

The Railway Herald

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Issue 55

The complimentary UK railway journal for the railway enthusiast



Front Cover

During the Severn Valley Railway's Autumn Steam Gala, the NRM's LNWR 'Super D' No. 49395 approaches Arley with the 13.19 Bridgenorth - Kidderminster service on 24 September.

Fred Kerr



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Submissions

We welcome submissions from all readers, especially photographs from those enthusiasts with a digital camera. Pictures should be sent to the editor at editor@railwayherald.com

Good quality scans of colour slides and prints are also acceptable. Currently there is no financial payment made for photographs published in *Railway Herald*. Once the magazine is moved to a commercial basis then we will pay a standard reproduction fee.

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ABOVE: Class 37/4 No. 37406 *The Saltire Society* crosses to the freight lines at Chesterfield on 21 September with the 16.16 Sinfin - Doncaster Belmont tanks. *Steve Philpott*

BELOW: With North Pole Eurostar depot in the background, a facility which will close in the not-too-distant future with the opening of the new depot at Temple Mills, FM Rail Class 31 No. 31105 leads Network Rail yellow-liveried classmate No. 31106 westwards with the 17.01 Old Oak Common - Newton Abbot Hackney Yard test train on 25 September. *Chris Holt*



Late News ■ Late News ■ Late News ■ Late News ■

Lord Nelson return delayed

Kingfisher has announced that it will not be accepting bookings for the proposed mainline return of ex-Southern 4-6-0 No. 850 *Lord Nelson*.

The reason being that it is looking increasingly likely that the running-in of the locomotive on the West Somerset Railway will not be completed in time.

Kingfisher has also rescheduled No. 34067 *Tangmere* for its 11 November outing from Victoria to Margate to replace No. 850 for the same reason.



ABOVE: Class 47/4 No. 47813 *John Peel* passes Bromsgrove on 28 September at the foot of the Lickey Incline while working the 12.30 Healey Mills to Gloucester freight service for Cotswold Rail, conveying three container flat wagons. *Don Gatehouse*

News In Brief

■ Work has started on the preservation of an disused mechanical signal box near Exeter. The Grade II-listed structure at Exminster is to be moved to the Gloucestershire Warwickshire Railway for use at Broadway station. The box is currently located on the RSPB reserve and has been used as bird watching hide!

The structure, one of the largest of its type remaining, is complete with its original lever frame and Welsh slate roof.

■ An additional airport rail link could be constructed in Lancashire. The owners of Blackpool Airport are currently investigating the possibility of a loop link from the National Network at Squires Gate.

■ The former railway from Dinnington to Thurcroft was officially inaugurated as the latest part of the National Cycle Network on 22 September. The greenway, which is suitable for walkers, cyclists and horse riders as well as those in wheelchairs and pushchairs, has been funded by Yorkshire Forward and delivered by Sustrans and Rotherham Council.

■ The North Wales Coast line was closed for a short period on 26 September after a car left the A548 road, overturned and landed on its roof on the railway. Both occupants suffered minor injuries and no trains were involved.



ABOVE: The latest Class 317 to be refurbished, No 317892 inside Ilford Depot on 27 September prior to being named.

Transfer of Class 317s marked at Ilford Depot

To commemorate the successful transfer of the entire 'one' Railway EMU fleet to Ilford, 'one Great Eastern' named one of its Class 317 EMUs after the depot.

The final Class 317/8

'Stansted' unit to be refurbished by Wabtec Rail at Doncaster, No. 317892 was named *Ilford Depot* by the longest-serving member of depot staff, John Koates on 27 September.

The maintenance on the 'one' Class 317 fleet was previously carried out at Hornsey Depot, but its removal means that all repair and day-to-day work for 'one' is now undertaken in

house at either Ilford or Norwich Crown Point.

All 12 dedicated 'Stansted Express' Class 317/8s have now been completely refurbished at Doncaster and are now in traffic.

BELOW: A view of the attractive blue interior of a 1st Class compartment with its 2+2 seating in the Class 317/8 'Stansted Express' units. Surprisingly, the bench seating fitted at one end of the units has been retained in the refurbishment.



BELOW: Maintenance Manager John Koates, the longest serving member of staff at Ilford Depot with over 40 years service, names Class 317/8 'Stansted Express' No 317892 on 27 September. All: Brian Morrison



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ABOVE: Late on 25 September, Class 221 No. 221136 *Yuri Gagarin* stands on the down Leeds line at Copmanthorpe, south of York, shortly after the accident, with Network Rail, British Transport Police and accident investigators on the scene. *All: Marvin Peanuts*

One dead as Voyager hits car on ECML

A 54 year old man died after his car was hit by a Virgin Trains Voyager service south of York on 25 September.

The accident happened at Copmanthorpe on the East Coast Main Line between Colton Junction and York station around 21.00 when Class 221 No. 221136 *Yuri Gagarin*, forming the 14.25 Plymouth - Edinburgh Waverley service hit a car on the lineside. The incident did not occur on a level crossing.

The driver, Mr. John Anthony Power, was killed in the accident after his car appeared to have left a side road in Copmanthorpe and crashed through a fence before coming to rest on the track. The East Coast Main Line is a four-track section at this point, with the up and down main on the east side of the alignment and the up and down Leeds on the west side, the Voyager service, having previously called at Leeds was on the down Leeds line.

There were no injuries to the 75 passengers or staff on board the train. The set became derailed after hitting the vehicle, but remained upright. In total around half-a-mile of track was damaged.

Northern Rail replaced all rail services between York, Selby and Leeds by buses to allow late evening passengers to get home.

North Yorkshire Police said the car had been on Moor Lane before it ploughed through a fence and onto the track. British Transport Police are currently holding an investigation into what happened.

The down Leeds line was finally cleared around 17.00 on 26 September, when Class 57/3 No. 57313 *Tracy Island* towed the damaged Voyager set into York before transferring it to Crofton Depot.

As a result of the York incident, Virgin Trains has hired an HST set from Midland Mainline to provide cover until repairs on No. 221136 are completed.

Initial indications are that the set may be hired for a number of weeks, to be utilised on the following diagram:

1V05 06.05 Derby-Plymouth

1E47 11.45 Plymouth-Newcastle

1A66 19.25 Newcastle-Sheffield, which will be extended to Derby for the duration of the hire.



ABOVE: On the evening of 25 September, Network Rail staff, police and accident investigators surround the front of Class 221 No. 221136 *Yuri Gagarin* at Copmanthorpe, just south of York.

BELOW: Late afternoon the following day and Class 57/3 No. 57313 *Tracy Island* prepares to move the damaged Voyager into York, finally clearing the line, nearly 20 hours after the accident.





ABOVE: As part of the Rail Festival, the National Railway Museum at Shildon played host to two locomotives in steam, one being the NRM's own ex-GWR 'City' 4-4-0 No. 3440 *City of Truro*, the other being David Shepherd's ex-BR 9F 2-10-0 No. 92203 *Black Prince*, pictured here on 24 September. *Ian Broadhead*

ACoRPs second Community Rail Festival event held at Darlington

The Association of Community Rail Partnerships (ACoRP) held its second annual Community Rail Festival event over the weekend of 23/24 September.

Following last year's superb event at Norwich, much was expected from this year's festival which brought the focus of Community Railways to one of the historic railway locations in the UK, Darlington.

ACoRP General Manager, Neil Buxton, commented that the "event went very, very well." The attendance was estimated to be between 10,000 and 15,000 people over the two days, which ACoRP says was in the target region for visitor numbers.

Unfortunately, a combination of problems resulted in a severe lack of mainline trips, in contrast to the 2005 event. Hertfordshire Rail Tours planned trips from Darlington to the Cleveland Potash terminal at Boulby had to be cancelled, but thanks to the co-operation of the fledgling Wensleydale Railway and Network Rail, the trips were rearranged for one train a day, using a pair of FM Rail Class 31 locomotives from Darlington to Redmire, over the little used connection from the ECML at Northallerton to Leaming Bar.

Meanwhile, Past Time Rail's planned steam trips using Ian Riley's BR Standard 4MT 2-6-0 No. 76079 were also cancelled due to operational problems.

BELOW: Three mainline diesel locomotives were on display in the sidings adjacent to Darlington Bank Top station. Here FM Rail's Class 45 No. 45112 *Royal Army Ordnance Corps* leads the line up. *William Roost*



As a result, the Rail Festival comprised the three locomotives on display at Darlington Bank Top, Class 56/3 No. 56301 from Fastline Freight, Class 55 No. D9009 *Alycidon* from the Deltic Preservation Society and Class 45 No. 45112 from FM Rail. GB Railfreight also provided Class 66 No. 66717 until mid-morning on the 24 September, when the locomotive was transferred to York (see separate story) for its staff naming. Also on display at Darlington were a Class 156 from Northern Rail and a Class 185 from First Trans-Pennine.

Aycliffe & District Bus Preservation Society operated a connecting bus shuttle between Darlington Bank Top station and Darlington Railway Centre & Museum at North Road.

Northern operated an increased service on the Bishop Auckland branch, allowing visitors to connect into Locomotion, the National Railway Museum at Shildon, where steam locomotives Nos. 3440 *City of Truro* and 92203 *Black Prince* were in steam and on display.

Locomotion also formed the backdrop to the Community Rail Awards gala dinner on 22 September. Awards for a total of 14 categories were announced and presented during the evening, including the top award for 'Outstanding Delivery

of Community Rail Strategy' which was won by 'one' Railway for its work with the Community Rail Partnerships in East Anglia. 'one' was praised for its strategy of increasing passenger numbers on local lines through proactive partnerships and marketing, including links with the East of England Tourist Board, a wide variety of local promotions, including the Tea-Rail link with cafes and tea-shops along local routes.

Other winners included Arriva Trains Wales (ATW) Dolwyddelan station which was named the 'UK's Most Enhanced Community Station'. The station has been 'adopted' by Dolwyddelan Yn Ei Blodau and young people from Cylch Yr Ifanc, under the ATW 'Adopt a Station' scheme. Supported by community rail officer Larry Davies, volunteers have transformed the station garden with a range of plants and flowers and created a picnic spot for local people and visitors in the station's former goods yard.

ACoRP says that it is pleased with the success of both Rail Festival events, which have been held to date and that a third is likely to occur in 2007. Although the location is yet to be decided and announced, it is likely that the next Community Rail Festival will take place somewhere in the south-east.

BELOW: Fastline Freight provided Class 56/3 No. 56301 for display, while the third locomotive, seen here behind the Class 56 was the Deltic Preservation Society's Class 55 No. D9009 *Alycidon*. *William Roost*





GBRf remembers staff member by naming

Good Old Boy

GBRailfreight remembered one of its Operations Managers on 24 September by naming one of its Class 66/7 locomotives.

The company operated a staff special, the 'Steve Drew Memorial', from London King's Cross via the East Coast Main Line to York, powered by Class 87 No. 87028 *Lord President* (with classmate No. 87022 *Cock o' The North* on the rear) and comprising FM Rail's 'Blue Pullman' stock.

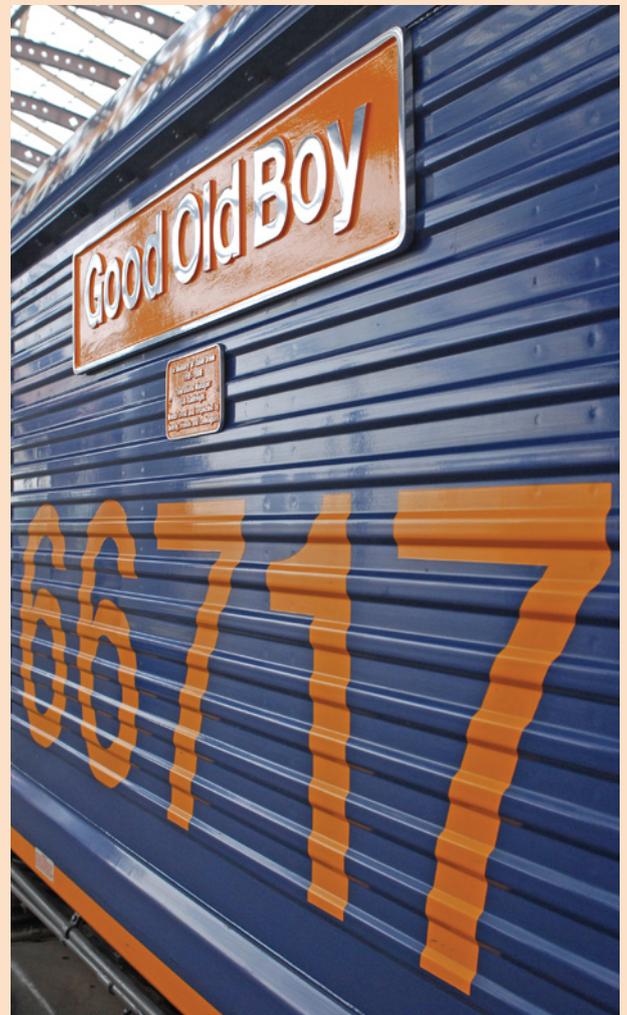
On arrival at York, those present joined

with GBRailfreight Operations Director Ward Simpson, to dedicate Class 66/7 No. 66717 as *Good Old Boy*. The locomotive, which had earlier been on display at Darlington, carries a secondary plaque under the nameplate which reads 'In Memory of Steve Drew 1959-2006 Operations Manager GB Railfreight Much loved and respected by family, friends and colleagues.'

Mr Simpson said it could be gauged from the number of people who attended the

informal event at York, the esteem in which Steve was held, and his influence across the spectrum of the company.

It was especially fitting that Mr Drew's wife, daughters and other family members were present at the ceremony. The idea for the naming came from GBRf staff as a way of remembering a well liked and popular colleague, as well as ensuring that his memory was never forgotten within the GBRf company.



TOP: The staff special arrives at York behind Class 87 No. 87028.

ABOVE: Class 66/7 No. 66717 stands in Platform 2 at York station on 24 September, shortly after arriving from Darlington, where it had been on display for the ACoRP Community Rail Festival. RIGHT & FAR RIGHT: The nameplate and commemorative plaque on Class 66/7 No. 66717. All: Richard Tuplin





ABOVE: Class 90 No. 90024 in First ScotRail livery has finally been transferred into the EWS Class 90 traffic pool, replacing classmate No. 90022. The loco reached Crewe on its inaugural run on the 'Caledonian Sleeper' on 25 September, before developing problems. It was replaced by No. 90028 which took the train through to Edinburgh, while No. 90024 was removed to Crewe IEMD. All was well the following day, when the locomotive headed the Garston - Dagenham Dock car train. Here it heads through Rugeley Trent Valley on 26 September. *John Whitehouse*

News In Brief

■ First ScotRail has revised its on-train scooter policy for travel on all its services including the 'Caledonian Sleeper', in accordance with the Disabled Persons Protection Policy (DPPP). The move will see additional benefits introduced for disabled passengers using light travel scooters. In order to provide the highest level of customer service and to guarantee the availability of space, First ScotRail advises customers using the light travel scooter, as well as other mobility aids already accepted by the train operator, to book in advance of travel. In this way, station and on-train staff can make sure they are on hand to provide any assistance.

■ As part of its franchise commitments, Southeastern will be spending £2.85 million up to March 2009 to improve step-free access to a number of stations by either providing paths or ramps from inaccessible platforms to nearby roads, paths or entrances; to provide Help Points at stations in the Kent area and to carry out other minor works at stations to improve access and usability, such as adjustable counters for wheelchair users.

Commemorative plaque unveiled at Arbroath station

A plaque was unveiled at Arbroath station on 18 September to honour the legacy of railwayman Matthew Kerr, for his outstanding contribution to Scotland's railway in miniature.

The plaque, which was presented by First ScotRail, was unveiled by Matthew's wife Jill and son Paul, with family and

friends joined by members of the Angus Railway Group and Angus Council, to commemorate the life of a man who sustained and developed an ever-popular attraction on the Angus coast.

During his life, Matthew was a teacher, a mainline railwayman and a local councillor on both Arbroath and Angus Councils.

He inherited the much-loved miniature steam railway from his father. The plaque unveiling marked the golden jubilee of his work. Over the years, Matthew expanded his railway with more steam engines, almost doubled the length of the line in 1946 and built a 20-foot tunnel, much to the delight of his loyal followers.

BELOW: The failure of the 11.29 Doncaster Belmont - Leeds Midland Road Freightliner Heavy Haul service on 27 September brought with it a highly unusual working! The train, powered by Class 66/5 No. 66581 *Sophie*, was conveying Class 66 No. 66510 and 12 new HIA hopper wagons to the Freightliner depot when it failed at Bentley, just north of Doncaster. The nearest locomotive at the time was DRS Class 37/0 No. 37029, which was engaged on route-learning duties in the Leeds area. As a result, the Type 3 rescued the train and piloted it through to Leeds Midland Road Depot, into which it is seen backing the whole train. The Class 37 then returned to its booked duties. *James Rose*



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New station for Plymouth?

Plymouth could be on track for a brand new station, which would bring with it over £300 million worth of investment.

One of the local newspapers has reported that the new station would become a transport interchange, providing easy connections between rail and public transport bus services and could also have a bridge linking Armada Way with Central Park.



ABOVE: Seco-Rail showed off its new Medium Output Ballast Cleaner at Risca on 25 September to invited guests. The vehicle, No. DR76601, pictured during the demonstration, carries the name *Olwen*, a character from Welsh mythology. *John Stretton*

ATOC looks to the future and transforms travel tickets

The Association of Train Operating Companies (ATOC) has announced two developments which point the way to considerable changes in ticket retailing on Britain's railway.

First, ATOC has engaged two technology suppliers to develop and evaluate ideas for ticket-to-mobile technology for use on the railways and secondly, ATOC will shortly issue an Official Journal of the European Union Periodic Indicative Notice to pre-qualify suppliers for the development and evaluation of technologies for home printing of tickets.

ATOC's vision for ticketing

sees three main lines of technical development to make buying tickets easier for passengers: smart cards, home printing and ticket-to-mobile.

A lot of work is being done to bring ITSO standard smart cards onto the railway. While ATOC is chairing an umbrella group overseeing the industry work streams to make this happen, the Department for Transport (DfT) has included the roll-out of ITSO smart cards in the specification for the new South Western franchise. In the case of London, work is underway to enable the use by passengers of both Oyster pay-as-

you-go and ITSO smart cards.

Home printing of tickets can bring great convenience to passengers, particularly for advanced purchase tickets where a train or seat is specified on the ticket. Thetrainline is already operating its excellent 'Print@Home' service on some routes with Midland Mainline, 'one' and Virgin.

It is the intention that home printing will be rolled out on suitable routes across the national rail network and that there should be in due course a single national standard, based on the early experience.



ABOVE: DRS Class 37/6 Nos. 37606 leads the 09.28 Derby RTC-Derby RTC via Immingham on 27 September past Kettleby, near Barneby on the return leg to Derby. On the rear is classmate No. 37610 *The Malcolm Group*. *Steve Thompson*

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.**

Date	Operator	Traction	Route
30 Sep	Kingfisher	EWS 37/4	Clapham Junction-Ascot-Bracknell-Reading-Newbury-Par-Penzance and return
30 Sep	NENTA Traintours	2xFMR 47	North Walsham-Norwich-Peterborough-Llandudno Jct-Holyhead and return
30 Sep	Past Time Rail	tbc	Shrewsbury-Bristol TM-Plymouth-Par and return
30 Sep	Pathfinder Tours	TBC	Crewe-Birmingham NS-Leicester-Toton-York-Immingham-Toton-Leicester-Birmingham NS-Crewe (<i>Class 56/3 York-Immingham-Toton</i>)
30 Sep	PMR Tours	6233	(Leicester-Loughborough)-Derby-Chesterfield -York-Scarborough and return
30 Sep	RTC	4771	(Cleethorpes-Scunthorpe-Doncaster)-Hellfield-Carlisle-Hellfield (and return)
30 Sep	Steam Dreams	45231	London Victoria-Westbury-Taunton-Minehead (and return)
1 Oct	Vintage Trains	4965	Solihull-Dorridge -Oxford-Didcot and return
3 Oct	The Royal Scotsman	WCRC	Edinburgh-Boat of Garten-Dundee-Edinburgh
5 Oct	The Royal Scotsman	WCRC	Edinburgh-Keith-Kyle of Lochalsh-Boat of Garten-Dundee-Edinburgh
7 Oct	Compass Tours	2xFMR 47	Preston-Lancaster-Oxenholme-Carlisle-Pitlochry-Blair Atholl-Aviemore and return
7 Oct	FM Rail (ICMM)	FMR Class 47	Barking-Stratford -Ealing Broadway-Slough-Reading-Minehead and return
7 Oct	Pathfinder Tours	TBC	(Slough-Reading-Didcot-Swindon-Bristol TM-Taunton)-Exeter-Par and return
7 Oct	RTC	61264	Kettering-Leicester-Buxton and return
7 Oct	RTC	6201/6201	(Paddington)-Westbury-Plymouth-Taunton-(Paddington)
7 Oct	SRPS	tbc	Perth-Dunblane-Stirling-Larbert-Falkirk Grahamston-Linlithgow-Edinburgh via Beattock and Settle & Carlisle-Skipton-Keighley and return
8 Oct	Kingfisher	34067	London Victoria-Clapham Junction-Staines-Basingstoke-Exeter and return
9 Oct	The Royal Scotsman	WCRC	Edinburgh-Dundee-Stirling-Edinburgh
10 Oct	The Royal Scotsman	WCRC	Edinburgh-Keith-Kyle of Lochalsh-Boat of Garten-Dundee-Edinburgh
11 Oct	Steam Dreams	45231	Minehead-Taunton-Salisbury

Key to tour listings:

- BLACK Charters expected to operate as booked.
- GREEN Tours postponed to a future date by the operator
- BP Blue Pullman service
- RED Tours cancelled by the operator
- WCRC Operated by West Coast Railway Company Traction
- ICMM InterCity Merrymaker

Location in (brackets) in a steam tour listing indicate 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.

Railtours announce October dates

Railtours, which primarily operates from the Humber area, has a series of trains in October utilising the West Coast Pullman stock.

The trains commence on 7 October, from Hull heading for the Royal destination of Windsor and calling at selected stations via Doncaster, Retford and Newark.

The south coast resort of Brighton is the destination on 14 October from Skegness, Wainfleet, Boston, Sleaford and Grantham followed four-days later with a trip along the Cambrian line to Aberystwyth from Barnetby, Scunthorpe and selected stations via Doncaster, Mexborough and Sheffield. The train then runs via the Hope Valley to Crewe and Shrewsbury before reaching Cambrian metals.

This is followed on 21 October with a charter to Winchester and Bournemouth from Doncaster via the ECML and concluding on 25 October from Lincoln, Nottingham and Leicester to Salisbury.

For full details of all pick-up points visit www.railtours.co.uk.

Royal Scots Grey returns to the charter scene in the Highlands!

One of the key traction tours of September was the return of a Deltic to the lines around Aberdeen.

Class 55 No. 55022 *Royal Scots Grey* made its return to mainline charter action on the train on 23 September, working the SRPS's 'Moray Mint' from Linlithgow, via Edinburgh Waverley, Perth and Aviemore to Inverness. The return leg was via Elgin, Aberdeen and the classic east coast route of Scotland, then back to Edinburgh and Linlithgow.

The next outing for *Royal Scots Grey*, is a three-day trip on 6-9 October with Class 40 No. 40145 from London King's Cross to Kyle of Lochalsh and the Far North is fully sold out!

Both locomotives, will be in action this coming weekend at the Bo'ness & Kinneil Railway's diesel gala event.

ABOVE RIGHT: In beautiful sunlight, the charter heads past Easter Clunie, bound for Aberdeen. The headboard was raffled on the train being won by a young enthusiast!

Jim Ramsey

RIGHT: At dusk, No. 55022 *Royal Scots Grey* is pictured at Dyce on the outskirts of Aberdeen. *Steve Philpott*





The Week Ahead

It remains a source of surprise that on some weekends there are a plethora of tours followed soon after by a dearth!

The coming weekend has to be described as the latter with the high spot being a Stanier Pacific taking on the South Devon banks. No. 6201 *Princess Elizabeth* is scheduled for a return working to Plymouth from Bristol on 7 October for the Railway Touring Company with a tour which originates at London Paddington.

The South Devon banks always provide a stiff test for locomotive performance, with No. 6024 *King Edward I* perhaps being the most successful candidate historically, so an interloper from the LMS is always an event to be savoured.

Elsewhere, Bullied Battle of Britain No. 34067 *Tangmere* has

charge of the British Pullmans for VSOE out of London Victoria to Southampton, outwards for a trip to Beaulieu Motor Museum with a road coach return, while the train returns to London Victoria with passengers off the Orient Express from Venice.

On 11 October Steam Dreams take Black 5 No. 45231 from Minehead on the West Somerset Railway through to Taunton and then south to Exeter and Salisbury, where there is the option to go sight-seeing or stay on the train for a journey around the 'Southampton Circle' outwards via Romsey and back to Salisbury via Eastleigh and Chandlers Ford. The return from Salisbury to Minehead will be diesel-hauled.

The big diesel tour of the weekend is The Railway Touring Company's Scottish Weekend which

commences on 6 October with Class 55 No. 55022 *Royal Scots Grey* on classic 'Deltic' territory from King's Cross to Edinburgh. Here the tour takes a break before proceeding to Inverness with Class 40 No. 40145 leading. Next day, the pair will 'top and tail' the tour to Kyle of Lochalsh, and similarly on 8 October the Far North.

On the return south on 9 October Class 40 No. 40145 will lead to Perth, with the Deltic at the rear. At Perth, the Deltic will then take over for the run back to London.

The Hertfordshire 'Blue Pullman' runs under the wires throughout again on 7 October from Kings Cross to Durham, so look out for some action from GBRf AC traction! Although FM Rail's Class 86 No. 86233 is now almost complete, a few final tasks remain to be finished before its mainline return.

ABOVE: Ex-SR Battle of Britain No. 34067 *Tangmere* crosses over the spectacular Balcombe Viaduct on the Brighton mainline on 23 September. The locomotive was working a trip for the Railway Touring Company from London Victoria to Bognor Regis and Littlehampton. *Peter Starks*

Christmas charters from Railway Touring Company

The Railway Touring Company has announced its pre-Christmas trains.

The trips commence on 25 November with a return working between Paddington and Worcester via Stroud featuring 'King' No. 6024 *King Edward I* throughout.

The city of York becomes the centre of attention with two tours headed by Bridgenorth-based 'A4' No. 60009 *Union of South Africa*, commencing on 7 December from King's Cross with the 'A4' working throughout,

and on 9 December from St Albans with No. 60009 working north to York and then back to Leicester with a diesel taking over for the remainder of the journey. BR Standard Pacific No. 71000 *Duke of Gloucester* is also booked for a St Albans to York on 16 December, on this occasion working the train throughout via Corby and Oakham.

Earlier on 10 December, Ian Riley's Black 5 No. 45407 features from Manchester Victoria to Lincoln via the scenic Hope Valley line.

BELOW: Ex-LNER 'A4' Pacific No. 60009 *Union of South Africa* is well into its stride as it thunders through Heck on the East Coast Main Line on 23 September, with the 06.25 London King's Cross - Darlington charter. *Mark Allatt*



News In Brief

- The EWS 'French' pool, WBEN has gained several locomotives in recent weeks. The full allocation currently stands at 66010, 66022, 66029, 66032, 66036, 66038, 66051 and 66215.
- The first three Class 20 locomotives arrived at York on 28 September in preparation for the commencement of the 2006 Rail Head Treatment Train (RHTT) operations. The locomotives involved, Nos. 20301, 20304 and 20305 worked 'light engine' from Carlisle. They were due to be joined on 29 September by Nos. 20302 and 20303 from Brush Traction, along with No. 20905 which has been hired from HNRC to provide additional cover.
- First Scotrail-liveried Class 156 No. 156456 returned to Corkerhill Depot on 25 September following its repaint at Bombardier Derby.
- Freightliner Heavy Haul employed Class 47/8 No. 47811 the same day to work a rake of Autoballasters from Westbury to Taunton, providing the rare appearance of a Type 4 south of Bristol on freight and one of the first Class 47s in many years to be stabled overnight in Taunton's bay platform.
- Yet again on 25 September, Class 57/3 No. 57312 *The Hood* was used to tow Class 221 No. 221140 *Vasco de Gama* from Bristol Barton Hill to Central Rivers.



ABOVE: Recently repainted from its green and orange Mendip Rail livery back into standard Foster Yeoman blue and silver colours, Class 59/0 No. 59002 *Alan J. Day* passes Witham Friary on 25 September with an Acton-Merehead Quarry empty aggregate service. *Tom Curtis*

EWS moves fuel oil tanks to Long Marston for secure storage



EWS moved a batch of ex-oil tanks to Long Marston for store at the end of September.

The wagons were last used on the movement of fuel oil from Seal Sands to Eggborough Power Station and following storage at Warrington, were moved to Washwood Heath prior to making the journey to the Cotswolds.

The vehicles involved were TTA 70407, TUA 70405, TTA 63866, TUA 70403, TTA 63779, TTA 63780, TUA 70406, TTA 63699, TTA 63888, TUA 70400, TUA 70404, TUB 70401, TTA 70402, TTA 63680 and TTA 63894.

LEFT: Class 66 No. 66086 approaches Norton Junction with the 09.06 Washwood Heath Up Sidings - Long Marston service. *Don Gatehouse*

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ABOVE: EWS Class 60 No. 60058 was in charge of the Westerleigh to Lindsey oil train on 23 September, which diverted via Kemble, Didcot and Banbury. The train is shown passing Bouton on the Great Western main line, providing the rare sight of an eastbound petroleum service on the GWML in daylight! *Chris Wilkinson*

BELOW: First Great Western power cars Nos. 43015 and 43149 *BBC Wales Today* pass through Newport on 26 September, forming a Swansea Landore to Bristol St. Philips Marsh move. *Kevin Dancer*





ABOVE: Freightliner Heavy Haul has begun operating Network Rail trains to and from the revamped Fairwater Yard at Taunton. On 26 September, Class 47/4 No. 47811, still carrying the base green livery of its previous operator, First Great Western, approaches Westbury with the 10.00 departmental service from Fairwater Yard formed of 10 'Autoballaster' wagons for reloading at the 'Virtual Quarry'. *Mark Few*

BELOW: Engineering work on the East Coast Main Line resulted in the 08.50 Doncaster - Glasgow Central, powered by Class 91 No. 91127 *Edinburgh Castle*, being dragged as far as York by Class 67 No. 67022. The train is pictured shortly after arrival at York. *Ian Broadhead*



A Heritage View



LEFT: Producing a realistic image of a Southern Region operation, ex-Southern Railway West Country Pacific No. 34016 *Bodmin* departs from Ropley in pouring rain with the 12.36 Alton - Alresford service on 22 September. *Don Benn*



LEFT MIDDLE: Following the success of its recent Diesel Gala, the Spa Valley Railway held a Diesel Day on 16 September. The number of locos working each train increased as the day wore on! Class 33 No. 33063 *R. J. Mitchell* in Railfreight Aggregates livery, visiting Class 20 No. 20118 in Railfreight red-stripe from the South Devon Railway and Class 73 No. E6047 (73140) in electric blue-livery power past High Rocks with the 16.30 service from Tunbridge Wells West to Groombridge. On the rear of the train was fellow resident Class 33 No. 33065. *Chris Holt*

BELOW: The first Class 37 to carry the Intercity colour scheme is back in traffic on Peak Rail. The locomotive, No. 37152 is pictured at Darley Dale on 23 September with a Rowsley to Matlock Riverside service during the line's diesel gala weekend. The Heritage Shunter Trust collection of ex-BR diesel shunting locomotives were also in use and on display during the event. *Ian Broadhead*



Swanage plans to return *Flying Scotsman* Pullman coach to UK

A £30,000 appeal has been launched by Swanage Railway volunteers to save a Pullman observation coach from the USA that was hauled by No. 4472 *Flying Scotsman* during its American tour, and return it to England.

The plan is to transport the luxurious 1947-built railway carriage, converted for use on the prestigious 'Devon Belle' service between London and north Devon, for a new working life on the Purbeck Line.

Swanage Railway Trust Deputy Chairman, Steve Doughty, said: "The repatriation and restoration of the observation coach, known as Car 14, will secure its future and enable it to do what it was built to do, provide passengers with a wonderful way to enjoy the Purbeck countryside from the comfort of a train."

Currently located in San Francisco, California, the Pullman observation car has fronted an office building since being left on the quayside at the end of the ill-fated 'Flying Scotsman' tour of the USA and Canada back in 1971.

Since then it has been used as a café,

conference room and a humble store, but the owners have now decided to renovate the offices and have concluded that they no longer require the coach.

Agreement has been reached with the Swanage Railway Trust for it to return home to Southern Railway metals and a new working life on the Swanage Railway.

The coach is one of two vehicles converted by the Pullman Company at its Preston Park works in Brighton during 1947, with seating for 27 passengers and a bar for drinks service. Rebuilt from earlier Pullman cars constructed on ex-London and North Western Railway underframes, they were converted for the 'Devon Belle' service from London Waterloo to Ilfracombe.

After the 'Devon Belle' service ended in 1954, the observation cars were used on charter services, before ending up on the Scottish Region in 1961, working between Inverness and Kyle of Lochalsh and from Glasgow to Oban.

After withdrawal in 1967 with the end of steam, Car 14 went to North America as part of the *Flying Scotsman*



ABOVE: Pullman Car 14 as it is today, surrounded by San Francisco offices. The Swanage Railway hope to return the coach to the UK and restore it for use on the railway. *Steve Doughty*

tour train. Travelling extensively around the USA and Canada, the coach was exhibited with the train at the 1970 Toronto exhibition, before ending up in San Francisco where it remained after the locomotive was returned to the UK. It has remained there ever since, out of reach until now.

Steve Doughty explained: "Although some refurbishment will be required, it retains many of its original

features, offering the Swanage Railway Trust the potential to return the car to near original condition. It is hoped that it will return to the UK early in 2007."

The Swanage Railway Trust has already secured funding for the project, thanks to the generosity of Trust member and benefactor Alan Moore who has offered to fund half the cost of the return, estimated at £30,000. An interest free loan has also been secured to cover

the balance, but as this and restoration costs will still have to be covered, the Trust is launching an appeal to raise a further £30,000.

Donations to the Pullman repatriation project can be made to the Swanage Railway Trust (Devon Belle Fund), Station House, Swanage, Dorset. BH19 1HB or on-line by debit or credit card via the Trust's website which can be accessed by clicking anywhere on this story.

Bo'ness Gala

The Bo'ness & Kinneil Railway will hold its diesel gala weekend over 30 September - 1 October.

The resident locomotive fleet will be in action, along with visiting Class 40 No. 40145 and Class 55 No. 55022 *Royal Scots Grey*.

For visitors travelling by rail to Bo'ness, a free heritage bus service will operate from the Platform 3 Pub in Linlithgow.

RIGHT: The Bodmin & Wenford Railway's Pannier No. 4612 visited the Gloucestershire Warwickshire Railway over the weekend of 23/24 September. Here the locomotive departs from Winchcombe station with a service for Cheltenham Racecourse on 24 September. *Darin Fryatt*



Works move forward on WSR turning triangle with start of construction

The West Somerset Railway Association, which plans to build a turning triangle on land it owns adjacent to the Norton Fitzwarren junction with the main line, will take a step forward with the scheme as the construction is due to start imminently.

Association Chairman Humphrey Davies was keen to thank Association members and others who have been generous with their support and went on to say "This project is a win for rail and for the environment. The material we need for the triangle will be recycled aggregate, delivered by rail, with no impact on local roads. The project will allow us to handle more charter trains from the main line network, as well as to turn our own engines, and is an important milestone in the development of the railway."

Recent work has already seen the entire curve on the existing West Somerset line re-laid with concrete sleepers and deep ballast, an overflow drainage culvert installed beneath Norton Bridge and significant areas of undergrowth cleared.

Now contractors will move in shortly to begin preparation work to enable the High Output Ballast Cleaner to commence deliveries of aggregate for the construction of the embankments, due to start in late December.

The reconstruction of Taunton's Fairwater Yard has been completed and Freightliner engineering trains started using the yard on 25 September. The yard will be used as an operating base for the trains when they arrive in the West Country, and parts of the connection onto the West Somerset Railway are shortly due to be re-laid to take the increased level of traffic which will be generated.

The preparatory works about to commence on the Association's site will see the construction of an offloading area on the old down Minehead formation, stockpile foundations for aggregate, top soil stripped from the site and the formation

of a dry pond required as part of the flood management system agreed with the Environment Agency.

The ditch alongside the existing line will be culverted under the new formation and diverted clear of the proposed offloading area to minimise any risk of blocking drainage during the winter months in an area already susceptible to high water flows.

Two trial aggregate deliveries will be made by the HOBC in November to familiarise West Somerset Railway, contractors and the train's staff with the operating arrangements and to provide aggregate for surfacing plant and stockpile areas.

On the completion of this first phase of the works the site will be ready to receive regular aggregate deliveries which are due to commence in late December or early January. This aggregate supply will be sorted and stockpiled for use in constructing the trackbed formation, providing ballast for use elsewhere on the WSR or indeed sold for other uses if a surplus is generated.

Top soil, surplus to the recovering of embankments, will also be stockpiled for eventual re-sale. As much of the necessary paperwork has already been completed it is hoped contractors may be able to mobilise onto the site before the railway's next steam gala on 7/8 October, allowing passengers on the inaugural Taunton to Bishops Lydeard shuttles and the Autotrain to see the progress of the work.

The triangle will diverge from the existing West Somerset Line from the end of the siding laid last winter at the new Allerford Junction. It will run across the fields before splitting and passing either side of a main 400kV pylon. The two triangle arms will then join the old Barnstaple line formation, one arm running up toward the dismantled Allerford Lane Bridge, whilst the second runs back toward Taunton before ending in a headshunt.

Track to lay this triangle, which will see its first use by the HOBC during construction of later parts of the formation, will be supplied as part of the agreement and be laid by contractors on behalf of the Association. Progress on track laying will be dependent on several factors, including the rate at which the formation is built and settles, the rate of track deliveries and the availability of contractors to lay it. However, the Association is hopeful good progress can be made and that sufficient track can be laid to turn charter and West Somerset locomotives during the 2008 season.

Western Power Distribution is also due to alter the route of the existing 33kV overhead power line before work starts to construct the embankments in order to provide the necessary safe clearances.

To achieve the remarkable rate of progress to date, the project has relied heavily on close co-operation between the Association and the WSR PLC and will continue to rely on both parties working together to operate the trains and construct the new facility. Considerable support and advice has also been received from Taunton Deane, Norton Parish Council, the Environment Agency and of course Network Rail and its partners.

The West Somerset Railway are keen to show the vast work taking place, but being a construction site, Health & Safety restrictions mean that access to the work will not normally be available to the general public. Anybody wishing to view the progress is advised to do this from the trains.

■ The West Somerset Railway hold its Autumn Steam Gala on 7/8 October with a visitors line-up featuring ex-GWR 'King' No. 6024 *King Edward I*, 2-8-0T No. 4247, 2-6-2T No. 5164, 0-4-2T No. 1450, ex-SR 4-6-0 No. 850 *Lord Nelson* and ex-LMS 'Black 5' No. 45231 *The Sherwood Forester*. Members of the resident fleet will also be in traffic.

Norfolk Tractor!

The Mid Norfolk Railway's diesel gala over 23/24 September saw a rare visitor in the form of Class 37 No. 37259.

The DRS loco was on the railway for both days of the gala and joined the resident Class 31 No. 31538 and Class 50 No. 50019 *Ramilies* on services.

LEFT: The refurbished Class 37 No. 37259 awaits departure from Dereham with a service for Wymondham Abbey on 23 September. 'one' Railway Class 153 No. 153306 is stabled in the background, in preparation for skid-pan training for all Gidea Park and Ilford drivers.
James Welham





SVR Autumn Gala

ABOVE: Ex-LNWR No. 49395 is seen in the early morning light heading the 07.40 freight from Bridgnorth, south of Hampton Loade. The locomotive was only on the Severn Valley for the gala weekend, being moved by road a few days later back to the North Yorkshire Moors Railway in preparation for its gala weekend over 30 September/1 October. *Martin Creese*

LEFT: One of two Stanier Pacific locomotives visiting the SVR for the gala weekend, No. 6201 *Princess Elizabeth*, approaches Arley on 24 September with the 12.10 Bridgnorth to Kidderminster dining train service. The crimson and cream coaching stock, fitting the image perfectly! *Fred Kerr*

BELOW: Star of the show was No. 6233 *Duchess of Sutherland*. Complete with 'Royal Scot' headboard, the locomotive climbs away from Bewdley at Northwood Lane on 23 September with 13.15 Kidderminster - Bridgnorth service. The locomotive's LMS lined-livery contrasts well with the authentic LMS coaching stock that makes up the train. *Fred Kerr*



Innotrans 2006

Innotrans is one of the largest and most attended industry exhibitions worldwide. This year's event, held over 19-24 September in Berlin, provided a wide array of rolling stock from a variety of manufacturers. *Railway Herald's* World Correspondent **Philip Wormald** takes a look at some of the highlights from the exhibition.

RIGHT: The first locomotive of the type AR15 VR was displayed in the form of DE20E-001, 16 such locomotives being built for Vietnam by Siemens in Munich. This range of locos are known as the 'Asiarunner' family and will be used on the Hanoi - Da Nang - Ho Chi Minh City line. The V12 MTU 4000 R41 engine is rated at 1500 kW.



ABOVE: No. 334.006 (seen on the left) is one of the first six locos to be constructed by Vossloh for use on Talgo trains within Spain. The 2460 kW locomotive is powered by a General Motors 12-cylinder 710 G3C-U2 series engine and with four D43 traction motors is designed for 200 km/h operation. The locos will enter service on the Madrid Chamartín - Cartagena route very shortly. The green and silver liveried prototype Euro4000 loco (right) is rated at 3178 kW and is powered by a General Motors 16-cylinder 710 G3C-U2 series engine and has six D43 traction motors. The prototype is designed for 120 km/h running and will also be available in a passenger version.

BELOW: The much talked about Maxima 40CC made its first public appearance at Innotrans. It is powered by a 16-cylinder ABC (Anglo Belgian Corp.) DZC of 3600 kW, but will also be available with a V12 engine rated at 2750 kW. The locomotive has a Voith LS 640 reU2 transmission and will be available in freight and passenger versions.



BELOW: Also on display was the new Mitsui Rail Capital Europe JT6 design, which will be taken into stock, operated by European Rail Services as No. 6616. The design still has to be approved in Belgium, the Netherlands and Germany as it has several new parts, is more environmentally friendly and weighs three tonnes heavier than previous models. *All: Philip Wormald*



German diversions

LEFT: German Railways Class 232 No. 232.428 is seen on the avoiding curve at Kostrzyn during August. Due to engineering works on the mainline from Berlin to Rzepin via Frankfurt (Oder) all international trains were diverted via the former 'Ostbahn' route from Berlin to Kostrzyn via Müncheberg for five weekends this summer. In order to reach the low level platforms at Kostrzyn the trains had to traverse the freight only curve at the west end of the station. This photo shows train D246 from Moscow to Berlin climbing from the low level lines (after reversal) to the high level diesel line.

Philip Wormald

Estonian Railways diesels rebuilt for Rail Polska operation

Built in 1972 for the Russian Railways as works number 1587, the former EVR (Estonian Railways) No. M62-1289 has now been outshopped for Rail Polska as No. EM62-002.

The bodyshell was completely stripped and prepared before a 16-cylinder GM 16-645E3 from a former Amtrak F40PH locomotive was installed. The bogies and traction motors are from withdrawn German class 120 diesels; these were chosen as they had the same bogie and brake rigging equipment as on the sister ST44 locos that already operate in Poland. The bogies were overhauled at Bydgoszcz by Polish locomotive rebuild factory PESA. It is possible that EMD traction motors may be used on future rebuilt locos. Six locos are being converted during 2006 and more will follow in 2007.



RIGHT: EM62-002 is seen at the Rail Polska workshops at Wlosienica in southern Poland.

Philip Wormald



New livery for Swiss Ae 6/6 locomotive

SBB Cargo has painted the first class Ae 6/6 locomotive into its latest colour scheme.

The locomotive, which has also been renumbered from No. 11492 to No. 610 492-1, should shortly receive the 'Swiss cross' on the front and the coat of arms of Erstfeld on its bodyside. The locomotive already carries an *Erstfeld* nameplate.

It was rolled out at Bellinzona Depot, situated at the southern end of the famous Gotthard route and home to one of the largest locomotive depots in Switzerland.

LEFT: The first Class Ae 6/6 to carry SBB Cargo livery, No. 610 492-1 is pictured at Bellinzona, the capital of canton Tessin, in southern Switzerland on 22 September.

René Kaufmann