

The Railway Herald

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Issue 79

The complimentary UK railway journal for the railway enthusiast



Front Cover

Class 31/4 No. 31452 with 10 JIAs and a single TEA, approach Long Marston, with classmate No. 31128 on the rear. The train had originated from Gloucester New Yard. *Peter Tandy*



Back Cover

Heading another run of Pathfinder's 'Buffer Puffer' excursions around South London, Class 37/4 No. 37410 leads the train past Milepost 33, heading south through Balcombe in West Sussex. *Paul Pettitt*



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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: First Great Western has hired a set of Mk3 trailer vehicles from Midland Mainline, apparently until December. The set, previously formed as NL02, is now based at Plymouth Laira as LA74. Together with re-engined powercars Nos. 43153 and 43155, the set works the 07.00 Swansea - London Paddington past Bishton Flyover during mid-March. *Neville Lee*

Major rebuild for Cannon Street

A major transformation of Cannon Street station is about to get underway as part of a £360 million scheme to create a new retail and office development around one of the country's busiest transport interchanges in the heart of the City of London.

The project will fund significant improvements to the rail station and also lead to the upgrading of the Cannon Street London Underground station.

Work will be carried out by Hines, one of the world's largest real estate companies. Construction will commence this summer and is scheduled for completion in 2010. The station will be more accessible for the 27 million people who use it each year, supporting future passenger growth and offering new shops and relocated ticketing facilities.

The unattractive 1960s building above the station will be demolished to make way for a new mixed-use development, designed by Foggo Associates. It will contain over 400,000 sq ft of premier office space, plus 17,000 sq ft of station retail space.

Mick Martin, Director of Commercial Property for Network Rail, commented "The finished station will be less congested and more accessible for passengers and will come without any disruption to weekday Southeastern train services."

BELOW: A computer graphic of how the new building will look. *Network Rail*



Etching the future at Derby

Work has started on the £5.6 million upgrade of Etches Park Depot in Derby.

The project includes two new fuelling points for Meridian DMUs and a new inspection and wash pit for Midland Mainline's fleet of HSTs. The project is scheduled to be completed by November.

Once the work is done, the depot will become self contained, with stock no longer having to travel along the mainline in order to access one part of the depot from the other.

Such movements take place mainly at night and are difficult due to the large number of freights passing through Derby. An average night can see up to 140 train movements around the depot.

NOTICEBOARD ■ NOTICEBOARD

Take a break!

With most of the editorial team on holiday ... we'll be following the steam action around the country from Penzance to Wick! *Railway Herald* will take a break for one week.

As a result, we'll be back with a double-issue, together with a special feature on the 'Great Briton' eight-day charter around the UK, on 20 April.

Please do continue to submit your images and news information over the next week, but do bear with us for a response as we'll be dealing with all correspondence on our return.

News In Brief

■ The old established subscriber magazine *Railway Gazette International* has been transferred from its current publisher, Reed Business Information, to Hamburg-based publisher Deutsche Verkehrs Verlag, a company already active in the railway market through its Eurailpress business unit. At present the magazine is continuing to operate from its offices in Sutton, Surrey, but is due to move into new premises in early May.

■ Completion of the first phase of improvements at Camborne station were officially unveiled in a ribbon cutting ceremony on 27 March. This was the first phase of a £340,000 scheme, which has so far concentrated on the station building on Platform 2. The development provides automatic doors to the new heated concourse and waiting room, a new toilet suite, a new ticket area and improved staff accommodation. Phase 2 of the work will include improved car, cycle and motorcycle parking and a new-look station forecourt layout.

■ A major project to reopen the railway line between Airdrie and Bathgate has been approved by MSPs, the £300 million scheme to include an upgrade of the links between North Lanarkshire and West Lothian and the construction of two stations at Caldercruix and Armadale with Drumgelloch and Bathgate stations relocated. The project, which attracted cross-party support, aims to draw more businesses to the central belt and create 1,500 jobs. It is hoped the line, closed for 50 years, will reopen by 2010, and with four passenger services an hour between Glasgow and Edinburgh, help cut congestion. Scottish Transport Minister, Tavish Scott, said it could be worth as much as £716 million to the local economy.



ABOVE: First ScotRail has reliveried two of its Class 170/4s into a promotional livery for the 2014 Commonwealth Games bid, Nos. 170420 and 170421. The latter is pictured near Monifieth on 4 April, working the 13.23 Aberdeen-Edinburgh service. *Jim Ramsay*

Summer timetable improvements for 'one' railways

From the new summer timetable commencing on 20 May, 'one' has announced a number of improvements:

■ There will be an hourly service for passengers at Brandon, on the Norwich to Cambridge line. Additional stops at the station will be 12 on weekdays, 14 on Saturdays and seven on Sundays. Since the introduction of the hourly, direct Norwich to Cambridge service in 2002, passenger numbers have snowballed with over half-a-million a year now using what has become a popular, fast and frequent alternative to the A11 road.

■ There are new additional Saturday morning trains from Colchester to London Liverpool Street, departing Colchester at 08.52, 09.52 & 10.52, calling at Witham, Chelmsford & Shenfield and new Saturday evening trains from Liverpool Street to Colchester, departing at 17.38 & 18.38, calling at Shenfield, Chelmsford, Witham & Marks Tey.

■ A new hourly service on summer Sundays has been introduced on the Bittern Line between Norwich and Sheringham. The improvement increases the number of trains between Norwich and Sheringham on Sundays from seven trains in each direction to 13. The Bittern Line has seen passenger growth approaching 190% since the establishment of the successful Community Rail Partnership on the route almost 10 years ago.

■ On the West Anglia route, there are to be extra late

evening stops at Stansted Mountfitchet, an additional train on Mondays to Fridays from Chingford to Liverpool Street, calling at Highams Park, Wood Street & Walthamstow Central and an additional train on Mondays to Fridays from Liverpool Street to Cheshunt, calling at all stations via Southbury. Increased frequency on Sunday morning services on the Hertford East, Enfield Town and Chingford to Liverpool Street routes are being introduced with an earlier weekday morning train from Cambridge to Liverpool Street at 07.32, calling additionally at Whittlesford and Audley End. There will also be an earlier Sunday morning train from Sawbridgeworth, Broxbourne, Cheshunt, Waltham Cross, Enfield Lock and Ponders End to Liverpool Street, the service starting from Bishops Stortford at 06.42.

By working with the Royal Society for the Protection of Birds, services have been agreed to fulfil passenger demand for the growing numbers visiting RSPB nature reserves at weekends. The introduction of new weekend stops at the remote stations of Lakenheath, on the Norwich to Cambridge line, and at Buckenham, on the Norwich to Great Yarmouth/Lowestoft Wherry Lines are the result, Lakenheath being close to the visitor centre for the RSPB at Lakenheath Fen, and the RSPB site at Buckenham also being situated close to the station with the RSPB Strumpshaw Fen site just a short walk away.

BELOW: Wearing a different shade of the 'one' blue livery, Class 90 No. 90003 *Raedwald of East Anglia* heads a Norwich-Liverpool Street service near Kelvedon, south of Colchester on 1 April. *James Welham*



Potters Bar to undergo a £2.5 million refurbishment

Potters Bar station is to receive a £2.5 million face lift, work beginning in April to replace the two long canopies which stand over the platforms, as well as a raft of improvements to the station buildings, including replacing

windows, doors and the fascia, and installing new platform lighting.

The canopies, which were originally designed and installed in the 1950s, have reached the end of their life and will be replaced with a new steel frame structure, which will support the

steel sheeting roof. The canopy replacement is a technically challenging job due to their weight of 140tonnes each.

To remove them, each canopy will need to be cut in half and a 1000tonne crane used to lift out the four sections.

Work will continue

on eight successive weekends from 8 April, and it will be necessary to close the station while the work is being carried out. Bus replacement services will be in operation. High speed East Coast services will be diverted around the Hertford Loop.

News In Brief

■ The latest phase of work to reinstate the railway line from Edinburgh to Tweedbank was officially launched on 27 March, when responsibility for the route was taken on by Transport Scotland, the national transport agency. It is envisaged that Transport Scotland will take the lead role as promoter, with the councils involved retaining responsibility for land assembly, associated road works, car parks, bridges and other non-railway infrastructure matters.

Latest community project officially launched as

The Marston Vale Community Rail Partnership was officially launched on 4 April 2007, with the Bedford-Bletchley services carrying a special CRP headboard during the day.

The event was hosted by the Bedfordshire Rural Communities Charity and held at the Forest Centre at Marston Morstaine in the Forest of Marston Vale. Following speeches by Janet Ridge, the Chief Executive of the Charity, Mark Steward, Route Director of Silverlink County and Neil Buxton, General Manager of the Association of Community Rail Partnerships, Eileen Moore, the Marston Vale CRP Officer explained the plans for the route, including increasing passenger numbers, sponsoring stations and improving services, including a hopeful introduction of Sunday trains in the not too distant future.

RIGHT: Silverlink Class 150/1 No 150123 *Richard Crane* arrives at Bletchley as the 12.51 train from Bedford. *Brian Morrison*



Gatwick Express to remain non-stop ... but will be part of Southern



ABOVE: On its way from Gatwick Airport to London Victoria, Class 460 'Gatwick Express' No (4600)06 passes through the South Croydon area, meeting Class 319/4 No 319443, forming the 08.40 First Capital Connect Thameslink service from Bedford to Brighton. *Brian Morrison*

The Transport Secretary, Douglas Alexander, has unveiled plans to transform Gatwick Express services and also implement some of the suggestions of the Brighton Main Line Route Utilisation Strategy, which was published in early 2006.

A package of improvements that includes expanding the Gatwick Express service, building new trains and leasing more carriages will boost capacity from the end of the year, with all the additional 12,000 seats available by the end of 2008.

After months of uncertainty, the Gatwick Express service, which operates non-stop every 15 minutes between London Victoria and Gatwick Airport, will be retained, although from May 2008 the current franchise is to be terminated short and together with Southern will create a new combined franchise, retaining the non-stop service.

From December 2008, the Gatwick operation will be expanded with some services in the morning and evening peak being extended from Gatwick Airport to serve limited stations to Brighton. This move will see Class 460 'GatEx' stock remain with the Gatwick route and be joined by the reintroduction of several currently stored Class 442 'Wessex Electric' trains. The '442s' will be used to operate the new peak-hour

Brighton-Gatwick-London trains and will be refurbished and modified to be similar to the layout of existing Gatwick Express stock with adequate luggage space.

On weekdays, six Gatwick Express trains in the morning peak period (arriving in the capital between 07.35 and 08.50) will start at Brighton and provide a fast service to London Victoria calling at Haywards Heath and Gatwick Airport. Some services will also call at intermediate stations including Preston Park, Hassocks, Burgess Hill and Wivelsfield. The same style of service will return southbound in the evening high peak (departing the city between 17.30 and 18.45). All of the Brighton 'GatEx' trains being provided by pairs of Class 442 EMUs, giving 10-coach sets.

Despite the integration with Southern from May 2008, the Gatwick Express service will retain its own branding and dedicated platforms at Victoria station and, with the possible exception of the through trains to Brighton, at Gatwick Airport station. Combining the Gatwick and Brighton services in this way releases rolling stock and slots in the timetable, which are currently occupied by existing Brighton-Victoria trains. The current proposal is that the Class 377 'Electrostar' units and the timetable paths will

be reallocated to provide additional capacity to outer suburban corridors, especially on the Redhill-Merstham-Coulsdon South-East Croydon-London Victoria route where the effects of crowding are particularly prevalent.

All together, the DfT expect that these changes will provide more than 3,700 seats into and out of London every day at the busiest times.

The current 12 four-car Class 319 units used by Southern are to be transferred to First Capital Connect to allow the company to double the remaining four-coach peak services to eight. The first of the units will move by the end of this year, with all 12 having been transferred by December 2008.

This move, while being ahead of the intended transfer date of 1 January 2010, will, however, leave Southern with a shortage of 48 coaches (12 four-car trains). The shortfall in stock is to be made up by the investment of £55 million in 12 new Class 377 'Electrostar' EMUs, built by Bombardier Transportation in Derby. These 48 vehicles, being part of the 1,000 new coaches which the Secretary of State recently announced would be added to the network over the next seven years.

Accommodation of additional Reading - Gatwick Airport services is to be investigated in light of the revised service pattern.

£2.4 billion rail expansion programme unveiled

A £2.4 billion programme of rail expansion has been unveiled by Network Rail as it outlined its spending plans for the next two years.

The plans revolve around lengthening and providing new platforms and extra running lines, raising line speeds and major resignalling work.

Network Rail's Chief Executive, John Armitt, said: "Three million people use the railways each day, more than at any time in the past 60 years, and we're not standing still waiting for the big infrastructure projects to be delivered. We are doing something about it now by moving forward with hundreds of small schemes dotted around the country that will add capacity and ease crowding.

"For the first time on record, over £1 billion per year will be spent on expanding and growing the railway network. This, more than anything, shows how the needs of today's railway are shifting." He continued by saying that Network Rail needs to respond "to the challenge of growth" that continues year on year.

Over the next two years, Network Rail is more than doubling the average annual investment on enhancement schemes - over £1.2 billion per year. Over the past 12 years, annual average spending on such schemes has been around £500 million.

Between April 2007 and March 2009, Network Rail is planning to carry out £2.44 billion worth of enhancement work with £1.73 billion funded by Network Rail. The remaining £713 million will be financed by other stakeholders, such as the Department for Transport, Transport Scotland, Welsh Assembly Government, Passenger Transport Executives, local authorities, port authorities, train operators and freight groups.

The company is currently working on over 900 individual schemes that will be delivered or will be

underway over the next two years. These schemes include the provision of extensions to 42 platforms in South Wales at a cost of £13 million, while £9 million worth of improvements will commence on the Immingham-Barnetby-Gainsborough line (previously reported in *Railway Herald*), and work on the various Olympic schemes takes place at a cost of £109 million. In addition, a new station is to be built at East Midlands Parkway (£24 million) and the Thameslink box at St. Pancras International fitted out (£78 million) while Bristol Parkway, London King's Cross, Manchester Airport, Wakefield Westgate and Newport (Monmouthshire) all gain at least one extra platform in work that will exceed £46 million.

The recently announced Airdrie to Bathgate line (see News in Brief) will take up £214 million of the funding, the doubling of the Greta to Annan section of line is expected to cost around £35 million. Various refurbishment schemes are included as well as Luton station (£10 million) and the Great Eastern overhead line rebuild (£50 million). In addition, £165 million of the two-year budget is allocated to work already announced on the WCML Trent Valley Four Tracking project which is now well underway.

Network Rail continues to take forward the massive infrastructure and enhancement projects that have yet to receive full funding approval; the Thameslink upgrade programme remains a key priority with work also continuing on redevelopment plans for Birmingham New Street and Reading. While it is fair to say that after a number of years of decline, Britain's railways are now seeing the investment they deserve, and further announcements on the longer term solutions are expected to be made in the autumn, the question is, will the fruition of these schemes put the network in the right position for continued growth in the future?

News In Brief

■ Passengers using Aylesbury and High Wycombe stations are to gain from a £650,000 IT upgrade to replace all the existing old-style CRT monitors with new TFT and LED equivalent display units. The LED screens will be installed on platforms with the TFTs fitted on concourses and in booking offices, together with the installation of a new PA system.

■ Three men have appeared before Middlesex Crown Court charged with the theft of £3,500 worth of redundant rail from New Cross, South London in June last year. All three have been sentenced to between six and nine month imprisonment.

■ Glasgow Central will be closed over the Easter weekend of 7/8 April as part of a £85 million investment in the station, including major signalling works.

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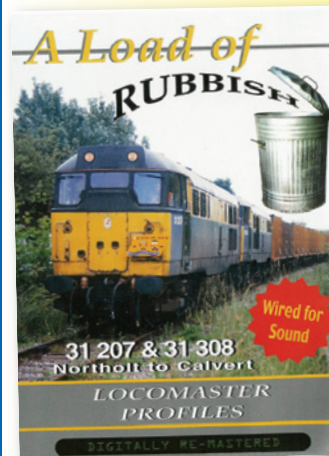
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The latest Locomaster DVD re-release... **A LOAD OF RUBBISH** 31 207 + 31 308 Northolt-Calvert



The third in our series of 'Wired for Sound' re-issues on DVD features a cab-ride on a pair of EWS Class 31s on the once-legendary Northolt-Calvert 'Binliner'. In this programme, which was filmed in July 1998, locomotives 31 207 + 31 308 are given a thorough workout over the Chilterns with a trailing load of 1,648 tonnes. The climb to the summit at Saunderton is through Denham, Beaconsfield and Seer Green to High Wycombe. From there a series of double curves coupled with a stiff gradient has the 40-year old Type 2 veterans at full bore for the remaining 6 miles to the summit. After that, the line drops sharply down to Princes Risborough where the 31s then take the scenic single line route through Little Kimble to Aylesbury.

From Aylesbury the train continues over the former Great Central route which is now a single track freight-only line to Claydon Junction. Shortly after Quainton Road station, the train's progress is halted when a herd of sheep escape from their field and onto the line in front of the train - causing the driver to perform an emergency stop! Despite the valiant efforts of the train crew who do their best to usher the sheep off the line, the animals are hemmed in by the lineside fences. In the end the Class 31s themselves have to gently cajole the sheep all the way to Calvert! An extraordinary end to a fascinating journey.

A LOAD OF RUBBISH 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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Success for radio test

For the first time, radio communication has been successfully tested between a train and signal equipment rooms, the test being carried out by Metronet Rail between Blackhorse Road and Tottenham Hale stations.

This is a major step on the way to proving the new signalling system that will allow for a larger fleet of 47 new trains operating on a new distance-to-go radio signalling system.

When complete, by 2013, the frequency of rush hour trains is likely to increase by 17% and journey times should

improve by 16%. To test the upgraded system, the new equipment and test instruments were fitted in a standard 1967 Tube train.

Prior to the tests on the Victoria line, Westinghouse Rail Systems successfully completed trials using the train on a specially equipped test track at Bombardier's facility in Derby. The signalling system components aboard include Doppler, automatic train operation and automatic train protection modules, automatic positioning transponders (APRs) and data transmission units.

Massive cable project for Metronet

Metronet Rail reports that it has started the massive task of laying over 2,000 miles of new cable for one of the biggest signalling projects in Europe.

The new signalling is essential to the £3.1 billion upgrade of the Metropolitan, District, Circle and Hammersmith & City lines of the London Underground, and coupled with a new control system and the introduction of 190 new air-conditioned trains, is designed to increase overall capacity on these routes by more than 40%.

The design phase is already a significant way through to completion, and the first 2.5 miles of new cable has been laid at Chorleywood during a closure taken to renew track in the area. As well as the 2,000 miles of

cable laying, the scheme provides for some 90 new signal equipment rooms to be constructed, the replacement of more than 1,000 signals and the commissioning, over eight years, of 50 separate signalling zones, including the extremely complex hubs of Baker Street, Earl's Court, Aldgate and Harrow.

Beacons are to be installed every 100 metres along the track which, as part of the 'distance-to-go' radio control system, will feed exact train positions into a new, state-of-the-art control centre, allowing trains to run faster and closer together. The first new trains are expected to enter service on the Metropolitan line in December 2009, on the Circle and Hammersmith & City lines in 2012 and on the District line in 2013.

BELOW: Old and new liveried Sheffield Supertrams Nos. 124 and 121 at the Sheffield Station stop on 29 March, heading for Meadowhall and Halfway, respectively. Supertram has now refurbished nine of its Sheffield LRVs. *Brian Morrison*



Escalators too slow for some...

London Underground has condemned a Norwegian man who hurtled down the 300-foot escalator at Angel station on his skis, saying the stunt was dangerous, stupid and irresponsible and could have resulted in death or serious injury.

The man filmed the event on a helmet camera and posted the result on YouTube, where it has been seen by over a 100,000 viewers.

British Transport Police are investigating the footage.

A billion people in a year : Stagecoach preferred for Manchester Metrolink

Transport for London has announced that in the 2006/7 financial year, London Underground carried one billion passengers for the first time in its 144-year history, meaning that every day the system carries more passengers than the entire national rail network put together!

Mayor of London, Ken Livingstone, said, "All Londoners owe a debt to the dedicated staff of London Underground who work so hard to get so much out of the oldest Tube network in the world."

On average, the Tube carries over three million people each day, with King's Cross-St Pancras the busiest station with nearly 72 million passengers.

The numbers using the station are expected to reach 127 million by 2016, due in part to the transfer of Eurostar services to St Pancras later this year and in coming years the opening of a new Thameslink station at King's Cross, the start of domestic services on the Channel Tunnel Rail Link and the extension of King's Cross mainline station.

Stagecoach Group plc has announced that the company has been selected as the preferred bidder for the contract to operate and maintain the Manchester Metrolink tram network.

Greater Manchester Passenger Transport Executive (GMPTE) made the announcement on 3 April that the company was its preferred bidder for a combined contract to operate and maintain the 37km Manchester Metrolink system and the associated infrastructure.

The contract will run for a 10-year term and is expected to commence within the next three months. It will include managing a number of special projects sponsored by GMPTE to improve the trams and infrastructure to benefit passengers. Stagecoach Metrolink will also be responsible for operating tram services on the new Metrolink lines to Oldham, Rochdale, Droylsden and Chorlton.

Nearly 20 million passengers travel every year on the Metrolink network, which generates an annual turnover of

around £22million and covers routes from Manchester City Centre to Altrincham, Bury and Eccles. Stagecoach already operates Supertram, a 29km tram system in Sheffield, incorporating three routes in the city.

Major parts of the Metrolink tram network are currently being renewed by Carillion, on behalf of GMPTE. EWS Network will provide engineering trains for the upgrade of nearly 20 miles of track between Bury and Manchester Victoria, and between Altrincham and Trafford Park stations.

The contract includes the use of the cut-down cab Class 08/9 locomotives that can operate within the restricted clearances on the network.

EWS Network will operate services, via the East Lancashire Railway's Heywood link, for the haulage of ballast, railway sleepers and rails for stockpiling south of Bury Bolton Street station, on the build-up to the start of upgrade work on the light rail system.

Corus to build new diesel locomotives in Lincolnshire

Corus Northern Engineering Services (CNES) has unveiled its brand-new range of British designed and manufactured locomotives, the first of this type to be manufactured in the UK for more than 15 years.

Corus itself has already commissioned the building of four new 100-tonne, 1,000hp shunting locomotives for use at Port Talbot. The locos will be manufactured at the Transport and Fabrication Workshops of Corus at Scunthorpe by CNES, with the first locomotive due to be delivered at the end of this year.

Mark Jones, business development engineer at CNES, comments: "The new locomotives are modular in design, so customers can choose from a range of engine, transmission and safety options. Corus has been repairing and rebuilding locomotives since the early days of steam and is now the largest private operator of industrial rail networks in the UK. This venture means that Corus is now the only operator in Europe to design and build its own locomotives, and to achieve this we have drawn on our extensive practical experience to design and develop the new range, which we believe ideally suits customers' requirements".

The locomotives are suitable for most



ABOVE: A Computer Aided Design drawing of one of the twin-cabbed modular bogie diesel locomotives. Corus

industrial and heavy haul applications and pan-European orders are expected to come from a diverse range of industries, including mining and quarrying, petrochemicals, paper mills and medium-distance mainline transportation.

The locomotives are available in two, three, four or six-axle configurations, the latter two being bogie arrangements.

The design currently caters for axle loads of up to 25 tonnes to suit track gauges from 610mm to 1,676mm. Frame and superstructure can be manufactured to suit a variety of loading gauges, with a choice of

either single and twin cab models.

Potential customers can choose from a range of heavy-duty diesel engines up to 3,000hp, with either electric or hydraulic transmissions. Diesel-hydraulic models are based on a range of purpose-built axle-drive gearboxes. All models have a choice of the latest self-steering coil sprung taper roller bearing axle boxes or a more traditional cast steel axle box with sliding axle guides.

Mark Jones continues: "We're offering customers a bespoke solution that minimises whole-life costs of the vehicle and reduced maintenance costs. The locomotives have many

safety features, including a low profile, low height canopy, offering the driver improved all-round visibility. Reduced noise and exhaust emissions from the latest engine and transmission systems are additional features along with an option to equip the vehicle with remote radio control. A central microprocessor and 'drive-by-wire' technology manages the traction control and prevents wheel-slip and slide."

The locomotives meet all current and pending Health & Safety legislation, operational and environmental standards. All major components on CNES locomotives carry a

two-year warranty and the complete vehicle is designed for a service life of more than 30 years. The modular design of the vehicles also ensures that components are readily replaceable and interchangeable to facilitate the repair and maintenance of the fleet. This will be particularly beneficial for those customers who choose to operate several Corus locomotives, but in different configurations from across the range.

The locomotives were designed by UK-based design consultancy Railcraft Associates in Doncaster, drawing heavily on the extensive expertise of Corus as an operator of industrial railways.

BELOW: EWS Class 92 No. 92002 HG Wells leads Class 37/4 Nos. 37410 and 37406 over the River Nene on the approach to Northampton on 2 April, while working a northbound car train from Wembley to Mossend. *Antony Guppy*



Major operational changes at Rugby during 2007

Due to extensive re-modelling work around Rugby and the creation of new platforms, track capacity through the area has been reduced, especially through the night during mid-week and at weekends.

To meet operational needs, new sets of temporary junctions have been created at Hillmorton, around two miles south of Rugby. The new arrangement consists of a series of single leads which connect the mainline (Weedon) with the Northampton Loop.

The situation at the moment can be summarised as follows, with these restrictions continuing until December 2007:

- The 'down' goods line at Rugby is closed throughout.
- All through lines except those feeding Platforms 1 and 2 are blocked from 22.00 to 06.00 on mid-week nights and from 22.00 each Friday until 06.00 on Monday.
- There is no connection at Trent Valley Junction from the 'down' fast to 'down' main/'down' Trent

Valley'. All 'down' Trent Valley trains have to go through Platform 1 at Rugby and only trains for Coventry and beyond can use the 'down' fast. The consequence of this is that there is no looping facility at Rugby on the 'down' side.

- All three 'up' lines will be available for use between 06.00-22.00 Mondays to Fridays, allowing 'up' trains to be looped weekdays only

- The Northampton 'down' goods loop is open throughout.

As from 10 April until 19 May, further restrictions will apply:

- Northbound trains approaching from the 'down' main from Weedon will cross onto the 'down' Northampton loop (DNL) at Hillmorton and proceed to Rugby on the DNL, while trains approaching from Northampton will run as normal.

- Southbound trains heading for the 'up' main towards Weedon will have to travel on the 'up' Northampton loop as far as

Hillmorton before crossing to the 'up' main. 'Up' Northampton loop trains will run as normal. Additionally, from 20 May until 9 September, the 'down' Northampton line flyover and the 'up' main will be closed, as will in the 'up' main and the 'down' Northampton loop between Rugby and Hillmorton, with other lines remaining open. As a consequence, 'down' trains from Northampton will cross at Hillmorton Junction to the main and southbound trains for the 'up' main will run over the 'up' Northampton Loop, before crossing to the correct road at Hillmorton.

As a consequence it is believed there is very limited capacity for additional workings, such as special trains, other than the reduced scheduled booked services through the area during this time. However, RH believes there is one path available which on 14 April will be used by a Watford to Birmingham football special.

News In Brief

■ A French double-deck Alstom TGV, specially formed with just five coaches, touched 574.8kph, the equivalent of 357mph, on a downhill section of track in Lorraine, eastern France, on 3 April. This is a new record for a conventional railway but fell just short of the speed record for all forms of train travel, 581kph held by a Japanese Maglev.

■ GNER is creating 65 new jobs as part of its launch of 12 extra services (six in each direction) between Yorkshire, the East Midlands and London King's Cross from the new May timetable. The additional trains provide a half-hourly, 'turn-up-and-go' frequency between Leeds and London and also benefit Wakefield, Doncaster, Newark, Grantham, Peterborough and Stevenage. The recruitment drive includes roles for train drivers, train crew, chefs, station staff and maintenance staff at depots. Most of the positions will be based in Leeds, but about a third will be in London.



LEFT Class 31/1s Nos. 31105 and 31190 were stabled in the old goods yard at Poole for several hours on 3 April, as a pilotman was not available to conduct the train crew into Bournemouth Depot. After forming a Selhurst T&RSMD - Bournemouth T&RSMD via Wool test train, the set is pictured at Poole. Antony Henley

Quieter nights for lineside homes as rules change bans horns at night

From 7 April there is a major change in the use of train horns at night, with the introduction of a night time quiet period.

This means that between 23.00 and 07.00 trains will no longer routinely sound their horns at whistle boards positioned around many of the 2,600 footpath crossings around the country.

During the daytime period, where available, drivers of trains fitted with two-tone horns will only use the low-tone at whistle boards.

The changes come about after a rail industry-wide steering group listened to MPs, local communities and interest groups. The group concluded that a

night time ban was the most effective way of making life easier for trackside neighbours, while ensuring safety at footpath level crossings with whistle boards.

The need to address the problem arose following changes in the rules for train horns in 2004/5, which included a higher minimum volume. In addition, horn equipment on new trains is positioned underneath the train which can cause more sound to be distributed sideways, causing increased disturbance to railway neighbours.

The impact on safety at footpath crossings has been studied by the industry group to ensure that it is not compromised.



The future for London Euston?

The potential to create a world-class station at Euston has moved closer with the announcement that British Land is Network Rail's preferred development partner for the station.

Subject to completion of a legal agreement, Network Rail and British Land will now draw up a masterplan for the station and progress the plans through the relevant planning processes. The scheme will transform one of Britain's busiest transport interchanges, increase the capacity of

the concourse and reduce congestion for the millions of passengers who use the station each year. The plans will fully safeguard the operational needs of the station and allow for future expansion.

The passenger improvements will be funded by unlocking the commercial potential of the site. The aim is to redevelop the station to address the demands of a growing railway and create a high quality destination that is a catalyst for regeneration.

Healey Mills escapees

Following the recent sale of EWS locomotives from Healey Mills, a number have been moved, some to new owners, other to the scrap merchants.

On 21 March, WCRC Class 37 No. 37248 provided the motive power for a Healey Mills - Kingsbury (EMR) movement, conveying Nos. 47733, 47734 and 47737 for scrap. Class 57/6 No. 57601 was also in the rake to provide brake force.

It is thought that heritage 'Large Logo' liveried Class 47/4 No. 47635 has, along with three Class 47/7s, been sold to engineering and track maintenance company Seco. The loco was moved to Eastleigh by No. 47703 on 3 April.



TOP: On 27 March, WCRC-operated InterCity-liveried Class 47/4 No. 47826 *Springburn* was used to haul Class 47/7 Nos. 47760, 47776, 47786 and 47792 from Healey Mills to Carnforth. The train is pictured passing through Lancaster. *Andrew Naylor*

LEFT: Also suffering from moronic graffiti, Class 47/7 No. 47793 was moved the short distance from Healey Mills to Horbury on 31 March, from where it has been collected by a low-loader and moved to the Mangapps Farm Railway Museum in East Anglia. *Nigel Cockburn*

A secure future for *Sister Dora*?

LEFT: One of the older celebrity locomotives, Class 37/0 No. 37116, previously named *Sister Dora* and stored at Eastleigh for many months, has finally been removed. The locomotive was 'tripped' from Eastleigh Depot to Eastleigh Yard on 28 March, before being moved into the Yeoman Virtual Quarry on 29 March. A road movement into secure storage at a private location followed on 30 March, when Heanor removed the locomotive from Eastleigh. *David Kirwin*



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.com. **Information is understood to be correct at the time of going to press.** *With the spring period, our weekly railtour listings have been extended to provide details for the next three weeks.*

Date	Operator	Traction	Route
06 Apr	Hertfordshire (BP)	2xRiviera 47	'The Easter Highlander' Day 1: London KX-Edinburgh-Inverness
06 Apr	RTC	71000	'The Great Britain': London Paddington - Reading-Didcot-Swindon-Bristol TM
07 Apr	Green Express	2xWCRC 47	Sheffield-Swinton-Wakefield-Brighouse-Hebden Bridge-Burnley-Accrington Blackburn-Shap-Beattock-Glasgow Central and return
07 Apr	Heartland Rail	CR Class 47	Gloucester-Cam & Dursley-Yate-Bristol Parkway-Bath Spa-Gloucester
07 Apr	Hertfordshire (BP)	2xRiviera 47	'The Easter Highlander' Day 2: Inverness-Kyle of Lochalsh-Inverness
07 Apr	ICMM	2xRiviera 47	London Paddington-West Ruislip-Gerrards Cross-High Wycombe-Princes Risborough-Shrewsbury-Wrexham-Chester-Llandudno and return
07 Apr	RTC	6024&5051	'The Great Britain': (Bristol TM-Penzance) (rev)-Penzance-Taunton-Bristol TM
08 Apr	Hertfordshire (BP)	2xRiviera 47	'The Easter Highlander' Day 3: Inverness-Georgemas Junction-Inverness
08 Apr	RTC	71000	'The Great Britain': Bristol TM-Hereford-Shrewsbury-Crewe-Preston
09 Apr	Green Express	2xWCRC 47	Spondon-Long Eaton-Langley Mill-Alfreton-Chesterfield-Wakefield-Hebden Bridge-Copy Pit-Ravenglass-Sellafield (break/rev) and return
09 Apr	Hertfordshire (BP)	2xRiviera 47	'The Easter Highlander' Day 4: Inverness-London KX
09 Apr	RTC	6233	'The Great Britain': Preston-Shap-Carlisle-Beattock-Glasgow Central
10 Apr	RTC	61994&60009	'The Great Britain': Glasgow Central-Stirling-Perth-Aviemore-Inverness
11 Apr	ICMM	2xRiviera 47	Wolverhampton-Tame Bridge Parkway-Birmingham NS-Barnt Green-Cheltenham-Bath-Westbury-Dorchester-Weymouth and return
12 Apr	RTC	48151	'The Great Britain': Inverness-Georgemas Junction (rev)-Thurso
13 Apr	Hertfordshire (BP)	2x Riviera 47	Peterborough-Huntingdon-Stevenage-Potters Bar-Finsbury Park-Canterbury and rtn
13 Apr	RTC	48151	'The Great Britain': Wick-Inverness
14 Apr	Green Express	2xWCRC 47	Holyhead-Bangor-Chester-Henley in Arden-Stratford upon Avon and return
14 Apr	Kingfisher	850	London Victoria-Bromley-Canterbury West-Folkestone-London Victoria
14 Apr	Past Time Rail	6024	Bristol TM-Newport-Cardiff Central-Bridgend-Neath-Carmarthen and return
14 Apr	Pathfinder Tours	2x EWS C137	'The Principality Freighter': Birmingham International-Coventry-Oxford-Swindon-Bristol Pkway-Newport-Gwaun Cae Gurwen (rev)-Uskmouth (rev)-Newport and rtn
14 Apr	RTC	60009&61994	'The Great Britain': Inverness-Aviemore-(London KX)
14 Apr	Steamy Affairs	6201	(Guildford-Woking-Weybridge-Esher-Surbiton-Wimbledon-Watford Jct-Milton Keynes-Coventry-B'ham International)-Crewe-Holyhead (break/rev)-Crewe (and rtn)
14 Apr	Vintage Trains	50031&50049	Leicester-Shrewsbury-Wrexham-Chester (break)-Crewe-Leicester
14 Apr	Vintage Trains	50031&50049	Tyseley (Warwick Road)-Newcastle upon Tyne and return (Redated from 24 March)
21 Apr	Green Express	2xWCRC 47	Mills Hill-Rochdale-Wakefield-Doncaster-Ely-Wymondham-Lowestoft and return
21 Apr	Hertfordshire (BP)	2xRiviera 47	Stratford-Tottenham Hale-Waltham Cross-Harlow Town-Bishops Stortford-Audley End-Cambridge-Durham and return
21 Apr	RTC	76079&45407	(Leicester-Loughborough-Beeston-Nottingham (rev)- Uttoxeter-Crewe) (rev)-Shrewsbury-Llandrindod Wells-Newport-(Gloucester-Birmingham NS-Leicester-Loughborough-Beeston-Nottingham(rev)-Uttoxeter-Crewe)
21 Apr	Steamy Affairs	6201	(Ashford-Headcorn-Paddock Wood-Tonbridge-Sevenoaks-Bromley South-Kensington Olympia-Coventry)-Birmingham International-Chester (and return)
25 Apr	Railtourer	2xWCRC 47	Peterborough-Doncaster-Carnforth-Sellafield-Carlisle-Hexham-Durham and return
25 Apr	Steam Dreams	34067	London Victoria-Bromley South-Tonbridge-Ashford-Hastings-London Victoria
28 Apr	Green Express	2xWCRC 47	Skipton-Shipley-Wakefield-Barnsley-Sheffield-Lickey Incline-Bath and return
28 Apr	Hertfordshire (BP)	2xRiviera 47	Tonbridge-Sevenoaks-Orpington-Bromley South-Brixton-York and return
28 Apr	ICMM	2xRiviera 47	Minehead-Blue Anchor-Watchet-Williton-Bishops Lydeard-Taunton-Weston super Mare-Bristol TM-Bristol Parkway-York and return
28 Apr	PMR Tours	6233	'The Cuneo Centennial': London Waterloo-Clapham Junction-Hounslow-Staines-Woking-Basingstoke-Salisbury-Sherbourne-Yeovil Junction (break/rev) and return
28 Apr	Vintage Trains	4965	Tyseley Warwick Road-Nuneaton-Leicester-Trent Junction-Chesterfield-Moorthorpe-York (break/rev) and return
05 May	Chiltern Trains	4965	Birmingham Moor Street-Solihull-Dorridge-Warwick-London Marylebone and rtn
05 May	Hertfordshire (BP)	2xRiviera 47	London Victoria-Willesden Junction -Spalding and return
05 May	PMR Tours	6233	(Sheffield-Chesterfield-Alfreton-Derby)-Derby-York-Scarborough (break/rev) and rtn
05 May	RTC	4771	Dereham-Yaxham-Wymondham-Norwich-Diss-Colchester-London Liverpool Street-Norwich (rev)-(and return)
05 May	SRPS	tbc	Glenrothes-Thornton-Kirkcaldy-Dalgety Bay-Dalmeny-Linlithgow-Falkirk High-Croy-Westerton-Fort William-Mallaig and return
07 May	Pathfinder Tours	tbc	Southampton-Eastleigh-Winchester-Basingstoke-Reading West-Didcot Parkway-Oxford-Banbury-Dorridge-York (rev)-Gilberdyke-Knottingley-York (Rev) and return
07 May	RTC	4771	Norwich-Wymondham-Attleborough-Thetford-Brandon-Ely-via Peterborough and ECML-York-Scarborough (break/rev) and return
09 May	Steam Dreams	850	London Victoria-Clapham Junction-Salisbury (pu/sd)-Bath-Bristol TM and 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

(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.

RED Tours cancelled by the operator

WCRC Operated by West Coast Railway Company Traction

ICMM Intercity Merrymaker from Hertfordshire Rail Tours

News In Brief

■ The overhaul of BR Standard Class 4 No. 76079 is taking longer than expected and changes have been announced to several tours. Pathfinders 'Sevenside Ramblers' on 22 April which is booked for steam through to the Dean Forest Railway will now be in the hands of 'Black 5' No. 45407. The Railway Touring Company's two Central Wales line trains on 21 and 28 April now feature double-headed 'Black 5s' with No. 45231 and No. 45407.

'Hoover' for Bristol Railway Children charter

A Class 50 from the Class 50 Alliance has been lined up to head a railtour around the Bristol area on Sunday 3 June with all proceeds going to the Railway Children's Charity.

Entitled 'The Bristol Coal-Stone Haul' it is scheduled to leave Gloucester at around 09.00 and visit the Portbury and Avonmouth lines, Tytherington and Westerleigh as well as a rare locomotive hauled trip to Severn Beach.

The tour, which is believed to be organised by a group of Network Rail employees from Bristol Signalling Centre, has the support of Network Rail, Cotswold Rail, Serco, Bristol Port Authority, Advenza and the Class 50 Alliance.

Tickets at £40 adult and £25 child are only available from The Railway Children's Charity at 40, Rosemount, Flax Bourton, Bristol BS48 1UQ and cheques should be made payable to 'B'Ops Tour Group'.

Diesel-Hydraulic bonanza from Pathfinder

Pathfinder has confirmed the itinerary for two tours with D1015 *Western Champion* later this year commencing with a full day out on 23 June with the Class 52 from Birmingham International to Penzance throughout. For anyone with a passing interest for anything hydraulic this tour has to be a must!

Depending upon one's viewpoint, however, Pathfinder may go one step better on 28 July, when the company take No. D1015 north from Preston over Shap, round the Upperby Curve to Appleby for a break and then onwards for a return to the point of origin, Reading, all with the 'Western'. A Class 67 is scheduled to cover the Reading to Preston section.

Weekend of Class 37 action from the North East

Sandwiched between the hydraulic trips is a weekend of Class 37 haulage from Pathfinder commencing on 22 July from York via Birmingham to South Wales.

The train will visit the Sims Metals and South Dock branches in the Newport area and Moreton Park Tarmac sidings near to Moreton-on-Lugg. The return is via the Cotswold Line to Worcester and onwards back to York.

With the train and locomotives back at York, next day they head for Teesside, for South Sands branch junction and Boulby, with a trip to Bishops Auckland also due to feature.

Our online railtour pages provide detailed listings

Click here for our complete railtour listing and contact details of all current operators.

Please remember to mention Railway Herald when mentioning to railtour companies

Increasing trespass incidents could cause problems for mainline steam

Not for the first time, the issue of trespass on Britain's railways is raising its head again, especially with regard to the current charter scene. The good news is that thankfully, nobody has yet been seriously injured or killed trespassing on the railway while endeavouring to get a better view of a charter service.

However, recent reported incidents are giving cause for concern within the rail industry, especially with steam-hauled charters that are 'off-the-beaten-track'. Steam is certainly the major draw and there is evidence to suggest that the general public to a greater extent, but also a minority of railway enthusiasts, are the main offenders.

Indeed, instances reported during the recent highly successful Cornish and Devon Branch Line programme and in the area of Stoke Bank on the East Coast Main Line, when *Green Arrow* used the route recently, serve to provide more evidence.

One professional railwayman travelling on a recent steam-hauled charter is reported to have described the level of trespass as "astonishing" with even children being taken onto the track for a better view!

Network Rail's Special Trains Manager, Stephen Cornish, expressed his concern to *Railway Herald*, adding that it would take just one serious incident to jeopardise the future of mainline steam operations in general and the 'off-the-beaten track'

excursions in particular.

The problem is not limited to the charter scene though, and is general across the entire network. Mr. Cornish does agree that the enthusiast has a role to play in policing the lineside: first of all, by not trespassing themselves, as this only serves to endanger their lives and encourage others.

Enthusiasts are being urged, where possible, to take a non-confrontational approach, certainly not putting themselves into a dangerous or trespassing situation in the process, but to encourage people who are trespassing to come back to the right side of the fence. If the trespass continues, then readers should alert a member of rail staff if possible or telephone British Transport Police (BTP) on 0800 50 40 50.

Superintendent Colum Price of BTP Operations Department emphasises the need to report incidents; "The railway is a vast open system, so when BTP is looking at lineside patrols we need to target them where the problems are. That's why, it is important to report trespass – not because we are necessarily going to spend a long time trying to track an individual down, but because it helps to build up a picture of where the hotspots and influences are and deploy accordingly." He also adds that if caught the fine is up to £1,000 and even worse, the offender gets a criminal record.

The Week Ahead

Past Time lead the way into the weekend of 14 April with No. 6024 *King Edward I* undertaking an all-steam tour from Bristol Temple Meads, through the Severn Tunnel to Newport, Cardiff and Bridgend for a run to Carmarthen and back.

Also heading for South Wales is Pathfinder, with a pair of EWS Class 37s from Birmingham International to Swansea Burrows Sidings, Onllwyn (NR limit) and Cwmgwrach (NR limit) before again heading east for Uskmouth Fifoots (NR limit). A Class 60 is booked to assist in South Wales.

To the north, Green Express originate a rare special from Holyhead - rather than the opposite direction! This train picks up at principal North Wales coast stations and heads for Stratford-upon-Avon.

A week later, and Railway Touring Company has a 'Black 5' pairing of Nos. 45407 and 45231 from Crewe across the Central Wales Line to Newport (see separate story).

Also operating are two diesel charters, one for Green Express from Mill Hill, Rochdale and Calder Valley line stations to Lowestoft, and one for Hertfordshire to York and Durham. West Coast and Riviera traction should feature, respectively.

Readers will notice there has, up until now, been no mention of Steamy Affairs, who are booked to head to Holyhead on 14 April and Chester on 21 April, both with No. 6201 *Princess Elizabeth*. The situation between Steamy Affairs, Cotswold Rail and the owners of No. 6201 was clarified last week, but with the current situation in mind and the fact that both tours are scheduled to run via Rugby (see separate story) the situation could be described as fluid. As of 5 April, the Steamy Affairs website was still advertising both tours running with steam, as booked with ex-LMS Pacific No. 6201 *Princess Elizabeth*, on a routing via Rugby and the West Coast Main Line.

BELOW: The Charter Alliance between EWS and Riviera Trains was launched on 1 April, with the operation of four football specials, two conveying Doncaster Rovers fans and two for Bristol Rovers fans to the Millennium Stadium in Cardiff for the Johnstone's Paint Trophy Final. 'Royal' Class 67 No. 67005 *Queen's Messenger* is seen breasting the summit of the Lickey Incline on 31 March, with a mixed selection of liveries on the stock! *Don Gatehouse*





ABOVE: On its first public mainline charter since returning to steam, ex-Southern Railway 4-6-0 No. 850 *Lord Nelson* climbs Upton Scudamore bank, just south of Westbury, on 1 April, bound for Eastleigh. *Tom Curtis*

RIGHT: Making its last mainline appearance on 28 March, was the Severn Valley Railway-based ex-GWR 'Manor' No. 7802 *Bradley Manor*. With all mainline steam locomotives being required to have TPWS and OTMR fitted after 31 March, the owners have decided not to equip the locomotive in view of the lack of mainline work that No. 7802 has seen in recent years. Here *Bradley Manor* departs from a water stop at Magor, being passed on of FGWs recently re-engined HST sets. *John Whitehouse*



BELOW: Recently mainline registered, Grosmont-based Standard 4MT No. 75029 operated its first public train on the National Network for many years, the 09.55 Grosmont-Whitby service on 6 April, pictured passing Ruswarp. *Robin Patrick*





ABOVE: Following the cessation of the caustic soda traffic from Folly Lane to Sellafield, a one-off train operated in mid-March hauled by the latest Class 37 to join the DRS fleet, No. 37515. The train is pictured passing Cart Lane near Grange-over-Sands. The traffic is now worked from Folly Lane to Carlisle by EWS, and tripped the last section from Carlisle to Sellafield by Direct Rail Services. *Terry O' Connor*

BELOW: The 09.14 Doncaster Marshgate to Ashford service on 27 March utilised DRS Class 37/0 No. 37069 to move one of the Stoneblower vehicles for maintenance. The train is pictured passing through the suburbs of Bromley South. *Brian Morrison*





ABOVE: On 29 March, Past-Time Rail's 'South Hams Pony' ran from Plymouth to Exeter via Buckfastleigh with LMS 'Black 5' No. 45407. EWS Class 37/4s Nos. 37410 and 37406 were utilised on the return run to Plymouth, captured passing the ever attractive scene at Cockwood Harbour. *Nathan Williamson*

BELOW: Two days later and Class 37/4 No. 37410 was joined by specially reinstated No. 37401 to work Pathfinder's 'Buffer Puffer 4.2' charter. The train, which like the 'Buffer Puffer' excursions before it, visited several London termini and branches, is shown here passing Kensington Olympia on 31 March. *Chris Holt*





ABOVE: One of the latest Class 66/5 locomotives, No. 66586 heads through the Lune Gorge on the West Coast Main Line with the 10.40 Workington-Crewe Basford Hall long-welded rail train on 4 April. *Kevin Truby*

BELOW: EWS has recently commenced a new automotive service, running between Washwood Heath and Tyneside, which has replaced the previous traffic to Bathgate. Class 66/0 No. 66203 passes Plawsworth with the new southbound working from Tyne Yard-Washwood Heath (6X85). The new trains operate as the 21.53 Washwood Heath-Tyne Yard (6X38) arriving shortly before 04.00. The train is then tripped into Tyne Dock around 06.00. The return train is tripped back to Tyne Yard around mid-afternoon, with the main train running south from Tyne at 19.09 (as 6X85) to Washwood Heath where the booked arrival time is 01.01. *Ken Short*





Historic LNWR TPO coach restored at Crewe

ABOVE & LEFT: The newly restored LNWR TPO coach No. 30244 was built in 1908 at Wolverton and was used on the Irish Crewe - Holyhead Travelling Post Office (TPO) trains until 1940. The coach has been restored from scrap condition at the LNWR works at Crewe and will now hold pride of place in the Heritage Centre, which is open to the public and should prove to be a popular attraction. **Both:** Chris Dixon

Two 'A4' Pacifics for North Yorkshire's LNER Steam Festival

Two working 'A4' Pacifics and the first B1 class locomotive into Whitby since the end of steam are the headlines for the North Yorkshire Moors Railway's six-day LNER Steam Festival on 28/29 April and 4-7 May.

Originally planned to be the first line-up of three working 'A4s' in preservation history, the Mid-Hants Railway's No. 60019 *Bittern* will unfortunately, not be ready in time. However, resident No.

60007 *Sir Nigel Gresley* and John Cameron's No. 60009 *Union of South Africa* will be in action over all six days, where possible on stock that is representative of the 1940-1960s period, including the line's superbly restored vintage 'Teak' set.

In addition, 'B1' No. 61264 will be moving from Barrow Hill to start its summer season visit to the railway by becoming the first member of the class to steam into Whitby since the end of steam

in the 1960s. The locomotive will be in use over all six-days, working mainline services between Whitby, Grosmont, Glaisdale and Battersby Junction.

Also visiting will be 'N7' 0-6-2T No. 69621, which will be working shuttle and local services on the railway over the two weekends, assisted by resident Lambton Hetton & Joicey Colliery Railway 0-6-2T No. 29, which operated onto North Eastern metals during its colliery days.

BELOW: Visiting Mainline Freight-liveried Class 37/0 No. 37219 leads resident classmates Nos. D6915 (37215) and 37324 *Clydebridge* past Didsbrook, near Toddington, with the 16.50 Toddington to Cheltenham Racecourse service during the Gloucestershire Warwickshire Railway Diesel Gala weekend on 31 March. *Antony Guppy*



Wensleydale's Scruton station restoration gets village backing

Ambitions to restore Scruton station on the Wensleydale Railway have taken a step forward and work has begun on identifying sources of funding.

The first meeting of a strategic partnership formed between Wensleydale Railway Trust, Scruton Parish Council and Wensleydale Railway plc, has set out the terms upon which their collaborative alliance will be based.

Scruton is on the section of the Wensleydale Railway east of Leaming Bar station, which is not currently in use by heritage line trains, but any charter services visiting the railway do pass through the village.

The station buildings are unique in terms of railway architecture from the late 19th Century and there is considerable local enthusiasm for restoring them to their former glory and to renew their potential as a functioning station.

The Railway Heritage Trust Fund



ABOVE: The current condition of Scruton station buildings, having been in touched for many years. *Scruton Parish Council*

has expressed a willingness to support a refurbishment programme and has already funded the completion of a Condition Survey.

Scruton Parish Council is keen to work with

Wensleydale Railway plc to ensure that the station, becoming known as the visitors 'gateway to the village', has an improved look, that the station buildings can be made fit for future operating rail services

and that the buildings are available for the use of the local community.

Already, Scruton volunteers have put in hundreds of hours clearing the site from overgrowth and keeping it manageable.

As part of the Wensleydale Railway's intention to reinstate services eastwards to Northallerton, Scruton station may provide an opportunity to increase the use of and access to rail services.

North Yorkshire Moors Railway

Pickering - Levisham - Goathland - Grosmont
www.nymr.co.uk

LNER STEAM FESTIVAL

28th - 29th April AND 4th - 7th May 2007

The return of 'B1' locomotive No. 61264 into Whitby, the first visit of a 'B1' to the town since the 1960s

Also in steam between Pickering and Grosmont will be **TWO** working Gresley A4 Pacifics - Sir Nigel Gresley and Union of South Africa with 1940s and 1950s trains, including the LNER 'Teak' set.

N7 Tank No. 69621 also visiting.

Esk Valley Steam Services: Whitby to Glaisdale and Battersby



Trade Stands and Displays including the Gresley Association/LNERCA/ Friends of the NRM/Hornby Roadshow, Real Ale Buffets, Freight Trains, Double Heading and more over **BOTH** weekends.

Advance Bookings & Information call Customer Services Pickering Station on 01751 472508
customerservices@nymr.fsnet.co.uk Talking Timetable 01751 473535

ALL SPECIAL EVENTS NEED YOUR SUPPORT!

North Yorkshire Moors Railway

Pickering - Levisham - Goathland - Grosmont
www.nymr.co.uk

DIESEL GALA WEEKEND

20th - 22nd April 2007

NEW VISITORS ANNOUNCED: NRM Class 37 No. D6700 AND 'Deltic' No. 55022 Royal Scots Grey*

Also features: 'Deltic' No. D9009 Alycidon, Class 40 No. D200, Class 31 No. 31108 and Class 20 No. 20227

plus the home fleet of Class 24 No. D5061, Class 25 No. D7628, Class 50 No. 50027 Lion and Class 101 DMU No. 101680

* - if 55022 is unavailable, the CFPS Class 40 No. 40145 will substitute.



Trains to Whitby, hauled by Class 55 No. 55022 Royal Scots Grey* on Saturday and Sunday only. Late evening trains on Friday and Saturday evenings. Trade stands at Pickering.

Advance Bookings & Information call Customer Services Pickering Station on 01751 472508
customerservices@nymr.fsnet.co.uk Talking Timetable 01751 473535

ALL SPECIAL EVENTS NEED YOUR SUPPORT!



The Railway Herald

■ SPECIAL SUPPLEMENT ■



Cornish Branch Line Steam

BY JOHN WHITEHOUSE



ABOVE: Stanier-designed ex-LMS 'Black 5' 4-6-0 No. 45407 hurries east with the returning 'West Briton' from Penzance to Truro and Par on 25 March, with the distinctive engine house at Scorrier as a backdrop. *All photographs by the author unless otherwise credited.*

Introduction

Past Time Rail set new boundaries for steam charter operations with its 'Cornish & Devon Branch Line' trains between 25-28 March.

Andy Staite of Past Time is very pleased with the outcome following months of hard work, frustration and finally elation with the response to the programme. Loadings were exceptionally good throughout, with significant local support.

Organising this operation has probably been one of the most extensive exercises in charter train planning ever, with 11 separate workings covered by 17 different ticket options, which had to be threaded into an already busy timetable both on the Cornish and Devon mainlines as well as the branches.

To be successful it was necessary for all the partners, Past Time Rail, Network Rail, EWS, the Devon and Cornwall Rail Partnership, Riley Engineering and First Great

Western to work closely together in constructing the jigsaw that became the operating plan.

Following the disappointment of having to cancel the proposed programme last year at relatively short notice due to OTMR issues, everyone was delighted on Sunday 25 March when EWS Class 37/4 No. 37410 eased 'The Cornish Pixie' away from Par, with Ian Riley's 'Black 5' No. 45407 on the rear, heading for Truro, having successfully negotiated the first of the branches. The train then became 'The Falmouth Packet', which featured some spirited running by No. 45407 on the return to Truro from Falmouth Docks. 'The West Briton' followed with No. 37410 leading to Penzance, where a break was taken, prior to arguably the highspot of the entire programme - St Ives.

'The St Ives Steamer' was to be the first steam operation into the iconic Cornish resort since 1961, and the Stanier interloper did not disappoint. The weather,

which had been cloudy all-day, took a turn for the worse with a stiff north-east wind now swirling across the estuary from Hayle as No. 45407 rounded the curve at Lelant Golf Course for the sharp climb to the summit on the headland above Carbis Bay.

With seven vehicles and an idling Class 37 at the rear, this proved to be a tough task for the 'Black 5', as its exhaust could be heard toiling against the wind across the bay in St Ives itself. Needless to say, No. 45407 won, and at just past 15.00, St Ives rejoined the UK steam map. But the day's festivities were not over, as No. 37410 proceeded to make sure St Ives was fully aware that something special was afoot, with a rousing departure, aided by the 'Black 5', for the climb to the headland overlooking St Ives.

The day came to a satisfying close with a brisk run back to Par from Penzance, again with No. 45407 leading.

FRONT COVER:

Ian Riley's ex-LMS 'Black 5' 4-6-0 No. 45407 stands on the Par Harbour branch on 26 March, waiting to return to Plymouth. This picture was taken from the safety of a level crossing while the train was at a stand.

BACK COVER:

Having just departed from Lostwithiel, No. 45407 accelerates down the Fowey branch past Coulson Park, with the River Fowey on the right. *Sam Felce*

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ABOVE: Just north of Perranwell on the Falmouth branch is the distinctive 253 yard long Carnon New Viaduct that spans the valley of the same name. The masonry pillars of a previous structure are well in evidence as No. 45407 heads for Truro from Falmouth Docks with 'The Falmouth Packet' on 25 March.

RIGHT: A busy scene in Penzance on 25 March, with No. 45407 very much the centre of attention prior to departure with 'The West Briton' to Truro and Par.



Monday 26 March

A sunny 26 March saw some good steam mileage, commencing with No. 45407 heading a St Blazey-Plymouth ECS working, which was turned at Plymouth Laira so that steam again led back into Cornwall and St Blazey with 'The Harbour Master'. Here the train reversed for a trip into Par Harbour. The fact that it only slightly encroached into the docks area was most likely due to the one communication failure of the whole exercise. The reason remains unclear, and Andy Staite is investigating what went wrong. Nevertheless, the train covered some very rare track, and came to rest under the overbridge that carries the Cornish mainline.

Speculation surrounded 'The Atlantic Coast Flyer', as the plan was to run with steam only from Par to Newquay with the Class 37 following 'light-engine'. The day before, it appeared that the plan had changed to include the diesel as a 'banker' from Par to Goonbarrow, from where the train would continue with steam only. On the day, it was No. 45407 alone that appeared, only to stall following a severe 10mph slack at Pontois Mill prior to the climb up the Luxulyan Valley. The location was fortuitous as the token could



be returned quickly to St Blazey to enable the Class 37 to buffer up and bank the train up to Goonbarrow. Due to the train now being around 30 minutes down, the diesel stayed with it through to Newquay. On the return, motorists on the A30 at Goss Moor were presented with the sight of a Class 37 growling over the infamous road bridge with the 'Black 5' working hard at the rear!

TOP: No. 45407 accelerates around the reverse curves near Bolitho Viaduct, just north of Liskeard, with the empty stock working from St Blazey to Plymouth on 26 March.

ABOVE: 'Black 5' No. 45407 makes a spirited departure from St Blazey on 26 March, bound for Newquay. However, it was to stall around a mile further on, defeated by a 10mph speed restriction at the base of the stiff climb up the Luxulyan Valley.

LEFT: End of the line for 'The Atlantic Flyer', as No. 45407 stands in the much rationalised Newquay station.

Two trains to Bere Alston, the most northerly station on the stump of the old Southern line from Plymouth, was Tuesday's destination. Both trains also featured a visit to Plymouth Friary, the site of the old Southern working which involved running through North Road station and travelling via Lipson and Mount Gould Junctions. Entitled 'The Tamar Belle', the morning train had No. 37410 from Plymouth with steam working the return through to Friary. For the afternoon train the stock was reversed and featured No. 45407 leading from Plymouth. With the gradient generally being against northbound trains, this decision was a popular one.



Tuesday 27 March

ABOVE: A feature of 'The Tamar Belle', other than being the first steam-hauled train to Bere Alston since 1964, was that on the return it ran through to the location of the now demolished Southern Railway station at Plymouth Friary. Here the morning train is featured, awaiting the return to Plymouth North Road hauled by No. 37410, just visible behind the rake of wagons.

MAIN PICTURE: On a wonderfully still and sunny morning, No. 45407 speeds the returning 'Tamar Belle' across the Tamerton inlet near Ernesettle on the Bere Alston branch.



Wednesday 28 March



ABOVE LEFT: A misty outlook greeted No. 45407 at the head of 'The Fowey Pony' as it eased past Golant on the Lostwithiel to Carne Point freight-only line.

ABOVE RIGHT: Passing through stereotypical 'clay-country' landscape, No. 45407 crests the summit of the climb from Lanjeth and coasts towards the crossing at Little Treviscoe on 28 March. On the rear was Class 37/4 No. 37406 *The Saltire Society*. *Sam Felce*

BELOW: 'The China Clay Pony', which visited the Parkandillack branch, speeds across Moorswater Viaduct with No. 45407 leading and No. 37410 at the rear.

Two freight-only branches heavily involved in the local china clay traffic were Wednesday's destinations commencing with 'The Fowey Pony' from Plymouth through to Carne Point, the clay loading point at Fowey Docks. Although the sun shone further east, the train traversed the branch in misty conditions. After returning to Plymouth, the afternoon working was 'The China Clay Pony', which ran along the mainline to Burngullow before proceeding along the branch to Parkandillack. In both cases No. 45407 led on the outward journey.





And finally, after an exhausting week, came 'The South Hams Pony' with No. 45407 again in charge from Plymouth to Buckfastleigh, on the South Devon Railway, which included an unassisted climb over Hemerdon Bank. After a break on the South Devon Railway, No. 45407 completed it's south-west vacation with a sprint along the coast to Exeter where it came off the train, prior to returning back to Bury. The final leg back to Plymouth from Exeter St Davids was in the hands of No. 37410 and classmate No. 37406.

Andy Staite perhaps summed up the few days perfectly, when he expressed his pride in being involved in bringing steam back to lines for the first time in over 40 years with trains which ran

well and were enjoyed by so many people.

The local media and individuals played their part in getting the word around so that many bookings were taken from Cornish residents. Moreover, he particularly wanted to acknowledge the work undertaken by the 'partners' mentioned earlier and especially to those individuals directly involved in the day-to-day operations ranging from the traincrew and loco support team through to the train manager and stewards, all of whom made a magnificent contribution to the success of this event.

Would he do it again, we asked? Yes, was the response, but where and when is another question entirely!

ABOVE: Having used the connection with the National Network at Totnes Riverside, Ian Riley's 'Black 5' No. 45407 steams alongside the River Dart shortly after passing Hood Bridge, between Staverton and Buckfastleigh on 29 March.

BELOW: Having returned from Buckfastleigh back to Totnes, the 'Black 5' then headed north through South Devon and is pictured here alongside a rather wet sea wall at Dawlish, bound for Exeter.
Both: Nathan Williamson



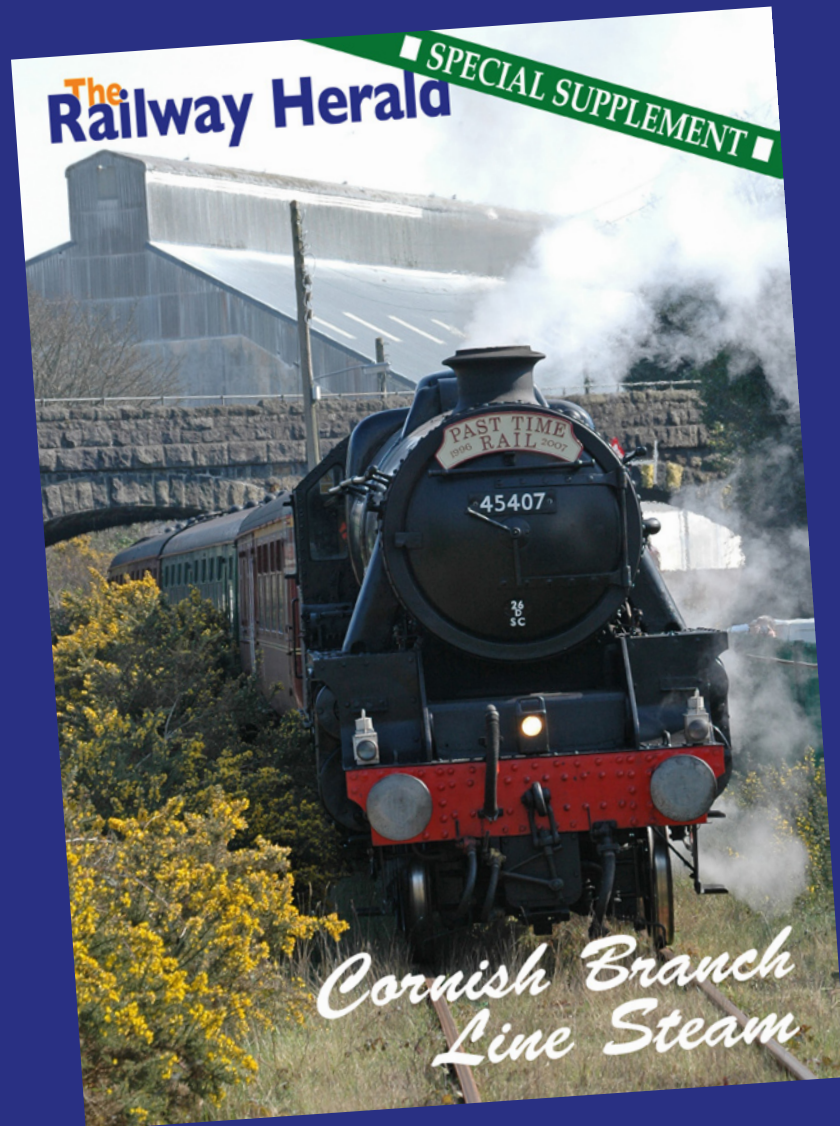


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