

The Railway Herald

9 March 2007

Issue 75

The complimentary UK railway journal for the railway enthusiast



Front Cover

Freightliner's Class 66/5 No. 66527 was used in 'top and tail' formation with classmate No. 66507 on 1 March to work a Neasden - Long Marston service conveying PGAs (formerly used on the Wool - Neasden sand train) for store. In beautiful winter sunshine, the train passes Chipping Camden. *Peter Tandy*



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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](#).



ABOVE: Following the previous days runs with No. 850 *Lord Nelson* (see *Railtours & Excursions*), the same mainline test runs were undertaken on 8 March with ex-LNER K4 No. 61994 *The Great Marquess*. Following a stop, the train gets back into its stride, pictured shortly after departure from Hellifield. *Ron Cover*



LEFT: Problems have been encountered with the new revenue trains to Coventry ProLogis Park. The steeply graded branch has a level crossing at Wheelwright Lane, roughly situated at the half-way point. Trains are presently required to stop on a steep grade, while the barriers are lowered. With trains being 20 IZA twinsets loaded to their maximum weight with mineral water, the booked '66' has had problems getting the load under way again. To overcome this problem in the short term, loaded trains are being worked inward by pairs of 66's, the first working, illustrated here, being on 28 February. After the morning's booked working, Nos. 66250 and 66056 travelled 'light engine' to Northampton to collect the second portion of last Saturday's train, which they worked as the 08.40 Northampton - Coventry ProLogis Park. This additional working is seen taking the ProLogis Park branch at Three Spires Junction, with Nos. 66250 and 66056 in charge. *Ron Kosys*

BELOW: With the loss of a Class 390 Pendolino set, now in secure storage at Washwood Heath, Virgin Trains is to make use of a loco-hauled set on the booked 110mph diagram on the West Midlands services. In connection with this EWS will be providing a Class 90 for the motive power each day and used Class 90 No. 90018 on the 09.09 Wembley - Birmingham International test trip, seen on 8 March passing Hilmorton Junction. The set should go into passenger service from next Monday on the same diagram as was used by the Class 87s prior to Christmas. *Ken Brunt*





St Pancras International welcomes first ever Eurostar

A major move forward in the construction of in the UK's first dedicated high-speed railway was achieved within the first few days of March.

Construction work on the route from Northfleet, the junction with Phase 1 of High Speed 1 (previously known as the Channel Tunnel Rail Link), to Stratford and St Pancras, has progressed quickly with trackwork having been laid, the overhead wires having been erected and energised.

On 6 March, the new St

Pancras International station welcomed its first ever Eurostar set, which arrived on a test train having traversed the whole of Phase 2.

Rob Holden, chief executive of London & Continental Railways (LCR), the developer of High Speed 1, said: "The first Eurostar train at St Pancras is a milestone in the history of train travel in the UK. LCR has taken another significant step forward towards the opening of High Speed 1 on time and within budget."

The new station at St Pancras International is due to open as the new home for Eurostar services in London on 14 November, the entire organisation moving from Waterloo International overnight! It is expected that over 50 million passengers a year will pass through the new 'gateway' once opened and with services using High Speed 1 from the tunnel into the heart of London, city centre to city centre journey times to Paris will be cut to just 2 hours 15

minutes, with Brussels being only 1 hour 51 minutes away.

ABOVE: Class 373 sets Nos. 373313 *Entente Cordiale* and 373314 are pictured shortly after arrival at London St Pancras International - the first ever visit of a Eurostar to the rebuilt station. The vast amount of construction work which is taking place, and which has already been undertaken, is clearly evident in this elevated view, looking down the superbly lit Barlow train shed. It was this unit, which achieved the UK rail speed record on 30 July 2003 of 208mph during test running on the first section of High Speed 1. LCR

Revamp for Dawlish station

Dawlish is the latest recipient of First Great Western's (FGW) £40 million station improvement programme. Several projects are currently in hand at the site, including waiting room and toilet improvements and a complete repainting of the exterior of the Grade 2 listed building to complement new, clearer signage.

The FGW estates division has also worked closely with Devon County Council to design an access ramp from the car park to the platform and construction work on this has started.

A new fast ticket vending machine will be installed this month to allow customers to buy tickets before and after the station ticket office has closed.

Commitment for Crossrail

Estimated to cost £10 billion, the Crossrail cross-London rail link received an encouraging boost on 7 March when the Prime Minister, Tony Blair, said that the Government was "absolutely committed" to the project.

It is said that the Department for Transport is in talks with Chancellor, Gordon Brown, in regard to a financial package being made available with financial input possibly coming in equal proportions from the Treasury, business rates and borrowings against future ticket sales.

Crossrail is planned to run from Maidenhead to a point west of Paddington where it will be in a tunnel under Bond Street, Farringdon, Liverpool Street and Whitechapel, from there, the line splits; the route to the south remaining in the tunnel through the Isle of Dogs and Custom House, surfacing and terminating at Abbey Wood; the line north emerging from the tunnel before Stratford and continuing through Romford to Shenfield in Essex.

Special for Six Nations rugby

Any rugby fans among readers living in the north of England who are attending the Six Nations match at Murrayfield between Scotland and Ireland on 10 March, have a GNER 'Ruggex' special in which to return south of the border after the game.

The special will leave Edinburgh Waverley at 16.30, calling at Dunbar, Berwick-upon-Tweed, Alnmouth, Morpeth, Newcastle, Durham and terminating at Darlington at 18.58. Tickets for the extra train are on sale now at www.gner.co.uk, with an extra 10% discount off the fare for booking online.

BELOW: EWS Class 67 No. 67006 *Royal Sovereign*, complete with silver buffers, powers the Royal train just north of Hassocks station, bound for Brighton on 8 March. No. 67005 *Queen's Messenger* was attached to the rear of the train. *Andy Gibbs*



District Line refurbishment past half-way

Metronet announced on 27 February, that well ahead of schedule, Bombardier, Derby, has revamped the 38th train out of the 75-strong District Line D Stock fleet, meaning there are now more newer versions than old available to run on the network.

The trains re-enter service at the rate of around one a fortnight with completely renewed interiors, CCTV cameras for added security, dot

matrix display panels with passenger information and new flooring.

Painted externally for the first time in London Underground's red, white and blue instead of the old silver livery, the trains have been mistaken by some passengers as completely new ones although they were constructed between 1978 and 1981. The units are scheduled for replacement with new air-conditioned trains from 2013.

BELOW: Refurbished D Stock forms a District Line service to Upminster, shown leaving Cannon Street. Driving Motor No 7508, one of the 20 double-cab units, is on the rear. *Brian Morrison*



North Woolwich 'Meet-the-team' day

Work on transforming the now unused section of the North London Line to North Woolwich into a Railschool and ultimately a heritage steam line is progressing.

The company behind the project has a Meet-the-Team community day at North Woolwich on 24 March from 13.00 until 17.00, which will give anyone interested, including potential volunteers, a chance to meet the team

and discuss the plans for RailSchool and the Royal Docks Heritage Railway.

Further details on the project can be obtained by visiting the website at www.railschool.org, which can also be accessed by [clicking here](#).

The group's latest newsletter, giving information on how the project is progressing, is available to download from the website in a digital format.



ABOVE: A new high-quality coaching stock set has been compiled at Long Marston by a company called Cargo D. The set, which will be available to charter operators comprises mainly Mk3 coaches with Mk2 brake vehicles. Fully cleaned inside and painted in the old British Rail blue and grey colours, the train prepares to leave the Long Marston branch at Honeybourne on its maiden run on the National Network. Riviera Train's Class 47/4 Nos. 47805 and 478156 were providing the motive power for the Long Marston - Crewe move. The set is due to make its passenger debut on 24 March on the Carlisle - Crewe - Holyhead charter that should also feature Class 86 locomotives from the AC Locomotive Group. *Peter Tandy*

Great Marquess to Kyle of Lochalsh?

Railway Touring Company's sell-out 'Great Britain' between 7 and 14 April has been further enhanced by the addition of an Inverness to Kyle of Lochalsh working on 11 April, which had previously been a rest-day.

The train will be hauled throughout by John Cameron's K4 No. 61994 *The Great Marquess* and outline timings

indicate a before breakfast departure from Inverness with around a three-hour break at Kyle of Lochalsh. Because some of the participants of the main train have made other arrangements for that day there are a limited number of tickets available.

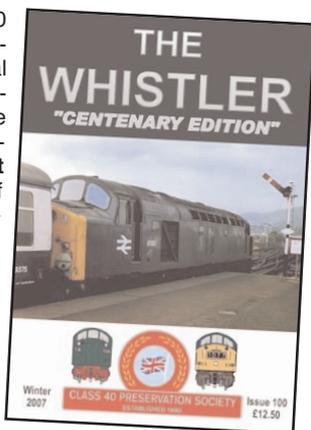
Telephone Railway Touring Company on 01553 661500 to confirm availability.

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ABOVE: The embankment work taking place at Lambrigg on the WCML. *Network Rail*

WCML on track for reopening

The railway line at Grayrigg, on the West Coast Main Line, is planned to reopen on 12 March following almost two weeks of intensive engineering activity.

The accident on 23 February caused extensive damage to the railway infrastructure, and the main West Coast route north of Lancaster to Scotland has been shut ever since.

John Armitt, Chief Executive, said: "We continue to work closely with accident investigators and will leave no stone unturned as we aim to get to the truth. We will listen carefully to the results and recommendations that come out of the investigation, learn the lessons of this terrible tragedy, and make the railways even safer."

Over 300 engineers and dozens of pieces of plant and machinery have been on site, working to get the railway reopened. The work has included

building a temporary steel road using 2,500 massive steel panels to improve access to the site for people and machinery and using the 22,000 tonnes of stone that was initially brought in to form a base for the recovery cranes, to rebuild the embankment. In addition, almost a kilometre of track has been relaid, five new OHL masts erected and over 600 meters of OHL cable renewed. Also, four local signalling control boxes have been rebuilt and new cabling installed. Testing of the signalling system will take most of the coming weekend.

As a result, through Virgin Trains services between London and Scotland should recommence from 12 March, together with First TransPennine local services from Manchester to Windermere. Normal freight operations should also resume, via the booked routes.

ECML tenders issued

An invitation to tender (ITT) for bidders for the InterCity East Coast rail franchise has been issued by the Department for Transport.

The ITT sets out the minimum level of services the new operator will be asked to deliver when the new franchise begins later this year. Bidders are able to operate additional services over and above those outlined.

Bidders are asked to ensure current service levels are maintained together with additional Leeds half hourly trains to commence in May.

The specification will require interested parties to:

- plan for current and anticipated passenger growth and ensure that performance continues to improve.
- seek opportunities to deliver faster journey times on longer distance journeys.
- set out how security on trains and stations can be improved.

- say how they will incorporate smart card ticketing by January 2010.

Bidders will be required to look at ways of implementing the recommendations of the East Coast Route Utilisation Strategy, which will be published by Network Rail. They will also be asked to prepare for the introduction of new inter-city express trains, planned for operational trials in 2012, see below.

DfT begins procedure for new Intercity Express trains

The Department for Transport (DfT) has begun the procurement process for the Intercity Express Programme (IEP), the UK's most significant investment in rolling stock for over 30 years.

The IEP will determine the design of the next generation of intercity trains, which will be introduced across the network from 2014 and can expect to operate for 30 years.

The DfT is expecting to commission between 500

and 2,000 new vehicles, with deployment subject to costs and value.

A 'pre-series' batch of the trains will be introduced to test the new design in an operational environment before production of the full fleet begins. It is likely that these pre-series trains will be deployed on the East Coast Main Line from 2012. This has been included in the Invitation To Tender for the new Intercity East Coast franchise.

Network Rail sets out Freight Rail Utilisation Strategy

Network Rail published the rail industry's Freight Route Utilisation Strategy (RUS) on 6 March, which forecasts future growth and potential across the rail network over the next 10 years, with options for Government and other decision makers to indicate where investment funds could best be spent.

The 2007 Freight RUS brings together in one document the key strategic capacity issues of concern to freight operators, and provides a set of recommendations on how this projected growth can best be met.

The key recommendations include developing the east coast ports coal route to the Aire and Trent Valley power stations, as well as enhancements on the Anglo-Scottish coal route and a proactive approach to gauge enhancement to allow greater access to the network for the increasingly common high cube W10 containers, through replacement of higher structures or lowering of the track. This would enable the rail industry to carry a significant volume of traffic that would otherwise be carried by road.

In addition, timetable changes, diversions, new loops and capacity enhancements are recommended on parts of the West Coast Main Line and routes from the East Anglian and South Coast ports.

Paul Plummer, Director of Planning and Regulation said: "Network Rail is pleased and proud to be leading the RUS programme on behalf of the rail industry, seeking solutions to the rapidly growing demand for rail freight."

The Freight RUS provides a clear view on the likely level and pattern of demand for rail freight across the network as a whole and this will help set the context for work in other areas. It also sets out the recommended short and medium term schemes, some of which will be funded or part funded by the Network Rail 'Discretionary Fund' or the Out-Performance Fund.

The RUS should help to inform the High Level Output Specifications produced by the Department for Transport (DfT) and Transport Scotland, and will provide

strategic context for decisions on the Transport Innovation Fund.

Freight hauliers EWS and Freightliner, both welcomed the Freight RUS which commends improvements to key areas, including gauge clearance on key routes such as Southampton to the West Midlands, and Peterborough to Nuneaton.

The Grayrigg derailment has highlighted the urgent need for gauge cleared diversionary routes as intermodal trains have been rerouted on the East Coast Main Line to and from Scotland. The ability for rail to move 9'6" boxes on standard wagons is essential for rail to continue to compete with road.

The Freight RUS also recognises the recent growth in electricity coal movements from the East Coast ports and recommends enhancement to the Barnetby-Brigg-Gainsborough line, which would provide the traffic with an alternative route to present.

Readers can download their own copy of the Freight RUS by visiting the Network Rail website or by [clicking here](#).

Testing undertaken on Channel Tunnel high-speed rail link



ABOVE: Complete with French motive power, the SNCF test coach is pictured stabled at Northfleet on High Speed 1 on 28 February, awaiting its next movements. The French locomotives are both Class 67000 diesels, Nos. 667251 (nearest to the camera) and No. 667250. Also in the consist is French pantograph vehicle number 63.8799.90.183-7. A Southeastern Class 465 EMU passes overhead with a service from London.

Various tests have been carried out on High Speed 1, Phase 2 in recent weeks, using both British and French motive power.

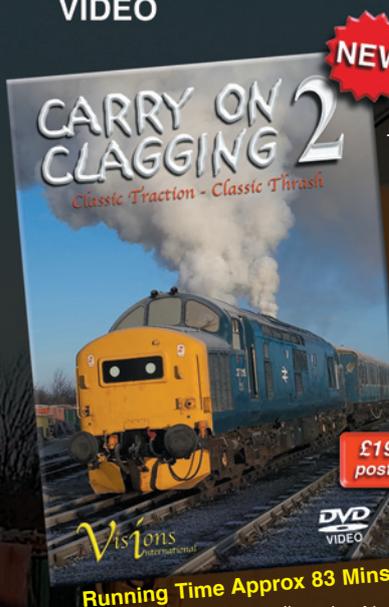
Alongside the testing of Eurostar sets (see Newsdesk) which gave the first appearance of a Eurostar in St. Pancras, one of the French operated SNCF test coaches has also been used on High Speed 1, testing a range of subjects, including track geometry and the in-cab TVM430 signalling.



RIGHT: The SNCF test coach Lucie. Both: Patrick Seale

DVD VIDEO

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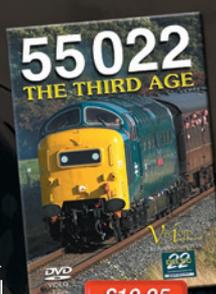
56003 storming out of Bury; Class 25 D5185 throwing its toys out of the pram on the GCR; 37003 Wensleydale and Weardale Railways; 33116's smoking first run in preservation; 40145 waking up the neighbours on the ELR 'ski-slope'; 'Western' D1023 & 'Deltic' 55019 top & tailing at the SVR; D8048 & D8098 erupting out of Loughborough; D431 on full power at the SVR; 46045 darkening the sky at Butterley; 27066 at Wansford; 31130 charging out of Market Bosworth; 37075 creating plenty of clag on the Wirksworth incline; D5207 clagging well at the North Norfolk; 26024 on the East Lincs Heywood link; 44004 on Goathland bank; 'Hymek' D7017 thrashing away from Inwell Vale; A pair of 14's at Orton Mere; 55022 on both engines at Summerseat; 'Warships', D821 & D832 motoring at Ewood Bridge; 45060 storming out of Ropley. Other locos included are - 50027, 25313, 33019, D1041, 37255, 47244, D9009, 27001, D7076, 33117, D6732, 50049, D8, 20142, E6005 & E6006, D1013, 31101, 40012, D8137, D123, D444, 50015, 31435, 46010, 45112, 25265, D5061, 37215. All this plus plenty more!

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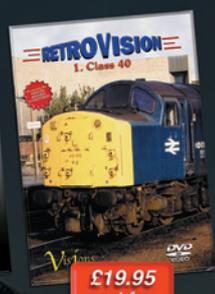
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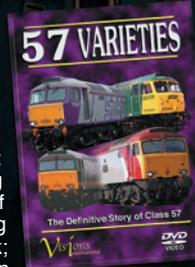
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TOP: Having taken over the train at Peterborough, the National Railway Museum's 'V2' No. 4771 *Green Arrow* steams through Swinderby on the Newark - Lincoln line, bound for its water stop at the historic city. *John Whitehouse*

Green Arrow hits operating problems on Great Central charter



ABOVE: Although running nearly an hour late due to earlier trespass problems, No. 4771 *Green Arrow* storms through Melton Ross in fine style on 3 March. *John Terry*

BELOW: Due to vandalism the charter became caught in operational problems which delayed it at Great Coates, near Grimsby for over an hour. The train awaits permission to proceed at Great Coates No.1 signal box. *Richard Tuplin*



At the third attempt, the Railway Touring Company finally operated its 'Great Central' charter on 3 March.

The tour left Peterborough on time with No. 4771 *Green Arrow* in charge, only for trespassers on the lineside in the Stoke summit area to bring the train to a stand. It is believed the trespassers were not enthusiasts, and the problem delayed the train by 45 minutes.

After taking water at Lincoln, the planned Market Rasen stop was truncated, only for the train to become embroiled in an operating incident, caused by vandalism, just after leaving the mainline at Marsh West Junction, near Grimsby, which caused a further delay of around two hours. Now running seriously late, the train was eventually allowed to continue around the Immingham loop, becoming what is thought to be the first steam-hauled passenger train to do so since the end of steam.

By now the locomotive was short of water, and the decision was made to take water from a hydrant in Barnetby High Street instead of proceeding to the planned water stop at Gainsborough Central, where a tanker had been positioned.

Following a further delay due to the Barnetby water stop, Doncaster was eventually reached at 19.00, where the decision was taken to cancel the section to Deepcar, and return the train directly to King's Cross diesel-hauled.

New company for an old name in railtours

The collapse of FM Rail had many implications across the industry, and perhaps none more significant than the impact it had on John Farrow, with whom the name of railtouring and Hertfordshire Rail Tours is synonymous.

It is pleasing to report that Mr Farrow is back in business, and already posting 'sold-out' notices with his new charter operation, UK Railtours.

The company will utilise mainly diesel traction from EWS and a combination of EWS and Riviera Trains coaching stock for railtours based on the old, well tried and successful Hertfordshire formula of 'Forgotten Tracks'.

Indeed, the first tour on 15 May is a straight forward Euston-Carlisle outward, returning southbound along the much under-utilised Cumbrian Coast route. What is not so straight forward is that this is actually a relief for the main-train which follows exactly the same itinerary two-days later and is already sold-out!

Heading the same way, that is to a sell-out, is the charter on 26 May from London Victoria, which will visit the Isle of Grain branch, Folkestone Harbour and Dungeness all in the same day. Later, there is a tour to Paignton from Paddington on 14 July, which includes an option for a 'fill-in' train to Heathfield, followed by a York and Settle and Carlisle trip from King's Cross on 18 August. The latter train is also fully booked in First Class seats remaining.

Finally, for now, is a trip on 5 September, outwards from St. Albans and prime Midland mainline stations to Wellingborough, before heading west via Coalville, Burton upon Trent and the Lichfield High Level chord to Stafford, Crewe and eventually Shrewsbury. The return is via Telford, Walsall, Sutton Park and Nuneaton, to regain the Midland at Wigston.

For more details go to www.ukrailtours.com or telephone 01438 715050.



ABOVE: An old locomotive back on the mainline steam scene is ex-Southern Railway 4-6-0 No. 850 *Lord Nelson*. The loco undertook its mainline test run on 7 March working from the East Lancashire Railway at Castleton to Carnforth, then hauling nine Mk1s, plus West Coast Railway Class 47/0 No. 47245 on a circular run to Hellifield, Blackburn and Preston, before heading north up the WCML back to Carnforth. Here *Lord Nelson* storms past Docker Park, near Arkhome, in fine style. The locomotive is to star in the forthcoming West Somerset Railway gala, before undertaking a series of railtours on the old Southern Region. *Terry O' Conner*

Diesel and steam charters for RTC

For many, the highlight of the Railway Touring Company's (RTC) summer programme will actually be their 'Autumn Highlander' which promises to be a celebration of all things English Electric.

The detail is stunning. With Kings Cross to Perth on 5 October with 'Deltic' No. 55022 *Royal Scots Grey*, which will then give way to Class 40 No. 40145 for the final run over Drumuachder and Slochd summits to Inverness. Next day No. 40145 will be joined by one of the Fifty Alliance Class 50 locomotives for a 'topped and tailed' working to Kyle of Lochalsh, followed by the same pairing undertaking a day out from Inverness to Wick and Thurso on 7 October. For the return south on 8 October, it will be a Class 40/50 combination from Inverness to Perth, where No. 40145 will be re-positioned at the rear of the train, which will then be hauled back to King's Cross with a Class 50 and Class 55 double-header.

The main feature of RTC's summer steam programme is an outing on 7 July from King's Cross to Scarborough and back which provisionally has Class A4 No. 60019 *Bittern* pencilled in. Nigel Dobbing from RTC says that he has been told there is a "good chance" that the locomotive will be ready in time.

It is currently entering the final stages of an extensive overhaul at Ropley on the Mid-Hants Railway. This is just one of two excellent tours on 7 July, the other featuring No. 6233 *Duchess of Sutherland* throughout from Liverpool Lime Street to Carlisle and back, outwards via Shap and returning over the S&C.

Blaenau Ffestiniog also features and represents a welcome return to steam on the highly graded, scenic but difficult Conway Valley line, as other operators have in the past found to their cost. RTC is taking no chances by employing Ian Riley's classic pairing of No. 76079 and No. 45407 from Crewe on a tour originating at Worcester. The same pairing also work out of Manchester Victoria on 23 June to Carlisle outwards over Shap and returning over Ais Gill.

No. 71000 *Duke of Gloucester* has a number of bookings commencing with a Preston to Carlisle via Shap on 9 June on a tour from Bedford, while seven days later the same loco works the York to Carlisle section of a tour from King's Cross, which returns diesel hauled via the Tyne Valley. On 28 July, No. 71000 has charge of a repeat of the Liverpool to Carlisle working, via Shap and Ais Gill.

Chiltern Railways sponsor steam charter

Chiltern Railways is sponsoring a steam charter on 5 May from Birmingham Moor Street to London Marylebone.

Motive power should

be Tyseley's 'Hall' No. 4965 *Rood Ashton Hall* and Vintage Trains' Pullman stock. The train offers over four hours in the capital, and there are options to either

travel both ways with steam or go with one-way steam and one-way Chiltern 'Clubman'. For more details go to www.chilternrailways.co.uk or telephone 01494 420155

The Week Ahead

Three steam charters are booked for 17 March, each featuring iconic locomotives from three of the old railway companies.

For the LNER, 'A4' Pacific No. 60009 *Union of South Africa* heads a Railway Touring Company charter from King's Cross to the historic City of York and back, while Swindon's 'finest', ex-GWR 'King' No. 6024 *King Edward I* opens its 2007 programme for Vintage Trains from Solihull to Didcot, returning via Swindon, Worcester and Kidderminster. This is a shake down tour after winter maintenance at Tyseley, but it should nevertheless be a good test for the 'King' with both Sapperton and Old Hill gradients to be conquered on the return.

Finally, the products of the LMS and Crewe

Works are represented by 'Princess Coronation' No. 6201 *Princess Elizabeth* on the classic West Coast Main Line route over Shap each way, outwards from Preston to Carlisle with steam through to Crewe on the return, for Past Time from London Euston.

Hertfordshire, which has now dropped the 'Blue Pullman' branding, using just 'Pullman' instead, has secured the use of Riviera's 'Great Britain' set and traction for the remainder of its programme. An announcement is expected shortly detailing Hertfordshire's future plans. However, on 17 March the company has another sell-out from Southend to Bath and Bristol, which runs via Basildon, Upminster, Barking and Stratford.

North Star heads to the Midlands!



ABOVE: Having taken two Mk2 barrier vehicles from Old Oak Common to Laira, Class 47/4 No. 47840 *North Star*, took nine unrefurbished Mk3 HST vehicles to Derby. The consist passes through the environs of Exeter St. Davids station on 6 March. *Philip Bellamy*

BELOW: Having delivered the Mk3 stock for refurbishment to Bombardier at Derby, No. 47840 *North Star*, now united with a Bristol Bluebirds headboard, returned south with a Litchurch Lane - Plymouth Laira move conveying refurbished Mk3s with 5Z47 Derby - Laira HST stock move, pictured passing Stoke Works Junction, near Bromsgrove, where the line to Droitwich and Worcester diverges from the Cheltenham line. *Peter Tandy*





ABOVE: Freightliner Heavy Haul's Class 47/4 No. 47816 was used in a wagon move on 1 March, transferring newly delivered Freightliner aggregate hopper wagons from Doncaster Belmont Yard to Crewe. The train is seen passing Ravensthorpe. *Richard Turner*

BELOW: Direct Rail Services' regular wagon movement from Carlisle to the repair facility at Haverton Hill, was in the hands of unrefurbished, split-headcode box Class 37/0 No. 37087 on 7 March, pictured passing Ouston, north of Chester-le-Street. *Ken Short*

Wagon moves!





ABOVE: Carrying the smart looking GB Railfreight/First Group colour scheme, Class 66/7 No. 66727 heads through Slough on the slow lines on 6 March with a Taunton Fairwater - Peterborough Yard concrete sleeper train. This service is now a regular operation as a result of the HOBC and Track Renewal Trains being based at Taunton. *Phil Bellamy*

BELOW: Class 66/0 No. 66048 had charge of the 11.17 Hayes to East Usk Junction aggregate working on 3 March, when technical problems resulted in the locomotive being declared at failure at Severn Tunnel Junction. After a delay of around one hour, the train proceeded forward to East Usk after Class 60 No. 60073 Cairn Gorm was provided to rescue the train. Here the ensemble passes Severn Tunnel Junction station. *Tom Curtis*





ABOVE: Recently delivered Freightliner Class 66/6 No. 66624 has now entered traffic following rectification work. One of the locomotive's first revenue-earning workings was the 10.20 Croft - Neasden aggregate service on 5 March. The locomotive is pictured at Harrowden Junction, north of Wellingborough, presenting a truly uniformed sight with the Freightliner-liveried aggregate hoppers. *Roger Cutts*

BELOW: Catching the last rays of the setting sun, Class 66/0 No. 66077 ambles south along the East Coast Main Line, skirting the coast at Burnmouth, with the 13.08 Edinburgh Bathgate to Washwood Heath empty car train on 2 March. *Jim Binnie*



Historic Pullman coach arrives back at Southampton Docks

The historic Pullman observation coach, once part of the train that toured the USA with *Flying Scotsman*, has been rescued from the west coast of America.

The wooden observation coach, known as Car 14, was transported by road from San Francisco in California, 500 miles south to Long Beach, near Los Angeles. There it was carefully loaded on to the 66,532 tonne roll-on, roll-off ship *MV Taiko*. The vessel departed from the port of Long Beach on 23 January for its 8,000 nautical mile journey to the UK via the Panama Canal.

The coach arrived back at Southampton Docks in late February, thanks to a £30,000 appeal by the Swanage Railway. After being reunited with its bogies, the coach was then moved, again by road, to Ramparts in Derby, where the vehicle will undergo a full overhaul and restoration, which, once complete, will see the coach in traffic on the Purbeck Line.

The luxurious carriage was built at Brighton in

1947 and converted for use on the 'Devon Belle' service between London Waterloo and Ilfracombe in North Devon during the days of steam. After the 'Devon Belle' service ended in 1954, the observation cars were used on charter services, ending up on the

Scottish Region in 1961 on the lines between Inverness and the Kyle of Lochalsh and from Glasgow to Oban.

When the owner of LNER A3 Pacific No. 4472 *Flying Scotsman* decided to tour America with the locomotive, this was one of the coaches

that was exported at the same time to form part of the tour train.

Before being repatriated back to the UK, the Pullman observation coach fronted an office building in San Francisco, California, after being left on the

quayside at the end of the ill-fated *Flying Scotsman* tour of the USA and Canada in 1971.

Donations are welcomed towards the cost of restoration - please contact the Swanage Railway or visit the website by [clicking here](#).

BELOW: Back on British soil - Pullman Car No. 14 is reunited with its bogies at Southampton Docks. *Andrew P. M. Wright*



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ABOVE: Visiting ex-GWR Prairie Tank No. 5542 arrives at Medstead & Four Marks on the Mid-Hants Railway with a pair of green-liveried Mk1s during the line's 'Spring Steam Gala' weekend on 2 March. The locomotive was one of three visitors during the event. *Steve Guess*



ABOVE: The Severn Valley Railway's Small Prairie tank No. 4566 is now back in traffic and is pictured passing Bewdley South signalbox with a local passenger train while working a 'Friends of Hagley Hall' photographic charter. Note the remaining silver post from the temporary replacement signal while the large bracket signal was replaced due to wood rot in the original. *John Whitehouse*

Locomotives arrive for West Somerset steam gala weekends

With just over a week to go before the first weekend of its Spring Steam Gala, the West Somerset Railway has received the first three guest steam locomotives for the event.

Ex-Southern Railway West Country Pacific No. 34007 *Wadebridge* and

two ex-Great Western designed engines, 'Manor' No. 7822 *Foxcote Manor* and Small Prairie No. 5521 are already on site, with Nos. 7802 *Bradley Manor*, 5051 *Earl Bathurst* and 850 *Lord Nelson* due to arrive between 7-10 March.

The guest engines will

be running alongside the West Somerset's resident fleet during the Gala and this will mean that up to 14 engines will be in action between Bishops Lydeard and Minehead on 17-18 and 22-25 March.

For passengers who would prefer to park

away from the railway there is a free shuttle bus service on all six days operating from Taunton railway station and the Silk Mills 'Park and Ride' scheme to Bishops Lydeard.

On the Saturdays and Sundays of both weekends Virgin

Cross Country will be operating a Class 220 'Voyager' set from Bristol Temple Meads to Bishops Lydeard each morning, returning in the evening and operating a shuttle service between Taunton and Bishops Lydeard during the day.

Darley Dale upgrade

HM Railway Inspectorate approved Peak Rail's new two-train working system on 26 February.

Throughout 2006 and early 2007, volunteers and staff have installed a long loop and signalling at Darley Dale to allow the two-train operation to be introduced.

It is not anticipated that the new system will be used during the standard timetable dates in 2007, although it is a possibility for the 2008 season.

BELOW: A scene with a difference on the Chasewater Railway on 3 March. Visiting ex-GWR 0-6-0PT No. 813 from the Severn Valley Railway and an Andrew Barclay 0-4-0ST disguised as GWR No. 701 pose during a photographers charter. *Martin Creese*



Hybrid HST for GCR Diesel Gala

The Great Central Railway has announced that the soon to be unveiled Hitachi battery/diesel hybrid HST will be working non-public trains during its forthcoming April diesel gala weekend.

The HST, comprising two power cars and several Mk3 coaches, will be undertaking test runs on the GCR shortly to prove the power saving technology. The set will star alongside the resident diesel fleet and visiting Class 27 No. D5401, which is on the railway for the season.

GCR General Manager, Robert Crew said: "The whole industry is buzzing with talk about the Hitachi HST and we know that traction enthusiasts will want to see it up close and in action early on. While it won't be available to carry passengers as the carriages will be carrying test equipment, the sight of an HST on the GCR passing heritage traction on the double track will be really something!"

The gala takes place in late April, over the weekend 27/28 April,

and will also feature resident Class 20s Nos. D8089 and D8048, Class 25 No. D5185, Class 31 No. D5830, Class 33 No. D6535, Class 45 No. D123 and Class 47 No. D1705.

It's hoped that No. 37255 will also be fit for action even though faded rail blue-liveried Class 25 No. 25265 will not. The line's resident Class 101 DMU should also see some mileage. There will be an intensive passenger timetable and a 'curtain raising' Beer-ex on the Friday evening before the gala starts.

Push-pull set for Dean Forest

The Dean Forest Railway has a 1930's vintage 'push pull' train at the railway, comprising GWR 0-4-2T No. 1450 and an auto-coach for the 2007 season.

The railway plans to use the train as much as possible and it will be in use during both 'Branch Line Gala' days on 13 May and 4 August, when two locomotives will be in steam to re-create the spirit of a typical rural GWR branch line.

A diesel running day, making the most of the line's diesel fleet, will be

held on 29 September.

Two new books are to be published shortly by Silver Link Publishing. Firstly is the 'Dean Forest Railway - Volume Two' by *Railway Herald* contributor John Stretton, while the second title is 'Dean Forest Footplate Memories' by Bob Barnett, a former Lydney loco man who spent most of his railway life working in the Forest of Dean, including the line to Parkend.

Both authors will be at the Dean Forest Railway on 7/8 April, to sign copies of the new books.

Great Western Society celebrate two anniversaries at Didcot

While Oxfordshire celebrates one thousand years of history in 2007, the Didcot Railway Centre is celebrating two significant events with a 40-75 Anniversary Gala on 5-7 May.

The Great Western Railway built a new engine shed at Didcot 75 years ago. As British Railways' steam was replaced by diesel and electric locomotives from the early 1960s, the Great Western Society was formed to preserve several locomotives for posterity. The group was offered the use of Didcot engine shed and moved in 40 years ago in 1967 with just three steam locomotives.

Since then, the Society's members have developed a living museum of the Great Western Railway based around the engine shed with a large collection of steam locomotives, carriages and wagons, have constructed a country branch line complete with a typical station, signalbox and level crossing and a recreation of Brunel's original broad gauge railway.

Several visiting steam locomotives from across the country are taking part in the gala including the National Railway Museum's Great Western Railway No. 3440 *City of Truro* and Southern Railway No.850 *Lord Nelson*. Taff Vale Railway 0-6-2T No. 85, normally based on the Keighley & Worth Valley Railway is also visiting, together with the diminutive London & South Western Railway Beattie well-tank No. 30585.

There will be model railway and Scalextric model car demonstrations as well as special displays and photographs depicting the 75 years of the engine shed and the 40 years of change since the Great Western Society moved in.

On Saturday, former workers at the engine shed are being invited to the opening of the event and there is a reunion when it is hoped that former Great Western Society members who have taken part in the activities over the 40 years since 1967 will attend. On the Sunday evening there

is a special commemorative railwaymen's service and thanksgiving at Evensong at 18.00 in St Peter's Church, the railway church in Didcot.

The event also sees the launch of 'The Didcot Story', a new book by Great Western Echo Editor Michael Baker and John Villers giving a fully illustrated account of how Didcot's railways have changed over the years, with particular emphasis on the development of Didcot Railway Centre since 1967.

Didcot Railway Centre will be open each day from 10.00 to 17.00, with an early opening for photographic opportunities 'on shed' on 7 May from 07.00. The Refreshment Room, serving lunches and snacks, together with a real ale bar, will be open throughout the event.

Tickets can be purchased on the day, although for those enthusiasts wishing to buy tickets in advance, a discount on the gate price is available. Contact Didcot Railway Centre for more details.

GBRf visits Nene Valley diesel gala

The Nene Valley Railway held a successful diesel gala weekend on 3/4 March.

There were a number of attractions in the line up, including triple-headed Class 14s and no less than three Class 56 locomotives. Also present was GB Railfreight's Metronet-liveried Class 66/7 No. 66718.

RIGHT: GBRf No. 66718 *Gwyneth Dunwoody* leaves Wansford with the 12.15 departure on 4 March, with a rake of the railway's international coaches. *Steven Hatch*





Class 43 No. 43023 was released to traffic on 26 February, following its refurbishment and fitting of an MTU power unit at Brush Traction, Loughborough. The powercar heads south along the famous Devon sea wall at Dawlish on 3 March, in the company of MTU-fitted classmate No. 43093 with the 10.05 service from London Paddington. *Scott McLeod*