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The Railway Herald

11 August 2006 Issue 48

The complimentary UK railway journal for the railway enthusiast

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The Railway Herald
Issue 48

Front Cover

Class 37/4 No. 37405 passes the entrance to Freightliner's Leeds Midland Road depot with the Saturdays-only 07.50 Neville Hill-Doncaster Belmont fuel tanks on 5 August. *James Rose*

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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.

Where possible we always try to use news photographs taken within the production week of the publication date, especially for news stories and features.

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ABOVE: Having settled into traffic well, the two Class 66/9 locomotives, Nos. 66951 and 66952, currently working with Freightliner Heavy Haul have dropped out of the limelight recently. On 9 August, No. 66951, which has seen use on engineering work recently, is pictured passing Clapham, Bedfordshire with a Croft - Neasden aggregate service. The uniform look to the Freightliner aggregate hoppers is one which presents a very positive picture of the modern day rail freight industry, with investment in both locomotives and rolling stock. *Ian McDonald*

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

Freightliner assists EWS at Port of Southampton

EWS has begun a programme of works to enhance both the number of services and delivery of its rail freight operations at the Port of Southampton. The news comes as EWS prepares to launch the first of its four new divisions, EWS Network, which will handle the intermodal container and logistics traffic.

In preparing to launch EWS Network, a programme of works will be completed at the Port of Southampton to enable more containers to be moved by rail. To enhance service delivery EWS had a desire to create a faster turn round for handling customer containers, and in addition, sought to open a new container stabling facility, as to date it has been unable to offer this service.

EWS has contracted Pentalver Transport Limited to provide container handling services. The contract also includes the use of a 1.5 acre site which means EWS customers can store containers at the port for the first time.

In addition, EWS will operate a train a day into a Freightliner facility at Southampton. This access will enable work to be carried out on the EWS site as it prepares for more containers to be moved by rail. Starting on 31 July, the six month agreement managed by Freightliner consists of all movements from train to berth, and berth to train through agreements made with Southampton Container terminal.

The plans for the second phase the works are in the final stages of development and will be announced shortly.

Railtour changes

The Railway Touring Company's charter from London King's Cross to Scarborough has been amended.

The railtour originally booked for haulage behind No. 71000 *Duke Of Gloucester* has been changed to be hauled forward from Doncaster by the National Railway Museum's ex-LNER V2 2-6-2 No. 60800 *Green Arrow*.

Also this weekend's Hertfordshire Rail Tours 'Blue Pullman' trip to Edinburgh from London King's Cross is booked for haulage by GB Railfreight's Class 87 No. 87028.

TheRailwayCentre.com

During the 24-hours leading up to the publication of this issue, the editorial team has received a number of enquiries regarding the above website.

We would advise readers that there is now no connection between *Railway Herald* and therailwaycentre.com and that as a result we are not unable to answer queries.

The changes currently taking place with the aforementioned website **do not** affect the publication or business of this magazine.

Corrections

While the editorial team at *Railway Herald* do try our best to ensure that the magazine is as accurate as it can be, occasionally errors do occur. A couple managed to elude our proof-readers last week!

Firstly in the 'Marlow Crash' story on page four, Lower Shiplake is actually located on the Henley-on-Thames branch, not the Marlow branch.

Secondly, apologies to all fans of the Gresley Pacifics, in Brian Morrison's 'The Gresley A4s' article, we managed to refer to *Bittern* as No. 60017 in two places. It should, of course, have been 60019!

ABOVE: **The first Class 90 locomotive to carry First Group colours was unveiled to the railway press at Toton TMD on 10 August. Complete with its new decals No. 90024 stands in the sun outside the paintshop at Toton. The new livery is currently awaiting certification before the locomotive can be returned to traffic. The repaint has been carried out in connection with the refurbishment of the 'Caledonian Sleeper' stock, with which the locomotive will be used with.** *Richard Tuplin*

Air passengers head for rail after security alert

Air passengers facing long delays as a result of the reaction to the terror threat on 10 August have been turning to rail to continue their journey's to Europe.

Eurostar reports that there is now very limited availability for its Paris and Brussells services over the coming weekend, the Eurostar service being at a busy period already as people head to France and Europe for holidays. The company said that all of its services to both destinations for 11 August were fully booked.

The company estimate that it has received an extra 5,000 travel enquiries following the threat of terrorist action.

Meanwhile, in the Midlands, Central Trains assisted passengers trapped at Birmingham International Airport by operating a non-stop shuttle service in both directions between Birmingham International and New Street stations through the night on 10 August.

New stop agreed for Crossrail

It has been decided that Maryland station will be included as part of the Crossrail route, following discussions earlier this year between Crossrail and the London Borough of Newham.

The station is located in Leytonstone High Road, Stratford and subject to safety approval, Crossrail trains will serve the station using selective door opening.As a full Crossrail train will be longer than the platforms at Maryland Station, doors will open only on those carriages directly facing the platform.

EWS dwindling Class 37 fleet continues 'adventure week'

With the EWS Class 37/4 down to just four locomotives, the continued activities of the fleet is quite remarkable.

On 4 August, No. 37405 continued its North East travels with a 'light engine' move to Wembley Yard before heading back to South Yorkshire with a rake of postal vans , destined for scrapping at C F Booths in Rotherham. The following day found the locomotive in charge of the Doncaster - Neville Hill tanks once again. It headed for Milford Sidings on 6 August, to work the 15.55 service to Tyne Yard, which positions a rake of coal hoppers ready for the start of the following week's coal programme for the power generators. The Type 3 returned to Doncaster the same evening.

The next day saw a trip to Toton beckon, with Class 66 No. 66015 in tow, the situation being reversed on its return working, the 14.22 Toton-Doncaster Up Decoy, with No. 37405 hauled by Class 66 No. 66127!

With several trips under its belt the locomotive ended up at Clitheroe on 8 August to work the 20.52 Industrial coal service to Warrington Arpley Yard, from where the '37' headed back to South Wales on an 'Enterprise' trip on the evening of 9 August.

However, it wasn't just No. 37405 that was venturing away from home ground, as classmate No. 37406 worked to Fort William on 5 August with the overnight 'Caledonian Sleeper' service, returning the following day. The locomotive continued to work the train instead of the booked Class 67 until 8 August, arriving back in the Scottish capital in the early hours, before being booked to power that days Powderhall 'Binliner' service.

LEFT: **EWS Class 37/4 No. 37405 heads north along the East Coast Main Line, just north of Botany Bay crossing with the 14.17 Wembley Yard to Doncaster West Yard on 4 August.** *James Rose*

ABOVE: Following the naming of No 73208 *Kirsten* at London Victoria on 10 August, a special GBRf charter operated, departing at 12.28 on a circular run back via Guildford and Redhill. Partnered by No 73136 (E6043) *Perseverence*, Nos 73204 *Janice* and 73208 *Alison* were on the rear. *Brian Morrison*

GB Railfreight goes for 'Heritage' look with Class 73 repaint

Although only announced last week that GB Railfreight was to return one of its Class 73 locomotives to a heritage livery, ex-Gatwick Express Class 73/2 No. 73208 emerged from Stewarts Lane on 10 August looking superb in its new BR 'Rail-blue' colour scheme.

The repaint into the heritage colour scheme has been completed after several requests from charter train operators. GBRf say the repaint is a "sound business move in response to customer demand."

To mark the event, the locomotive joined with classmates No. 73136 (E6043) *Perseverance*, 73204 *Janice* and 73208 *Alison* to work a circular staff special from London Victoria via Woking and Guildford. Before departure from the London terminus however, GB Railfreight continued the trend originally started by Hunslet-Barclay many years ago, of naming locomotives after members of the female staff. Hence, GBRf Managing Director John Smith and colleague Kirsten Burley jointly named No. 73208, *Kirsten*. Miss Burley, was then presented with a boquet of flowers and large bottle of champaign before joining the special train.

No. 73208 is expected to retain its 'Rail-blue' colour scheme for around six months before being returned to the standard GB Railfreight house colours of blue and orange.

BELOW: Kirsten Burley poses with her nameplate on No. 73208 at London Victoria. *Brian Morrison*
RIGHT: Nos. 73208 and 73136 lead the special five-coach excursion between Woking and Guildford on the outward run. Members of the 73136 Preservation Group provided practical help with the repaint of No. 73208. *Patrick Seale*

ABOVE: As part of the recent closure of the Cumbrian Coast line due to work on Leven Viaduct, a new £1.5 million promenade underpass has been built at Grange-over-Sands. It is an immensely solid integral bridge-over-underpass structure that is currently being clad with limestone. On 3 August, Class 185 No. 185105 passes over the structure while on a crew training trip, shown slowing for Grange-over-Sands on the return run from Barrow-in-Furness. This view will soon change however, as coping stones and railings will be put in place to complete the construction work. *Terry O'Conner (taken with permission of Balfour Beatty)*

BELOW: Class 66/6 No. 66621 emerges from North Queensferry tunnel on 4 August while working a very late-running Aberdeen - Harwich empty mud oil train on behalf of GB Railfreight. The booked locomotive, No. 66708 had been declared a failure prior to departing Aberdeen and the Freightliner loco was 'hired in' and ran light engine from Oxwellmains to take up the working. No. 66708, out of sight in the tunnel, was attached onto the rear to enable the train to keep to its normal route via the Tay Bridge on which double heading is banned. *Peter Kellett*

Classified Advertisements

Advertising in this column is available at a cost of £3.50 per line.

Each advert is valid for four issues. Small, medium and large box advertisements are available as are box numbers. Please contact 0870 28 56041 for full details and for bookings.

Accommodation

THE ULTIMATE HALT! Situated near Abergynolwyn station on the Talyllyn Railway, the Old Rectory on the Lake welcomes enthusiasts for afternoon tea, an evening meal or a restful overnight sleep. Rooms include a fabulous en-suite bathroom and cost £35 per person which includes a traditional breakfast. Visit us through our website at www.rectoryonthelake.co.uk click this advert or call us on 01654 782225.

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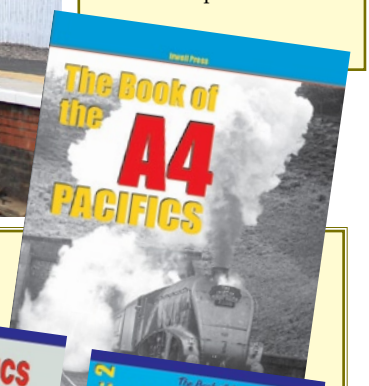

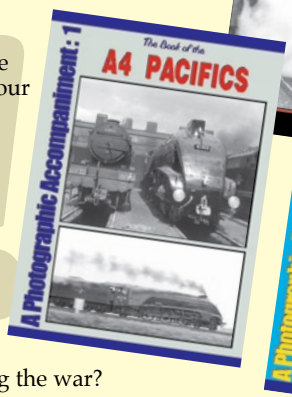

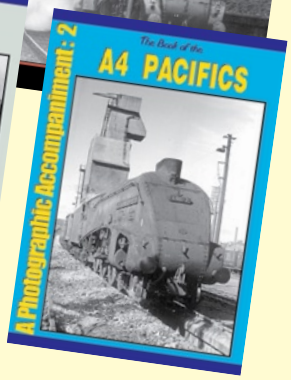

WIN!

To celebrate the return to traffic of No. 60007 *Sir Nigel Gresley*, *Railway Herald* is running a special competition. Thanks to the generosity of Irwell Press, we have a copy of their 'The Book of the A4 Pacifics' plus a copy of both Photographic Accompaniment books to give away.

A combined prize total of over £40!

How can you enter? Its simple! Research your answers and then, when you are ready, just log onto our website at www.railwayherald.com/competition, enter your answers and click submit! A winner will be picked at random from all the correct entries. ***Closing date for entries is mid-day on 14 August.***

Q1. What name was first given to No 4489 *Woodcock* but not carried in traffic?
Q2. What was the diameter of the 'A4' driving wheels?
Q3. What was the first 'A4' to be scrapped and why?
Q4. On what line did No 60009 *Union of South Africa* first steam in preservation?
Q5. What was the name of the double blastpipe and chimney arrangement fitted to the class?
Q6. No 4486 *Merlin* was photographed on Doncaster Works in August 1944 bearing the names *Brigid*, *Davina* and *Bryan*. Why?
Q7. Why were the A4 chime whistles changed for a single-note LNER type during the war?

To submit your entry, simply **click here** or log onto www.railwayherald.com/competition.

Waterloo & City line vehicles arrive back on the 'Drain'

The first eight vehicles to be returned to the Waterloo & City line following refurbishment at Wabtec Rail, Doncaster, arrived back in the capital on 5 August.

The lift to return the eight vehicles, four two-car trains, commenced at 06.00 on 5 August and continued until 18.00 on 6 August. As part of the lift, two of the four Balfour Beatty battery locomotives that have been used in the replacement work on the underground line were removed.

ABOVE: Refurbished Waterloo & City car No 65505 is carefully lowered down the access hole onto the W&C at Waterloo.

RIGHT: Car No 65505 is hoisted off its low-loader at Waterloo on 5 August and is swung across ready to begin its descent back on to its home railway. *Both: Brian Morrison*

Piccadilly Line's Arsenal underground station reopens

Arsenal station on the Piccadilly line has reopened to passengers following a two-week programme of refurbishment work.

Funded by Transport for London's (TfL's) £10 billion Investment Programme, the work still underway at Arsenal will modernise and upgrade the Tube station, providing better service information and security features for passengers.

It follows the recent announcement that TfL is investing £50 million to improve transport links to the new Arsenal Emirates Stadium, which hosted its first official fixture last month.

Formerly known as Gillespie Road, the station, which was renamed Arsenal (Highbury Hill) in October 1932, celebrates its 100th birthday this year. The first phase of work, being undertaken by Tube Lines, is the replacement of wall and floor tiles in the ticket hall and upper passageway to the platforms. The intrusive nature of work meant that the station had to be closed to passengers over a two-week period, which was carefully timed to be completed before the new season commenced. Now the station has re-opened, the less intrusive work will continue without any anticipated need for further station closures.

The modernisation of Arsenal station is due to be completed early next year with further improvements including 44 new CCTV cameras, five new passenger help points, a new public announcement system and new lighting to the ticket hall, passageways and platforms

BELOW: New and old liveried Docklands Light Railway units Nos 48 and 01 approach Prince Regent station on 9 August, forming a service from Becton to Bank. Very few of the original red, white and blue cars now remain, most having been repainted into the new red colour scheme or carry advertisement liveries. *Brian Morrison*

New Use for old LUL vehicles

Six unused London Underground cars from the original Jubilee line fleet are to gain a new role.

The vehicles are being cleaned and converted into workspace for new businesses on Great Eastern Street in Shoreditch, East London. Delivery is due shortly.

Another new look tram

Sheffield Supertram No. 101 has joined classmates Nos. 104, 115 and 119, in being 'refreshed'.

The next tram to go through the 'refresh' programme will be No. 107 which has alreaady been stripped.

Railtour Listings ■ Railtour Listings ■ Railtour Listings ■ Railtour Listings ■ Railtour Listings

The following table details the latest information available on steam, diesel and electric railtours for the forthcoming two weeks from the date of publication. News from railtour operators is always welcome. Please contact editor@railwayherald.com. **Information is understood to be correct at the time of going to press.**

Date	Operator	Traction	Route
12 Aug	Hertfordshire (BP)	GBRf 87	London KX-Stevenage-Peterborough-Edinburgh and return
12 Aug	Kingfisher	6233	Hellifield-Appleby-Carlisle and return
12-14Aug	Northern Belle	2x37, 67	Victoria-York-Drem-Edinburgh-Oban and return
12 Aug	Past Time Rail	6024	Bristol TM-Weston-super-Mare-Taunton-Exeter SD-Paignton-Kingswear and return
12 Aug	Pathfinder Tours	tbc	Reading-Basingstoke-Andover-Warminster-Par-Penzance and return
12 Aug	RTC	4771	(London KX-)Doncaster-York-Scarborough-(and return)
12 Aug	SRPS	tbc	Edinburgh-Livingston South-West Calder-Shotts-Motherwell-Hamilton Central-Dumbarton Central-Fort William-Mallaig and return
12 Aug	Steamy Affairs	FMR 47	Watford Jn-Milton Keynes-Northampton-Crewe-Edinburgh and return
13 Aug	Arriva Trains Wales	76079	Aberystwyth-Borth-Machynlleth-Barmouth and return
13 Aug	Past Time Rail	6024	Bristol TM-Weston-super-Mare-Taunton-Exeter SD-Paignton-Kingswear and return
13 Aug	Vintage Trains	4965	Birmingham Snow Hill-Tyseley-Stratford-Upon-Avon and return (2 trips)
14 Aug	Arriva Trains Wales	76079	Machynlleth-Barmouth-Minffordd-Porthmadog and return
14 Aug	NYMR	45407	Grosmont-Whitby-Glaisdale-Whitby (2 trips)-Grosmont
14 Aug	Royal Scotsman	WCRC	Edinburgh-Dundee-Stirling-Edinburgh
15 Aug	NRM	30777	York-Scarborough and return
15 Aug	NYMR	45407	Grosmont-Whitby-Glaisdale-Whitby (2 trips)-Grosmont
15 Aug	Royal Scotsman	WCRC	Edinburgh-Keith-Kyle of Lochalsh-Boat of Garten-Dundee-Edinburgh
16 Aug	Arriva Trains Wales	76079	Machynlleth-Barmouth-Minffordd-Porthmadog and return
16 Aug	NRM	30777	York-Scarborough and return
16 Aug	NYMR	45407	Grosmont-Whitby-Glaisdale-Whitby (2 trips)-Grosmont
16 Aug	Steam Dreams	71000	Kensington Olympia-Clapham Jn-Woking-Bournemouth-Weymouth and return
17 Aug	FM Rail (ICMM)	FMR 47	London KX-Potters Bar-Stevenage-Skegness & return
17 Aug	Kingfisher	EWS 37	Bristol TM-Bath Spa-Swindon-Reading-Clapham Jn-Eastbourne and return
17 Aug	NRM	30777	York-Scarborough and return
17 Aug	NYMR	45407	Grosmont-Whitby-Glaisdale-Whitby (2 trips)-Grosmont
18 Aug	Arriva Trains Wales	76079	Machynlleth-Barmouth-Minffordd-Porthmadog and return
19 Aug	Arriva Trains Wales	5051	(Tyseley Warwick Rd-Birmingham Moor St-Kidderminster-Worcester SH-Gloucester -Newport)-Cardiff Central-Llanelli-Fishguard Harbour and return.
19 Aug	Heartland Rail	tbc	Wolverhampton-Birmingham NS-Cheltenham Spa-Bristol Pkway-Bristol TM-Bodmin Parkway-St.Austell-Penzance and return
19 Aug	Hertfordshire (BP)	2xFMR 47	London KX-Potters Bar-Stevenage-Stratford-upon-Avon and return.
19 Aug	Kingfisher	6233	(Peterborough-Doncaster-Skipton)-Carnforth-Penrith-Appleby-Hellifield-(and return)
19 Aug	Past Time Rail	tbc	Ipswich-Reading-Plymouth-Par (for Eden Project) and return
19 Aug	Pathfinder Tours	55022	London KX-Spalding-Doncaster-York-Eaglescliffe-Newcastle-York-London KX
19 Aug	RTC	30777	(Manchester Victoria-Huddersfield)-York-Leyburn-Darlington-Ferrybridge (rev)-Thornaby (rev)-Yarm-York-(and return)
19 Aug	Steam Dreams	71000	London KX-Stevenage -Peterborough -York (and return)
19 Aug	The Royal Scotsman	WCRC	Edinburgh-Spean Bridge-Mallaig-Taynuilt-Wemyss Bay-Edinburgh
20 Aug	Arriva Trains Wales	76079	Aberystwyth-Borth-Machynlleth-Barmouth and return
20 Aug	Kingfisher	30777	Hellifield-Appleby-Carlisle-Appleby-Hellifield
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22 Aug	The Royal Scotsman	WCRC	Edinburgh-Keith-Kyle of Lochalsh-Boat of Garten-Dundee-Edinburgh
23 Aug	Arriva Trains Wales	76079	Machynlleth-Barmouth-Minffordd-Porthmadog and return
23 Aug	Hertfordshire (BP)	2xFMR 47	London Victoria-Chichester and return
23 Aug	Kingfisher	48151	Carnforth-Sellafield-Carnforth
23 Aug	Kingfisher	34067	London Victoria-Clapham Jn-Richmond-Woking-Salisbury-Southampton and return
23 Aug	NRM	30777	York-Scarborough and return
23 Aug	NYMR	45407	Grosmont-Whitby-Glaisdale-Whitby (2 trips)-Grosmont
24 Aug	Arriva Trains Wales	76079	Machynlleth-Barmouth-Minffordd-Porthmadog and return
24 Aug	NRM	30777	York-Scarborough and return
24 Aug	NYMR	45407	Grosmont-Whitby-Glaisdale-Whitby (2 trips)-Grosmont

Key to tour listings:

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

Problems limited but lineside fire risk remains

Although most of the country has experienced rain over the past few days the situation in the south remains critical with Steam Dreams having worked to Eastbourne on 10 August, with the booked traction, LMS Black 5 No. 45231, being replaced by 'topped and tailed' FM Rail diesel traction.

Two other tours under threat according to Network Rail, are the Railway Touring Company's King's Cross to Scarborough with No. 4771 *Green Arrow* on 12 August and Past Times 'Torbay Express' with No. 6024 *King Edward I* on 13 August. The tour with Green Arrow having been amended to be diesel hauled to Doncaster

Network Rail is keeping the situation under review, and rainfall in the affected areas could well alter the position. The Scarborough operation for Railway Touring Company is affected not by the position in the north, which has no ban, but due to the state of the lineside north of Kings Cross.

Past Time will be disappointed to lose its 'Torbay Express', as this has operated throughout the current troubled spell without incident. Network Rail confirms that all other operations, including the return outing of No. 6233 over the Settle and Carlisle on 12 August and the 'Shakespeare Express' and 'Cambrian Coast Express' on 13 August are unaffected.

For a complete railtour listing and contact details of all current railtour operators, visit our website at www.railwayherald.com

Please remember to mention *Railway Herald* when responding to railtour companies

BELOW: LMS Stanier Pacific No. 6233 *Duchess of Sutherland* arrives at Hellifield on 5 August with Kingfisher Railtours' Kettering - Appleby charter. The Pacific worked the train from Carnforth to Appleby and back to Hellifield from where a diesel locomotive took over for the remainder of the return trip. *Fred Kerr*

ABOVE: **GB Railfreight operated Class 87 No. 87022 arrives at Edinburgh Waverley on 5 August with the 08.18 London King's Cross - Edinburgh Waverley 'Blue Pullman' charter. The locomotive had been renamed *Cock o' the North* in a short ceremony at London King's Cross shortly before departure. The name was originally applied to the locomotive in 1978.** *Brian Garrett*

The Week Ahead

Among the many steam-hauled tours booked to operate during the week commencing 14 August (line-side fire risk permitting) are two diesel-hauled tours that deserve attention.

The first is FM Rail's inaugural outing under its new 'Inter-City Merrymaker' branding with a pair of Class 47's from London King's Cross to Skegness and back. This development furthers the trend within the charter movement to offer budget fares on simple out and back tours.

This is mirrored by the recently announced 'partnership' between Kingfisher and EWS to run similar trains. The 'Inter-City Merrymaker' train is of particular importance as it seems to have been the thin end of the wedge to get Skegness re-opened to locomotive-hauled charter traffic in the future.

On the same day, Kingfisher plans to go from Bristol Temple Meads to Eastbourne, originally booked for haulage by the now sidelined No. 34067 *Tangmere*. However, instead of cancelling the train when the 'Battle of Britain' was withdrawn from traffic for repairs, the company seem to have used its growing relationship with EWS to acquire a EWS Class 37 to haul the train instead!

On 19 August, Arriva Trains Wales celebrate the centenary of the line to Fishguard Harbour with a train originating at Tyseley, with Didcot-based Castle No. 5051 *Earl Bathurst* heading the steam section from Cardiff to Fishguard Harbour and back. The diesel leg from Tyseley, which is booked to travel via Kidderminster and Lydney, picking up along the route at numerous stations should see haulage by one of The Fifty Fund's Class 50 locomotives.

Heartland Rail rekindles thoughts of 'The Cornishman' on 19 August, with a through charter from Wolverhampton to the southern-most point on the UK rail network - Penzance. With Cotswold Rail having recently relinquished its HST-set (*see Rolling Stock News*), the train will now feature a pair of Cotswold Rail Class 47s throughout.

Stanier 'Black 5' heads for West Somerset from Victoria

In a departure from the company's normal south-coast bias, Steam Dreams plan to head west on 1 October with Black 5 No. 45231 hauling a charter from London Victoria to Minehead.

The tour will pick up at Redhill, Wokingham, Guildford, Reading and Newbury before heading for Somerset. The return working will be steam hauled to Bishops Lydeard, where diesel traction will takeover for the remainder of the journey to Victoria. Steam Dreams also plan to return No. 45231 from Minehead on 10 October, but full details are not yet available.

The West Somerset wish to exploit its main-line connection and hopefully these two trains will be the first of many regular through workings to Minehead.

BELOW: **Ex-Great Western 'King' No. 6024 *King Edward I* is seen at EWS's Bristol Barton Hill depot on 5 August during its preparations for working the day's 'Torbay Express' charter from Bristol to Kingswear.** *Martyn Bane (with permission)*

Cotswold Rail loses unique liveried HST power cars

Cotswold Rail no longer operates its HST set. With the major refurbishment programme currently taking place with the Angel Trains and First Group-owned power cars, a number of vehicles are being changed around.

As part of this, the two Cotswold-operated power cars, Nos. 43070 (Cotswold silver) and No. 43087 (in Hornby advertising livery) are now 'off-lease' from Cotswold Rail and re-allocated to the IWRP pool.

The last passenger working for the set, which consisted of Nos. 41108, 41081, 41189, 40810, 42085, 42086, 42309 and 44069 was a charter to Edinburgh (*see our Notable Workings page*) on 5 August, after which the set was 'off-lease' and moved to Long Marston for store, following which, the two power cars and the Mk3 buffet were moved to Gloucester to await onward movement to Plymouth Laira, expected to take place on 10 August.

The power cars are initially expected to become spare part donors for the remainder of the First Great Western fleet, but will in time be moved to Brush Traction in Loughborough as part of the MTU re-engining project.

TOP: Cotswold Silver liveried Class 43 No. 43070 leads the MML liveried Mk3 set through Fladbury bound for storage at Long Marston on 7 August. *Peter Tandy*

BELOW: With Hornby liveried Class 43 No. 43087 and Cotswold Silver No. 43070 sandwiching Mk3 Buffet No. 40810, the train awaits the road at Honeybourne on 7 August on its movement from Long Marston to Gloucester. *Ken Brunt*

NEWS IN BRIEF

■ Celebrity Class 47 No. 47004 which was latterly part of the EWS heritage fleet, has entered preservation and moved by road to the Embsay & Bolton Abbey Railway, near Skipton.

■ The two Riveria Class 47s hired to DRS continue to be used across the full range of services. On 9 August, Nos. 47815 and 47839 powered a Sellafield-Rosyth service throughout. Both locomotives have now been transferred in the DRS XHKM pool.

■ The National Railway Museum's 'Giants of Steam' charter between Scarborough and York on 10 August was powered by West Coast Railway Company Class 47 No. 47245 rather than the booked steam traction.

BELOW: On 7 August DRS Class 37s Nos 37038 and 37087 pass Newburn Junction, Hartlepool with the 07.43 Carlisle Kingmoor-Seaton-on-Tees flask train. This was the first working for No 37038 since its refurbishment at Brush. The locomotive has received modified style nose ends, with the removal of the original headcode boxes and installation of WIPAC lights. *John Lewins*

The Freightliner Fleet

The locomotive fleet operated by the Intermodal and Heavy Haul divisions of Freightliner, is probably one of the most varied of all freight operators, with a variety of diesel traction in use, along with first and second generation electrics.

The company's green colour scheme can be seen across the majority of the UK. Only one non-standard livery is carried, that of Shanks & McEwan by Class 66/5 No. 66522 *east london express*. The remainder of the fleet is now in Freightliner green colours, with some electrics carrying the pre-privatisation triple-grey colour scheme. The Class 47s, however carry the colours of their previous operators, with the exception of No. 47150, currently on restricted duties in Crewe Basford Hall yard, which carries Freightliner Green livery.

This review of the current Freightliner operational fleet, was undertaken on 9 August.

'Hired In' Locomotives

Two DRS Class 66 locomotives are currently 'on-hire' to Freightliner Heavy Haul's DFHH pool

66407 Calvert RTS
66409 York Holgate Sidings - Ravenstruther

Shunter Fleet

The majority of Freightliner's Class 08 shunter fleet is based around Southampton and the East Anglian ports of Felixstowe and Tilbury. All are contained within the DFLS pool.

08077 Southampton Maritime
08530 Coatbridge FLT
08531 Tilbury FLT
08575 Trafford Park
08585 Southampton Maritime
08624 Felixstowe
08691 Felixstowe Freightliner Terminal
08785 Private premises at Burton - Repairs
08891 Southampton Maritime

Class 47 and Class 57 Fleets

The remaining Class 47s, now find use with Freightliner Heavy Haul, while the Class 57s were converted for Freightliner Intermodal by Brush Traction, which involved the fitment of a General Motors power unit. The vehicle numbers listed in brackets were the locomotive's previous Class 47 numbers. Class 47s are in DFLH pool, while Class 57s are all allocated to DFTZ pool.

47150 Crewe Basford Hall
47811 Crewe Basford Hall
47816 Mossend Yard
47830 Dagenham Yard
47841 Garston FLT
57001 (47356) Felixstowe-Daventry
57002 (47322) Southampton-Wentloog
57003 (47317) Ipswich LIP
57004 (47347) Ipswich LIP
57005 (47350) Tilbury FLT
57006 (47187) Brush Loughboro'-Repairs
57007 (47332) Felixstowe-Hams Hall
57008 (47060) Hams Hall-Ipswich Yd
57009 (47079) Birmingham Lawley St
57010 (47231) Southampton Maritime
57011 (47329) Marcroft Engineering-Repairs
57012 (47204) Crewe Basford Hall

Class 66 Fleet

The Freightliner Class 66 fleet consists of three varieties; Class 66/5s, which have a 75mph maximum speed; Class 66/6s, which are lower geared to provide a greater tractive effort, but a lower maximum speed of 65mph and Class 66/9s, which were built to Tier 2 emmissions, have an additional door in the bodyside and a lower fuel capacity but retain a maximum speed of 75mph. The locomotive pools for the Class 66 include those dedicated to Network Rail (DFRT & DFNR), Intermodal (DFGM & DFIM) and Heavy Haul (DFHG & DFHH)

66501 DFGM Ipswich Yd-Leeds Stourton
66502 DFGM Southampton-Hams Hall
66503 DFGM Manchester Trafford Park
66504 DFGM Southampton Maritime
66505 DFGM Basford Hall-Southampton
66506 DFHH Southampton Western Docks
66507 DFRT Sudforth Lane Sidings
66508 DFRT Leeds Midland Road
66509 DFHH Drax PS-New Cumnock
66510 DFRT Immingham Docks
66511 DFRT Reading West Yard
66512 DFHH Oxford Hinksey Yard
66513 DFHH Midland Road-Cottam PS
66514 DFRT Crewe Basford Hall
66515 DFRT Cardiff Wentloog
66516 DFGM Crewe Basford Hall
66517 DFGM Crewe Basford Hall
66518 DFRT Earles Sidings-Seaham Docks
66519 DFHH Eastleight TMD-*Repairs*
66520 DFRT Reading Eest Yard
66522 DFRT Cardiff Tidal Sidings-Hitchin
66523 DFRT Bristol Barton Hill
66524 DFHH Leeds FLT-Killoch
66525 DFHH Leeds FLT-Midland Road
66526 DFRT Dewsbury Cement-Earles Sdgs
66527 DFRT Leeds Midland Road
66528 DFHH Drax Power Station
66529 DFHH Drax PS-Harworth Colliery
66530 DFHH Romiley-Basford Hall Yd
66531 DFHH York Holgate-Midland Road
66532 DFGM Tilbury-Ipswich Yard
66533 DFGM Leeds FLT-Southampton
66534 DFGM Southampton-Leeds
66535 DFGM Wilton Freightliner Terminal
66536 DFGM Garston FLT-Southampton
66537 DFGM Trafford Park-Southampton
66538 DFIM Basford Hall Yd-Seaford Docks
66539 DFIM Southampton-Lawley St
66540 DFIM Grain
66541 DFIM Southampton Maritime
66542 DFIM Felixstowe-Lawley St.
66543 DFIM Ipswich Yard
66544 DFHG Mossend Yard
66545 DFHG Immingham Docks-Drax PS
66546 DFNR Ditton-Crewe Basford Hall
66547 DFNR Forders-Stud Farm
66548 DFHG Immingham Docks-Drax PS
66549 DFHG Leeds Midland Road
66550 DFHG Southampton Maritime
66551 DFHG Theale
66552 DFHG Doncaster Up Decoy
66553 DFHG Basford Hall Yard
66554 DFHG Newport Alexandra Dock Jn
66555 DFHG York Holgate-Tyne Dock
66556 DFHG Immingham Docks-Rugeley PS
66557 DFHG Killoch-Cottam PS
66558 DFHG Carlisle Yard
66559 DFNR Dagenham Dock
66560 DFHG Daw Mill Colliery
66561 DFHG Basford Hall-Penmaenmawr
66562 DFHG Welbeck
66563 DFHG Dagenham Docks-Cricklewood
66564 DFHG Leeds Midland Road
66565 DFHG Hull King George Dock
66566 DFHG Doncaster Up Decoy
66567 DFIM Basford Hall Yd-Grain
66568 DFIM Marcroft Engineering-*Repairs*
66569 DFIM Southampton-Birch Coppice
66570 DFIM Lawley St-Southampton
66571 DFIM Felixstowe Freightliner Terminal
66572 DFIM Felixstowe-Hams Hall
66573 DFIM Ipswich Yard-Felixstowe
66574 DFIM Southampton Maritime
66575 DFIM Southampton-Trafford Pk.
66576 DFIM Leeds Freightliner Terminal
66577 DFIM Ipswich Yard-Felixstowe
66578 DFIM Ipswich Yard-Felixstowe
66579 DFIM Crewe IEMD-*Repairs*
66580 DFIM Lawley Street-Grain
66581 DFHG Crewe Basford Hall
66601 DFHH Basford Hall-Stud Farm
66602 DFRT Doncaster Up Decoy-Mountsorrel
66603 DFRT Angerstein Wharf
66604 DFRT Margam TMD
66605 DFRT Bow, London
66606 DFRT Leeds FLT-Redcar
66607 DFHG Thorney Mill
66608 DFHG Tunstead-Drax PS
66609 DFHG Bardon Quarry-Harlow Mill
66610 DFHG Oxwellmains-Aberdeen
66611 DFHG Basford Hall-Castleton
66612 DFHG Garston FLT
66613 DFHG Earles Sidings
66614 DFHG Earles Sidings
66615 DFHG Oxwellmains-View Park
66616 DFHG Leeds Midland Road
66617 DFHG Cardiff Wentloog
66618 DFHG Humber Oil Refinary
66619 DFHG Kingsbury Oil Terminal
66620 DFHG Newport Alexandra Dock Jn
66621 DFHG Attercliffe, Sheffield
66622 DFHG Margam TMD
66951 DFHG Rugby
66952 DFHG Redcar-Drax PS

Electric Fleet

Class 86s and Class 90s are both employed on Freightliner Intermodal trains 'under-the-wires'. Class 90s are allocated to DFLC pool, while Class 86s are allocated to DFNC pool, with the exception of test-bed No. 86501, which is in the DFGC pool.

86501 Ipswich Yard
86604 Crewe IEMD - *Repairs*
86605 Mossend Yard
86607 Garston FLT-Basford Hall
86609 Crewe Basford Hall
86610 Crewe IEMD - *Repairs*
86612 Basford Hall-Coatbridge FLT
86613 Tilbury FLT
86614 Basford Hall-Coatbridge FLT
86621 Tilbury FLT
86622 Coatbridge FLT
86627 Crewe IEMD - *Repairs*
86628 Garston FLT-Basford Hall
86632 Crewe IEMD
86637 Crewe Basford Hall
86638 Coatbridge FLT
86639 Mossend Yard
90016 Ipswich Yd-Basford Hall
90041 Crewe Basford Hall
90042 Basford Hall-Ipswich Yd
90043 Crewe Basford Hall
90044 Crewe Basford Hall
90045 Tilbury FLT
90046 Trafford Park-Ipswich Yd
90047 Mossend Yard
90048 Ipswich Yard
90049 Crewe Basford Hall

Uncommon sightings

ABOVE: The sight of GNER Class 91s running in anything other than normal formation is a very rare occurance. However on 4 August, Class 91 No. 91128 *Peterborough Cathedral* is pictured attached to the rear of a Leeds-London King's Cross service at Retford. The entire Class 91 fleet normally operates 'nose to the north' on the ECML. *Ian Tunstall*

BELOW: While three Southern Class 319/2 EMUs were given 'Days Out Family Zone' vinyls when operated by Connex, it is rare for two of them to be paired and particularly so the two that are named. Climbing away from London Victoria up Grosvenor Bank on 8 August, Nos 319215 *London* and 319218 *Croydon* combine to form the 14.33 to Horsham. Descending the bank is Class 460 No (4600)07 working the 14.05 'Gatwick Express' from the airport to Victoria. Grosvenor EMU Depot and Battersea Power Station are to the rear. *Brian Morrison*

Unusual DRS workings

ABOVE: As reported in last week's Railway Herald, the first two Class 47/4s to be hired by DRS moved north to Carlisle on 2 August. Two days later the locomotives were pressed in to traffic, being entrusted with the company's Mossend-Daventry service. Here green- liveried No. 47815 *Great Western* pilots classmate No. 47839 past Euxton running 45 minutes early! *Fred Kerr*

MIDDLE: A big user of Direct Rail Services traction at the present time is Serco, which are making extensive use of the Class 37/6 locomotives that were originally converted for the EPS Nightstar service, which never commenced. Normally there are two pairs of Type 3s on hire to Serco on any particular day. Here No. 37609 and classmate No. 37608 past Waitby on 5 August with a 08.44 Derby RTC-Derby RTC via Leeds, Settle & Carlisle line and Carlisle working. *Warren Armstrong*

LEFT: A location that commanded a second look from every enthusiast. DRS operated Class 66/4 No. 66407 is currently on hire to Freightliner Heavy Haul and is pictured in charge of the new scrap metal flow from Hitchin-Cardiff Tidal on 7 August approaching Severn Tunnel Junction. *Garry Sparks*

ABOVE: Seen on the outward leg of what is likely to be its final public working in its Hornby advertising livery, Class 43 No. 43087 leads No. 43070 past Elmsfield on the West Coast Main Line, north of Carnforth on 5 August. The Cotswold Rail-operated set was being used for Heartland Rail's Bristol Temple Meads - Edinburgh Waverley charter *Terry O'Conner*

RIGHT: Technical problems with the booked Class 57/6 caused FGW to employ a pair of power cars, back-to-back, to pilot the 22.00 Penzance - Paddington sleeper on 9 August. Here No. 43037 *Penydarren* leads No. 43032 *The Royal Regiment of Wales* and No. 57605 *Totnes Castle* through Redruth. *Sam Felce*

BELOW: The magnificent roof of Brunel's Paddington Station never ceases to provide the ideal backdrop to any photograph. This line up of two generations of high speed motive power on 10 August presents the unified First Group image! From left to right are Class 43 No. 43035, Alstom built Class 180 DMU No. 180113 and Class 43 Nos. 43020 *John Grooms* and 43027 *Glorious Devon*. *Wilf Smith*

Plans for London's first heritage steam line unveiled

As announced in our last issue, with the section of the North London Line between Custom House and North Woolwich stations due to be abandoned later this year, plans have been unveiled to create London's first steam railway.

As the route will be decommissioned to avoid duplication of the new Docklands Light Railway route to King George V via London City Airport station, the London Borough of Newham wants an organisation to take over the North Woolwich Old Station Museum, housed in the Grade 2 listed 1854-built two-storey Italianate-style North Woolwich station building.

The ambitious plan to create a relatively instant London Rail Heritage Centre (LRHC) has been made possible by the idea of using the two-mile route as a steam operated line, possibly as early as summer 2007, and for carriage and locomotive sheds to be constructed on part of expanded Museum grounds, the Museum itself being provided with a revamp.

Providing everything goes to plan, trains could be operational by next June, leading to a 200 days-a-year operation by 2009. The plan has been shaped by Train of Events, best known for its humanitarian aid train in 1999 that travelled from London to Kosovo, whose Project Manager, Neil Harvey, envisages leasing the line and hiring steam motive power and rolling stock.

For the initial motive power, use of the ex-London Transport red-liveried 5700 class 0-6-0PT No L94 is proposed (ex-GWR No 7752), and negotiations are underway between LRHC and the locomotive's owner, Tyseley Locomotive Works, to bring the Pannier to London on a contract hire basis, probably returning to the Midlands every winter for heavy maintenance.

When traffic demands, LRHC will require a second locomotive, and have asked Tyseley for an option on its 'Austerity' 0-6-0ST *Fred*. This could represent the many 'Austerities' that worked in London's dockland and may well carry the blue of the Port of London Authority. LRHC is also to explore the possibility of retaining the present 750vDC third-rail system on the line in order to operate heritage electric trains.

North Woolwich doesn't have another preserved steam line within a 30-mile radius and with the 2012 London Olympics coming along, the venture could well be part of a tourist package that includes many notable attractions in the vicinity, including Canary Wharf, the Woolwich Ferry, the River Thames and the Thames Barrier and London City Airport.

Custom House station is also now part of the massive ExCel Exhibition Centre, which hosts the Ideal Home Exhibition, the World Travel Market and the forthcoming London Motor Show, bringing in literally millions of visitors.

BELOW: The 16.07 Silverlink North London Line service to Richmond awaits departure time at North Woolwich terminus on 9 August 2006 , formed of Class 313/1 EMU No 313101 with North Woolwich Old Station Museum stock being visible over the fence. *Brian Morrison*

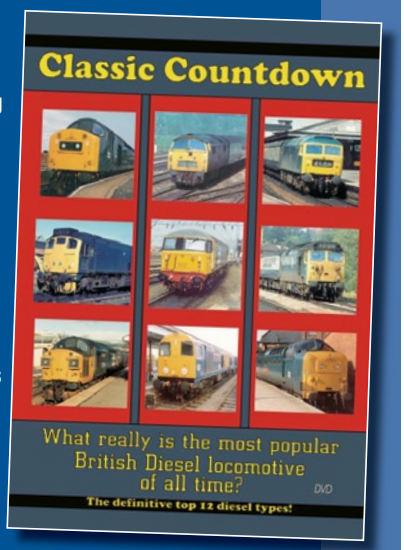
Classic Countdown

What really is the most popular UK diesel type of all time?... This is the big question we try to answer in our new 90 minute long programme.

The running order is based on the results of our 6 month on-line survey, where we asked fans to vote for their favourite type of locomotive.

We can't give away too much but suffice to say the programme is 'Shed' free with 18 different types of diesel featured over 6 decades.

The countdown commences at No 12 and you can be sure that all the favourites will be in the competition to find the REAL No 1. But can you guess the winner?



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Pickering - Levisham - Goathland - Grosmont

Running Daily

1st April to 29th October 2006

plus some winter dates, call for details

Re-live the Golden Age of Steam on one of Britain's most popular heritage railways.

Whitby Endeavour Steam Services

Running throughout the summer

The chance to journey into Whitby Town by Steam through the North York Moors National Park and along the beautiful Esk Valley line. Enjoy the delights of the 'seaside excursion' of years ago

Services depart Whitby at
11.00, 14.15 and 17.40

Services depart Grosmont at
10.00, 13.25 and 16.45

On the dates when Whitby steam services operate, a special 'Early Bird' DMU service will operate from Pickering, departing at 08.45 and connecting with the 10.00 Grosmont - Whitby service. A special discounted ticket is available for this train. A DMU service will also return in the evening connecting with the 17.40 from Whitby and arriving in Pickering at 19.05

Steam hauled services to Whitby operate on the following dates in July:

Saturday	1st
Monday	24th and 31st
Tuesday	4th, 11th, 18th and 25th
Wednesday	5th, 12th, 19th and 26th
Thursday	27th

Other special events later in the year include:

Music on the Moors - 27th & 28th August
Day Out With Thomas - 9th & 10th September
Wartime Weekend - 13th-15th October
Wizard Weekend - 28th & 29th October

Come and ride behind Sir Nigel Gresley!

LNER Pacific No. 60007 Sir Nigel Gresley should, subject to availability, be operating over the forthcoming two weekends on services between Grosmont and Pickering

Advance Bookings & Information 01751 472508

Talking Timetable 01751 473535

E-mail : customerservices@nymr.fsnet.co.uk

Website : www.northyorkshiremoorsrailway.com

ABOVE: **North Yorkshire Moors Railway based, ex-LNER Gresley-designed 'A4' Pacific No. 60007 *Sir Nigel Gresley* magestically moves out of Grosmont on 5 August with the 10.45 service to Pickering. Although the locomotive has been on running-in trials for several weeks following the overdue completion of its overhaul, this was the A4s first passenger service since its return to steam.** *Ian Broadhead*

Arise 'Sir Nigel', North Yorkshire's 'A4' returns to steam

It was a long awaited day in the calendar of many volunteers and enthusiasts alike, but on 5 August, the familiar sleek streamline shape of LNER A4 No. 60007 *Sir Nigel Gresley* once again graced the metals of the North Yorkshire Moors Railway.

The overhaul of the locomotive has taken far longer than was ever intended, due mainly to extra work being required on the boiler, which added an extra 18-months on to the overhaul time.

Over the last four-and-a-half years, the Sir Nigel Gresley Locomotive Preservation Trust have spent over £650,000 on the overhaul, which was partially funded by a £320,000 Lottery Grant plus £150,000 which had been raised in the locomotives final months in traffic through donations and raffles. Although the work has been carried out in the workshops at Grosmont, the only work undertaken by the NYMR was on the boiler, which itself had £250,000 of repair work. The remainder of the work has been carried out by two dedicated employees, Roger Barker, the owning society's Contracts Manager and Paul Aston, plus a small nucleus of volunteers.

The locomotive is expected to remain based on the North Yorkshire Moors Railway and will see active use on the line over the next two years, until OTMR and TPWS equipment can be fitted at which point it is hoped that the locomotive will once again be back on the main line where it belongs.

Running Days

No. 60007 *Sir Nigel Gresley* should be in action on 12/13 and 18/19 August, with the locomotive booked to work the 11.45 and 14.45 services ex-Grosmont and 13.15 and 16.15 trains from Pickering.

The NYMR advise that operation of the locomotive during the early half of next week is unlikely.

ABOVE: **Hawthorn Leslie & Co 0-6-0ST *Isabel*, built in 1919, is pictured at Blunsdon on 30 July on the Swindon & Cricklade Railway. The locomotive is on loan from the Somerset & Dorset Railway Trust at Washford.** *John Stretton*

NRM's 'Super D' for SVR gala

The National Railway Museum's 'Super D' has been announced as the star attraction for the Severn Valley Railway's steam gala on 22-24 September.

The long-awaited confirmation that ex-LMS 0-8-0 'Super D' No. 49395 will be attending the gala means that this will be one of the great gatherings of ex-LMS locomotives since the end of main line steam, with Pacifics No. 6201 *Princess Elizabeth* and No. 6233 *Duchess of Sutherland* also appearing alongside the home fleet of Stanier Mogul No. 42968, 'Black 5' No. 45110, Class 8F No 48773 and Ivatt Mogul No. 46443.

As usual, the event will feature continuous running from Friday morning through to Sunday evening.

■ The new canopy at Kidderminster station is now glazed and work continues in fitting out the new wing to the station. It is hoped that work will be completed in early September. The appeal for funding has now reached £294,000 towards the overall cost of £650,000. All funds are welcomed, as every pound donated means a pound less to be borrowed!

ABOVE: BR 'Rail-blue' liveried Class 37/0 No. 37142 powers away from Bodmin General on the Bodmin & Wenford Railway on 10 August with a crew training trip to Bodmin Parkway and passes the line's resident Class 20 No. 20168 *River Fowey*. *Sam Felce*

Bodmin & Wenford Class 37 returns to traffic

The pioneering Cornish Class 37 No. 37142 has returned to service after an absence of four months following protracted cylinder liner repairs.

Replacement liners and subsequent new oil was needed after the locomotives coolant entered the engine sump after passing through the broken liner. Having removed the cylinder head and detached the big end, the piston was removed to gain access into the liner.

New 'O-rings' have been fitted and reassembley of the cylinder resulted in the locomotive being started again for the first time in late June. Delays in acquiring some specialist tools hampered progress with the repairs, as did the year long commitment on Class 50, No. 50042 *Triumph*, work on which is currently at an advanced stage.

Having undergone a loaded test run and mandatory checks, the locomotive was passed into traffic and operated well on 29 July, working all five trains on the Bodmin & Wenford. The locomotive also provided motive power during the railway's 'Thomas' event a few days later.

■ Negotiations are currently on-going in an attempt to secure a surprise visiting guest locomotive for the railway's diesel gala on 16-17 September, which at least promises to provide an exhilarating weekend of variety and sound, as the locomotives, including an ex-works Class 50, tackle the grades on the line!

Vintage Weekend at Butterley

The Midland Railway at Butterley will be staging a 'Vintage Train Weekend' on 18-20 August.

Vehicles from the museum at Swanwick Junction will be pressed into service to provide passengers with a flavour of how the Victorian's travelled.

The oldest coach is a Midland Railway four-wheeled vehicle dating back to 1865, which prior to rescue and renovation was being used as part of a bungalow! A Midland Railway brake third six-wheeler and Royal Saloon will also feature, together with other excellent examples of 19th-century coaching stock.

Many of the railways volunteers will also be entering into the spirt of the event by wearing Victorian dress for the occasion.

The railway also expects to welcome its two millionth visitor during the weekend.

Telephone Butterley station on 01773 570140 for more information.

Offers in the region of ....!

The owners of LMS Class 8F No. 48173 are currently looking to find the locomotive a new home.

Since becoming the 200th locomotive to leave Barry Scrapyard 18 years ago little progress has been made on restoration. It is current owned by several people and based on the Avon Valley Railway, due to other commitments.

The current group of owners would like to hear from any parties who would be interested in either becoming a major shareholder or buying the locomotive outright in order that the restoration could move forward.

The locomotive is currently located on the AVR at Bitton, near Bath.

Victorian Weekend for Didcot

The Didcot Railway Centre will be hosting a Victorian Weekend from 26-28 August, continuing the Brunel 200 celebrations.

The weekend will give visitors the chance to experience rail travel as it was in the 1840s by riding in an open carriage behind *Fire Fly* on the broad gauge line and visit the British Postal Museum's travelling exhibition 'Brunel Speeding the Mail'.

News In Brief

■ The Avon Valley Railway's ex-BR Class 07 No. D2994 is in regular use during August. The locomotive is booked to be used as motive power on Saturday services.

■ It is expected that ex-SR No. 850 *Lord Nelson* will now move to the West Somerset Railway by rail, during September. As the loco has not yet been fitted with OTMR, the move will not take place under its own steam. Other outstanding work will also be under-taken on the loco once it arrives.

■ The Great Central Railway will be using Class 33/1 No. 33116 and 4-CIG No. 1393 over 19/20 August. The set will be working in 'push-pull' mode and will operate six round trips each day. In addition the railway will have a Class 101 DMU and two diesel hauled diagrams in action in addition to the normal steam operations.

■ GWR 2-6-2T No. 5164 and 1400 Class No. 1450 have been added to the line-up for the WSR Autumn Steam Gala.

■ Class 117 DMS No. W51400 has been moved from the Northampton & Lamport Railway to the Mid-Hants Railway to cover for damaged No. W51405 that recently derailed.

City of Truro heads for Strathspey visit

ABOVE: The National Railway Museum's ex-GWR 'City' 4-4-0 No. 3440 *City of Truro* is seen destined for the Strathspey Railway, on a low-loader in Hamilton motorway services on the M74 near Glasgow on the evening of 5 August. It was due to complete its journey the following day. The locomotive will be in traffic on the railway daily until the end of August, with the exception of 19-22 August and the afternoon of 27 August. There is the possibility that *City of Truro's* visit to the Scottish line will be extended into September. *Peter Kellett*