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The Railway Herald

7 September 2007 Issue 99

The complimentary UK railway journal for the railway enthusiast

The Railway Herald
Issue 99

Front Cover

In First Great Western 'Local Lines' livery, Class 150/2 No 150244 approaches its Dawlish stop on 1 September, forming the 09.11 service from Paignton to Exmouth. *Brian Morrison*

Back Cover

Two of the remaining Class 37/6 locomotives operated by London & Continental Railways, Nos. 37601 and 37603 pass through Paddock Wood on 7 September.
Steve Philpott

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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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BREAKING NEWS

Just as *Railway Herald* closed for press, news was reaching us of a reported, but unconfirmed, problem with LNER 'A4' No. 60019 *Bittern*.

It appears the locomotive developed a fault with the middle big-end during its test run from Didcot to Bristol on 7 September. If this is the case, its proposed charters next weekend are now in doubt.

ABOVE: An aerial view of the E19 motorway - the space between the two carriageways will become the new line!

Infrabel unveil plans for new Diabolo project

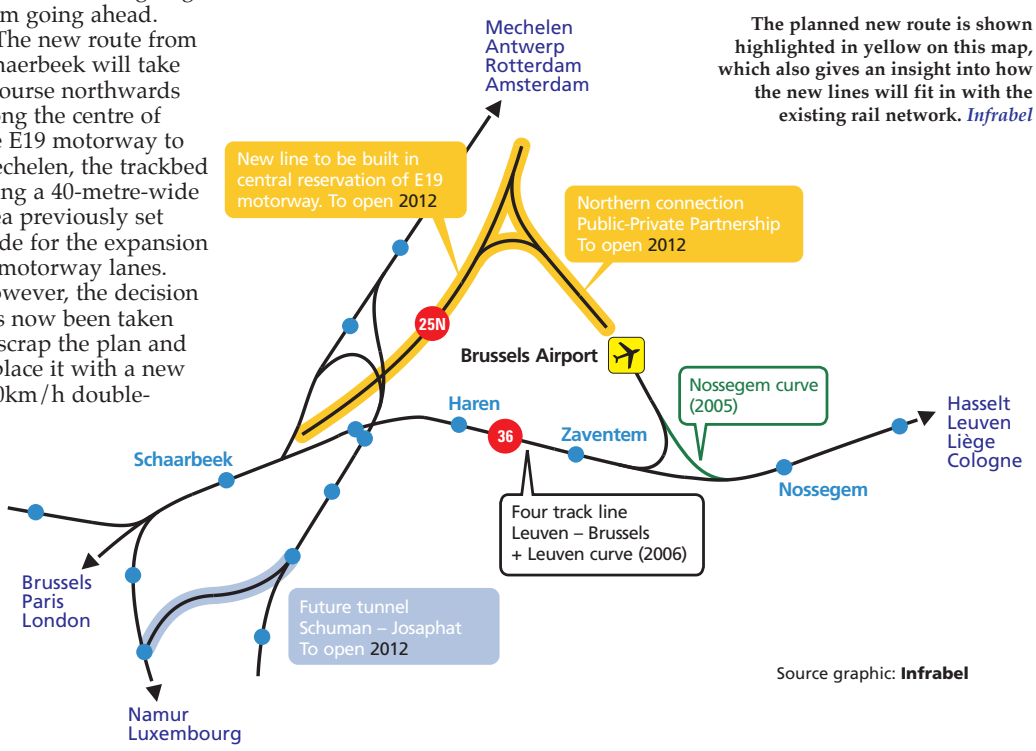
On 7 September, Belgium infrastructure operator Infrabel, should have completed the financial closing and signing of the Public Private Partnership (PPP) for the construction of a new high-speed chord running north-east from Schaerbeek to the Netherlands, together with a new underground link from Brussels Airport to the new line.

Unfortunately, technical issues with the PPP which is funding the underground link, prevented the signing from going ahead.

The new route from Schaerbeek will take a course northwards along the centre of the E19 motorway to Mechelen, the trackbed using a 40-metre-wide area previously set aside for the expansion of motorway lanes. However, the decision has now been taken to scrap the plan and replace it with a new 160km/h double-track railway, which will further reduce the journey time from the Netherlands to Brussels as well as creating a new link, allowing high-speed services to travel through and serve Brussels Airport and the routes to Leuven, Germany and Luxembourg.

The route is due to open to traffic in 2013.

BELOW: The course of the new high-speed route from Schaerbeek to Mechelan will traverse this green area between the two carriageways of the E19 motorway. *Both: RailManager*



The planned new route is shown highlighted in yellow on this map, which also gives an insight into how the new lines will fit in with the existing rail network. *Infrabel*

Source graphic: **Infrabel**

Paris to London in just two hours and three minutes by Eurostar

Eurostar achieved the fastest ever journey time between the French and British capitals on 4 September, with a record-breaking run of just 2 hours 3 minutes and 39 seconds.

The train left Gare du Nord station in Paris at 10.44 CET, arriving in St Pancras International at just after 11.47 BST. It travelled at speeds of up to 200mph (320km/h) on the Ligne a Grande Vitesse across northern France and on the UK's new high-speed line, High Speed 1, over the Medway Bridge.

Richard Brown, Chief Executive of Eurostar, said: "Eurostar has today proved that our 186 mph trains are by far the quickest way of travelling between France and Britain. Paris and London have joined the 'two-hour club' and our great cities are now even closer together." The record was set 10 weeks ahead of the new Eurostar launch at St Pancras International on Wednesday 14 November. Eurostar will move to its new London terminus overnight, with services at Waterloo ending the previous evening. The move will cut at least 20 minutes from journey times between London, Paris and Brussels. It is quite remarkable to think that from November, the time for a London to Newark Northgate, Birmingham International or Bristol Parkway journey is around the same as a London to Lille through rail journey - 1 hour and 20 minutes!

High Speed 1 has been built on time and within budget. The improved connections between domestic and Eurostar services at the new St Pancras will enable passengers from across Great Britain, Belgium and France to reach a variety of destination across the whole of Europe quickly and easily.

ABOVE: Eurostar Class 373 half-sets Nos. (37)3223 and (37)3224 becomes the first Eurostar to arrive at the new St. Pancras International station direct from Paris on 4 September.

RIGHT: Invited guests and passengers crowd around the train shortly after arriving at the new international terminal in Central London.

First TransPennine preview refurbished Turbostar sets

First TransPennine Express (FTPE) previewed the first of its newly refurbished Class 170/3 Turbostar DMUs at Hull on 7 September.

The nine sets, which were previously in use with South West Trains, are to go through the workshops at Clacton where the carpets and dado panels are being renewed and the seat coverings changed. Powerpoints are being fitted at seats and a number of internal alterations are taking place.

The Class 170/3s originally had a First Class compartment within each coach. One of these has been downgraded to Standard Class, with one set of seats removed to provide an additional luggage area. A tip-up seat opposite the non-disabled toilet has also been removed for the same reason.

The disabled toilet area has been upgraded with new vanity units together with new activating buttons, which meet the latest disability requirements.

Throughout the train, the new-look Class 170s now have a typical TransPennine Express feel to them, the aim being to bring them more in-line with the feeling and comfort of the Siemens-built Class 185s. An automated announcement system and CCTV camera's have been fitted, as has a front facing camera in the corner of the secondman's window, where the dash area has been recovered in the driving cabs and a new seat fitted for the driver. The 'Turbostars' can now seat eight First Class and 102 Standard Class passengers.

Class 170/3 No. 170306 is the first unit to be outshopped, each set taking around four weeks to be completed. All nine units are scheduled for completion in early December. The fleet is numbered 170301-170308, with the ninth vehicle, No. 170399 becoming 170309 following the refurbishment.

The introduction of the Class 170/3s exclusively onto the Manchester - Hull services will allow the company to make use of the spare Class 185 DMUs on the new Manchester - Glasgow and Edinburgh service, when FTPE takes over from Virgin CrossCountry in December. Interestingly, these trains will employ Freightliner Heavy Haul drivers northwards from Preston in the interim, due to the lack of time available to train and 'pass out' new FTPE drivers.

When the new Scottish service does start, there will be a slight reduction in through trains between Barrow and Windermere to Manchester Airport. To compensate, a shuttle service will operate at some points in the day between Windermere and Lancaster, with services from Manchester Airport dividing at Preston for either Barrow/Windermere and Glasgow/Edinburgh.

FTPE says that the withdrawn through services will, in the main, be the lighter used trains, rather than creating a regular clockface timetable.

TOP: Class 170/3 No. 170306 stands at Hull on 7 September.
ABOVE: The new-look First Class area seating.
BELOW: The Standard Class area seating. *All: Richard Tuplin*

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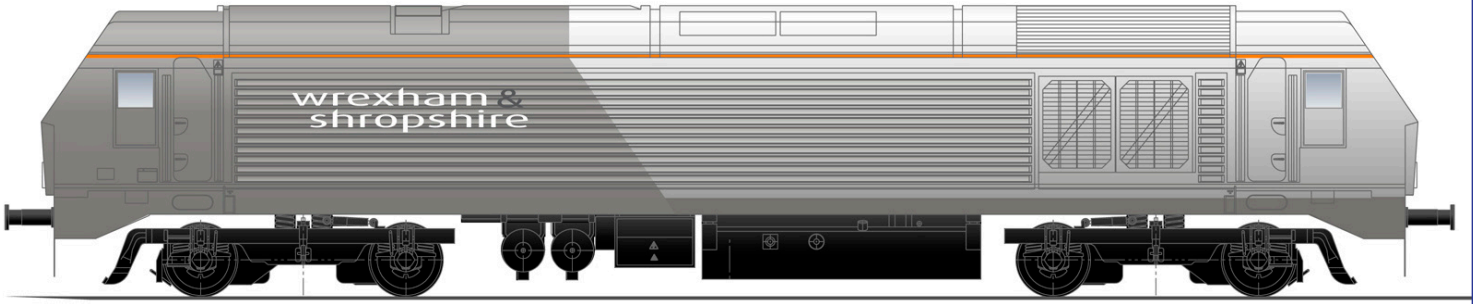

Wrexham & Shropshire to start in Spring 2008 after approval from ORR

The company campaigning to operate a regular service, seven days a week, between Wrexham, Shrewsbury and London Marylebone has won its battle.

The Office of Rail Regulation (ORR) has approved track access rights, which will come into effect in December and run for seven years, allowing 'open access' company Wrexham, Shropshire and Marylebone Railway Company Limited (WSMR) to operate five services each way on weekdays.

Additionally, the rights allow three services each way on Saturday, and three northbound and two southbound on Sunday.

The timetable will allow for a reasonable spread of services throughout the day, while retaining flexibility for Network Rail.

ORR Chief Executive Bill Emery said: "We are satisfied that approving the rights offers the best outcome for rail users. The new route will bring significant benefits to passengers, particularly to Wrexham and other areas of Wales and Shropshire that will receive a new direct service connecting them to London."

The rights to call at Gobowen, Chirk and Ruabon for one northbound weekday service will be contingent. As per WSMR's application, the rights to call at Wolverhampton, Birmingham International and Banbury will be to set down only southbound and pick up only northbound.

The trains themselves will consist of four dedicated sets, each to be formed of a hired Class 67 locomotive from EWS, two Standard Class Mk3s, a converted Buffet/First Class Mk3 and a Driving Van Trailer (DVT). All of the vehicles, including the locomotive, will be painted in WSMRs attractive light and dark grey livery. The trains will provide 128 Standard Class and 30 First Class seats.

The company own 12 Mk3 coaches plus four Mk3 DVTs, all of which are currently located at Long Marston and will move for refurbishment within the next two months. Discussions are presently ongoing with a number of possible contractors regarding the actual refurbishment work.

When asked about the possibility of expanding the sets to accommodate future growth, WSMR Managing Director, Andy Hamilton, told *Railway Herald* that the company remained open-minded on the subject. The possibility of new stock for the service had been examined, but the end decision was to commence with a loco-hauled option. However, the company is currently looking to secure a further four vehicles to allow an expansion of the trains to four Mk3s, plus the DVT, if the service proves to be successful.

Nobody from EWS was available for comment on the dedicated fleet of four Class 67 locomotives. It is believed, although not confirmed, that some modification will be required to allow the Bo-Bo locomotives to work in push-pull mode with the DVT sets.

WSMR say that the possibility does exist for the trains to use an EWS-liveried Class 67 if one of the dedicated fleet is unavailable and vice-versa.

The Welsh Assembly Government announced in November last year that it has agreed with Network Rail to provide new infrastructure facilities at Wrexham General to allow trains for the new operation to be serviced overnight, reducing the ECS mileage.

The new through service is expected to commence in Spring 2008.

ABOVE & BELOW: Computer-based artist impressions of how the EWS-owned Class 67 and WSMR-owned Mk3 coaches and Driving Van Trailers will look in the new stylish company colours. ***All: WSMR***

First Great Western trials new selective door locking system on HSTs

First Great Western is carrying out trials of a new selective door-locking system for its HST stock.

Where the trains stop at stations with short platforms, the system will allow conductors to only open doors on coaches where it is safe for passengers to board and alight.

The system is needed because the trains will take over most services on the Cotswold Line from December and HSTs are not allowed to call at Hanborough and Shipton stations, where the platforms can only accommodate two or three coaches.

They can however, serve the short platforms at Charlbury and Kingham under so-called 'grandfather rights' as the stock already called there before the current Health & Safety law came into being.

LEFT: One of the Alstom Class 180 DMUs, No. 180109, departs from Ledbury in beautiful evening sunlight on 26 August, with the 18.45 First Great Western service to London Paddington. From December, most services on this route from Hereford through the Cotswolds, via Evesham and Oxford will be operated by FGW's refurbished HST sets. ***Richard Tuplin***

Whistling to Kingswear

RIGHT: Pathfinder Tours originally planned to take 'Deltic' Class 55 No. 55022 *Royal Scots Grey* to Kingswear on 8 September from Banbury, travelling via the Chilterns to West Ruislip, then the Great Western mainline. However, the on-going engine replacement at Bury resulted in the CFPS Class 40 No. 40145 *East Lancashire Railway* deputising on the tour. Here the 'large-logo'-liveried 'Whistler' passes Broughton Gifford, near Melksham, on the single track section from Chippenham to Trowbridge on the outbound working. *Ken Brunt*

St. Pancras timekeeping

The new 10ft diameter clock now erected at St Pancras International is an exact copy of the original Victorian timepiece that graced the station until 1976.

British Rail decided that it had no further use for it and arranged for it to be sold to a collector in the USA. Ironically, as it was being taken down, something went wrong and it dropped onto the concourse and shattered into many pieces. The bits were going to be dumped but railwayman Roland Hoggard offered to take them back to his home in Thurgarton, Notts, where he painstakingly put the pieces back together, managed to get the mechanism working again and erected the massive clock in his back garden! London & Continental Railways heard about his achievement and have used the exact design for the new clock, even using the same Welsh slate numbers, cast iron hands and gold border.

BELOW: The new clock at St. Pancras. *Brian Morrison*

ABOVE: DRS Class 47/4 No. 47802 departs from Birkenhead on 6 September, conveying Class 507 EMUs Nos. 507003 and 507017 to Crewe for tyre turning. *Bob Cragg*

Merseyrail Electrics network begins to return to normal

Following on from the report last week on the problems experienced on the Merseyrail Electrics network, the system is gradually returning to a normal service.

Currently, a 15-minute service is in operation on all lines apart from Chester and Ellesmere Port trains which are half-hourly.

Network Rail (NR) says that there would appear to be no one single cause that contributed to the extensive wheel and rail wear problems that had taken 19 out of 59 Class 507/508 EMUs out of traffic. Merseyrail (MR) took the decision to suspend Wirral line services from traversing the Liverpool Loop underground section on 23 August, partially as a result of a rolling stock shortage. As a result of this suspension, Network Rail has undertaken an extensive examination of the work that has been carried out over the past two years on the slab track, on the curved sections in the loop tunnels, which showed that there was no fault. This then allowed engineers to concentrate efforts on the 111 trackside wheel flange lubricators that are located on the Merseyrail network, most of which are situated on the tightly-curved underground section, with the remainder on the overground routes, especially around Southport, New Brighton and Bidston North.

The infrastructure operator says it has worked with the manufacturer of the lubrication equipment to refurbish, recalibrate or replace the equipment as appropriate. In addition to this work, the company is also manually applying grease to the inside of the rails at specific location.

While services were suspended a number of test trains have been operated around the loop line, which also showed that no additional wear or tear had occurred. Passenger services recommenced around the loop line on 31 August and NR says that to date, no further problems have been reported.

In addition, MR have been looking at the flange lubricators on their own sidings in addition to the new wheellathe recently installed at Birkenhead. As a result of these problems, several EMUs have been moved to Crewe for tyre turning.

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Mainline outing for Class 25

The Class 25s, for so long an overlooked workhorse of the BR freight system, will at long last receive recognition on 6 October when the North Yorkshire Moors Railway's No. D7628 is scheduled for a mainline outing.

The Class 25 has been certified for use between Battersby and Whitby by the NYMR as backup to the mainline steam fleet covering Whitby diagrams.

On 6 October, the loco will work from Pickering to Whitby, where the train reverses prior to proceeding to Battersby. After reversal, the Class 25 will then haul the train back to Whitby and work a shuttle out and back to Goathland before returning to Pickering.

Rover tickets for the day, priced at £30, are available through *Rail Express* magazine.

RIGHT: SR Merchant Navy Pacific No. 35028 *Clan Line* was used to work a VSOE excursion from London Victoria to Canterbury West on 7 September. Here the train passes Hildenborough with the outward journey. With one exception, *Clan Line* has worked exclusively for VSOE during the 2007 season. *Steve Philpott*

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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

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ABOVE: The final 'Shakespere Express' working of the season was entrusted to LMS Pacific No. 6233 *Duchess of Sutherland*. Here, the locomotive heads the return working of the first of two round trips between Birmingham Snow Hill and Stratford-upon-Avon at Widney Manor on 2 September. *Denis Chick*

Steam Dreams celebrate *Mallard* record run in 1938 with THREE A4s on an ECML charter!

On 3 July 1938, LNER Class A4 No. 4498 *Mallard* set a world speed record for steam traction of 126mph while descending Stoke Bank on a special working, a record for steam which has yet to be beaten.

To commemorate the 70th anniversary of this famous event Steam Dreams plans to operate a special two-day steam-hauled excursion entitled 'The Coronation', after the celebrated pre-war LNER express service between London King's Cross and Edinburgh. The train will feature all three mainline certified A4s, as well as a number of other special features.

The event takes place over the weekend of 5/6 July 2008, and the plan is to commence at London King's Cross with No. 60007 *Sir Nigel Gresley* in charge through to York, where during a break the opportunity will be taken to line up all four UK-based A4s at the National Railway Museum, the three tour locomotives and No. 4498 *Mallard*, which is now part of the static National Collection and displayed at the museum.

Following the line-up the tour continues north to Edinburgh behind No. 60009 *Union of South Africa* for an overnight break. Next day the same loco is again in charge from Edinburgh through to York, where No. 60019 *Bittern* is scheduled to take over for the run back to King's Cross.

An added attraction should be the presence of the newest steam locomotive in the UK - Class A1 Pacific No. 60163 *Tornado* at York, which is currently under construction at Darlington and is on track for completion by July 2008. Once in steam, it will become the first new mainline locomotive in the UK for almost 50 years.

Steam Dreams are making several packages available to passengers wanting to travel on this unique train covering the entire length of the East Coast Main Line. These range from travel only to accommodation inclusive, more details of which can be found at www.steamdreams.com or by telephoning Judy Brierley on 07768 072011 or Steam Dreams on 01483 209888.

2007 - the year when we needed more steam than we had?

The demise of No. 6024 *King Edward I* with piston problems (see separate story) underlines a general issue in the mainline steam movement at present of a lack of locomotives.

This has been emphasised by the difficulties of resourcing the 'Scarborough Spa Expresses' (SSE) last month and has led Past Time to cancel Saturday's 'Sussex Belle' in favour of providing steam traction on its sell-out 'Torbay Express' the following day.

This year has seen the withdrawal from mainline operations of a number of locomotives, including Nos. 30777 *Sir Lamiel*, 71000 *Duke of Gloucester*, 60800 *Green Arrow* and more recently Nos. 45231 *Sherwood Forester* and No. 850 *Lord Nelson*. Compounding these withdrawals has been the over-running overhauls and repairs to No. 76079 and 34067 *Tangmere*, and the delayed entry into traffic of No. 60019 *Bittern*, all at a time when there is an unprecedented demand for steam traction.

A sensitivity with gauging issues, as evidenced by *Duchess of Sutherland's* bridge scrape at Harrogate, which plunged the SSE's into disarray, hasn't helped, and the knock-on effect of No. 45231's early return from Fort William due to tyre problems caused everyone's fall-back engine, No. 45407, to go north much earlier than planned to cover 'Jacobite' duties. With No. 45407 out of the frame and No. 76079 booked onto the Cambrian duties throughout August, the movement suddenly found that demand virtually exceeded supply, but somehow managed to get through August without any major cancellations or diesel substitutions - but, it was a close run thing.

ABOVE: Class 37/4s Nos. 37410 and 37417 were used on Past Time Rail's 'Torbay Express' on 2 September, deputising for the non-availability of GWR 'King' No. 6024 *King Edward I*. The pair pass Creech St. Michael, bound for Kingswear. *Brian Garrett*

'Sussex Belle' cancelled due to loco shortage

Past Time announced on 5 September that it had cancelled this Saturday's 'Sussex Belle' for commercial reasons.

The problem is that following the piston problems, No. 6024 *King Edward I* has been lost from the fully booked 'Torbay Express' on 9 September and despite strenuous efforts, the company has not been able to find a replacement steam locomotive.

On the other hand, 'The Sussex Belle' was not loading well with only 280 seats sold, and was also having to be re-routed as it could not get into East Grinstead and had been re-timed to get back to Victoria at 21.20 instead of 19.00. Past Time felt that these factors would result in further passenger cancellations.

The company has therefore cancelled the tour, which means that No. 34067 *Tangmere* is now available to cover the following day's 'Torbay Express' diagram and provide a sell-out train with the expected steam traction for the day.

Passengers booked onto 'The Sussex Belle' have been looked after as Past Time has taken a block booking on Railway Touring Company's 'Sussex Explorer' on 27 October, which is also booked to feature *Tangmere*. The latter's fares are higher than those charged on the Past Time excursion, but the difference is being met by Past Time Rail.

This situation graphically illustrates the dilemma of railtour companies when situations totally beyond their control result in passengers not getting either the traction or route, or both, that they expected when making the booking. In this instance, Past Time is in a no win situation and has taken a brave decision which has looked after, as far as it possibly can, the interests of everyone.

To add to Past Time Rail's problems, its two trips with LMS Pacific No. 6201 *Princess Elizabeth* to and from Penzance later this month have also been cancelled, this time due to gauging issues at Hayle.

SVR mainline!

The SVR Autumn Steam Gala has received a major boost by the announcement of an additional mainline steam service between Birmingham Snow Hill and Bewdley, which will operate on both 22/23 September.

The services will be operated by Vintage Trains and feature one of its 'Halls' departing Birmingham Snow Hill at 10.15 and 16.15 on both days, returning from Bewdley at 12.30 and 18.30. The fares are £10 adult and £5 child (5-15years). Bookings open on 11 September at 01299 403816. The SVR gratefully acknowledge the assistance of both Network Rail and Vintage Trains in organising these services at such short notice

News in Brief

■ Steam Dreams has postponed its King's Cross to Lincoln train on 15 September as the company is unable to source a replacement loco for the now withdrawn *Lord Nelson*.

■ The annual Scottish Railway Photographic Charter is confirmed as going ahead on 29/30 September. Saturday morning will see the train working over Rannoch Moor, before returning to the Mallaig extension on both Saturday afternoon and all day Sunday. Eight spaces remained this week, so intending participants should contact John Hunt on 01723 850029 or at johnny2cameras@aol.com. The cost is £130 for the two day charter.

■ Provisional dates for the operation of Class 86/1 No. 86101 *Sir William A Stanier* are 20 October for Pathfinder each way between Crewe and Euston, 15 December on a private charter each way between Norwich and London Liverpool Street and for Spitfire Railtours on 29 December, outwards from Euston to Preston, returning to Euston from Carlisle. Confirmation is awaited in all cases as OTMR is currently being fitted.

■ Class 9400 0-6-0PT No. 9466 will be engaged in a mainline test run from Shirley to Stratford-upon-Avon and back on the evening of 1 November, prior to an inaugural mainline run on 3 November from Tyseley Warwick Road to Ironbridge, running via Walsall, Wolverhampton and Cosford.

The Week Ahead

After a number of frustrating delays, 15 September should see the long awaited mainline return of A4 No. 60019 *Bittern*.

Having recently undergone a mainline test run and spark arrester trial, the locomotive is due to head Railway Touring Company's (RTC) 'The Coronation' (no relation to the Steam Dreams train next year) from London King's Cross to York and Scarborough, with the 'A4' working throughout. With the current problems regarding locomotive availability, the arrival of *Bittern* could not be better timed. It is a busy day for RTC, as it also has No. 34067 *Tangmere* at the head of its 'Atlantic Coast Express' from Waterloo via Woking and Salisbury to Exeter, with steam haulage from Yeovil Junction on the return.

As mentioned elsewhere, Past Time has a 'Welsh Marches Express' from Bristol to Shrewsbury and back which now features No. 6201 *Princess Elizabeth* throughout on the steam sections from Bristol Temple Meads to Shrewsbury and return. The train originates at Birmingham New Street and runs via Stourbridge Junction. Also for Past Time, Mark Elderkin has put together an interesting itinerary featuring Class 40 No. 40145 *East Lancashire Railway* and a WCRC Class 37/0. The tour commences at Birmingham International and proceeds through to Manchester Piccadilly with the Class 37, where the Class 40 takes over through to Buxton via Hazel Grove, and then proceeds via Tunstead, Edale and Sheffield to Leeds. Leeds to Bradford Interchange has Class 37 haulage before No. 40145 again takes over for the run via Copy Pit to Morecambe. The tour finally reaches Heysham Port with the Class 37, returning to Morecambe Class 40 hauled, prior to returning to Birmingham Class 37 hauled. Quite a day indeed!

Steamy Affairs has an Ashford to Oxenholme working with Cotswold Class 47s and the Blue Pullman stock. Its first working of this train on 1 September was cancelled due to crewing problems.

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
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
23 Sep	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029
24-28 Sep	Jacobite	West Coast Rly Company	Fort William - Mallaig & rtn.	62005 or 45407

INDIVIDUAL CHARTER SERVICES

Date	Operator	Traction	Route
09 Sep	Past Time Rail	34067	**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	2xRiviera 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	6201	(Bham NS-Worcester SH-Cheltenham-Bristol TM (pu-rev))-Bristol TM-Hereford-Shrewsbury-Hereford-Bristol TM(and return)
15 Sep	RTC	34067	Waterloo-Yeovil Junction-Exeter(Exeter-Yeovil Junction)-Yeovil Junction-Waterloo
15 Sep	RTC	60019	London King's Cross-York-Scarborough and return
15 Sep	Steam Dreams	tbc	London (tba)-Stevenage-Peterborough-Lincoln and return
15 Sep	Steamy Affairs	2xCR Cl47	Ashford-Tonbridge-Bromley South-Kensington Olympia-Oxenholme and return
16 Sep	Pathfinder Tours	55022	Bristol TM-Manchester Vic-Bolton-Preston-Colne and return
19 Sep	Hertfordshire	2xRiviera Cl47	Stevenage-Welwyn Garden City-Potters Bar-Bournemouth and return
22 Sep	A1 Steam Loco Trust	60019	(London KX-Grantham)-Grantham-Newcastle upon Tyne-Grantham-(and return)
22 Sep	Heartland Rail	2xCR Cl47	TBC-Brighton and return (Provisional)
22 Sep	Hertfordshire	2xRiviera Cl47	London Paddington-Slough-Reading-Paignton and return
22 Sep	Kingfisher	2xEWS Cl37	Reading-Swindon-Stroud-Cheltenham Spa-Barnt Green-Aberystwyth and return
22 Sep	Past Time Rail	6201	(Paddington-Taunton)-Taunton-Exeter-Plymouth-Penzance
22 Sep	Pathfinder Tours	2xCl 31	Leicester-Mansfield-Sheffield-Cumbrian Coast-Carlisle and return
22 Sep	Vintage Trains	tbc	Birmingham Snow Hill-Kidderminster-Bewdley (for SVR Gala) (two trips)

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.

King sidelined after piston problem

While undergoing its fitness to run examination ahead of last Sunday's 'Torbay Express' it was found that the tapered cotter pin which secures the crosshead to the piston rod on the driver's side inside cylinder had become loose on No. 6024 *King Edward I*.

It could not be tightened, so the 6024 Society will conduct its own examination and undertake repairs as necessary once the cause has been identified. As a consequence, the locomotive was withdrawn from traffic and the 'Torbay Express' operated with a pair of EWS Class 37s.

The train this Sunday will be hauled by No. 34067 *Tangmere* (see separate story). Unconfirmed reports suggest the 'King' will be out of traffic for up to six weeks, depending on the extent of the problem once diagnosed. No. 6024 was booked to work the northern leg of a 'Welsh Marches Express' on 15 September for Past Time Rail from Bristol to Shrewsbury, which will now be hauled by No. 6201 *Princess Elizabeth* in both directions.

BELOW: John Cameron's LNER 'K4' 2-6-0 No. 61994 *The Great Marquess* steams across the second viaduct on the Horseshoe Curve on the West Highland Line, bound for Glasgow on 2 September. *Martin Creese*

ABOVE: **SR Battle of Britain Pacific No. 34067 *Tangmere* arrives at Faversham with WCRC Class 37/0 No. 37248 on the rear, with the first leg of a series of charters around Kent, sponsored by brewers Shepherd Neame to coincide with the hop festival at Faversham on 1 September.** *Charlie Robbins*

BELOW: **The second tour of the 'Spitfire' on 2 September from Brighton-Faversham, is seen on the outskirts of Ramsgate as No. 34067 *Tangmere* heads for its destination.** *David Heeney*

A Western traverses the Cambrian

LEFT: No. D1015 *Western Champion* stands at Welshpool, during a booked pathing stop on 1 September. The locomotive performed magnificently throughout the day and turned a 40-minute late departure from Aberystwyth into an almost on-time arrival back at Birmingham. The late departure was caused by the need to take fuel, as weight restrictions meant that the loco could not convey a full fuel tank on the outward journey. *John Whitehouse*

MIDDLE: The 'Cambrian Coast Express' speeds through Bredon, near Ashchurch, on 1 September. The charter originated in the London suburbs at Ealing Broadway. *Jack Boskett*

BELOW: The main issues that caused the problems with Network Rail surrounded the weight of the locomotive over a number of bridges, several of which on the route are of the trestle style. Here *Western Champion* observes a 20mph speed restriction over Afon Clettwr bridge between Dyfi Junction and Borth. *Andrew Bannister*

ABOVE: Freightliner Heavy Haul Class 66/5 No. 66545 works through Patchway station on 4 September, with the 08.32 Portbury Dock - Rugeley Power Station service, heading for the Severn Tunnel. This pathway originally departed from Portbury at 03.00 and has been retimed, resulting in both Freightliner coal services now leaving the docks in daylight hours, the first at 07.00, the latter at 08.32. *Matt Turner*

BELOW: Having run as the 10.21 Neasden South Junction to Hackney Yard, Newton Abbot, on the previous day, the train worked through to Burngullow, to load with sand, on 31 August. However, the hoppers returned empty the same day as the train had been sent a week too early and the load was not ready! *Brian Morrison*

SWT Gala Day in Lymington

ABOVE: After the failure of Class 421 3CIG No. 1497 at Brockenhurst and the unavailability of classmate No. 1498, which was on an exam at Bournemouth Depot, SWT Class 73/1 No. 73109 *Battle of Britain - 50th Anniversary* was dispatched to rescue the errant EMU. However, rather than removing the set back to Bournemouth, a lack of Class 450 Desiro units resulted in the 'ED' and 3CIG working Lymington services all afternoon! The ensemble crosses over the picturesque harbour at Lymington on 4 September.

LEFT: Complete with a surprise 'Lymington Flyer' headboard, No. 73109 departs from Brockenhurst with the 16.29 service to Lymington.
Both James Mayl

ABOVE: The penultimate GNER HST working for Virgin CrossCountry, the 09.40 Newquay-Newcastle, passes through Teignmouth station on 1 September, headed by Class 43 powercar No 43296 *Stirling Castle* with No 43115 *Aberdeenshire* on the rear. Arriva take over the VCC franchise in November and has stated that HSTs will not be hired-in next summer. Also, the GNER livery by then is likely to have changed to that of National Express.

BELOW: The 18.43 'Northern Belle' from Totnes, returning to Birmingham International on 30 August, passes Cockwood Harbour, near Starcross, 'topped and tailed' by Class 67s Nos. 67029 and 67012. *Both: Brian Morrison*

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