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The Railway Herald

6 October 2006 Issue 56

The complimentary UK railway journal for the railway enthusiast

The Railway Herald
Issue 56

Front Cover

Class 60 No. 60029 *Clitheroe Castle* approaches Scunthorpe station on 2 October with the 09.30 Roxby Gullett - Northenden 'Binliner' service. Behind is the Class 66 No. 66221 which had recently arrived with an Immingham - Scunthorpe coal service and was running round before proceeding to the Coal Handling Plant to discharge its train. *Richard Tuplin*

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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.

Publication

The ***Railway Herald*** is due to be published every Friday and is available on e-mail subscription or by download from our website - www.railwayherald.com

Editorial Team

Richard Tuplin — *Magazine Editor*
Brian Morrison — *Contributing Editor*
John Whitehouse — *Railtour Correspondent*
Philip Wormald — *World Correspondent*
For our team contact list, click here.

Editorial Address:
The Railway Herald, PO Box 252, Scunthorpe, North Lincolnshire. United Kingdom. DN17 2WY.
Telephone: *0870 28 56041*
E-mail: *editor@railwayherald.com*

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ABOVE: LMS Pacific No. 6233 *Duchess of Sutherland* accelerates through Toton on 30 September, while working a Leicester - Scarborough charter for PMR Tours. The locomotive took over the train at Derby and operated via Toton, Chesterfield and York to the Yorkshire resort. In the background can be seen several stored Class 60 locomotives. *John Whitehouse*

BELOW: Unrebuilt West Country No. 34007 *Wadebridge*, still awaiting the fitting of the remainder of its streamlined casing, undertook its first test run on the Boscarne Junction branch of the Bodmin & Wenford Railway on 3 October, for running-in and clearance tests. All went well and the only apparent problems were taking power when the loco was stopped 'dead centre' and also sticking tender brakes on the borrowed tender from No. 34039 *Boscastle*. No. 34007 is pictured during a pause in proceedings on the 1-in-40 Boscarne Junction during an inspection and lubrication stop. *34007 Wadebridge Group*

GNER renumbers power cars

Great North Eastern Railway have confirmed that their Class 43 HST power cars, currently being re-engined at Brush Traction are to be renumbered when they emerge.

The fleet will have 200 added to their existing figure, creating a fleet of 432xx and 433xx power cars. The first of the GNER re-engined examples are due to emerge from Brush towards the end of 2006 and will then undertake testing on the ECML before entering normal traffic.

Amended publication date

Due to editorial commitments, this week's publication date has been brought forward, with Issue 56 being published on 4 October.

As a consequence, Issue 57 will be published on Thursday 12 October. Apologies to all readers for any inconvenience caused. From Issue 58, we will be back to our normal Friday publication day.

Contributions for the magazine should still be sent in as normal, although please accept our apologies if there is a delay in responding to your e-mails.

Freightliner auction nameplates

Freightliner is to auction several batches of nameplates through its website.

The company has decided to release a number of nameplates from decommissioned locomotives, some dating as far back as 1983.

The first batch features *The University of London, The Institution of Electrical Engineers, Elizabeth Garrett Anderson* and *Freightliner Birmingham*.

This is a rare opportunity for anyone with an interest in railwayana to obtain a piece of railway history. Every plate carries with it a unique and chequered history, and several of the nameplates have an ornately crafted badge.

Interested parties may table their offers in the form of a sealed bid on Freightliner's website. For more information, including photographs and a description of the plates, please visit the company's website by clicking here. The closing date for the bids is 6 November.

Rain delays services

Over 40 services in Glasgow were affected by weather problems on 2 October.

Early peak hour services out of the city's Queen Street station were disrupted when heavy rain and flash floods caused signalling problems.

ABOVE: Cotswold Rail moved six unused tank wagons from Cornwall on 3 October. Here Class 47/4 No. 47813 *John Peel* stands in Burngullow Yard awaiting departure with the 11.25 Burngullow - Gloucester New Yard. The locomotive moved from Gloucester to Par the previous evening. The consist was six two-axle ex-china clay slurry tanks. *T. Basher*

Are there changes ahead for SWT rolling stock?

ABOVE: A Class 442 'Wessex Electric' approaches Hook at speed with a London Waterloo bound service. *Richard Tuplin*

Industry sources have suggested to *Railway Herald* that major changes could be announced by South West Trains on its rolling stock front.

South West Trains has confirmed to *Railway Herald* that there exists the "possibility" that the Class 442 'Wessex Electric' units could be handed back to Angel Trains from February 2007. Not confirmed, although understood by *Railway Herald*, is that the '442s' would be replaced by existing 'Siemens' Class 444 sets. These would be cascaded from existing duties, which would then be covered by cascaded Class 450s. In turn their displaced workings would then be operated by modified 'Alstom' Class 458 units, as all 30 EMUs are to be returned to traffic following modifications.

The effect of this withdrawal could result in the closure of Bournemouth Depot as a maintenance facility, which currently only services Class 442 units and the heritage 3CIGs for the Lymington branch. South West Trains categorically deny that Bournemouth Depot will close, suggesting that work could be transferred from other depots to relieve pressure on the system.

Sources have also suggested that the Lymington Branch heritage units could also be withdrawn, a move which SWT has previous denied, and replaced by three-car Class 450 'Desiro' sets with the removed standard class vehicle from the two units forming the first five-car Class 450s, a project which *Railway Herald* understands is currently being investigated by Siemens to examine if it is technically possible. A Siemens spokesperson said the company were "waiting for South West Trains requirements." If it proves to be practical, then additional vehicles could be obtained to increase several sets to five cars, to allow SWT to meet its new franchise commitment of 10-car trains on some routes, around the London area.

If these moves were to take place, the Class 442s are likely to be stored in the Eastleigh area.

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ABOVE: **Class 47/4 No. 47848 now named *Titan Star* stands at LNWR Crewe having been repainted into Riviera's 'Oxford blue' colour scheme. Riviera is to be commended for choosing traditional names for the locomotives and adopting the original Western Region positioning.** *Rory Lushman*

Riviera adopts a traditional look for its Type 4s!

Riviera Trains has outshopped three of its Class 47 fleet into the now standard 'Oxford blue' colour scheme.

The next three locomotives to be transferred to Direct Rail Services, Nos. 47805, 47843 and 47848 have been suitably repainted to a very high standard.

Each of the three repainted locomotives has also received a traditional name, with the plates being cast in the original Brush Type 4 style and located in the traditional Western Region position on the lower half of the bodyside.

No. 47805 has received the *Talisman* nameplates and No. 47848 becomes *Titan Star*, while No. 47843 has retained its *Vulcan* nameplates, originally applied by the locomotive's previous operator Virgin Trains. Already with DRS, No. 47839 has been named *Pegasus*

Nos. 47812 and 47815 *Great Western* should retain their 1960s two-tone green livery, while large logo No. 47847 is likely to be repainted next year.

Riviera has also returned Class 47/7 No. 47769 to service as a duel braked ETS locomotive. No. 47769 retains its *Resolve* name and willl remain in Virgin livery for the short term. Once the company's fleet of 14 Mk1 charter vehicles have been painted into carmine and cream livery, then No. 47769 should be painted next.

At the present time, both 47812 and 47847 will remain nameless, althought No. 47853 *Rail Express* keeps its nameplates and its unique XP64 livery.

ABOVE: **Class 47/7 No. 47769 *Resolve* pauses at Earlestown during its test run on 26 September.** *Riveria Trains*
BELOW: **The new finish as shown off by Class 47/4 Nos. 47805 and 47843, pictured in the yard at LNWR Crewe. Both locomotives were yet to gain their new nameplates and Riviera's new Crewe depot plate.**
BELOW LEFT: **The traditional Western Region style plates as fitted to No. 47839 *Pegasus*.** *Both: Rory Lushman*

Parking by mobile phone from First Great Western

Train operator First Great Western has rolled out cashless parking to more than 60 station car parks across the south and west of England.

The innovative 'RingGo' system allows customers to pay for their car parking via their mobile phone, with parking sessions charged directly to their credit or debit cards.

'RingGo' works by allowing drivers to make a local phone call, giving the car park location number and their vehicle and payment details. There are no coins, no tickets and no queues.

The initial call takes a couple of minutes, but all future calls are fast-tracked – the current record is 31 seconds! VAT receipts are also available online for those business customers who require them.

Parking attendants check valid 'RingGo' number plates via hand-held devices. The system charges the parking session to the caller's payment card, plus an additional convenience fee of just 20p, even if the session lasts a whole week.

First Great Western's Commercial Director, Tom Stables, explains: "This initiative is part of First Great Western's commitment to improving the customer's total journey experience and parking is an important part of that process.

'RingGo' is already proving to be a great time saver for our customers as they can now make the call while walking from car to platform."

Other benefits for 'RingGo' parkers are the options of receiving a summary text message, being reminded by text ten minutes before a session runs out, and the ability to extend a parking session by phoning back from wherever they are.

Demolition works commences at Gascoigne Wood

ABOVE: **The familiar loading bunkers which for many years have marked the site of Gascoigne Wood coal loading point, the rail facility for the Selby Coalfield, will soon be no more. Demolition work at the site has already commenced, following its closure towards the end of 2004. As can be seen in this view taken on 1 October, the first of the overhead conveyors which linked the two loading towers in the foreground have already been removed. Just five years ago a variety of traction including Class 56s, 60s, 59/2s and latterly 66s arrived and departed here on an almost hourly basis, moving thousands of tonnes of coal to the nearby power stations at Drax, Eggborough and Ferrybridge. Today those power stations are served by coal imported through Redcar or Immingham Docks, or from the Ayrshire and Fife coalfields in Scotland.** *Warren Armstrong*

Over 280,000 enquiries handled by Fort William customer centre

First ScotRail's Customer Contact Centre in Fort William celebrated its first birthday on 4 October.

The centre, which is run by First ScotRail's sister company, FirstInfo, employs over 50 people to take calls from customers regarding general travel enquiries, ticket sales, customer relations and from anyone requiring assistance on their journey.

When it opened, it was anticipated that the team would handle around 277,000 enquiries a year. This figure has been exceeded and records up to the end of September show that over 280,000 contacts have been handled.

The facility, which has also dealt with more than 40,000 letters and e-mails over the last 12 months, is a commitment by First ScotRail, which delivered on a promise to open a contact centre in Scotland for the benefit of passengers, within the first year of the franchise. This delivery also brought with it a welcome boost to the local economy.

Consultation starts on future of Brighton mainline services

The Department for Transport has launched a consultation on how best to put into practice the principles laid out in the Brighton Main Line Route Utilisation Strategy, published earlier this year.

The Strategy aims to improve journeys for the majority of users on the line and address crowding issues. At the same time, it seeks to retain a high quality service between Gatwick Airport and London Victoria to meet the needs of airline passengers.

Following publication of the Strategy in February, DfT has worked with rail and aviation industries on how best to achieve these aims. The consultation seeks views on a range of options in order to determine how to proceed. After the consultation closes on 22 December, the Department will take forward implementation of the strategy working with industry partners.

News In Brief

■ A Network Rail project to restore part of Nottingham's railway history has gained recognition from the city's Civic Society. The £400,000 investment to restore an Edwardian footbridge has won Nottingham Civic Society's 'Mark of the Month' award which recognises projects of architectural and environmental merit. The footbridge, which dates from the 19th Century, sits next to Lincoln Street level crossing at Basford, Nottingham. The bridge was closed on safety grounds in 2005 but reopened last month following a restoration project to return it to its former glory.

■ Following a request from London Underground, Chiltern Railway's brought its special leaf-fall timetable for services via Amersham into operation from 1 October.

■ One of First ScotRail's Mallaig drivers, John Young, celebrated 49 years, six months and 22 days service on the railway on 26 September. Mr. Young, who celebrated his 65th birthday the same day, was joined by family, friends and colleagues following his last arrival at Mallaig to celebrate his achievement, being presented with a framed print of a steam-hauled fish train at Fort William Junction. Having joined the railway at 15 in Mallaig, Mr Young gained gradual promotion from cleaner to driver.

■ Scottish Transport Minister Tavish Scott helped to lay the first section of track at Alloa on the new Stirling to Kincardine line on 28 September.

■ On the last six weekends before Christmas, including Christmas Eve itself, the Christmas Shopper Special ticket between Oxford and Bicester is available from First Great Western at £2.50 adult return, £1 for a child return and only £5 for a family of two adults and two children.

News In Brief

■ The New York Stock Exchange has suspended the trading of Sea Containers shares because the company has failed to file its 2005 results within six months of the due date. Sea Containers is the parent company of Great North Eastern Railway. GNER's finances however, are understood to be entirely separate and Sea Containers insist that GNER's operations will not be affected.

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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ABOVE: Class 66 No. 66244 powers past Codsall signal box with the 11.00 Ironbridge Power Station to Warrington (Walton Old Junction) empty coal service. Under the resignalling scheme, these semaphore signals along with the box here will be decommissioned to be replaced by modern colour light signalling. *Mark Bearton*

More semaphores go in Network Rail resignalling project

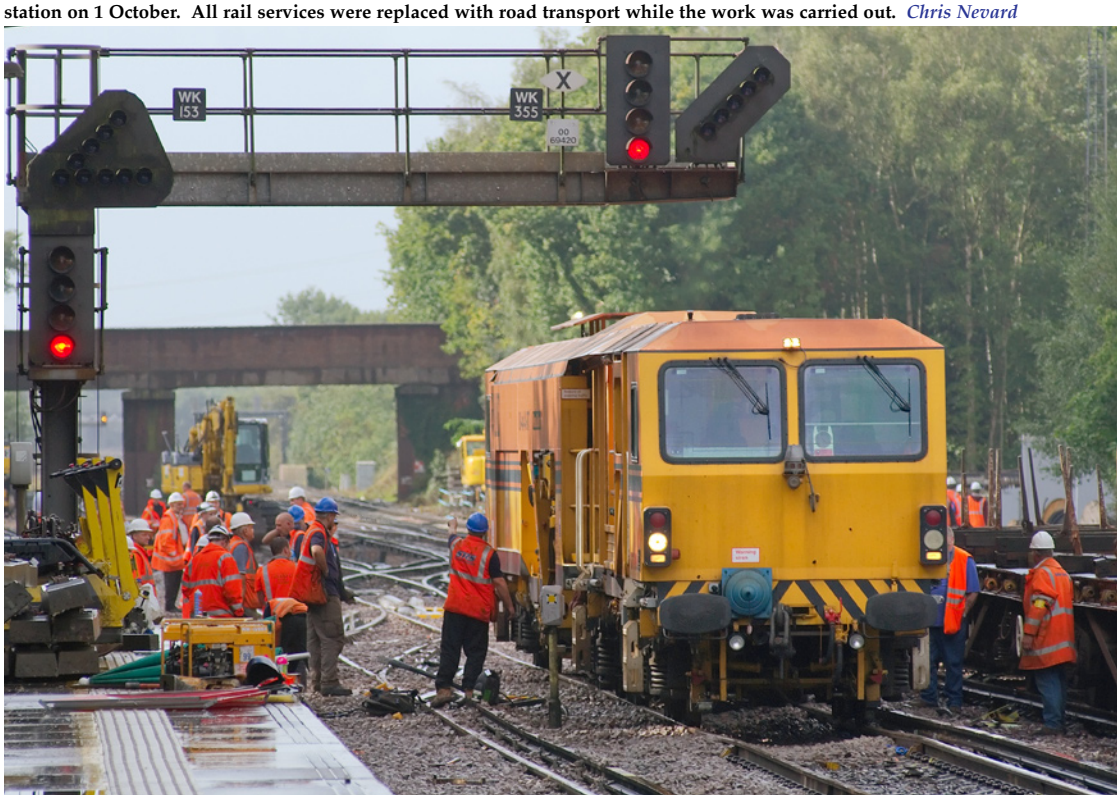
The number of semaphore signals and their related signal boxes is set to decrease further as Network Rail progress a resignalling project in the Midlands.

The line linking Wolverhampton and Shrewsbury will benefit from a £15 million investment to replace signalling equipment which dates from the 1920s. The project to renew signalling systems between Codsall and Telford will improve services and hopefully reduce delays on the Wolverhampton to Shrewsbury line.

Work to install the new signalling system will begin on 14 October and last for nine days. During this time Central Trains and Arriva Trains Wales will be running a replacement bus service between Wolverhampton and Shrewsbury, with train services resuming on 23 October.

Signal boxes at Codsall, Cosford and Lightmoor will close as part of the project, with all operations being transferred to Madeley signal box. The old signal boxes are being donated to Heritage Railway groups to preserve their part in the history of the railway.

BELOW: Engineering work took place at Weybridge over the weekend of 30 September/1 October to replace track and pointwork around the station area. In very wet weather, AMEC tamper No. DR73908 moves cautiously 'up' the down fast line at Weybridge station on 1 October. All rail services were replaced with road transport while the work was carried out. *Chris Nevard*



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
7 Oct	Compass Tours	2xFMR Cl.47	Preston-Oxenholme-Penrith-Carlisle-Pitlochry-Blair Atholl-Aviemore and return
7 Oct	FM Rail (ICMM)	FMR Cl.47	Barking-Stratford -Ealing Broadway -Slough -Reading -Minehead and return
7 Oct	Heartland Rail	CR Cl.47	Swindon-Weymouth-Swindon
7 Oct	Hertfordshire (BP)	tbc	London KX-Durham and return
7 Oct	NENTA Traintours	2xFMR Cl.47	NorthWalsham-Chester-Llandudno Junction-Bangor-Holyhead and return
7 Oct	Pathfinder Tours	TBC	(Slough-Reading-Didcot-Swindon-Bristol TM-Taunton)-Exeter-Par and return
7 Oct	Railtourer	2xWCRC Cl.47	Hull-Windsor Riverside and return
7 Oct	RTC	61264	Kettering-Leicester-Buxton and return
7 Oct	RTC	40145/55022	Inverness-Kyle of Lochalsh-Inverness
7 Oct	RTC	6201	(Paddington-Bristol TM)-Taunton -Plymouth-Taunton or Bristol TM -(Paddington)
7 Oct	SRPS	tbc	Perth-Larbert-Linlithgow-Edinburgh-Skipton-Keighley (via Beattock/S&C) and return
8 Oct	Kingfisher	34067	London Victoria-Clapham Junction-Staines-Basingstoke-Exeter and return
8 Oct	NYMR	76079	Grosmont-Whitby Whitby-Grosmont-Glaisdale and return (twice) Whitby-Grosmont
8 Oct	RTC	40145/55022	Inverness-Wick-Thurso-Inverness
9 Oct	RTC	40145/55022	Inverness-Perth-Edinburgh-London KX
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-Southampton-Salisbury (& return)
12 Oct	Hertfordshire (BP)	2xFMR 47	London Victoria-Clapham Junction-Lydney and return
14 Oct	Kingfisher	2x EWS Cl.37	Stevenage-Peterborough-Doncaster-Middlesborough-Grosmont-Whitby and return
14 Oct	NENTA Traintours	tbc	Norwich-Ipswich-Peterborough-Penrith-Carlisle and return via Settle & Carlisle
14 Oct	NYMR	76079	Grosmont-Whitby Whitby-Grosmont-Glaisdale and return (twice) Whitby-Grosmont
14 Oct	Past Time Rail	tbc	Hove-Salisbury-Plymouth-Par (for Eden Project)and return
14 Oct	Pathfinder Tours	EWS Cl. 67	Chester-Shrewsbury-Hereford-Bristol TM-Paignton-Kingswear and return
14 Oct	Pathfinder Tours	tbc	(Yeovil-Bath)-Newport-Swansea District Line-Llanelli-Carmarthen and return
14 Oct	Railtourer	2xWCRC Cl.47	Skegness-Brighton-Skegness
14 Oct	RTC	71000	(London KX-Newark Northgate)-Doncaster-S&C-Carlisle-(and return)
15 Oct	NYMR	76079	Grosmont-Whitby Whitby-Grosmont-Glaisdale and return (twice) Whitby-Grosmont
17 Oct	The Royal Scotsman	WCRC	Edinburgh-Boat of Garten-Dundee-Edinburgh
18 Oct	NRM	4771	York-Doncaster-Peterborough-London KX (and return)
18 Oct	Railtourer	2xWCRC Cl.33	Barnetby-Aberystwyth-Barnetby
18 Oct	Steam Dreams	30777 or 45231	London Victoria-Canterbury and return
19 Oct	Hertfordshire (BP)	2xFMR 47	London KX-York-Kings Cross
19 Oct	Past Time Rail	34067	London Victoria-Feltham-Chertsey-Woking-Guildford-Redhill-Purley-London Victoria
19 Oct	The Royal Scotsman	WCRC	Edinburgh-Keith-Kyle of Lochalsh-Boat of Garten-Dundee-Edinburgh

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.

Past Time Cornish shuttles postponed

The much anticipated series of Past Time Rail trains covering Cornish and Devon branch lines scheduled for 22-26 October have all been cancelled.

It is understood that the problem is centred on EWS and the On-board Train Monitoring and Recording Equipment. An EWS spokesperson said "EWS is certifying the OTMR for its steam locomotives. Once approved, two steam locos will haul EWS charter services for Past Time Rail." Derogation for steam locomotives to operate on Network Rail without such equipment expired on 30 September. It is hoped that the trips can be rearranged in 2007.

The Past Time trips running on 21 and 28 October involving No. 6024 *King Edward I* and D1015 *Western Champion* between Paddington and Gloucester respectively to Penzance and return 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: The NRMs ex-LNER 'V2' 2-6-2 No. 60800 *Green Arrow* leaves Blea Moor Tunnel on the scenic Settle & Carlisle route on 30 September. The train is the Railway Touring Company charter from Cleethorpes to Carlisle and had been diesel hauled to Hellifield. *Kevin Truby*

ABOVE: Kingfisher Railtours operated a special 'Edenex' from Clapham Junction on 30 September, the 'Eden & Penzance Explorer' to Par and Penzance. The train made use of one of the few remaining Class 37/4s still in traffic with EWS, in the form of No. 37406 *The Saltaire Society*. The train crosses St Germans viaduct in Cornwall with the outward journey. *Ken Brunt*

More Quality Tours at Amazing Low Fares!

THE FLANDERS SWAN

Saturday 14 October 2006

Still some Standard Class seats available on this strictly 'once only' Chartered Eurostar, from Waterloo (07.37) and Ashford (08.27) via the Channel Tunnel, Calais Frethun Low Level (reverse), Calais Ville Avoiding Curve then classic SNCF route to reach the wonderful old Lille Flandres terminus for a lunchtime break of over two hours. Then it's out of Flandres via the connection to the high speed line, to Bruxelles Midi, for a three hour break before the return run, arriving at Ashford at 18.10 and Waterloo at 19.00. Standard Class fare an astonishing £49.50 (first class fully booked). Two buffet cars available. Whatever you do, don't miss this fascinating day out!

THE HUMBER HIGH ORDINARY

Saturday 11 November 2006

Named after a famous pennyfarthing bicycle, a terrific 'Forgotten Tracks' railtour taking in no end of freight-only routes and curves, at a price which other tour operators charged a decade ago! From Ealing Broadway (provisionally 07.30) via Dudding Hill, St Albans (08.10), Bedford (08.45) and Leicester (09.45) via Toton HLGL, Pye Bridge Junction, Shirebrook, Shireoaks, Firbeck Junction, Decoy South, Doncaster, Shaftholme Junction, Knottingley East Chord, Snaith, Goole, Hessle Road Junction, Boothferry Park, Hull (50 minute stop), Goole, Bentley Junction, Doncaster Avoiding Flyover, Hexthorpe Junction, Rotherham Central, Woodburn Junction, Sheffield, Leicester (19.15), Bedford (20.15), St Albans (20.50), Ealing Broadway (21.30). Just £39.50 Standard class (yes really!), or £115 First Class Dining.

Hertfordshire Rail Tours

PO Box 350, Welwyn, AL6 0WG. Tel: 01438 718125

www.traintrips.co.uk

Pathfinder announces first quarter 2007 tour programme

The past year for Pathfinder Tours has been touched with both concern and enjoyment. Thankfully, all that is now in the past and the company have even announced its railtour programme for the first quarter of 2007.

There is a distinct English Electric theme throughout the entire programme, commencing on 2 January with Deltic No. 55022 *Royal Scots Grey* from King's Cross to Newcastle, which was postponed from June this year.

On 20 January, the company's 'Buffer Puffer III' has a pair of Class 37's in 'top and tail' from London Paddington to London St Pancras via as many terminals as can be crammed in a day!

Following that is a pair of Class 50s on 'The Moray Maurader' from Swansea to Aberdeen between 9-12 February, a tour that is operating in conjunction with a Rugby International fixture featuring Wales at Murrayfield.

The 'Bard 'n' Birch' charter is next on 17 February with a pair of DRS Class 37s from Bristol Temple Meads to Birch Coppice, Stratford-upon-Avon and Quainton Road Railway Centre.

This is followed on 3 March with the Class Forty Preservation Society's Class 40 No. 40145 from Crewe to South Wales, returning via Llandrindrod Wells with 'The Welsh Central Liner II'.

Finally, on 10 March it is 'The Twenty-Twenty Vision' with a pair of DRS Class 20's from Crewe to Sizewell (Network Rail limit) with the added bonus of another pair of DRS Class 20s to top and tail around East Anglia.

English Electric traction also features strongly in its pre-Christmas operations commencing with the CFPS Class 40 No. 40145 from Manchester Piccadilly to Salisbury on 25 November. This is followed by a pair of Class 50s to Leeds via Carnforth and Wennington on 16 December, which originates at Cardiff.

The company's traditional Christmas Spin 'n' Win on 29 December is from Swindon to the North West and features rare Class 86/6 mileage, a DRS Class 47 and EWS, Freightliner and DRS Class 66s.

For full details, contact Pathfinder Tours on (01453) 835414 for more details or go to www.pathfindertours.co.uk or click this story!

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

Type 5 traction for Pathfinder's 'Grid-Arising' charter

ABOVE: Class 56/3 No. 56302 leads Pathfinders 'Grid-Arising' charter through Blyton Carrs, on the approach to Gainsborough on 30 September with the first leg of the return journey. The Type 5 had taken the train from Doncaster, around Immingham and worked as far as Toton, from where Class 66/0 No. 66043 and 'Royal' Class 67 No. 67005 *Queen's Messenger* working in multiple, returned the train to Crewe via Birmingham.

BELOW: Unfortunately due to its failure, the booked GBRf Metronet Class 66/7 locomotive was unavailable, therefore EWS substituted it with Class 60 No. 60028 *John Flamsteed*. Here the train passes Finnngley on the outskirts of Doncaster. Note the half missing yellow sticker! ***Both: Richard Tuplin***

Tour News Update

■ The steam section on this Saturday's Railway Touring Company charter to Plymouth, featuring LMS 'Princess Royal' No. 6201 *Princess Elizabeth* will now commence from Taunton on the outward journey and not Bristol Temple Meads. This is due to pathing problems. The return working may travel through to Bristol, although at the time of going to press, confirmation was awaited. The tour originates at London Paddington.

The Week Ahead

With autumn approaching, the number of tours each weekend is falling, with just seven scheduled for the weekend of 14/15 October.

The Railway Touring Company heads the list with a northbound working over the Settle and Carlisle line with No. 71000 *Duke of Gloucester* from Doncaster through to Carlisle. The tour originates at London King's Cross.

Whitby is the destination for Kingfisher, with its EWS Class 37-hauled tour from Stevenage, which picks up at principal ECML stations to Doncaster. Both Pathfinder and Past Time head to the South West the same weekend. The former has a tour to Paignton and Dartmouth from Chester, running along the North and West route via Shrewsbury and Hereford while Past Time has an 'Edenex' to Plymouth and Par from Hove, via Worthing, Havant, Southampton, Salisbury and Westbury.

Later in the week, Steam Dreams operate from London Victoria on 18 October to Canterbury, which may feature the first outing of No. 30777 *Sir Lamiel*, although LMS 'Black 5' No. 45231 is the stand-by locomotive. The following day, Past Time Rail's inaugural 'Downsman' is booked to feature No. 34067 *Tangmere* from London Victoria.

Also running over the weekend of 14/15 October will be the North Yorkshire Moors Railway's 'Whitby Endeavour' trains, which are scheduled to operate two return workings between Whitby and Glaisdale, plus a positioning Grosmont-Whitby in the morning and Whitby-Grosmont in the evening. Traction should be Ian Riley's Standard 4MT 2-6-0 No. 76079. Intending passengers should contact NYMR Customer Services on 01751 472508 for more details.

Further north and still operating each weekday until 13 October, from Fort William to Mallaig, is the West Coast Railway Company's 'The Jacobite'. Pre-booking is recommended by telephoning 01524 737751 or 01524 737753.

News In Brief

■ Freighliner's Class 66/5 No. 66515 was used to transfer Class 442 'Wessex Electric' No. (44)2411 from Bournmouth to Ilford Works on 2 October.

■ The delivery of Class 185 'Desiro' sets is rapidly approaching completion with the latest arrivals, Nos. 185140 being delivered to Longsight International depot on 18 September behind No. 67006 *Royal Sovereign* and No. 185138 arriving on 2 October behind No. 67027 *Rising Star*.

■ Direct Rail Services Class 66/4 Nos. 66412, which has only recently returned to traffic after an extended absence with bogie problems, and 66413 have moved north to cover Sandite/RHTT work around Inverness. The locos moved north from Carlisle overnight on 27 September.

■ South West Train's Class 73 No. 73235 was called into action on 2 October when Class 442 No. (44)2416 sustained problems with its speedometer while working the 14.35 Waterloo - Weymouth service. The 'ED' worked the train through to Bournemouth where a set swap took place.

■ The next seven Class 66/4s for Direct Rail Services, Nos. 66414-66420 have been completed and are currently in transit to the UK. They should arrive through Newport Docks during October.

■ Several DRS Class 20s are now outbased from Carlisle for the seasonal Rail Head Treatment Trains (RHTTs). These include Nos. 20301-20305 at York Works and Nos. 20306-312 plus 20314 at Stowmarket. Also now allocated into the XHNR pool is HNRC Class 20/9 No. 20905, which is currently located at Barrow Hill.

■ Class 450/1 No. 450120 was delivered to Bournemouth Depot on 28 September behind Class 66/0 No. 66016, leaving just seven units left to be delivered from the extra DfT funded fleet. Class 66 No. 66212 delivered No. 450119 on 21 September, while classmate No. 450118 arrived on 22 September behind the same locomotive. No. 450117 was delivered on 14 September by No. 66034.

■ Class 37 Nos. 37059 and 37069 were utilised on the 11.14 Daventry - Coatbridge intermodal service on 1 October.

■ As reported in the last issue, Virgin CrossCountry has hired a HST set from Midland Mainline to cover for the non-availability of Class 221 No. 221136. As expected, the set has continued on hire, operating to the previously published diagram.

North Star saved for preservation!

The future of celebrity Class 47/4 No. 47840 *North Star* has finally been confirmed.

After several months languishing at Brush Traction in Loughborough while engine repairs have been completed and its vacumn brake system refitted to give the locomotive dual-brake status, it has been announced that the locomotive is to be handed over to the Diesel & Electric Preservation Group next year.

No. 47840 *North Star* is currently on lease to mainline operator Cotswold Rail until early May 2007, at which point the locomotive will transfer to Williton Depot on the West Somerset Railway, home of the Diesel & Electric Preservation Group.

The locomotive's working life has spanned over 40 years, having been delivered to Swansea Landore Depot in February 1965.

No. 47840 was moved from Willesden TMD to Brush on 1 March by First Great Western Class 57/6 No. 57604.

ABOVE: First Great Western has reliveried the first of its Class 166 DMUs, No. 166220, into its 'Dynamic Lines' livery. The unit is seen arriving at Paddington on 4 October with the 14.00 Bedwyn - Paddington service. The remainder of the Class 165/166 fleet will also be reliveried.

ABOVE: The preserved Class 306 No 017 still resides inside Ilford Depot, accompanied by more modern EMUs such as Class 315s, 317s and 321s. The unit, pictured on 27 September, is currently banned from mainline operations as it is not fitted with TPWS.

BELOW: With the transfer of 50 Class 321 EMUs from Hornsey Depot, the 'one' depot at Ilford now has the second largest allocation of motive power in the UK, next to Selhurst. Just seven of the units are shown here on 27 September, five of them being different classes. From left to right are Class 360/1 'Desiro' No. 360116, Class 315 No. 315805, Class 317/8 'Stansted Express' No. 317888, Class 360/1 No. 360118, Class 321/3s Nos. 321308 & 321306 and finally Class 317/5 No. 317514. ***All: Brian Morrison***

ABOVE: The Riviera Class 47s on hire to Direct Rail Services are now beginning to appear on regular workings, including the Tuesdays and Fridays-only 14.26 Sandbach to Sellafield service, which conveys loaded acid tanks. The train passes Leyland, north of Preston on 3 October behind BR two-tone green-liveried Class 47/4 No. 47812 and the now denamed large logo-liveried Class 47/4 No. 47847. *Fred Kerr*

BELOW: The sea splashes against the famous Dawlish sea wall on 30 September, as the unique FM Rail-liveried Class 47/4 No. 47832 *Driver Tom Clarke O.B.E.*, with No. 47712 on the rear, powers through with the 'Blue Pullman' charter bound for Paignton, having originated from London Paddington. *Brian Garrett*

DRS Class 37s at work

ABOVE: Class 37/6s Nos. 37606 and 37610 *The Malcolm Group* approach Ribblehead Viaduct on the Settle & Carlisle line with a northbound Derby RTC - Derby RTC via Leeds and Carlisle test train on 30 September. *Kevin Truby*

LEFT: A single locomotive heading a DRS-operated flask train is an unusual sight, but on 29 September, Class 37/6 No. 37612 is shown powering through Leyland with a Crewe to Sellafield working. Ironically, two days after this picture was taken, Class 47/0 No. 47237 was also on its own with a Sellafield to Crewe flask train. *Fred Kerr*

BELOW: Two of the refurbished DRS Class 37/0s Nos. 37059 and 37069 were pressed into frontline freight service on 2 October, being used to power the 12.12 Daventry - Coatbridge intermodal service, more normally in the hands of a single Class 66 locomotive. The pair of Type 3s power through Lichfield Trent Valley. In the background can be seen the work currently taking place on the A38 embankment in preparation for the construction of a new bridge to span the soon to be four-track West Coast Main Line. *John Whitehouse*

ABOVE: Class 60 No. 60046 *William Wilberforce*, complete with a smaller yellow EWS sticker, passes Croome Perry on 29 September with the 09.39 Round Oak to Margam empty steel service. The first wagon is an FEA vehicle, loaded with two of the EWS coil carrying container style cassettes. *Chris Perkins*

BELOW: The sight of a triple-grey liveried Class 60 on traditional MGR HAA hopper wagons is certainly not a common one. On 2 October, Class 60 No. 60090 heads a rake of HAAs through Hatfield & Stainforth, with a Doncaster Down Decoy to Immingham Docks service. Of note is the appearance of the Immingham Star depot plaque on the cabside, recalling the Railfreight era. This one however, isn't a cast plaque, but a well presented, hand painted image! *Ian Broadhead*

Class 60 Action

2006 North East RHTT operations

ABOVE: EWS Class 66/0s Nos. 66234 and 66086 pass Ouston Junction, north of Chester-le-Street, with the Carlisle Upperby to Carlisle Upperby RHTT service on its first day of operation, 2 October. The train runs from Carlisle via Tyne Yard, the Stilington Branch then via Middlesborough to Nunthorpe on the Whitby branch, before heading back as far as Low Gates on the Picton branch and returning north, via Tyne Yard and Hexham to Carlisle Upperby. *Ken Short*

BELOW: For enthusiasts in the North East one of this year's most popular RHTT workings is likely to be the two circuits based at York and operated by Direct Rail Services Class 20s. One circuit tours Gilberdyke, Leeds, Bradford, Ilkley and Skipton, while the second, illustrated here, visits Chesterfield or Worksop on alternative nights, before heading to Penistone and Barnetby. Class 20s Nos. 20301 and 20304 stand at Sheffield on 3 October, awaiting departure for Worksop. *Ian Broadhead*

ABOVE: Class 27 No. 27066 approaches Norchard with a service from Parkend to Lydney Junction on the Dean Forest Railway during its diesel running day on 30 September. Also in action were Class 14 No. D9555 and Class 73 No. 73101 *The Royal Alex*. Unfortunately, the lines two 4CIG units have been heavily vandalised, while stabled at Lydney. *Neil Walkling*

Minehead Turntable news

The West Somerset Railway has agreed with Somerset County Council to extend the boundary of Minehead station area, allowing a proposed turntable to be accommodated.

It is hoped that a grant would fund the majority of the cost with the turntable coming into use by early 2008.

■ A new book on the history of the West Somerset Railway is to be launched on 6 October in the Gauge Museum at Bishops Lydeard at 19.00.

The publication, entitled The Minehead Branch 1848-1971 is published by Lightmoor Press and contains a wide range of photos of the route, together with extensive text.

Steam weekend at Loughborough

The Great Central Railway holds another popular steam gala over the forthcoming weekend, 7/8 October.

The event will see visiting Merchant Navy No. 35005 *Canadian Pacific* in operation alongside the resident fleet. In addition, the line's Travelling Post Office will perform mail drops at Quorn & Woodhouse each day at 11.52 and 16.16, with an additional evening delivery on 7 October at 18.46.

Demonstration freight trains will operate, together with the railway's 'windcutter' set and there will be a beer tent at Quorn.

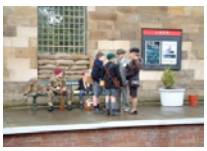
The Coronation observation saloon, which is still undergoing refurbishment will also be added to one of the operational sets, but will not be open to passengers. One coach set will have an inspection saloon in its consist, however, which will be open to the public.

NYMR

NORTH YORKSHIRE MOORS RAILWAY
Pickering~Levisham~Goathland~Grosmont

13th, 14th & 15th October
WARTIME WEEKEND
'THE RAILWAY AT WAR'

Join us as we return to 1943 and look back at this epic era in our history and the role played by the area and the people



Re-enactments along the line incuding American Troops, Royal Engineers, Home Guard and ENSA entertainers, bands and wartime revues.
Special Train service to Whitby, Blacked out Local Trains, Goathland Army Camp, 1940's Lifestyle Exhibit, Jitterbug Dance Club.
Street Parades with Troops and Military Vehicles
Saturday Evening Official Wartime Dance with Memphis Belle Swing Orchestra and G.I. Jive.

NEW Wartime Steam Trains to/from Whitby
Saturday 14th and Sunday 15th October services are scheduled to operate Whitby to/from Grosmont giving the opportunity to join all the events along the line

For Advance Rail and Dance Tickets
call the NYMR Hotline 01751 472508
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VISITOR ATTRACTION

Gala time hits Bolton Abbey

The Embsay & Bolton Abbey Railway will hold its autumn diesel gala on 28/29 October.

The event will feature the first public passenger runs of recently arrived Class 47/0 No. 47004 in preservation. Joining the Brush Type 4 will be Class 03 No. D2204, Class 08 No. 08773, Class 20 No. 20189 and Class 31 No. 31117.

The Class 03 and 08 shunters will be used to haul the line's Class 107 three-coach DMU on a shuttle service to Bow Bridge loop, while the remaining three diesels will alternate on the main service from Embsay to Bolton Abbey.

The railway's 'Harvest of Steam' weekend takes place before then on 14/15 October. Featuring both J94 'outline' locomotives Nos. 68005 and 68009, the latter of which, although built as an industrial does carry the boiler from the original No. 68009, hence its number!

Also in steam will be a visiting Beyer Peacock 0-4-0ST from the Foxfield and *Ann*, a vertical boilered Sentinel locomotive.

A frequent passenger service will operate over the Harvest weekend with a loose coupled freight working from Embsay to Bow Bridge. The line's Class 107 DMU will also provide extra passenger services.

Help save the unique 89001

The AC Locomotive Group (ACLG) has launched an urgent appeal for money to help save the unique Class 89.

The locomotive, which is currently owned by GNER, is based at Barrow Hill in the custodianship of the Group. However, the mainline operator has now decided that the locomotive is surplus and is to be sold.

The ACLG have undertaken a complete survey of No. 89001 during the two years in which the Group have been the custodians. Although the locomotive is mostly complete, it has not been serviceable for several years and would require an estimated six-figure sum to restore it to mainline condition.

The fear of the Group is that if it is unable to raise a substantial amount of money before the deadline on 31 October, then this unique locomotive and a vital part of the history of electric traction on the East Coast Main Line will end up being sold for scrap.

More details can be found on the Group's website (click here) or by users downloading an appeal form from the ACLG website and sending it, together with a cheque made payable to 'Electric Traction Ltd', to Class 89 Appeal, Woodlands, Manse Road, Inverurie, Aberdeenshire, AB51 3UJ.

Cheques will only be cashed by the Group if they are successful in their bid.

Sun shines on sucessful Moors Line steam gala weekend

The North Yorkshire Moors Railway held a successful Autumn Steam Gala event over 29 September-1 October.

Featuring many of the resident fleet, plus newly restored LNER 'A4' No. 60007 *Sir Nigel Gresley* and visiting S&DJR 7F No. 53809 and the NRM's 'Super D' 7F 0-8-0 No. 49395. Ian Riley's Standard 4MT 2-6-0 No. 76079 was used on shuttles to Whitby over the weekend.

ABOVE: Visiting S&DJR 7F 2-8-0 No. 53809 climbs towards Goathland at Water Ark with the 11.50 Grosmont-Pickering on 30 September.

LEFT: LNER 'A4' Pacific No. 60007 *Sir Nigel Gresley* eases past Sadler's House, south of Goathland, with the 12.55 Grosmont-Pickering on 30 September.

Both: Julie Knowles

ABOVE: **Newport and Cardiff are at the north-western extent of the travel area but provide good vantage points for South Wales freight traffic. Class 60 No. 60003 *Freight Transport Association* awaits the road at Newport with a Corby – Margam steel service.**

South Western RAILROVER

Despite the near total decline in loco-hauled services, Rail Rover tickets still offer the enthusiast much variety as Brian Garrett discovered with a 'Freedom of the South West' ticket

For many years, journeys by rail have long been the most relaxing form of travel, the use of a Rail Rover or Ranger ticket allowing tourists and enthusiasts more freedom to travel larger areas of the railway network at a reduced cost and at their own convenient times.

With so many varieties of tickets available, *Railway Herald* takes an in-depth look at the 'Freedom of the South West' Rover.

Most of the Rover style tickets are valid on almost all operating companies within the given area, but do come with some travel restrictions, although this type of ticket gives exceptional value for money. They can be purchased in two versions, offering three days travel out of seven (Adult £70, with Railcard discount £46.50) or eight days travel out of 15 (Adult £95, with Railcard discount £63). Although the price tag of £95 sounds expensive, when it is broken down into daily travel it is exceptionally reasonable, with the latter non-discounted adult ticket costing just £11.87 a day!

The actual ticket is issued as two separate ones. One ticket contains details such as your name, date of purchase, price and rover type. The second one contains empty boxes which should be filled on each day that the Rover ticket is used.

The 'Freedom of the South West' Rover is valid with a wide range of train operators, Virgin Trains, First Great Western, South West Trains, Southern, Central Trains and Arriva Trains Wales.

It is possible to travel over a wide area of the South West using this particular ticket, the route area being valid within the following boundries Devon and Cornwall, Bristol, Cardiff, Gloucester, Worcester, Great Malvern, Swindon, Westbury, Salisbury, Southampton, Portsmouth Harbour, Eastleigh, Weymouth and Exeter.

BELOW: **Southampton is probably the key freight location on the south coast. Situated a mile to the west of Southampton Central is Millbrook station, which has an hourly passenger service in each direction, currently served by South West Trains Class 170's. The station gives good views in both directions of passing trains and is located next to Millbrook Freightliner Terminal. Class 170/3 No. 170305 arrives at Millbrook with a Totton to Romsey service, while Class 66/0 No. 66067 works westwards with an Eastleigh to Westbury long welded rail train.**

There are currently few restrictions which apply to this type of Rover ticket, meaning that it can be used on virtually any service at any time of day, although it is always best to check at your local ticket office first.

The National Rail website also offers additional information on the 'Freedom of the South West' Rover and all other Rangers/ Rover tickets available across the country.

By doing some homework before using the Rover, it is possible to maximise your travel within the area boundaries over the given period. It is a good idea to have the train operating company timetables to hand both when planning your journey and while out and about, enabling the traveller to quickly change plans should travel problems occur! These can be collected from local stations, or in most cases downloaded from the TOC websites as PDF files.

ABOVE: The Lymington Branch running between Brockenhurst and Lymington Pier is now operated as a 'community railway' by two heritage 'slam-door' 3CIG EMU sets, Nos. 1497 (in BR blue and grey livery) and No. 1498 (in BR green livery). Services on the branch connect with ferries to the Isle of Wight. No. 1497 crosses the classic harbour location at Lymington Town with a service bound for the Pier. Only one of the two units is in traffic each day.

BELOW: Eastleigh is another busy location, situated several miles from Southampton, providing a good variety of passenger and freight movements. GB Railfreight also stable locomotives behind the station on occasions, providing some interesting photographs. Class 08 No. 08664, complete with an England flag is stabled between shunting duties in Eastleigh Yard, while GBRf Class 66/7 No. 66721 awaits its next working with Class 73/2 Nos. 73204 *Janice* and 73205 *Jeanette*. Behind are Nos. 66702 and 66706. The South West Trains Class 444 in the background has just arrived with a London Waterloo – Portsmouth Harbour service.

BELOW: The Thursdays-only Earles Sidings to Moorswater cement train is an interesting operation to photograph in Cornwall. Just a 10-minute walk from Liskeard station is the Moorswater cement processing plant, where Freightliner deliver slurry cement in PCA wagons once a week. Class 66 No. 66/5 No. 66530 is pictured on it's first ever visit to Cornwall inside the cement terminal. This telephoto shot is taken from the adjacent public road crossing. *All: Brian Garrett*