more trackwork is put back than was taken out!

ABOVE: A view of Lincoln station showing the recently relaid eastbound platform and through line. The tandem pointwork referred to in the text can be clearly seen at the bottom of the picture. *Richard Tuplin*

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

Midland Mainline to try out new hi-tech CCTV system

Midland Mainline is to try out new state-of-the-art CCTV technology at Sheffield station.

The system is said to have innovative, centrally-managed, intelligent CCTV surveillance that improves safety and security for passengers and staff.

Designed by Atos Origin, the system uses software that continuously searches for specific incidents and automatically alerts station staff to events. This allows them to respond to incidents more quickly and eliminates the need for a round-the-clock monitoring centre.

The first phase of the trial will focus on suspect packages, passenger flow control, crime reduction and loitering.

Coventry PSB closes as Saltley begins Midlands takeover

ABOVE: After a four-day total possession, service recommenced through Coventry on 29 August. The closure brought to an end the Coventry resignalling programme which has resulted in the closure of Coventry PSB and saw the completion of the double-tracking of the Leamington line from Coventry through to Gibbet Hill, where a new junction has been created. In doing so, this has seen the removal of Park Junction and its replacement with straight track. No. 66952 passes the site of Park Junction with the 15.39 Birmingham Lawley Street - Southampton freightliner service on 29 August. *Ron Kosys*

The £45 million scheme to renew the signalling and improve the track through Coventry was completed on 29 August, following extensive work over the Bank Holiday period.

The project has replaced the old 1960s signalling with modern state-of-the-art equipment along 22 miles of railway through and around Coventry, out to Hampton-in-Arden in the west, Brandon in the east, Milverton Junction to the south and Counden Road on the Nuneaton route to the north. Also, new sections of track have been added to ease congestion in Coventry station itself and the station signal box has been moved to Network Rail's new West Midlands Signalling Centre at Saltley.

Over the next seven years, a further £350 million is being invested in renewing signalling equipment across the West Midlands, the next phase in 2008 involving improvements to the 23-mile route between Birmingham Snow Hill, Solihull and Warwick.

RailManager ON LINE

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Time for a *different* kind of number?

Metronet collapses after PPP Arbiter refuses most of costs claim

'Business as usual 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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Upgrade work continues on Metrolink lines

A new 50 tonne road bridge has been lifted into place over the Bury Metrolink line as part of a £100 million project to improve the network.

Greater Manchester Passenger Transport Executive (GMPTE) replaced the bridge on Withins Lane in Radcliffe during this summer's work to upgrade nearly 20 miles of track on the Bury and Altrincham lines.

The bridge over the M60 at Besses o' th' Barn has also been renovated, and the platform surfaces have been upgraded to make it easier to get on and off the trams.

The work is the start of a multi-million pound investment in Metrolink. which has ordered eight new trams to tackle overcrowding, and will be upgrading the ticket machines in the near future. Work is also due to start next year on new lines to Oldham and Rochdale, Droylsden in Tameside, and Chorlton in South Manchester."

Metrolink passengers are still benefitting from discounted tickets following the reopening of the Altrincham line on 28 August.

GMPTE will continue to reduce season tickets by up to 20% until 15 September, despite services on the Altrincham line returning to normal nearly three weeks earlier. Return tickets will also remain up to 10% cheaper. The work to upgrade the Metrolink network has included relaying nearly 40 miles of new rail and replacing over 60,000 tonnes of gravel and 40,000 tonnes of sleepers.

Major investment on T&WM

More than £50 million is to be invested in the modernisation of Tyne & West Metro over the next two years.

The money represents the first phase of the PTA and Nexus' plans for a £600 million programme spread over 20 years to modernise and operate the light rail network used by almost 39 million passengers annually. Investment for the next two years is in place and comes from a number of sources, including Government, private developers, the European Community and investments.

The first work phase will include improvements to Sunderland station platforms, including a new escalator to street level, 249 new ticket machines accepting coins, notes and cards at all stations, and barriers at 13 stations, a £5 million new station for Haymarket, including a new lift and escalators, and a £3.2 million new station at Simonside, South Tyneside, to open this year.

New 'realtime' info for Midland Metro

Midland Metro has installed a new 'realtime' passenger information system for tram stops, and in partnership with Centro PTA, Travel Midland Metro is investing £250,000 in a new state-of-the-art electronic system that will be implemented in stages and is expected to be complete along the full Metro route by October.

The new system replaces the existing equipment, which is obsolete and has become increasingly unreliable despite the best efforts of the maintenance team.

The new system will display the actual time, the arrival time and destination of the next two trams and the Metro control room will have the ability to transmit scrolling text messages when the need occurs.

New stores building for Strathclyde PTE

On 24 August, Strathclyde Partnership for Transport (SPT) opened a new £163,000 stores building, which has been constructed at the Subway's Broomloan headquarters, an extension to its Subway maintenance depot.

The stores extension is vital for SPT as the current workshop layout was severely restricted for space to store heavy spare parts and lacked any provision for inward goods, a despatch area and repair marshalling. The new facility allows these issues to be addressed and is a key element in a pursuit of ISO 9000 accreditation.

The latest Locomaster DVD re-release…

SILVER BULLET SYPHONS

37 669 + 37 670 Burngullow-Newport

This *'Wired for Sound'* re-issue on DVD features some classic Class 37 nostalgia as well as some serious thrash! On July 22nd 1995, 37 669 + 37 670 set off from Burngullow in Cornwall bound for Newport with the 6B55 china clay – the last occasion on which EE Type 3s were booked to work the train. Our cameras and microphones were on board the locos to record the event as the 37s worked themselves into a state of near meltdown hauling a train loaded to 1,100 tonnes.

The locos are seriously put to the test on the climbs of Treverrin, Largin, Hemmerdon and Dainton. There's a brief respite along the sea walls at Teignmouth and Dawlish but at Exeter another 180 tonnes are added to the load! The 'Syphons' are at full tilt again for the climbs up Whiteball and Filton after which comes the ear-shattering roar as the 37s power their way out of the depths of the Severn Tunnel and into South Wales.

This programme features the best of the day's action with the views from the cab accompanied by lineside footage of the train on its 206 mile journey. This DVD has been completely re-mastered to include an extra 25 minutes of footage not previously included on the original VHS version. It even comes complete with a new updated script, documenting a small piece of traction history.

SILVER BULLET SYPHONS is available on DVD priced at £19.95 (post free) from the address below. Alternatively you can pay by credit or debit card by calling us on our CREDIT CARD HOTLINE on 01753 545888.

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Call us now on 0870 28 56041 or click on this advert to email us for further information.

ABOVE: The first visit of a Class 40 to Fort William took place on 25 August. The outward leg of the SRPS operated railtour from Carlisle was running around 20-minutes late when pictured here, crossing the River Leven between Dumbarton Central and Dalreoch behind BR large logo-liveried No. 40145, with the Kilpatrick Hills shrouded in low mist. On the rear of the train was WCRC's Class 57/6 No. 57601. The delay was due to the train being late arriving in the Glasgow area and further problems being encountered attaining an RETB signal, on entering the RETB controlled area, all led to a 50-minute late arrival at Fort William and with the stock needing water, insufficient time was available for a double run-round. As a result, and with some disappointment to the onboard passengers, No. 57601 led the train back to Craigendorran Junction, where the '40' was transferred to the front of the train, for the remainder of the journey. *Peter Kellett*

'Black 5' hits problems while working Scarborough Spa Express

To say that operating the 'Scarborough Spa Expresses' (SSE) has been something of a nightmare for the Railway Touring Company is probably an understatement, but the good news is that loadings have far exceeded expectations and the trains are already suggested to be pencilled in for 2008.

The major problem has been traction, or the lack of it, which was compounded on 27 August when 'Black 5' No. 45231, itself standing in for *Lord Nelson*, blew a cylinder cover while on the evening York-Leeds-Harrogate-York section between Colton Junction and Church Fenton, where the train came to a stand.

Rescue was undertaken by Class 47/4 No. 47826, which the West Coast Company base at York as standby engine for such eventualities. The Class 47 drew the train and the ailing 4-6-0 back to York where the passengers were detrained.

The last two days of the scheduled operation were expected to be covered by LMS Pacific No. 6233 *Duchess of Sutherland* on the York-Scarborough-York section only, with the 'Harrogate Circle' section being diesel-hauled with No. 47826. The 'Duchess' was now expected to move to Tyseley in preparation for this weekend's tours on 30 August, arriving in the West Midlands, shortly after 14.00.

There is also an impact to Saturday's 'Cumbrian Mountain Express', which was booked for No. 45231, and will now feature LMS Class 8F 2-8-0 No. 48151. Because this locomotive is speed restricted, it is believed that the steam-leg may not now cover the full York-Carlisle-York itinerary. No further details on this were available as we went to press.

The Week Ahead

A varied programme of tours is on offer for 8 September, featuring a fine array of traction. Railway Touring Company set the scene with No. 60009 *Union of South Africa* on 'The Hadrian' from York via Durham and the Tyne Valley to Carlisle, returning via the S&C.

The tour starts diesel-hauled at Nottingham. By contrast, West Coast Railway Company stages a charter of its own with No. 48151 heading 'The Lune Habitat' from Carnforth, via the ''Little North Western' to York and back.

Past Time Rail has 'The Sussex Belle' from London Victoria with No. 34067 *Tangmere* in charge to Uckfield where the train reverses, and, with a pair of Class 73s now in charge, progresses to Oxted. A further reversal now puts Tangmere at the helm to East Grinstead for a short break before the Class 73s again take over to South Croydon, prior to the steam-hauled section south via Arundel to Littlehampton and Bognor Regis. It is understood that the Class 73s will stay with the train throughout.

English Electric traction features strongly with Class 40 No. 40145 (now in 'large logo' livery and named *East Lancashire Railway*) heading Pathfinder's 'The Devonian' from Banbury, via the Chiltern route and Reading, to Paignton and Kingswear. The 'Whistler' is standing in for the still unavailable Class 55 No. 55022 *Royal Scots Grey*. The Vintage Trains charter due to feature No. 50049 *Defiance* from Tyseley to Weymouth has been cancelled, while the other diesel charter on this day, Heartland Rail's special from Bristol Temple Meads to York, should operate behind a pair of Cotswold Rail Class 47s and possibly the 'Blue Pullman' set.

The last 'Torbay Express' of the season, which is scheduled for haulage by No. 6024 *King Edward I*, operates on 9 September, while later in the week the re-arranged 'Waterloo Sunset' runs on 12 September, postponed from July, featuring No. 34067 *Tangmere* from Waterloo to Weymouth throughout, outwards via Woking and Salisbury and returning via Southampton. The train celebrates the end of Southern steam 40 years ago in July, and was postponed on the day due to problems with the stock which had been delayed due to the failure of No. 850 *Lord Nelson* the previous day. Network Rail had produced a 'special' set of timings to ensure some continuous fast running, which RH is pleased to confirm have been carried over to the new date.

Also on 12 September, Hertfordshire operate the first of two trains to Bournemouth, which includes a trip on the preserved paddle steamer *PS Waverley*. This is the first of two identical trains, with the second on 19 September, as in typical Hertfordshire style the first sold out in no time and the second is a relief!

Railtour Listings ■ Railtour Listings ■ Railtour Listings ■ Railtour Listings ■ Railtour Listings

The following table details the latest information available on steam, diesel and electric railtours for the forthcoming two weeks from the date of publication. News from railtour operators is always welcome. Please contact editor@railwayherald.co.uk. **Information is understood to be correct at the time of going to press.**

REGULAR SCHEDULED STEAM OPERATION

Date	Service	Operator	Route	Traction Pool
3-6 Sep	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029
3-7 Sep	Jacobite	West Coast Rly Company	Fort William - Mallaig & rtn.	62005 or 45407
10-14 Sep	Jacobite	West Coast Rly Company	Fort William - Mallaig & rtn.	62005 or 45407
11-13 Sep	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029
16 Sep	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029
17-21 Sep	Jacobite	West Coast Rly Company	Fort William - Mallaig & rtn.	62005 or 45407
18-20 Sep	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029

INDIVIDUAL CHARTER SERVICES

Date	Operator	Traction	Route
31 Aug	Past Time Rail	EWS Class 37	Bristol TM-Weston Super Mare-Taunton-Exeter SD-Kingswear and return
01 Sep	HRT Merrymaker	2xRiveria Cl47	Salisbury-Andover-Ealing Broadway-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	48151	York-Leeds-Shipley-Keighley-Skipton-Appleby-Carlisle and return
01 Sep	RTC	61994	**The West Highlander:** Glasgow Queen Street-Fort William (loco-change)
		62005	Fort William-Mallaig-Fort William (train returns on 2 September)
01 Sep	Shepherd Neame	34067	Victoria-Bromley South-Ashford-Dover-Ramsgate-Faversham-Gillingham--Victoria
01 Sep	Shepherd Neame	34067	Faversham-Ramsgate-Faversham (Afternoon excursion)
01 Sep	SRPS	tbc	Ayr--Larbert-Stirling-Perth-Plockton-Kyle of Lochalsh and return
01 Sep	Steamy Affairs	2xCR Cl47	St. Albans-Luton-Bedford-Wellingborough-Nuneaton-Oxenholme and return
01 Sep	Vintage Trains	6233	Solihull-Oxford-Swindon-Bristol TM-Swindon-Oxford-Solihull **ROUTE CHANGE**
02 Sep	Past Time Rail	6024	**The Torbay Express:** Bristol TM-Kingswear-Bristol TM
02 Sep	RTC	61994	**The West Highlander:** Fort William-Glasgow Queen Street
02 Sep	Shepherd Neame	34067	Brighton-Lewes-Eastbourne-Eastbourne-Ashford-Ashford-Faversham and return
02 Sep	Shepherd Neame	34067	Faversham-Sittingbourne-Sheerness on Sea-(-Gillingham)-Faversham (pm trip)
02 Sep	Vintage Trains	6233	Birmingham Snow Hill-Tyseley-Stratford-Upon-Avon and return (two trips)
05 Sep	HRT (Merrymaker)	86101	London KX-Potters Bar-Stevenage-York and return
05 Sep	Steam Dreams	34067	London-Clapham Junction-Richmond-Woking-Salisbury-Bath-Bristol and return
05 Sep	UK Railtours	EWS Cl. 67	St. Albans-Wellingborough-Coalville-Lichfield TV HL Jct-Stafford-Gresty lane Jct-Shrewsbury (break)-Walsall-Nuneaton and return
08 Sep	Heartland Rail	2xCR Cl47	Bristol TM-Cheltenham Spa-Ashchurch-York and return
08 Sep	HRT (Merrymaker)	850	London Waterloo-Woking-Dorchester South-Weymouth and return
08 Sep	Past Time Rail	34067	'The Sussex Belle': Victoria-East Grinstead-Littlehampton-Bognor Regis and return
08 Sep	Pathfinder Tours	40145	Banbury-High Wycombe-Maidenhead-Reading-Paignton-Kingswear & return
08 Sep	RTC	60009	(Nottingham-Doncaster-)York-Newcastle-Hexham-Carlisle-Appleby-York-(and rtn)
08 Sep	Vintage Trains	50049	Tyseley WR-Basingstoke-Southampton-Wareham-Dorchester-Weymouth and return
08 Sep	WCRC	48151	Carnforth-Wennington-Bentham-York and return
09 Sep	Past Time Rail	6024	**The Torbay Express** Bristol TM-Kingswear-Bristol TM
09 Sep	Vintage Trains	9466	Birmingham SH-Stratford upon Avon-Leamington Spa-Kineton and return
12 Sep	Hertfordshire	2xRiveria Cl47	Stevenage-Welwyn Garden City-Potters Bar-Bournemouth and return
12 Sep	Steam Dreams	34067	London Waterloo-Yeovil Junction-Weymouth-Southampton-London Waterloo
15 Sep	HRT (Merrymaker)	2xRiveria Cl47	Nottingham-Burton upon Trent-Tamworth-Birmingham NS-Minehead and return
15 Sep	Past Time Rail	40145 & WCRC 37	B'ham International-Manchester Piccadilly (pu out only)-Buxton (rev)-Peak Forest-Sheffield-Leeds-Bradford Int-Preston-Morecambe-Heysham Port-Preston
15 Sep	Past Time Rail	6024 & 6201	(Bham NS-Worcester SH-Cheltenham-Bristol TM (pu-rev))-Bristol TM-Hereford-Shrewsbury (6024)-Shrewsbury-Hereford-Bristol TM (6201) (& return)

Key to tour listings:

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

(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.

Lakeland Excursions

Last week it was reported in error that Pathfinder's 'Lakeland Express II' on 29 September from Worcester to Carlisle had been postponed.

The tour, which travels outwards via the Cumbrian Coast route was also due to operate the previous week on the same itinerary, but originating at Leicester. The latter remains postponed due to engineering and pathing difficulties in the East Midlands.

However, we are pleased to confirm that the 29 September working, which is due to be hauled by a pair of EWS Class 37's, is both running and loading well. The train is booked to run via Stourbridge Junction to Birmingham New Street, and then via Shrewsbury, Gobowen and Chester.

ABOVE: LMS Stanier '8F' 2-8-0 No. 48151 climbs past Ais Gill on the Settle & Carlisle line with the last southbound 'Dalesman' charter from Carlisle to Hellifield for Kingfinsher Railtours. *Fred Kerr*

No Duchess over the Lickey

It seems that LMS enthusiasts will have wait a little longer for the sight of a 'Duchess' hauling a revenue-earning train up the Lickey Incline.

Vintage Trains' 'Duchess Bristolian' has had to be re-routed back to Solihull via the outward route of Swindon and Oxford because of gauging issues with a bridge at Cam and Dursley. This bridge has also affected previous attempts of running steam along the Midland route to Bristol.

Also, engineering work in the vicinity of Maindee Junction has negated attempts to run the train on an alternative route via Newport and Lydney. So, to the disappointment of many, No. 6233 *Duchess of Sutherland* will now work out and back from Solihull via Oxford and Swindon. It will be interesting to see what a 'Duchess' can do on Brunel's level route from Bristol to Swindon.

Regular steam on Cumbrian Coast?

The 'North West News' reports of talks taking place between Kingfisher Railtours, the West Coast Railway Company and Lancashire and Cumbria County Councils with a view to operating a regular mid-week steam train between Carnforth and Ravenglass next summer.

Kingfisher has operated a number of trains on this route recently, with reported excellent loadings. No further information was available as this issue went to press, but in the light of the success of regular itinerary steam workings elsewhere this summer, the prospect of a Cumbrian Coast working must be good.

Boiler problems hit *Lord Nelson*

No. 850 *Lord Nelson* has been reported as not being available 'until the new year', and indeed tour operator listings reflect the absence of the locomotive for the remainder of 2007.

According to an NRM spokesperson, the full extent of the problem is currently unknown, but the locomotive has been failed with boiler problems. These may relate to the failure experienced in July with the collapse of the brick arch, which affected the tubeplate, while working a Steam Dreams special commemorating the end of Southern Steam in 1967.

The prolonged absence will place even further strain on the remaining fleet of mainline registered locomotives.

ABOVE: The Weymouth Awayday charter operated on 26 August from Minehead to Weymouth, using the stock from the 'Butlins Express' service between Bristol and Minehead. Intercity-liveried No. 31454 leads the tour through Upwey, with black-liveried Class 31s Nos. 31128 and 31452 on the rear. *Nathan Rogers*

BELOW: BR green-liveried Class 31 No. 31190 is pictured stabled in the bay platform at Exeter St. Davids on 26 August having worked the 18.12 Derby RTC - Exeter Ultrasonic Test Train. Out of sight on the rear of the set was classmate No. 31106. *Phil Bellamy*

ABOVE: On a number of occasions the 'British Pullman' set operated by VSOE works between London and Southampton Eastern Docks, to connect with luxury cruiseliners operating from the port. One of these operated on 25 August, powered by Royal-liveried Class 67 No. 67006 *Queen's Messenger* and classmate No. 67021. The pair are pictured at Basingstoke on the outward journey. *Chris Wilson*

BELOW: DRS Class 20/3 Nos. 20311 and 20315 were used to power 'The Jolly Fisherman' charter from Barrow Hill to Skegness on 29 August. The excursion, which unusually worked on a weekday, ran via Derby and Nottingham and was operated by Hertfordshire Rail Tours (Merrymaker) brand. Here the two Type 2s power through Allington North Junction, near Grantham, with the outbound service. *Steve Philpott*

ELR Shunter Parade

The East Lancashire Railway held a special night Shunter Gala on 28 August at its Buckley Wells site to mark the completion of the recent Metrolink contract with Carillion Engineering.

The contract, which involved the use of both EWS and private shunters during the last six months, saw Carillion lease much of the Buckley Wells site to use as a base.

The evening display consisted of of EWS Class 08 Nos. 08623, Class 08/9 No. 08994 *Spirit of Innovation* and 08995 and Class 60 No. 60052 *Golfa Twr/Tower Colliery The last deep mine in Wales* and privately owned Class 08s Nos. 08445, 08479, 08944, D3232 and D3867

The line has restricted access at Collyhurst Tunnel which has required the use of the cut-down Class 08/9 shunters to access Manchester Victoria station.

TOP: Class 08s Nos. D3232, 08445, 08944 and D3867 stand alongside Class 08/9 No. 08995, with Carillion branding, at Buckley Wells Shed on 28 August.
ABOVE RIGHT: Class 60 No. 60052 *Glofa Twr / Tower Colliery The last deep mine in Wales* leads a line-up of Class 08/9s Nos. 08994 *Spirit of Innovation* and 08.995, plus Class 08 Nos. 08623 and 08479 plus a shunter of an earlier period - LMS 'Jinty' 0-6-0T No. 47324.
BELOW: EWS Class 08/9s Nos. 08995 and 08994 (No. 08993 has been returned to EWS with technical problems join 'super shunter' No. 60052. *All: Fred Kerr*

Swanage Class 47 used on evening services

LEFT: BR large-logo blue-liveried Class 47/4 No. 47635, previously named *The Lass O' Ballochmyle* is pictured crossing Corfe Common on the Swanage Railway on 24 August with a series of special evening trains. A buffet car was provided on the trains which operated continously behind the 'Type 4' from 18.00 until 22.30 for the amazing ticket price of just £4! *Nathan Rogers*

DMU day at Barry Island

The Barry Island Railway will be holding a DMU running day on 22 September.

The entire Barry Railcar Project fleet of Class 108, 115 and 117 First Generation DMUs will be in traffic and operating in a variety of two and four car formations during the day. Tail traffic will also be attached to some services.

The first train will depart at 10.00 with the last train at 17.25. The railway advise that 'Day Rover' tickets will be available.

Revival approaches for Helston branch

Cornwall's Helston branch is to have trains running again on part of the line for the first time since 1964.

A joint restoration project between the Helston Railway Preservation Company and the Helston Diesel Group has been underway to restore the line at Trevarno and to see trains running there once again.

The Diesel Group has been restoring a two-car DMU and members are now due to transfer it to the recently re-laid track next week. The DMU was acquired from the West Somerset Railway in May last year and has been undergoing restoration work next to the main line at Gwinear Road. Since then, Helston Railway Preservation Company volunteers have been working hard to prepare access for the train at Trevarno and have re-laid over 200 feet of track.

Anyone wishing to see the train arrive at Trevarno is invited do so. Normal admission fees will apply and Helston Railway members are entitled to 25% off if they show their membership card. The price also includes normal access to the gardens.

Readers are asked not view the move at Gwinear Road as parking is restricted there and the road will need to be kept clear at all times.

To assist in re-opening a part of the Helston Branch Line, contact the membership secretary for a supporter's application form at Helston Railway Preservation Company Limited, 37 Gwithian Towans, Hayle, Cornwall TR27 5BT, or visit www.helstonrailway.co.uk.

Buoyant passenger figures for South Devon line

The South Devon Railway reports a record summer with visitor numbers up 11% on last year.

Nearly 60,000 passengers had been carried at the halfway point of the railway's operating season at the end of July

The line is expecting to beat last year's total of 92,415 passengers and hopes to hit the magic 100,000 visitors by the end of this year.

BELOW: The Mid Suffolk Light Railway, based at Brockford, are currently operating Bressingham's LBSCR 0-6-0T 'Terrier' No. 662 *Martello* on hire until the end of September. The locomotive is pictured on the line on 26 August. *Steve Allen*

ABOVE: Following its repaint into BR blue-livery as shown in our last issue, Cotswold Rail Class 33/2 No. 33202 was given an inaugural run on the South Devon Railway's re-creation of a pick-up freight service. The train is seen near Totnes Riverside on 22 August. *Kevin Wills*

North British-built South African '15F' class loco returns home

A 15F class steam locomotive No. 3007, designed and built by the North British Locomotive Company, Glasgow, in 1945 for South African Railways and withdrawn from service in 1988, has been returned to Glasgow after 62 years.

Completing the final leg of its journey, the locomotive travelled by road on 23 August from Immingham Docks to Glasgow, where it will be the largest-ever acquisition by Glasgow Museums and is destined to be the focal point within the new Riverside Museum at Clydesdale that is scheduled for completion in 2010. The £74 million cost of the museum is the subject of an appeal that aims to raise £5 million towards the building.

The engine will be fully restored before becoming the centrepiece of the museum, the transport and restoration being partly funded by FirstGroup, which is the sole founder patron of the Riverside Museum Appeal.

ABOVE: After a road journey from Immingham Docks, '15F' No. 3007 returns home to the city of its construction. The loco shown here still on a low-loader, is positioned in Glasgow city centre to launch the fund-raising appeal for the new Riverside Museum. *Bill Wilson*

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Passenger figures up on WSR

The West Somerset Railway reports an excellent August Bank Holiday weekend as holidaymakers and day trippers took advantage of the sunshine.

The railway's General Manager, Paul Conibeare, told *Railway Herald* that the line had every available coach in service over the three days with the trains carrying nearly 4,500 people, an increase of 16% on the previous year, giving the railway its best Bank Holiday passenger figures for five years.

The Bank Holiday vintage bus service between Dunster station and the village carried 588 visitors over the Sunday and Monday.

The WSR's Autumn Steam Gala takes place over 4-7 October and should see the first trains to be hauled in preservation by rebuilt 'West Country' Pacific No. 34046 *Manston*.

Dean Forest diesels on parade

ABOVE: The Dean Forest Railway's resident Class 108 DMU stands at Parkend, shortly after arriving with 11.24 service from Lydney Junction on 26 August.
BELOW: Having recently been repainted into original BR green-livery with small yellow warning panels, Class 73/0 No. E6001 is pictured at Lydney Junction on 26 August, while awaiting it next turn of duty. *Both: Richard Tuplin*

Less than £80,000 needed for new 'A1'

The A1 Locomotive Trust has advised that the money needed to complete the new 'A1' No. 60163 *Tornado* is now below £80,000.

Just over £5,500 has been raised in the past month, leaving just £78,391 to go! The locomotive is now over 90% complete with the tender over 80% complete and the Trust are still aiming to have the loco in steam before the end of the year, with its mainline debut taking place in summer 2008.

Mark Allatt, chairman of The A1 Steam Locomotive Trust commented: "The breaking of the 90% barrier is tremendous news for *Tornado* and the future of mainline steam in Britain. When this project was launched in 1990 many people said that it could not be done. The fitting of the loco's boiler and then breaking through the 90% complete barrier proves the doubter's wrong and means that there is only £78,931 and just over a year between now and *Tornado's* mainline debut."

Earl of Merioneth back in black!

The 1979-built Double-Fairlie *Earl of Merioneth* has returned to steam on the Ffestiniog Railway.

The locomotive, has been overhauled at Boston Lodge Works and undertook a test run to Tan-y-Bwlch on 24 August.

With all tests passed the locomotive was allowed into traffic the following day, its first public operation being the 11.40 service to Blaenau Ffestiniog.

LEFT: ***Earl of Merioneth* departs from Porthmadog Harbour on 28 August with a service for Blaenau Ffestiniog.** *John Whitehouse*

Talyllyn returns

After several years out of service, being the subject of a major overhaul, the original Talyllyn Railway locomotive, No. 1 *Talyllyn*, returned to service in mid-August.

Following tests and checks, the engine was handed over to the railway's locomotive department on 15 August.

The railway saw a rare achievement on 23 August, when it attained a 100% availability figure from all of its locomotives, both steam and diesel. All six of its steam locomotives were in steam and together with all four diesel engines, were assembled at Tywyn Wharf station at the end of the day! A remarkable achievement for any operator.

The naming of a Virgin Trains Class 86 No. 86258 *Talyllyn - 50 Years of Railway Preservation 1951-2001*, came to an end on 21 August, when the nameplate, which had been removed when the loco was withdrawn, was auctioned by Virgin Trains on eBay - fetching £1020.01!

West Lancashire Light Railway celebrates 40 years

Overshadowed by the 40th Anniversary of the end of Southern Steam and overlooked by many enthusiasts, the West Lancashire Light Railway (WLLR) celebrated its 40th Anniversary of opening over the weekend of 11/12 August when it received a mayoral visit.

The WLLR was established in 1967 when six friends (Graham Fairhurst, David Geering, Neil McMurdy, brothers Paul and Martyn Smith and Jonathan Whitehead) established a narrow gauge railway in Hesketh Bank, along the edge of an abandoned clay pit adjacent to the recently abandoned Southport - Preston railway line, with the intention of preserving some of the old industrial scene based on narrow gauge railways.

Its first locomotive was a Simplex diesel rescued from a local brickworks in Burscough while its first steam locomotive, *Irish Mail*, was rescued from Dinorwic Slate Quarry. It arrived in pieces and it was 1981 before the loco finally steamed again, but since then it has become one of the line's regular locomotives.

Since that time the railway has built up a varied collection of nearly 30 locomotives which are operated by volunteers on a Sunday, attracting around 13,000 visitors per annum.

Much of the fleet are four-wheel petrol or diesel locomotives but there are a core of four operational steam locomotives; *Irish Mail*, *Utrillas*, *Montalbahn*, and *Stanhope*, plus *Joffre*, which is currently undergoing a full overhaul.

ABOVE: Re-united after 40 years the original six instigators of the West Lancashire Light Railway stand around the first steam locomotive, *Irish Mail*. They are (from left to right) David Geering, Graham Fairhurst, Neil McMurdy, Paul Smith, Martyn Smith and Jonathan Whitehead. *Fred Kerr*

The weekend celebrations were graced with a visit on 12 August from Cllr William Cropper, the Chairperson of West Lancashire District Council who joined with visitors to view the home-based locomotives and visiting Hunslet *Jacks Green* from the Statfold Light Railway.

The original six members who initiated the West Lancashire line are still involved with the railway, despite Graham Fairhurst now being resident in Norway and Jonathan Whitehead living in California. It was therefore a great pleasure to see all six back enjoying the fruits of their labour 40 years later.

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