

The Railway Herald

23 June 2006

No. 41

The complimentary UK railway journal for the railway enthusiast



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Medway Valley 150 celebrations

South London 'Serco' Traction
Class 20 back in Trainload Coal

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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.co.uk

Good quality scans of colour slides and prints are also acceptable.

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FRONT COVER: One rarely photographed train is the 'Silver Bullets' from Burngullow in Cornwall to Irvine in Scotland. In past days this would have had a pair of St. Blazey Class 37s at the helm! On 17 June, Class 66 No. 66203 powers through Grayrigg heading for Irvine. **JOHN WHITEHOUSE**

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LEFT: Class 37/4 No. 37417 *Richard Trevithick* is pictured at Warrington Bank Quay shortly before midnight on 21 June with the nightly Doncaster Belmont-Warrington Arpley Enterprise service. The loco was being moved to Old Oak Common in preparation for charter workings with No. 37406 this weekend.

IAN TUNSTALL

BELOW: FM Rail have confirmed that they have now completed the purchase of three Class 86 locomotives (Nos. 86223, 86233 and 86235) from HSBC Rail. The first was moved on 21 June from Oxley to Derby. Here Class 33/1 No. 33101 *Swordfish* passes Catholme, near Wichnor Junction.

INSET: Class 86/2 No. 86233 in the consist of the train. **BOTH: JOHN WHITEHOUSE**



STOP PRESS ■ STOP PRESS

Foster Yeoman sold to Bardon

The family aggregate business of Foster Yeoman, based in the Mendips and at Glensanda in Scotland, founded in 1923 has been sold to Allied Aggregates, who trade in the UK as Bardon Aggregates.

At this stage the joint rail operation operated as Mendip Rail, formed several years ago by the joining of the rail arms of Foster Yeoman and ARC Southern (more recently Hanson) will continue as is.

A new livery is likely to be applied to the four UK-based Class 59/0s (Nos. 59001/002/004/005) No. 59003 is already out of Foster Yeoman control being owned by Heavy Haul Power International.

Hitachi JAVLIN

Colin J. Marsden reports from the joint Southeastern Trains and Hitachi launch of the Class 395 mock-up.



ABOVE: 2+2 single class layout of the Javlin mock-up vehicle.

ALL PHOTOGRAPHS: COLIN J. MARSDEN

Southeastern (SET) and Hitachi gave the first showing of the exterior and interior style of the new Class 395 'Javlin' in Ashford on 23 June.

The trains, which are now under construction in Japan, will be used for high-speed and domestic operation in Kent from mid-2009.

The first of the 28 six-car units are now under construction at the Hitachi works in Kasado, Japan, with the first set due for completion in March 2007.

The trains will be tested on a 1km test track at the works before being shipped by sea to the UK. Four sets are due to commence type test approval running from summer 2007 based at the new Hitachi-operated depot, which is now under construction and located adjacent to Ashford station. In addition, the present SET-operated Ramsgate depot will be modified for Class 395 operation.

Testing will hopefully be complete in time for training to take place in 2008 and an introduction to service progressively from mid-2009, with a full high-speed operation being launched in December 2009, linking Ashford (Kent) with St Pancras in just 36.5 minutes.

The six car sets have a spartan interior compared to some other modern multiple

units, but this is in keeping with short journey times, with even the longest London-Folkestone trip is only scheduled to take a fraction over one hour.

Seating is in the 2+2 style with high back seats, single section, sliding air sealed doors are provided at the one and two third points on each vehicle. Accommodation will be provided for just one class, with disabled toilet facilities, luggage stacks and stand back areas.

The design of the driving cab has been complex with numerous systems being needed as the sets will operate over both the CTRL and classic tracks, with interface provided for TVM430 in cab signalling, normal UK AWS and the eventual inclusion of ETMS.

When introduced, the Class 395s will operate at normal UK line speeds on classic tracks, but up to 140mph on the CTRL, serving new stations at Ebbsfleet and Stratford. In London, the trains will use platforms 11-13 at the new St. Pancras station.

In addition to the CTRL services, the sets will be deployed in 2012 on special Olympic services between St. Pancras and Stratford.

Passengers using the 'Javlin' service will be required to pay around 33 per cent more for their journey compared with the then current SET fares.



ABOVE: The very 'Bullet' style front end of the Class 395, incorporating a single cab window, with bi-parting front doors covering a Dellner coupling unit.



ABOVE: 'Javlin' cab layout, incorporating left hand power/brake controller, plus full TVM430 cab-signalling and traditional radio and AWS/TPWS equipment.



ABOVE: The very sleek cab side profile of the Javlin, not far removed from the profile of the 'Eurostar' and 'Pendolino' fleets

New facilities opened at 'one' stations



ABOVE: The interior of the new booking hall at Cheshunt. BRIAN MORRISON

There were media and stakeholder visits to both Cheshunt and Broxbourne stations on 19 June arranged by 'one' to view the new ticket hall at the former and the three new passenger lifts now operational at the latter.

Both facilities were formally opened by the Mayor of Broxbourne, Cllr Mark Farrington, and Charles Walker MP. The modern Stannah lifts at Broxbourne are to allow access for wheelchairs, pushchairs, prams and passengers

with heavy luggage and avoid a lengthy stair climb to the platforms from both the station entrance and the car park.

The booking hall at Cheshunt is the first stage in the completion of a major Cheshunt

station modernisation project that also includes extension of the bay platform for Liverpool Street-Cheshunt local services that terminate here to allow for eight-car trains, a new station footbridge and new toilets.

Second win for Euro Cargo Rail

Euro Cargo Rail has won its second rail freight haulage contract.

The company will operate trains for Le Gouessant carrying 400,000 tonnes of cereal per annum. It is hoped that trains will commence operations during July from the centre of France to two factories in Brittany.

Services will be hauled initially by the Vossloh G1206 Bo-Bo locomotives that are on short-term lease to Euro Cargo Rail, but once approval for the Class 66s in France is gained (see Rolling Stock News) the modified Class 66s will replace the Vossloh locomotives.

Applications have been made to the Belgian and German railway authorities to obtain safety certificates to operate Euro Cargo Rail services in these countries. The certificate to permit the operation of Euro Cargo Rail services in Germany has recently been awarded, with the Belgium certificate expected later this year.

The first rail services by Euro Cargo Rail began operating on 12 May following the signing of a contract to move aggregate materials to a number of locations in Northern France from Caffiers.

A total of 80 wagons have been hired for the first contract, which will also go across to Class 66s as soon as possible.

More services for Hull Trains

The new Hull Trains timetable came into full effect last weekend providing even more choice to travellers.

The company has secured five daily paths between Hull and London on Saturdays, with four on a Sunday, providing more flexibility for passengers.

For the first time, a full timetable listing will also be included in the Thomas Cook European Rail Timetable.

Light Rail & London Underground News

Regent's Park station closes

Yet another of the underground stations is to close in early July.

To allow the lifts to be replaced and station refurbishment work to be carried out, Regent's Park station on the Bakerloo line will close on 10 July. The improvements are being undertaken by Metronet Rail and will be completed in June 2007

Existing CCTV cameras will be replaced, improved Help Points and a new public address system will be

installed and the station will benefit from better lighting, a fire detection system and new seating on platforms.

The two lifts at Regent's Park are almost 20-years-old and have reached the end of their service life. As the lifts share a shaft it is necessary to shut down both lifts at the same time.

For safety reasons, without a lift in service, the station cannot operate and will therefore be closed for the duration of the work.

Bakerloo line heritage icons

Two unique heritage signs directing people to Warwick Avenue and Maida Vale Underground stations have been restored as part of Transport for London's (TfL's) ongoing Investment Programme.

The two heritage signs dating from the early 1930s are the only ones of their kind left in London and can be found on Maida Vale, part of Edgware Road. They have undergone a thorough restoration process: sign cases have been reconstructed,

existing panels have been replaced in original graphic style and poles have been treated and recoated in their initial colour.

The completion of the restoration process coincides with the Bakerloo line centenary celebrations. The Bakerloo line retains many of its heritage features, such as at Maida Vale station where there are examples of early Underground roundels in the station's foyer and a metal staircase balustrade with timber handrails.

New 'Park & Ride' for Metrolink opens

People in the northern part of Manchester, near Whitefield are being encouraged to use Metrolink services, after the opening of a new £1 million 'Park & Ride' scheme.

A new free car park has opened at the stop making it much easier for people living in the area to use the tram. Whitefield Park & Ride has 127 spaces, including eight for disabled people, as well as two bus stands and a bus turning area, eight motorbike stands,

three cycle stands and five cycle lockers.

The new facility is designed to encourage more people to use public transport and replaces the old bus station in the town.

It takes just five minutes to reach Bury Interchange from Whitefield using Metrolink and under 20 minutes to get into Manchester city centre. Trams stop at Whitefield in both directions with an interval of between five and ten minutes all day.

Local councillors hope that the new free car park at Whitefield will give an extra incentive to motorists to use Metrolink, by saving them money on petrol and parking. It should also reduce the number of cars parked on nearby residential streets.

Similar facilities were opened at Crumpsall and Besses o'th' Barn last year and parking is also available at Bury, Radcliffe, Prestwich and Heaton Park Metrolink stops.

FM Rail resurrects 'Merrymaker'

Last week we reported on FM Rail's plans to enter the budget charter market, which has now been officially branded 'INTERCITY MERRYMAKERS'.

Confirmed details of their programme have now been released, headlined by the confirmation that the inaugural trip on 17 August will be to Skegness from Kings Cross, Potters Bar and Stevenage. FM Rail advise

that Network Rail approval for 'a one-off' working to Skegness has been obtained.

Current plans include roughly two tours each month throughout the year, operating on weekdays as well as on Saturdays. Planned traction will be FM Rail Class 47's utilising the former Oxley InterCity set which will be reliveried and based at East Ham.

The full programme is as follows:

17 August	Skegness from Kings Cross, Potters Bar & Stevenage
30 August	York from Kings Cross, Potters Bar and Stevenage
6 September	Bath from Peterborough, Melton Mowbray, Leicester, Nuneaton and Birmingham New Street
21 September	Chester from East Croydon, Redhill, Dorking, Guildford, Wokingham and Reading
7 October	Minehead from Barking, Startford, Ealing Broadway, Slough and Reading
21 October	Exeter and Paignton from Paddington, Slough, Reading and Newbury
18 November	Manchester Piccadilly from Kings Cross, Potters Bar, Stevenage and Peterborough
5 December	Bath from East Croydon, Dorking, Guildford, North Camp and Wokingham
19 December	York from Watford Junction, Milton Keynes, Northampton and Rugby

For further information contact FM Rail on 01332 374517 or by e-mailing enquiries@icmerrymakers.com. Both means of enquiry should be live by early next week.

Medway Valley Line centenary

The Medway Valley Line between Strood and Maidstone West was opened on 18 June 1856 and its 150th anniversary year was celebrated on Sunday 18 June 2006.

The present operators of the line, London & South Eastern Railway (trading as southeastern) and the Medway Valley Line Community Rail Partnership organised events at both Strood and Maidstone West stations with plaques destined for the booking



ABOVE: The sticker style plate attached to Class 375/3 No. 375304. BRIAN MORRISON

halls being unveiled by the Deputy Mayor of Medway and the Mayor of Maidstone.

Between the two stations a special non-stop run with guests was

made with Class 375/3 Electrostar No 375304, which upon arrival at Maidstone West was named *Medway Valley Line 1856 - 2006*.

Cannock Line becomes 'Rail Showcase'

A major boost for public transport is being lined up for people living in Walsall and parts of Staffordshire. Plans are being discussed that could see millions of pounds pumped into improvements for the Walsall to Stafford line, with better stations and faster, more frequent trains from Bloxwich and towns in the Cannock Chase district.

West Midlands transport body Centro-PTA hope its ideas could persuade many more people to travel by train, which would in turn reduce traffic congestion.

Centro-PTA, plus Walsall, Staffordshire and Cannock Chase councils have begun to draw up plans and look at ways of raising the funding for the improvements. Together with Network Rail and Central Trains the PTA are to come up with a range of proposals for the under-performing rail line.

The Cannock Line was re-opened in the late 1980s when the services and stations were provided on an 'experimental' basis. That meant platforms were only built with temporary materials and modernisation or upgrading of the facilities is now overdue.

Project partners are now looking to provide new and extended platforms, ticket offices at the busiest stations, safety improvements throughout and passenger information displays at Bloxwich, Bloxwich North, Landywood, Cannock, Hednesford and Rugeley Town stations.

Other improvements on the table include laying new rails to improve the speed and comfort of journeys, while new signalling could double the number of trains per hour. The higher frequency and potential for longer trains would lead to a massive increase in passenger capacity.

Train length changes on Uckfield Line services

Southern has changed the length of four trains on the Uckfield line in order to provide seating on busier trains. As the trains used are Class 171 Turbostars, the result is that two services have had to be downgraded from four-coach to two-coach trains.

The two services are 07.00 Uckfield - London Bridge (which becomes an eight-car train) and the 08.02 Uckfield - London Bridge (which is now a two-car set). In the evening peak the 15.38 London Bridge - Uckfield becomes two rather than four-cars while the 18.12 from London Bridge is upgraded to eight vehicles.

Nexus secures £6.9m transformation for Sunderland

Nexus, the public transport executive for the Tyne and Wear Passenger Transport Authority (TWPTA) has announced that a deal with the Government to fund a £6.9 million transformation for Sunderland's main railway station has been completed, despite TWPTA not owning the station!

Nexus say that it has been determined to push through the overdue transformation as the station is used by thousands of its Metro passengers every day with five trains an hour in each direction during the peak periods.

The project will see platform and waiting areas completely refurbished, with new passenger information systems

and an escalator linking to the concourse above for the first time.

The building work represents one of the biggest single projects on Metro since the Sunderland line opened in 2002 and it will raise the city centre station to the standard of the modern Metro stations that surround it, such as Park Lane. The project will result in a step change in quality for passengers, not just on Metro but on Northern Rail and the planned Grand Central intercity service to London, if that does commence operation as planned in November. Work on the site is scheduled to start later this year and is expected to be completed in 18 months.

A station has existed on the current site in Sunderland since 1879, when the Monkwearmouth Bridge was built to create a direct link with Newcastle, though passenger railways in the city date back to the 1820s. The original glass-roofed station was badly damaged during wartime bombing.

Today, Sunderland station is used by more than a million passengers every year; 920,000 of these being Metro passengers and it is the only station in the country where both heavy rail and light rail services call at the same platform, allowing long-distance rail passengers to change seamlessly to local Metro services.

Glasgow Airport link approved

The proposed link to Glasgow Airport has been given the go-ahead.

The £210m project will involve the upgrading of track between Glasgow Central and Paisley as well as laying a mile of new track between Paisley and the airport.

The proposed link would provide four trains an hour, with an estimated journey time of 16 minutes. Locally however, there is concern that the link will not be fulfilled without a Cross-City line linking Central and Queen Street stations, which itself would give the ability for passengers from the north of Glasgow to have a direct link.



ABOVE: Class 50 No. 50031 *Hood* (seen here running as No. 50028 *Tiger*) is pictured shortly after traversing the avalanche shelter beside Loch Carron, on its way to Kyle of Lochalsh on 17 June. Class 50 No. 50049 *Defiance* (running as No. 50012 *Benbow*) was attached to the rear of the train. The charter, operated by Pathfinder Tours ran from Swindon to Inverness on 16 June, then to Kyle the following day, before traversing the Far North Line on 18 June and returning to Swindon on 19 June. Both locomotives, as well as being renumbered and renamed on one side only also gained 'Highland Stag' emblems on each cab sheet! **EWAN TAIT**

FM Rail returns 'Green Train' to charter operations

FM Rail have announced that they will be returning the 'Green Train' to traffic on a Steam Dream's Cathedrals Express charter on 9 July from Kensington Olympia to Exeter, booked for haulage by Bury-based BR Class 7P No. 71000 *Duke of Gloucester*.

This follows a protracted

and unexpectedly complicated refurbishment programme which has taken much longer than was originally anticipated.

The company say they committed to steam operations and in particular to servicing the programme of its long term partner Steam Dreams,

promoter of the Cathedrals Express.

■ As previewed in our last issue, the company has signed a deal to use Coalville Depot for storage, the first vehicles to arrive are scheduled to be Class 56 Nos. 56011 and 56021 on 26 June.

Ticket gates for Rhyl

Arriva Trains Wales introduced supervised ticket gates at all entry and exit points to Rhyl station from last Monday.

The ticket gates will help to improve station security and reduce acts of vandalism as well as ensuring that fare paying customers are not subsidising those who avoid buying a ticket.

Efforts to improve facilities at Rhyl Station follow investment on CCTV and digital Customer Information Screens which provide 'real time' train running times. The information screens on the station platforms mean that customers can clearly see when the next train is due to arrive or depart, which stations it will be stopping at and whether any disruptions have occurred.

CCTV cameras cover station entrances and exits, platforms and sheltered areas providing clear digital pictures to the Arriva Trains Wales central control room, where the screens are monitored 24 hours a day. The images can be rapidly accessed by the train company and British Transport Police, allowing a quick response to any incident of crime or anti-social behaviour. CCTV systems, are part of a wider project to upgrade facilities and increase security at 11 stations in North Wales.



LEFT: Class 185 No. 185104 became the first member of the fleet to reach Cleethorpes on a schedule passenger service on 23 June. The class has been operating crew familiarisation trips on the route for several weeks. The set is seen arriving at Scunthorpe with the 12.57 Manchester Airport - Cleethorpes service, which it worked forward from Manchester Piccadilly. **RICHARD TUPLIN**

185s enter passenger service to Cleethorpes

More Class 66s for UK?

Railway Herald has learned from sources close to Electro Motive that twenty additional Class 66 locos have been ordered.

The locomotives, classified JT42CWRM are scheduled for delivery in mid-late January.

Although details of the design, technical specification and operator have not been released, it is believed that the new locomotives will be the first of the type to be built to the far more stringent UIC Tier 2 emissions specification.

Previous Tier 2 models (such as the Freightliner operated Class 66/9s) have conformed to the UK Tier 2 specification rather than the European UIC terms.

French approval

EWS is expecting to receive approval for the operation of its Class 66 locomotives in France during July. Once approval has been gained, the company will then undertake modifications on a further eight locomotives, to allow them to work in both the UK for EWS and in France for Euro Cargo Rail.



ABOVE: Refurbished, reliveried and renumbered, Class 317/8 Stansted Express unit No 317885 passes non-stop through Broxbourne on 19 June, leading the 12.25 service from London Liverpool Street to the airport. Unrefurbished Class 317/7 No 317710 is on the rear. Out of the 12 units, eight have been refurbished, two are currently in Doncaster Works undergoing refurbishment and two remain to be completed. **BRIAN MORRISON**

Traction movements and rolling stock pool news

- Freightliner Heavy Haul have for several weeks, had Class 66/4s Nos. 66407 and 66409 on hire from Direct Rail Services. The latter has now been swapped with No. 66409 returning to Carlisle and being replaced by classmate No. 66408.
- Cotswold's Class 47s No. 47818 and 47828 moved FGW HST Nos. 43078 and 43197 from Plymouth Laira to St. Philips Marsh on 22 June, where No. 43165 was collected. All three were then taken to Swansea Landore.
- Class 08 No. 08359 has been registered on TOPS becoming part of the MBDL pool, as has No. 08780. Two further locomotives have been placed into the WNTS pool - Class 90 No. 90040 (ex-WEFE) and Class 92 No. 92035 (ex-WTAE).
- Class 37 No. 37197, previously operated by West Coast Railway Company, has finally become part of the DRS pool, being transferred from MBDL to XHNC and reallocated to Carlisle Kingmoor, while No. 47484 has moved from XHSS to MBDL.

BELOW: GBRf's Class 66/7 No. 66716 is pictured at Dagworth, between Stowmarket and Haughley Junction, having rescued the 16.00 Liverpool Street to Norwich 'one' service on 16 June. The train had failed at Manningtree with technical problems on Class 90 No. 90009. **JOHN DAY**





ABOVE: The Llangollen Railway held another successful DMU gala weekend on 10/11 June. In the summer sunshine, Class 108 DMU Set No. LO262 (comprising Nos. 51907 and 54490) are seen on the approach to Glyndyfrdwy with the 16.45 Llangollen to Carrog service. The destination blind of the DMU being rather optimistic! **RICHARD W. JONES**

Midland Diesels

This weekend will see English Electric traction take over the Midland Railway at Butterley, with The Class 40 Appeal Gala.

The Class 40 Appeal's own Class 40 No. D212, Class 37 No. 37314 and Class 50 No. 50007 *Sir Edward Elgar* will be operating during the two-day gala on 24/25 June. Trains depart Butterley approximately every 35 minutes from 10.00 onwards.

The event will provide a rare opportunity to enjoy a variety of English Electric heritage traction concentrated into one location and one weekend.

OTMR fitment for 'King'

Prior to moving to the Severn Valley Railway for a members event, new piston rings were fitted to GW 'King' No. 6024 *King Edward I* at Tyseley following routine examination. The opportunity was also taken to instal the On Train Monitoring and Recording equipment which is due to be commissioned shortly.

In order to minimise corrosion to the boiler and tubes as a result of the varying quality of water supplies around the country, a new water treatment system has been installed. Based on the BR ALFOC system, it comprises a cylinder surrounded by fine gauze into which chemicals, including a foaming agent, are placed. The dosage then seeps gradually into the tender tank, having the capacity to treat 60,000 gallons of water.

S&D 8F visits North Yorkshire

The North Yorkshire Moors Railway has gained a locomotive for its active working fleet with the arrival of Somerset & Dorset 2-8-0 8F No. 53809.

The loco is to be based on the Moors Line for four-months, although depending on requirements this could be extended. It is intended that No. 53809 will see regular use on the railway once gauging trials have been carried out.

The long-awaited return of LNER A4 No. 60007 *Sir Nigel Gresley* is also on track for mid-late July. The re-appearance of the locomotive having

been set back several times for various reasons, including the discovery of extra work. Painting of the A4 is now complete and running-in trials should commence shortly.

Resident Black 5 No. 45212 has been moved to Ian Riley's workshops at Bury to undergo firebox repairs, where it joins another NYMR resident - SR 'Schools' 4-4-0 No. 30926 *Repton*. The latter locomotive is now expected to return to NYMR in July following the fitting of new tyres, which have been manufactured in South Africa, and work on the locomotives axleboxes.

BELOW: The Keighley & Worth Valley Railway's resident Class 20 No. 20031, which has recently undergone a major overhaul, has been outshopped from Haworth Depot in Trainload Coal livery, similar to the triple grey livery carried by Class 20 No. 20088 several years ago. The locomotive, complete with three digit front-end tops number and its very own headboard, is pictured on Haworth Depot on 17 June. **MICHAEL TARRAN**





ABOVE: Butterley based LMS Pacific No. 6233 *Duchess of Sutherland* is pictured storming through Redhills, south of Penrith with 15.42 Carlisle - London Euston charter on 17 June, in what is best described as cloudy conditions! The train was hauled by 6233 as far as Crewe. KEVIN TRUBY

GCR celebrates 40 years since withdrawal of through trains

Two new events have been added to the Great Central Railway's events diary for the year.

The first is a low-key affair which will see the line's ex-Southern Region 4CIG and the NRM's Class 33 No. D6535, which is based on the GCR, in action between the regular service trains. The timetable will be available on the railway's internet site before the event.

The second event is a special weekend, exactly 40 years since the last through trains on the route from London Marylebone. The run down of the Great Central, the youngest of the country's main lines was slow and protracted. Small stations closed in 1963 and the line eventually became the largest single casualty of the Beeching cutbacks, with the loss of the through service from London on 3 September 1966. A stub of the line between Rugby and Nottingham remained

in action, operated solely by Diesel Multiple Units until 1969.

The event on 2/3 September will feature LMS Black 5 No. 45305, the NRM's Robinson 04 No. 63601 and LMS 8F No. 48305 plus the line's resident Class 47 No. D1705. The Brush Type 4's were often seen on the York to Bournemouth services and indeed there was such a working on the last day. The Class 101 DMU will also be in action and although through freights were withdrawn in 1965, they will feature in the 40th anniversary event.

With period displays, announcements and a recreation of the last train out of Marylebone the weekend should certainly be a fascinating one. The railway is working with local radio stations to capture the memories of those who were there. It is also hoped to arrange a display of mid-1960s cars at Quorn station and anyone who wears period clothing can travel at

a reduced rate. In addition if anyone can produce a ticket for the final day or prove they were a member of staff for British Railways Midland Region prior to 1966 they can travel for free!

■ The Great Central Railway is to restore the glass canopy covering the platforms at Loughborough to original condition.

The structure, which is 107 years old is to undergo major repairs which will be split into two phases. The first phase, which is being funded by one of the GCR's supporting charities, the Main Line Steam Trust, will see a short section of the canopy being restored first. This will enable the railway to establish the complexity, cost and timescale for the rest of the work which will go ahead in phase two. It is anticipated the GCR will apply for funding from a grant aid body to enable the work to be completed.



Canadian Pacific heads up Churnet Valley gala event

Merchant Navy No. 35005 *Canadian Pacific* is the major attraction at the Churnet Valley Steam Gala on 23 - 25 June.

The locomotive was due to arrive on 21 June and is scheduled to operate on all three days. The 23 June has been designated an enthusiasts day, with six round trips all diagrammed for No. 35005, together with intermittent freight trains which are likely to be in the hands of their USA

Class S160 No. 5197.

On the last two days of the event, *Canadian Pacific* will share rosters with No. 7821 *Ditcheat Manor*, Class S160 No. 5197 and BR Standard 4MT 2-6-4T No. 80098.

Demonstration freights are also booked to operate over the weekend, in the morning on both days and on Saturday evening. There will be the opportunity to drive an industrial steam loco in Cheddleton Yard for £10.

LEFT: BR Standard 4MT No. 75029, previously *The Green Knight* arrives at Goathland on the North Yorkshire Moors Railway with the 14.45 Grosmont - Pickering on 20 June. RICHARD TUPLIN



ABOVE: Class 92 No. 92007 heads a line up of four other class members at Dollands Moor Yard on 8 June. All five Class 92s that are in full evidence are now carrying the yellow 'EWS' stickers which have been applied as part of the company's branding policy. **KERRY PARKER**

BELOW: Anglia-liveried Class 47/7 No. 47714 passes the now disused Royal Mail terminal at Doncaster Decoy on 15 June with Mk.3 DVTs Nos. 82114, 82152 and 82107 in tow. The DVTs, which had originated at Norwich Crown Point were bound for Wabtec at Doncaster. **IAN BROADHEAD**



Various motive power for South London 'Serco' Duties



ABOVE: Operating on southeastern lines in and around London Cannon Street and Blackfriars, one of the Serco train returns to its Hither Green base through Lewisham on 16 June 2006, headed by 'Fragomnset InterCity'- branded Class 31/4 No 31454 *The Heart of Wessex*, with No 31452 *Minotaur* on the rear. **BRIAN MORRISON**

BELOW: Class 47/3 No. 47355 *Avocet* departs from Shepperton on 19 June with a Selhurst - Hither Green Serco working of the South London branches. On the rear was classmate No. 47145 *Myrddin Emrys*. This working was the first for a Class 47 on the Shepperton Branch for many years. **CHRIS NEVARD**





ABOVE: The change in operator, from EWS to Freightliner Heavy Haul, of the scrap traffic flow between Beeston and Cardiff earlier this year has resulted in the thrice-weekly loaded train being routed via Crewe, Shrewsbury and Hereford. Closure of the Marches Line south of Hereford at weekends during June has required freight services to be diverted via Gloucester. As a result, the Saturdays-only Beeston-Cardiff Tidal train used the more direct route over the Lickey Incline. Here the Saturdays-only service is pictured passing Bromsgrove on 17 June, behind FHH Class 66/5 No. 66561. The blue haze towards the back of the train was a result of heavy braking during the decent of the Lickey Incline. **DON GATEHOUSE**

BELOW: EWS 'Royal Train' locomotive Class 67 No. 67006 *Royal Sovereign* powers an Ascot to Stewarts Lane ECS working near Egham on 20 June. A number of specials operated for 'Royal Ascot' including the 'Queen of Scots', which was worked by a pair of Class 31 locos from FM Rail. **CHRIS NEVARD**

