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The Railway Herald

22 December 2006 Issue 67

The complimentary UK railway journal for the railway enthusiast

The Railway Herald
Issue 67

Front Cover

While operating one of its final duties of the year, the 'Blue Pullman' set heads through the 'S-bends' near Otterburn on 16 December, with Class 47/7 No. 47709 *Dionysos* leading and No. 47712 *Artemis* on the rear, with an ECS working from Skipton to Hellifield, the train having emanated from King's Cross. *Richard Armstrong*

Contents

First Great Western preview new-look to HST Mk3 trailers.
Page 3

Franchise changes for East Coast Main Line services
Page 4

A look back to Northwich in the summer of 1955.
Page 16

Regular Sections

Rolling Stock News	8
Railtour News	9
Notable Workings Pictorial	11
Preservation View	14

Submissions

We welcome submissions from all readers, especially digital photographs. 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*. Where possible we always try to use news photographs taken within the production week of the publication date.

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

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National Rail Timetable

The entire UK National Rail Timetable is now available as a PDF download from the Network Rail website.

Produced in the same fashion as the printed version and ordered by table number, the current timetable is available by clicking here.

The railway by-laws and information for enthusiasts are also available online from the Network Rail website, by clicking here.

STOP PRESS ■ STOP PRESS ■ STOP PRESS ■ STOP PRESS ■ STOP PRESS ■

Network SouthEast-liveried Class 86 to return to mainline operation in March 2007

Reports indicate that the new owners of the Merlin TOC licence being acquired from FM Rail are in the process of forming a new refurbished charter set at Long Marston, and the proposed launch is to be 24 March.

This will be in the form of a private charter train, which will have a number of seats available to the public, operating from Carlisle to Holyhead.

The proposed traction from Carlisle to Crewe will be the AC Locomotive Group's Class 86/1 No. 86101 *Sir William A Stanier FRS* and its Network SouthEast-liveried Class 86/4 No. 86401 *Northampton Town*.

At Crewe, two Class 47s will take over. At present, these should be Freightliner's Class 47/0 No. 47150 and an, as yet unspecified Class 47/4 to provide ETH to the train. This is scheduled to be the first mainline outings for the Class 86s and likely to be the last for No. 47150, which is 'hit-listed' by Freightliner.

The train has options for Conwy and Llandudno, Bangor or Holyhead. Tickets at £29 Standard Class and £49 First Class will be at a premium.

Bookings are through Compass Railtours who will be taking reservations by post and email shortly. They can be contacted at Compass Railtours, 46 Hallville Road, Liverpool L18 0HR or by email to compasstours@lycos.co.uk (or by clicking anywhere on this story!). Please note that their office is closed until the end of January so they will not be providing a telephone enquiry service.

ABOVE: Readers will have noticed that a minor production problem resulted in a blank space on page three of last week's issue. Apologies for that! This is the photograph that should have appeared there but somehow managed to slip off the page! The pioneer ETS-fitted Class 57/6 No. 57601, now operated by West Coast Railway Company, stands at Windsor & Eton Riverside on 9 December, while preparing to depart back to Scarborough with a Rail Tourer charter. Class 47/4 No. 47854 was attached to the other end of the train. *Chris Holt*

Christmas Break ■ Christmas Break ■ Christmas Break ■ Christmas Break ■

Merry Christmas and Happy New Year to all readers!

As we reach this seasonal time of year, *Railway Herald* will be taking a two-week break from publication, with our next magazine, Issue 68, being the first of 2007 and published on 12 January.

However, the magazine will not be absent from your inbox over Christmas and New Year. Next week, 29 December, will see part one of our special *Year in Review* title appearing, with part two being released on the first Friday in January.

For those readers who download the magazine each week from our website, please note that *Year In Review* will be available from its own dedicated download page, which will be accessible from our main website home page. For those with broadband, both parts one and two will also be available in a single combined PDF from 5 January.

As Editor, I would like to take this opportuntity to thank all our readers and especially our contributors who have supported us without question all year. A big thank you to you all. Without your efforts and contributions, we could not report and present the news as we do every week.

Contributing to *Railway Herald*, or indeed any of the railway magazines, isn't difficult, especially with the onward march of digital imagery and we hope to see even more new names appearing over the next 12 months.

The editorial team is looking forward to 2007 and hopes to be making some key announcements during the new year, so stay tuned!

All that remains is to wish all readers a very enjoyable and happy Christmas together with a prosperous and peaceful New Year from the editorial team - Richard Tuplin, Brian Morrison and John Whitehouse

Merry Christmas!

First Great Western previews new look for refreshed Mk3 stock

The first completed examples of the new-look interiors to be applied to the First Great Western (FGW) Mk3 HST fleet were shown for the first time at the Derby Litchurch Lane Works of Bombardier Transportation on 20 December – and very impressive they are, particularly the First Class in light blue and taupe leather!

A Trailer Standard and a Trailer Buffet First are the first to be completed. The interiors are totally stripped out and when finished are the equivalent to new stock in every respect. The programme is to include all 53 of FGW's HST sets and is scheduled for completion by the end of 2007 at a cost of £63 million.

Apart from the seating (illustrated) the work being undertaken includes 240v power points at table level at all First Class seats and the same facility between the seats in Standard Class. Standard Class has lost some tables in order to increase seating capacity in a complete train by 35. The slightly more high density seating arrangement however, includes redesigned table drops from the seat backs, large enough to accommodate a laptop as well as a cup of coffee.

Glass screens replace the old partitions of luggage racks, enabling passengers to keep an eye on their luggage from their seats. New toilets are installed with a drain-away floor designed for easy cleaning, the 'Café Express' replaces the old buffet areas, there are textured, ribbed carpets in the vestibules that are non-slip and also easy to clean and dividers are now fitted to the overhead luggage racks. Jacket hooks are provided in both First and Standard Class and wheelchair space is provided in Coach E where the disabled toilet is. Signs in braille are now on toilet doors and in the facilities on the toilet interiors.

The coaches are painted in the base blue livery before the 'Dynamic Lines' vinyls are added.

Bombardier started working with FGW on the project two years ago when the bid for the Greater Western franchise was first launched, and the outcome of the planning, following market research, has resulted in what is to all intents and purposes new coaching stock that is comfortable, stylish and attractive and has an overall environment that passengers should enjoy travelling in.

TOP: Mk3 Trailer Standard (TS) No. 42168 nears completion at Litchurch Lane. The new look interiors of the Café Express (left), leather seating in First Class (below left) and Standard Class (below), the moquette echoing the 'Dynamic Lines' exterior livery. ***All: Brian Morrison***

Alterations to East Coast franchise as rebidding commences

The Department for Transport (DfT) announced on 15 December that it was once again inviting 'Expressions of Interest' to operate services on the ECML after agreement was reached for GNER to be released from the franchise.

The DfT is hoping the a new operator for the contract will be in place in 12 to 18 months, but until then the existing operator, GNER, will remain in charge on behalf of the DfT under a 'Management Agreement' that replaces the previously agreed franchise.

This agreement, dated 10 December, will run for a period of up to 15 months to 31 March 2008 and can be terminated by the DfT with two months notice from September 2007. It means that GNER will continue to operate rail services as per the existing timetable and will cover the associated costs involved in re-letting the franchise early. There is no visible alteration to the GNER operation from the passengers' point-of-view.

The DfT in conjunction with its advisers, has set a realistic revenue target based on income and costs for the company, which represents the revenue which it would reasonably expect to achieve in any eventuality. If GNER exceed that target, which would add value to the overall franchise, they will receive an incentive payment, otherwise DfT retain all revenue earned during the life of the 'Management Agreement'.

Expressions of interest in the new operation are to be submitted by 15 January 2007 and those bidders who are short-listed will then be asked to bid against a specification based on a consultation document. The new operator should be announced in July or August next year.

Proposals for the winning bidder suggest that the existing services remain and a regular half-hourly service between London and Leeds is introduced. The DfT has also proposed that the winner should introduce a smart ticketing system across the entire area.

The Department for Transport's proposal document for the East Coast Main Line can be downloaded here.

New Small Rail Fund details announced by Scottish Executive

The Scottish Executive has unveiled details of a new fund, worth over £20 million, aimed at refurbishing trains and improving stations.

Scottish Transport Minister Tavis Scott said "This investment will directly improve passengers' travel experience - ensuring comfortable, high quality journeys through small, targeted local projects improving both our trains and our stations.

"Last week we published our vision for Scotland's rail network, alongside the future enhancements which will help deliver that vision for a world class railway. This new fund complements the exciting investments we are already making such as rail links to airports, Borders Railway and Larkhall to Milngavie, which has moved 325,000 passengers in its first year".

This investment follows on from the publication last week of the National Transport Strategy, and in particular Scotland's Railways, building on the major project investment already underway

From the Small Rail Fund over £11 million will be spent on refurbishing 25 of First ScotRail's two-car Class 158 DMUs (worth £9 million), which will receive new seating, improved lighting, extra luggage space, additional cycle racks, refurbished toilets and improved train entrances. A further £2.7 million will be spent on the Class 156 fleet with 20 sets receiving new seating and furnishings, new table tops, carpeting throughout, and inclusion of wheelchair space.

An additional £9.4 million will go to a national station improvement programme from which 241 out of 341 stations across Scotland will benefit from the expansion of CCTV and customer information systems, additional Ticket Vending Machines to reduce queuing, a programme of car park expansion and installation of over 300 Help Point Induction Loops at stations throughout Scotland.

A £700,000 package in partnership with HITRANS and First ScotRail is also provided to improve Fort William station as an interchange for tourists and commuters.

Apprentice on the right tracks!

The first person at the 'one' railway Crown Point Maintenance Depot to complete an apprenticeship since British Rail days, Matthew Hall, formally received his certificates in a presentation at Norwich station on 21 December.

Matthew began his railway career with Anglia Railways as a cleaner but applied for an apprenticeship at Crown Point in 2002.

During his initial year at the East Anglian General Industrial Trades training centre he gained the most improved apprentice award and has since worked with Anglia and 'one' railway from April 2004, gaining his NVQ3 and Engineering Advanced Modern Apprenticeship early.

Matthew, who is 23, will now be carrying out maintenance, fault finding and repairs on both the mainline and rural train fleets as a fully qualified maintenance fitter/electrician.

'one' now has five other apprentices at Crown Point and further recruitment is planned this coming summer.

BELOW: Matthew Hall, the first apprentice to be certificated from Norwich Crown Point Depot since the days of British Rail, is seen on 21 December with his father and grandfather, both of whom are also railwaymen. *Brian Morrison*

ABOVE: Heritage-liveried Class 73/1 No. 73136 *Perserverence* is pictured working a Departmental service between Eastleigh Yard and Kew Bridge on 16 December, in full sun at Lyne just south west of Virginia Water. *Chris Holt*

Transport Innovation Fund announcements

The Secretary of State for Transport, Douglas Alexander, has announced that a detailed case for funding from the Transport Innovation Fund is now taking place on the re-instatement of Olive Mount Chord at Liverpool (including Chat Moss), the Humber ports/Immingham rail capacity enhancement, gauge and capacity enhancements from Peterborough to Nuneaton and from Southampton to the West Coast Mainline near Birmingham.

It is also proposed to take forward work on the Gospel Oak to Barking line scheme

The Teesport/East Coast Mainline rail gauge enhancement scheme is not deemed to be sufficiently developed to enable an accurate appraisal to take place. Network Rail has, however, been working with the Northern Way and other stakeholders to develop a wider Northern 'W10 gauge' strategy for routes to markets for the major Northern ports, in which Teesport would be a key element.

Freightliner has welcomed the announcement saying that Southampton Container Terminals are the UK's second largest, reportedly handling 45% of the UK/Far East container traffic. Currently a third of containers passing through Southampton are 9' 6" high and this proportion is expected to reach 50% by 2012.

Transport for London (TfL) says that the upgrade of the Gospel Oak to Barking line would benefit passengers as well as the rail freight industry, making it possible to run more frequent trains and larger freight containers on this key cross-London route. TfL and Network Rail have made a joint submission for funding from the Department for Transport's Transport Innovation fund, with an estimated cost of around £20 million.

With the Government's decision to take forward work on the scheme, Network Rail will now continue to develop specific plans, with the aim for the upgrade works to be undertaken in 2008/9. The key objectives of the works are to increase the capacity of the Gospel Oak to Barking line to allow four freight and four passenger trains to run every hour, and to enlarge the gauge of the route to allow large modern deep sea freight containers to be transported on standard rail wagons.

News In Brief

■ Staff at Fort William station brought Christmas early on 12 December when around 20 'primary four' pupils from Upper Achintore Primary School were invited to a Christmas party in the lounge car of the Caledonian Sleeper.

■ Central Trains has confirmed that the strikes planned by senior conductor members of the RMT will go ahead on 24 and 31 December and 1 January. After two days of talks with the union at national and local level, Central Trains said the RMT was still refusing to accept the deal for payments over Christmas. The company has offered an improved minimum payment of £236 per day for staff who work on 24 and 31 December. This is an increase on the original offer that has already been made and accepted by all other Central Trains staff. Due to the fact that no senior conductors will be available to work there will be no Central Trains services running on any of the three days.

New operator for day-to-day FM Rail operations

As reported in our last issue, Derby-based rail operator FM Rail has been placed in voluntary administration. The company has confirmed that despite earlier information, this actually occurred on 19 December.

The administrator has appointed a company involving Victa Railfreight as interim-managers for the operations side of the business (previously known as Merlin Rail, before the merger with Fragonset), while bids are currently being evaluated for the engineering side of the business (previously known as Fragonset).

No official comment was available from FM Rail on the future of Hertfordshire Rail Tours, which has been part of the company since late 2005. It is understood that the existing charter business, including 'Blue Pullman', will remaining with the operating division.

Victa Railfreight confirmed to *Railway Herald* that on-going discussions were taking place with regard to the operating business, locomotives and drivers and that some of the existing charter business was included within the negotiations.

A definative annoucement on the future and ownership of the company had not been made when *Railway Herald* went to press.

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ABOVE: **A Piccadilly Line train to Northfields departing from Leicester Square on 15 December 2006, 100 years to the day after the first section of the line opened on 15 December 1906.** *Brian Morrison*

London Underground's Piccadilly Line celebrates its centenary

Exactly 100 years ago on 15 December 1906, London Underground's Piccadilly Line was opened, with twin tunnels running initially from Finsbury Park to Barons Court with a short stretch of surface track to Hammersmith.

To mark the centenary the LUL Managing Director, Tim O'Toole, presented Piccadilly Line General Manager, Mike Challis, with a 100th birthday card and a specially designed birthday cake for the staff, at a ceremony held on 15 December in the ticket hall at Leicester Square station.

The line grew rapidly in the 1930s, with an extension to South Harrow and Arnos Grove opening in 1932 and Hounslow West, Uxbridge and Cockfosters added the following year. It was also in this decade that the now listed Art Deco stations at Arnos Grove, Southgate and Sudbury Town were constructed.

In more recent times, the Piccadilly Line was extended from Hounslow West to Heathrow Terminals 1, 2 & 3 in 1977 and to Terminal 4 in 1986. Terminal 5 is scheduled to open in May 2008.

Over 540.000 passengers use the line every day, it is nearly 44 miles long and has 52 stations between Cockfosters and Heathrow or Uxbridge. A total of 76 trains are needed to operate the morning and evening peak services.

ABOVE: **The media scramble at Leicester Square ticket hall on 15 December as London Underground Managing Director Tim O'Toole shows the specially designed birthday card.** *Brian Morrison*

New look Finsbury Park station opens

The Mayor of London, Ken Livingstone, and Transport Commissioner, Peter Hendy, officially opened a newly improved Finsbury Park Transport Interchange on 15 December.

The station, one of the busiest outside of central London, has received more than £11 million of investment aimed at making it safer and easier for passengers to use whether using public transport or walking and cycling.

The station improvements are also a boost for football fans on match days travelling to and from the nearby Arsenal Emirates stadium.

New CCTV cameras, better lighting, the impressive new Station Place canopy and open bus waiting areas, have all been added giving people more confidence to travel by public transport.

The project was delivered by Transport for London (TfL) and funded by a partnership that includes TfL, FinFuture, and the London Boroughs of Islington and Haringey.

Currently 36,000 passengers pass through Finsbury Park Interchange via bus, Tube, train, cycle or on foot - during peak hours on weekday mornings. The new interchange will increase capacity to accommodate the rise in passenger flow which is expected to be approximately 40% over the next 15 years.

Northwood work

Refurbishment work is underway at Northwood Underground station, at the north west corner of the Metropolitan line, as part of Transport for London's £10 billion Investment Programme.

During the works, most of the station's heritage features will be restored, existing CCTV cameras will be replaced and added to, more help points will be fitted around the station to aid passengers, and a new public address system installed.

In addition, to help the number of partially sighted passengers which use the Underground daily, tactile strips will be added to platforms and stairs, and contrasting handrails installed.

ERTMS development moves forward on Cambrian

Implementation of the first use of the European Rail Traffic Management System (ERTMS) in the UK has moved a step forward.

Network Rail has awarded Italian signalling contractors Ansaldo the contract for the first stage of the £60 million project.

The new signalling system is totally computer based and uses in-cab technology rather than fixed lineside signalling. It is based on information being relayed directly to the train via a digital radio instead of by lineside signal. With this new system, the time and distance needed to safely separate trains is managed dynamically, allowing for greater capacity on the line as well as efficiency and reliability improvements, owing to the removal of the old signalling systems.

The plan is to replace the old RETB (Radio Electronic Token Block) signalling system on the 215km Cambrian route between Shrewsbury and Aberystwyth and Pwllheli with the new in-cab system. This route was chosen because it is a self-contained part of the network.

Ansaldo will work with Network Rail to draw up designs for implementation.

The first stage contract is for the design of the system, which has been awarded to Ansaldo on the basis of its experience in designing and implementing ERTMS systems in Italy, Spain and France. The design work will commence immediately and is expected to be complete by summer 2007.

The cab-based ERTMS signalling and train control system also offers full Automatic Train Protection (ATP).

On the Cambrian line Network Rail and industry partners plan to implement Level 2 of the ERTMS system.

All trackside railway signals will be removed and new axle-counters, interlocking and balises will be fitted along the route, together with the digital radio link and a new control centre to manage the system to be built in Machynlleth. Using data from these systems, the onboard computer on each train will allow it to reach its maximum permitted speed while maintaining a safe braking distance.

The ERTMS system is based on one of three levels which either work with the current block sections and existing signalling or replaces both with a moving block system, allowing more services to operate within more flexible parameters.

WebLinks

For more information on how ERTMS works and the background to the techology visit the World of ERTMS website (click here) which is operated by UNIFE (Union of European Railway Industries).

The above website also includes a graphic video showing how ERTMS Level 2 will operate. This can be accessed by clicking here.

News In Brief

■ The Scottish Deputy First Minister, Nicol Stephen, has announced that Laurencekirk station is to be reopened during 2007 at a cost of £3.24 million. The B-listed station building will be refurbished and a 50-space car park created. Access between the new platforms will be via a new footbridge, which will include a ramp for the disabled. Transport Scotland is providing 80% of the funding, with Nestrans, the regional transport partnership for the north-east meeting 20% of the costs. It is expected that 20 trains a day will call at the new station when opened. Work is due to commence early next year.

■ Over £1.5 million will be invested by Network Rail in reconstruction work on Bedford Road bridge, which carries the Wirral line near Rock Ferry station, to ensure it meets European standards. Work is due to start at the end of the month.

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Compiled by D400

One of the most requested additions to *Railway Herald* has been that of stock changes to the UK national network operational fleets. The 'Fleet Changes' column appears on a fortnightly basis providing a round-up of all pool changes, namings, storage updates and livery changes, covering locomotives, multiple units and coaching stock. Correct to 20 December.

New Sector Codes

EFOC FGW Class 57/6 – OC
EFPC FGW HST Power Cars (LA/LE/PM)
EFSH FGW Shunters

LOCOMOTIVES

New to TOPS

66723 HQ GBCM
66724 HQ GBCM
66725 HQ GBCM
66726 HQ GBCM
66727 HQ GBCM

Removed from TOPS

31306 WQ WNSO
31308 WQ WNSO

Re-allocations

60014 WQ WNTR
60023 WQ WNTR
60027 WQ WNTR
60031 WQ WNTR
60036 IM WCAN
60039 WQ WNTR
60040 WQ WNTR
60047 WQ WNTR
60049 WQ WNTR
60051 WQ WNTR
60056 IM WCBM
60058 IM WCBK
60065 WQ WNTR
60078 WQ WNTR
60079 WQ WNTR
60091 WQ WNTR
60092 WQ WNTR
60093 WQ WNTR
60100 IM WCAI
66028 TO WBEN
66055 TO WBLI
66056 TO WBLI
66057 TO WBLI
66058 TO WBLI
66067 TO WBAN
66071 TO WBEN
66072 TO WBAM
66073 TO WBEN
66082 TO WBAM
66083 TO WBAM
66084 TO WBAM
66191 TO WBAM
67008 WQ WNTR
67013 WQ WNTR
87012 HQ SBXL
87019 HQ SBXL

Names removed

43006 *Royal Philarmonic*
43099 *Diocese of Newcastle*
43111 *Scone Palace*

Livery changes:

BR Green: 31190

Transfer of ownership

Grand Central Railway: 43065, 43067, 43068, 43080, 43084, 43123

COACHING STOCK

Removed from TOPS

10510 HQ SBXH
10538 HQ SBXH
10695 HQ SBXH
80386 WQ PPXX
94175 WQ PPXX
94202 WQ PPXX
94226 WQ PPXX
94449 WQ PPXX
94453 WQ PPXX
94506 WQ PPXX

Renumbered

10404 (ex-12068)

Re-allocations

41159 EC IECD
94111 ML PPEF
94203 WQ PPXX
94221 WQ PPXX
94229 WQ PPXX
94498 ML PPEF
94530 ML PPEF
94536 WQ PPXX
95758 WQ PPXX

Livery changes

Arriva: 5971, 5976, 6008, 6119, 6162, 9503, 9509
One Anglia: 10404, 82112, 82118

Transfer of ownership:

Grand Central Railway: 11017, 11023, 11036, 11038, 11045 11055, 12033, 12044, 12058, 12088, 12104, 12112, 12121, 12136, 12149, 12152, 12155, 12165, 44065, 44088, 44089
Embsay Railway: 80421
Llanelli & Mynydd: 1206

MULTIPLE UNITS

New to TOPS

185148 AK EAAK
185149 AK EAAK
185150 AK EAAK
185151 AK EAAK

Renumbered

158804 to 159103
158805 to 159104
158807 to 159105
158808 to 159106

Re-allocations

321408 EM (On Loan)
321428 EM (On Loan)

Names applied

313101 *Silvertown*

Names removed

(44)2409 *Bournemouth Orchestras*

First Great Western fleet reorganisation

In a similar style to that of EWS, First Great Western has created a new set of three pools covering power cars, Class 57/6s and shunting locomotives. The changes are detailed below:

08410	PZ EFSH	43025	LE EFPC	43092	LE EFPC	43144	LE EFPC	43175	LE EFPC
08483	OC EFSH	43026	LA EFPC	43093	LE EFPC	43145	LE EFPC	43176	LE EFPC
08641	LA EFSH	43026	LE EFPC	43094	LE EFPC	43146	LE EFPC	43177	LA EFPC
08644	LA EFSH	43027	PM EFPC	43097	LE EFPC	43147	LE EFPC	43179	LA EFPC
08645	LA EFSH	43028	PM EFPC	43098	LE EFPC	43148	LE EFPC	43180	LA EFPC
08633	PM EFSH	43029	PM EFPC	43122	LE EFPC	43149	LE EFPC	43181	LA EFPC
08795	LE EFSH	43030	PM EFPC	43124	LE EFPC	43150	LE EFPC	43182	LA EFPC
08822	PM EFSH	43031	PM EFPC	43125	LE EFPC	43151	LE EFPC	43183	LE EFPC
08836	PM EFSH	43032	PM EFPC	43126	LE EFPC	43152	LE EFPC	43185	LA EFPC
43002	PM EFPC	43033	PM EFPC	43127	LE EFPC	43153	LE EFPC	43186	LA EFPC
43003	PM EFPC	43034	PM EFPC	43128	LE EFPC	43154	LE EFPC	43187	LA EFPC
43004	PM EFPC	43035	PM EFPC	43129	LE EFPC	43155	LE EFPC	43188	LA EFPC
43005	PM EFPC	43036	PM EFPC	43130	LE EFPC	43156	LA EFPC	43189	LA EFPC
43009	PM EFPC	43037	PM EFPC	43131	LE EFPC	43158	LE EFPC	43190	LA EFPC
43010	PM EFPC	43040	PM EFPC	43132	LE EFPC	43159	LA EFPC	43191	LA EFPC
43012	PM EFPC	43041	PM EFPC	43133	LE EFPC	43161	LA EFPC	43192	LA EFPC
43015	PM EFPC	43042	PM EFPC	43134	LE EFPC	43162	LA EFPC	43193	LA EFPC
43016	LE EFPC	43063	LA EFPC	43135	LE EFPC	43163	LA EFPC	43194	LE EFPC
43017	LE EFPC	43069	LA EFPC	43136	LE EFPC	43164	LE EFPC	43195	LA EFPC
43018	LE EFPC	43070	LA EFPC	43137	LE EFPC	43165	LE EFPC	43196	LA EFPC
43020	LA EFPC	43071	LA EFPC	43138	LE EFPC	43168	LA EFPC	43197	LA EFPC
43021	LE EFPC	43078	LA EFPC	43139	LE EFPC	43169	LA EFPC	43198	LE EFPC
43022	PM EFPC	43079	LA EFPC	43140	LE EFPC	43170	LA EFPC	57602	OC EFOO
43023	PM EFPC	43086	LA EFPC	43141	LE EFPC	43171	LA EFPC	57603	OC EFOO
43024	PM EFPC	43087	LA EFPC	43142	LE EFPC	43172	LA EFPC	57604	OC EFOO
43025	LA EFPC	43088	LA EFPC	43143	LE EFPC	43174	LA EFPC	57605	OC EFOO

RIGHT: The AC Locomotive Group's Class 86/4 No. 86401 *Northampton Town* was moved to Long Marston in early November for the fitment of TPWS and OTMR equipment. The loco is pictured on 15 December. *Philip Wragg*

News In Brief

■ The latest batch of GB Railfreight Class 66/7s, Nos. 66723-66727, arrived through Newport Docks on 20 December.

Tyseley unveils 'Electric blue' Class 86

Class 86 No. 86259 was unveiled at Tyseley on 20 December, resplendent in early BR 'Electric blue' livery with white cab roofs, together with the aluminium lion and crest on the locomotive side.

The locomotive will carry its early BR number of E3137 as well as, for current operating purposes, its TOPS number of 86259. Named *Peter Pan* for many years, towards the end of its mainline career the '86' was renamed *Les Ross*, after a well-known Birmingham radio personality and rail enthusiast, and it is the latter name that will now be carried. The reason for this is that Mr. Ross has purchased the engine from HSBC Rail and plans to return it to mainline action as soon as possible.

Although it is now three years since No. 86259 was withdrawn, the loco is in good condition and bringing it back to mainline standard will not be a large task.

With Tyseley's Vintage Trains now offering tours hauled by heritage traction (see separate article) there is a definite role for an electric locomotive on a tour which is routed entirely 'under the wires'.

Next year, could well be an interesting one for preserved AC traction, as in addition to developments with No. 86259, it seems that FM Rail was on the verge of re-launching No. 86233 back into traffic before its current difficulties got in the way. What happens to this locomotive remains to be seen.

Elsewhere, the AC Locomotive Group has recently transferred its Network South East liveried No. 86401 to Long Marston to be fitted with TPWS and OTMR and unconfirmed reports are circulating that No. 86101 *Sir William A Stanier FRS* is to be similarily treated. Given that DRS is looking at re-introducing Class 86's onto its Anglo-Scottish traffic, and that remaining members of the class still form part of the core Freightliner fleet, it could be an interesting year for these venerable, but sturdy workhorses.

Duke of Gloucester on Cumbrian Coast!

The first hints of what the Railway Touring Company will have to offer in early 2007 are emerging and the headline must be two tours which take steam on the entire length of the Cumbrian Coast, possibly for the first time since the demise of BR steam operations?

Chosen motive power is No. 71000 *Duke of Gloucester,* which on 24 February will head from Manchester Victoria, picking up at Preston and Lancaster, before turning west over the recently renovated Leven Viaduct to Barrow in Furness, and then through Sellafield and Whitehaven to Carlisle.

Two weeks later on 10 March, the same locomotive retraces its steps along the same route, only this time the point of origin is Leeds.

The company's first offering of the new year is on 27 January with No. 34067 to Folkestone Harbour and Eastbourne, followed on 17 February with *Tangmere* again from East Croydon to Bath and Bristol.

For full details of its programme, along with all other known railtour operations visit our full listings at www.railwayherald.co.uk

'Halls' and 'Hoovers' from Vintage Trains in 2007

Vintage Trains has announced further trains for 2007, both steam and diesel hauled.

Highlight of the steam-hauled trains has to be 'Two Halls to Bristol' on 19 May, booked for Nos. 4965 *Rood Ashton Hall* and 4953 *Pitchford Hall*. From Tyseley Warwick Road, the tour also picks up at Barnt Green for the run via Worcester and Hereford to Bristol Temple Meads. On the return, the route is through Kidderminster and Old Hill Bank prior to setting down at Birmingham Snow Hill and Tyseley Warwick Road.

On 24 June Vintage Trains visit Melton Mowbray for the 'Fair', again featuring No. 4965 'topped and tailed' with a diesel, which includes a shuttle service between Melton Mowbray and Kettering to enjoy the passage across Harringworth Viaduct.

Holyhead is the next destination on 2 July, from Tyseley Warwick Road, and running via Walsall, Stafford and Crewe with options to set-down at Llandudno Junction and Bangor.

The company's new 'Vintage Trains Explorer' trains will feature Class 50s from the Fifty Alliance, together with its own Pullman dining cars and Mk2 vehicles.

Further trains will now operate on 12 May from Tyseley to Fratton (for Portsmouth Harbour), running via Nuneaton, Hinckley and the Midland mainline to Bedford before cutting across to Bletchley to reach Southern metals via the WCML.

Norwich follows on 26 May, via Nuneaton, Leicester, Peterborough and Thetford, with Wymondham an alternative set-down point for the Mid-Norfolk Railway.

Finally, on 16 June, Torquay and Paignton are on offer from Leicester, Nuneaton and Birmingham New Street.

BELOW: Pathfinder Tours 'Airean Raider' charter on 16 December, took Class 50s Nos. 50031 *Hood* and 50049 *Defiance* from Cardiff to Leeds via Preston and the Aire Valley. Here, the train is caught between Shipley and Thackley tunnel heading for Leeds on the outward run. ***James Rose***

The Week Ahead

Following the cancellation of Kingfisher's 30 December tour from Bristol via Worcester scheduled for No. 6024, the remaining 2006 railtour activity post Christmas is concentrated on 29 December.

The 'big' tour is Pathfinders seasonal 'spin and win' entitled 'The Yo Ho Ho', which originates at Swindon and picks up at principal stations to Birmingham New Street. This leg is booked for EWS Class 66 haulage through to Bescot Up and Down Goods Line. At this point a pair of DRS Class 37s will take over for a no doubt louder run through to Wolverhampton, Shrewsbury and Wrexham, before proceeding via Chester South and North Junctions to Hooton Long Siding.

Here, a Freightliner Class 66/5 will be attached at the rear and the train then proceeds through Acton Grange Junction to Rainford and Kirkby where there is another reversal, and then heads for a break at Preston, following yet a further reversal at Wigan Springs Branch Junction. At Preston, an EWS Class 60 takes over to haul the train to Crewe via Manchester Victoria, Ashton Moss Junction, Stockport and Sandbach. It is rare traction for the run back to Birmingham New Street via Stoke on Trent, as Pathfinder has secured a Freightliner Class 86/6 for this section. The return to Swindon reverts to EWS Class 66 traction.

Meanwhile, Vintage Trains operate its traditional post-Christmas tour which this year features their resident 'Hall' No. 4965 *Rood Ashton Hall* from Tyseley Warwick Road to Loughborough. The routing of the tour is unusual, travelling via Nuneaton, Hinckley, Knighton, Coalville, Burton-upon-Trent, Sheet Stores Junction and Loughborough. The train returns by the more direct route of Burton-upon-Trent and Tamworth. Vintage Train ticket-holders will be entitled to discounted travel on the Great Central Railway.

ABOVE: Tyseley-based 'Hall' No. 4965 *Rood Ashton Hall* attacks the climb to Bordersley Junction on 22 December with a Christmas luncheon trip around the the Midlands via Burton-upon-Trent. *John Whitehouse*

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.**
With our Christmas break, our weekly railtour listings have been extended to provide details for the next four weeks.

Date	Operator	Traction	Route
23 Dec	Hertfordshire (BP)	2xFMR 47	London Waterloo-Clapham Junction-Reading-Newbury-Castle Cary-Yeovil-Weymouth (break/rev)-Bournemouth-Southampton-Romsey-Andover-Waterloo
28 Dec	Kingfisher	6024	(Ealing Broadway-Maidenhead-Reading-Didcot-Swindon-Chippenham-Bath Spa)-Bristol TM-Cheltenham-Worcester-Malvern-Hereford-Bristol TM-(and return)
29 Dec	Pathfinder Tours	tbc	Swindon-Chippenham-Bath Spa-Bristol Parkway-Cheltenham Spa-Barnt Green-Birmingham NS-Shrewsbury-Hooton Long Siding (rev)-Kirkby (rev)-Preston (break/rev)-Manchester Victoria-Crewe-and return
29 Dec	Vintage Trains	4965	Tyseley Warwick Road-Tamworth-Buron upon Trent-Loughborough and return
30 Dec	Kingfisher	6024	(Ealing Broadway-Maidenhead-Reading-Didcot-Swindon-Chippenham-Bath)-Bristol TM-Cheltenham-Worcester-Malvern-Hereford-Bristol TM-(& return)
02 Jan	Pathfinder Tours	55022	London King's Cross-Potters Bar-Peterborough-Spalding-Sleaford-Lincoln-Doncaster-York-Eaglescliffe-Durham-Newcastle-Durham-Darlington-York-Peterborough-Potters Bar-London King's Cross
06 Jan	Past Time Rail	34067	London Victoria-Brixton-Streatham-Ewell East-Epsom-Dorking-Arundel-Eastleigh-Basingstoke-Woking-Clapham Junction-London Victoria
13 Jan	Hertfordshire (BP)	2xFMR 47	London Paddington-Reading-Severn Tunnel-Hereford-Shrewsbury and return
20 Jan	ICMM	2xFMR Cl 31	'The Lancashire Witch' Birmingham NS-Burton upon Trent-Derby-Chesterfield-Sheffield-Wakefield Kirkgate-Hebdon Bridge-Copy Pit-Preston (break)-Manchester Victoria-Stalybridge-Standedge and return
20 Jan	Past Time Rail	45407	(Milton Keynes-Northampton-Rugby-Bham Int-Bham New St-Crewe)-Manchester Victoria-Huddersfield-Halifax-(Bradford Interchange (rev)-Leeds)-Hebdon Bridge-Accrington-Manchester Victoria (and return)
20 Jan	Pathfinder Tours	2xEWS Cl 37	London Paddington-Ardingley-London Victoria (rev)-London Blackfriars (rev)-Orpington Bay Platforms (rev)- London Cannon Street (rev)- London Bridge Low Level (rev)- London Waterloo (rev)-London St. Pancras **FULLY BOOKED**
27 Jan	Hertfordshire (BP)	2xFMR 47	London Victoria-Maidstone-Ashford-Rye-Hastings-Battle-Tonbridge-Redhill-London Victoria (Robert Burns Luncheon Train)
27 Jan	ICMM	45112	'The Tubular Belle': York-Sheffield-Chesterfield-Derby-Uttoxeter-Crewe-Llandudno Junction-Bangor-Holyhead (break/rev)-and return

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.

Southern apperance for the 'Duchess' in 2007

The highlight of PMR Tours early 2007 season has to be its opener, which is being run in conjunction with the Cuneo Society to celebrate the centenary of the birth of Terence Cuneo, the well-known railway artist.

It means a rare appearance on the ex-Southern Region for No. 6233 *Duchess of Sutherland* on 28 April, which will haul the train throughout from Waterloo, picking up at Hounslow, Staines and Woking. Water is to be taken at Winchfield and Salisbury, following which the train proceeds to Yeovil Junction and Sherborne.

Two tours in May follow, commencing on 5 May with an annual outing to Scarborough, from Sheffield, with steam haulage from Derby to Scarborough and back. On 26 May, No. 6233 again heads south from Derby to Didcot, with Oxford being an alternative set-down point. This tour sets out diesel hauled from Stockport and runs via the Hope Valley to Derby, where No. 6233 takes over.

June offers two well trodden routes, commencing with Holyhead on 9 June from Kettering with steam haulage from Crewe, followed on 23 June with the always keenly anticipated appearance of a 'Duchess' on Shap. The train originates at Lincoln, with steam haulage from Crewe to Carlisle, via the West Coast Main Line.

West Midlands Diversions

ABOVE: Engineering work on 17 December, found Virgin Trains services dragged between Wolverhampton and Nuneaton, operating via Washwood Heath and Water Orton. With the long winter shadows enhancing the photograph, Class 390 'Pendolino' No. 390007 *Virgin Lady*, forming the 09.18 Wolverhampton-Euston service is 'dragged' past Washwood Heath Sidings No.1 signal box by Class 57/3 'Thunderbird' No. 57302 *Virgil Tracy*.

BELOW: With the gas holders in the background somewhat dwarfing the train, Class 57/3 No. 57314 *Fire Fly* heads through Washwood Heath with the 11.18 Wolverhampton-Euston, hauling 'Pendolino' No. 390006 *Virgin Sun*, also on 17 December. *Both: Don Gateshouse*

LEFT: GB Railfreight has the contract to move Mk3 coaching stock from First Great Western's Old Oak Common, St. Philips Marsh, Laira and Landore depots to Ilford and Derby for refurbishment, as part of the ongoing refresher programme (see the Newsdesk pages in this issue). On 21 December, Class 66/7 No. 66710 passes Filton with a northbound stock move from Plymouth Laira to Derby Litchuch Lane Works. *Matt Turner*

BELOW: One of the original batch of DRS Class 66/4 locomotives, No. 66404, together with Class 37/0 No. 37059 on the rear, arrives through the fog wrong-road at Stowmarket, in order to access the sidings there, with a Norwich - Stowmarket water cannon special working on 21 December. The final week before Christmas saw most of the countrywide sandite and water cannon trains finish. *John Day*

ABOVE: Creating a true winter atmospheric photograph, the 'Blue Pullman' stands in the fog at Norwich on 21 December, awaiting departure time for Stevenage, headed by Class 47/7 No 47712 *Artemis* with No 47709 *Dionysos* on the rear. On the right, passengers board the 17.00 'one' service for Liverpool Street behind Class 90 No 90006 *Modern Railways Magazine/Roger Ford.* *Brian Morrison*

BELOW: Anglia Railways-liveried Class 47/7 No. 47714 heads out of the Patchway Tunnels at Cattybrook with a Loughborough to Landore stock move, comprising newly converted MTU FGW Power Car No. 43183 on 13 December. *Chris Perkins*

ABOVE: **The Caprotti-valve gear fitted Standard 5MT 4-6-0 No. 73129 departs from Butterley and crosses the reservoir en-route to Hammersmith station at the Midland Railway - Butterley on 17 December.** *Robin Stewart-Smith*

Farewell to Hawksworth Great Western tank

The boiler certificate for the Severn Valley's Hawksworth '1500 Class' Pannier Tank No. 1501 is due to expire on 31 December, and the railway will be featuring the locomotive in traffic that day as a farewell gesture.

Meanwhile, the Severn Valley Railway (SVR) welcomed back its BR Standard 2-6-4T No. 80079 on 5 December. The locomotive, which is out of ticket, had been cosmetically restored and on display at the National Railway Museum's 'Locomotion' at Shildon for the past 20 months. The tank was diverted en-route to be the central display at the Warley Model Railway Exhibition.

The locomotive is now destined to be one of a dozen large exhibits at the SVR's new 'Engine House' visitor centre at Highley which is due to open in July 2007.

As No. 80079 has been under cover during it's time at Shildon it requires little attention. Other cosmetically restored locomotives for display at Highley will be 'WD' 2-10-0 No. 600 *Gordon* and SVR stalwart 'Jinty' No. 47383.

In a separate move, the SVR is expected to recall two other locomotives that have been on display in Swindon. Ex-GWR 'Hall' No. 4930 *Hagley Hall* has been on static display at the McArthur Glen retail centre for the last seven years, while ex-GWR 'Mogul' No. 7325 has been exhibited at STEAM, the Museum of the Great Western Railway.

Ian Smith 1947-2006

RAILWAY photographer Ian Smith, whose highly individual 'steam in the landscape' portrayals and genius for capturing the mood of steam put him in a class of his own, died suddenly on 15 December, after suffering an aneurism. He was just 59.

Friends and acquaintances in the steam photographer community were numbed by the news, for 'Smithy' hadn't been ill, only complaining of chest pains a few hours before he was rushed by ambulance to Kettering General Hospital, Northants, where he died that same night

Ian was a rare and enigmatic character in the world of steam photography. Surprisingly little of his work was published (he never routinely submitted photographs to the railway press) and yet he was held in the highest esteem by his peers as a producer of original, high quality images of steam. And while he was outgoing and sociable with almost everyone he met, he was almost reclusive when it came to taking pictures.

A funeral service for Ian is to be held at Brigstock Parish Church, Northants, on 28 December at 14.45. To Barbara, his daughter Ellen and son Sandy, and on behalf of all in the railway fraternity who knew him, go our sincere sympathies.

Our thanks to David Wilcock for compiling this obituary.

LEFT: **Class 6959 4-6-0 'Modified Hall' No. 7903 *Foremarke Hall* pulls away from Winchcombe with a 'Santa Special' service to Toddington. The Gloucestershire Warwickshire Railway has two Christmas events with a diesel day on 27 December and a winter steam gala entitled the 'Centenary Christmas Cracker' on 30/31 December. The latter should see five locos in steam including Nos. 3440 *City of Truro*, 7903 *Foremarke Hall*, 35005 *Canadian Pacific* plus possibly one other!** *Jack Boskett*

PRODUCT REVIEWS

Welcome to *Railway Herald's* new occasional product review section. The feature will aim to provide an unbiased overview of a whole range of new products from books and DVDs to the latest railway models.

In addition to this feature, all the reviews will also be included in a fully searchable 'Reviews Library' on our website. From here, readers can easily access information on products, obtain an unbiased view and also add their own comments.

We welcome products being forwarded for inclusion in this section, publishers and manufacturers should contact the editorial office for details.

The new online Reviews Library will launch shortly at www.railwayherald.com/reviews

TRACTION Decade

Published by: Locomaster Profiles
Format: Double DVD
Price: £24.95 GBP
Available from: Freepost (SL2253) Langley, Slough, SL3 6BP
Running Time: 3.5 hours
Click here to visit the website

The TRACTION series of videos from Locomaster Profiles has been priority viewing for many enthusiasts of the modern railway for over 10 years.

Its mix of news, out of the ordinary workings, rare motive power in rare locations, not to mention the commentary has enabled the series to carve out a niche in the video marketplace.

With 10 years under its belt, the series producers have put much time and thought into what is basically a 'the best of' compilation ... but with a difference!

What was originally intended to be a three hour programme has compiled into three-and-a-half hours, which on a double DVD represents excellent value for money. It is worth noting that unlike a number of less-professional video producers, this DVD and indeed all those from Locomaster are pressed DVDs, not DVD-Rs and hence should work in most if not all DVD players, no matter what type.

The content of the review programme is appealing and enticing. Like the reviewer, you may look at the current railway scene and think back to happier days when a variety of both traction and liveries existed across the country. However, watching this programme really does make the viewer realise just how much has changed in the past 10 years and how much we have lost.

Within a short review such as this it is not appropriate and indeed not practical to give a full run-down of the contents, but some of the highlights for the reviewer included a Class 87 rescuing a Class 56 on a steel train, the appearance of a Class 33 on Hastings line-scheduled passenger trains, BR Telecommunications Class 20s on Midlands coal trains and cross-country substitutions featuring Railfreight Red-stripe and Loadhaul-liveried Class 56s, pairs of BR blue-liveried Class 31s and the sight of Class 46 No. D172 *Ixion* storming up the WCML on a container train ... and thats just within the first 90 minutes!

The programme is organised by sections rather than years and the quality of video footage is excellent, having all been digitally mastered before editting.

For any modern traction enthusiast with money left over from Christmas, this double-DVD set is an absolute must for the collection and 10 out of 10 to the producers for having the idea and the content.

Simply marvellous!

Classic Trains Galore - Volume 4

Published by: Sutton Park Videos
Format: DVD & Video
Price: £17.50 GBP
Available from: 6 Lodge Farm Close, Sutton Coldfield B76 2TD
Running Time: 84 mins
Click here to visit the website

Apologies to all, gremlins attacked the price stated in our review of Sutton Park Video's latest programme - Classic Trains Galore Volume 4.

It should have been £17.50 and not as previously stated.

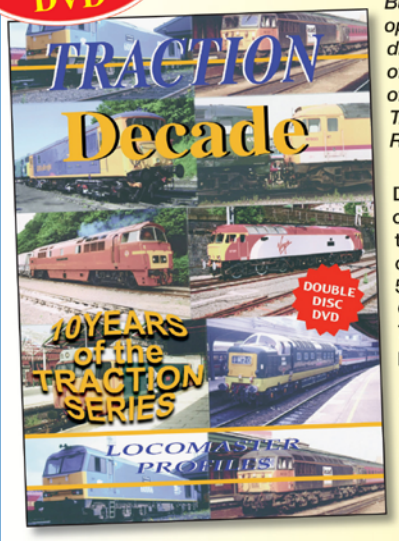
The Best of the First 10 years of the Traction series

TRACTION DECADE

NEW

DOUBLE DVD

When the TRACTION series started in 1995, it coincided with the start of a major period of change in the British modern traction scene. The impact of privatisation created numerous passenger and freight operators, each with their own locos and liveries. And it produced strange workings galore! However, over the course of the next ten years, fleets of older freight locomotives would gradually be replaced by around 500 new foreign-built diesels. But many returned again to work for new private owners and operators. With more than 250 scenes and sequences, this double-disc DVD features the major workings and traction developments of what was an extraordinary decade. In it you will see 10 years of Rescues, Passenger and Freight substitutes, Off the Beaten Tracks, Farewells & Departures, Comebacks, Repaints & Liveries, Railtours....and of course, Traction Nostalgia.



Dating back to 1995, the programme features no fewer than 30 classes of diesel and electrics at work on the national network the length and breadth of Britain, from the humble 03 through classes 08, 09, 20, 31, 33, 37, 40, 43, 45, 46, 47, 50, 52, 55, 56, 57, 58, 59, 60, 66, 67, 71, 73, 86, 87, 89, 90, 92 to the French Class 22000's. As if that's not enough, if features a staggering 70 different locomotive liveries! As regular viewers of this popular and highly-acclaimed series have come to expect, the programme is accompanied by a lively and informative script from David Maxey.

TRACTION DECADE has a running time of three-and-a-half hours and is available now in a double-disc DVD set priced at £24.95

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TURNING THE CLOCK BACK

Northwich, Cheshire, on 20 August 1955

Northwich in Cheshire was home to a large ICI plant together with a large steam allocation until the 1960s. Brian Morrison looks back to an average day in 1955.

ABOVE: Approaching Northwich, Robinson Class D11/1 4-4-0 No. 62664 *Princess Mary* and Ivatt Class 2MT 2-6-2T No. 41215 head a five-coach train from Manchester Central to Chester Northgate. Both locos were in steam but why the relatively lightweight train was double-headed was never determined. The 'D11s' were a development of the earlier 'D10s' and became known as 'Large Directors' or 'Improved Directors', although the 'Large' and the 'Improved' were later ignored after the last 'D10' was withdrawn.

BELOW: Class D11/1 4-4-0 No. 62661 *Gerard Powys Dewhurst* arrives at Northwich heading the 12.52 train from Chester Northgate to Manchester Central. On the left, Class 2MT 2-6-2T No. 41229 has arrived with the 12.38 service from Crewe. The 'Large Directors' totalled 35 engines, 11 built before the Grouping and 24 under the LNER. One example is preserved.

Over 50 years on since the photographs on these pages were taken, Northwich is a much different looking location and, of course, with very different trains!

Instead of ex-Great Central 'Director' 4-4-0s on Manchester Central-Chester Northgate services for example, the passenger workings, now from Manchester Piccadilly to Chester, are formed of Class 142 'Pacers' and Class 150 'Sprinters'; the engine shed coded 9G has long gone and as for the freight, there was a fairly steady stream in those days with a variety of motive power from ex-Great Central 'J10' 0-6-0s and '04' 2-8-0s to ex-LMS varieties such as the '4F' 0-6-0s and the '8F' 2-8-0s.

Today, a number of freight paths still exist but the motive power can be said to be much more predictable!

ABOVE: With a Class 04 2-8-0 shunting the yard, Stanier '8F' 2-8-0 No. 48500 passes through Northwich station heading eastbound with a fairly modern-looking haul of ICI bogie hoppers.

MIDDLE RIGHT: Class D10 4-4-0 No. 62653 *Sir Edward Fraser*, the last of the class, has a repair attempted in the shed yard at Northwich. Unfortunately, the work was not successful and the loco never ran again. The J. G. Robinson-designed 'D10s' were a small class of just 10 locomotives built at Gorton Works in 1931, All were given the names of various members of the Great Central board, starting with the Chairman, Sir Alexander Henderson, and this led to the small fleet being known throughout their existence as 'Directors'. They were withdrawn between 1953 and 1955,

BELOW RIGHT: Ex-Great Central Class J10/6 0-6-0 No. 65139 has been coaled up ready for duty at Northfield shed (9G). The class was built to the order of three successive Locomotive Superintendents, Parker, Pollitt and Robinson, between 1892 and 1902 and at the Grouping formed the Great Central's principal type of small goods engine. They were constructed both by Beyer Peacock and by Ritson & Co and also at Gorton Works. The first of the fleet of 124 was withdrawn in 1933 but the last examples lasted in traffic until December 1959.

Ex-LMS '8F' 2-8-0 No.48773 steams towards Arley with a 'Santa Special' working on the Severn Valley Railway on 17 December. *Jack Boskett*