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The Railway Herald

26 January 2007 Issue 70

The complimentary UK railway journal for the railway enthusiast

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The Railway Herald
Issue 70

Front Cover

The year is 1957 ... or is it 2007? The superb quality of a digital image is perhaps the only giveaway that this really is the Great Central Railway this year. Ex-LNWR No. 49395 thunders through Rabbits Bridge near Swithland on 22 January with a photographers charter - see pages 14/15. *Richard Tuplin*

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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

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Editorial Team

Richard Tuplin — *Magazine Editor*
Brian Morrison — *Contributing Editor*
John Whitehouse — *Railtour 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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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.

TOP: Due to low-fuel, Hertfordshire's Birmingham to Preston charter returned from Derby to Birmingham behind Nos. 33202 and 31454. The train is pictured after arrival at New Street. *Daniel Mears*

ABOVE: Network Rail's Class 37-hauled test train made a rare appearance at Immingham on 22 January. Nos. 37609 and 37602 pass Immingham Reception Sidings with the Derby - Doncaster via Lincoln working. *Paul Robinson*

LEFT: In preparation for the forthcoming forecasted snow season, EWS performed a test run for the two Margam-allocated snowploughs Nos. ADB965223 and ADB965235 on 21 January. At Llandeilo Junction, Nos. 66154 and 66063 are seen sandwiched during the specially arranged 09.00 Margam-Llanelli-Margam via Swansea District Line working. *Mark Thomas*

Five namings ... all in an afternoon's work for GB Railfreight!

All five GBRf Metronet-branded Class 66/7s were given names at London Euston on 26 January, believed to be the first time that a quintuple event of this kind has been held.

No. 66718 was named *Gwyneth Dunwoody* by the MP and Chair of the Parliamentary Transport Select Committee herself.

No. 66719 was unveiled as *Metro-Land* by London Underground Managing Director, Tim O'Toole, to commemorate the centenary of Sir John Betjeman's birth, the name Sir John Betjeman having already been taken by a 'one' Class 90. The Poet Laureate made a special programme for the BBC in 1973 entitled Metro-Land, which still gets repeats to this day.

No. 66720 was named *Metronet Pathfinder* by Sam Ellis, a Metronet Project Engineer who won the company staff competition to select a name for the event.

No 66721 was unveiled as *Harry Beck* by GBRf Managing Director, John Smith. As readers may know, Harry Beck was the graphic designer who produced the very first Tube map based upon an electrical schematic, the style of which is still in use today.

Finally, the last of the five, No. 66722 was named *Sir Edward Watkin* by David Jukes, a reader of one of the printed railway magazines, who won a competition run by them to choose an appropriate name. Sir Edward was the pioneering chairman of the Metropolitan Railway responsible for overseeing the extension of the original line from Swiss Cottage to Harrow, and then persuaded the board of the railway to extend the line again to Aylesbury. It is this stretch of track where the Metronet '66/7s' are currently working.

When not required for infrastructure work with Metronet, this batch of Class 66/7s can be seen across the country working intermodal and infrastructure trains.

ABOVE: A line-up of four out of the five GBRf/Metronet Class 66/7s, Nos 66717 (farthest from the camera) to 66721 (nearest), awaiting naming at London Euston Platform 18 on 26 January. ***All photographs Brian Morrison***

ABOVE LEFT: Gwyneth Dunwoody is accompanied by Metronet Chief Executive, Andrew Lezala.
ABOVE MIDDLE: Tim O'Toole, MD of London Underground, having named Class 66/7 No 66719 receives a model of the loco from Metronet Chief Executive, Andrew Lezala (right).
ABOVE RIGHT: Metronet project engineer, Sam Ellis, won a staff competition to name GBRf Class 66/7 No. 66720 *Metronet Pathfinder*.
BELOW LEFT: Class 66/7 No 66721 is named at Euston by GBRf Managing Director, John Smith.
BELOW RIGHT: Enthusiast David Jukes won a competition run by RAIL magazine to name Class 66/7 No 66722 at Euston. Here accompanied by his family Mr Jukes is pictured beside his winning name.

Brush Type 2s work freight to Lincolnshire

ABOVE: Ex-FM Rail Class 31s Nos. 31128 and 31454 were used to work a rake of 17 JXA wagons, some of which had originated at Long Marston, from Derby to Scunthorpe Works on 24 January. The wagons are to be cut down and used for internal traffic within the Corus plant. The train is pictured at Althorpe, near Scunthorpe. *Richard Tuplin*

GNER expands Leeds services

GNER has been given the go-head by the Office of Rail Regulation to run 12 new Leeds services each weekday from 21 May, six in each direction, making the London-Leeds a half-hourly interval timetable.

In addition, some or all of the trains will call at Wakefield, Doncaster, Newark North Gate, Grantham, Peterborough and Stevenage.

Two additional HSTs are needed to work the enhanced services and discussions with Roscos about leasing suitable units are underway.

North East promotions

Reflecting railway holiday posters of a bygone age, a joint marketing initiative begins in February between GNER and the North East of England development agency, One North East.

Notable landmarks in the area that are accessible by GNER, such as Durham Cathedral and Hadrians Wall in the Tees Valley, are to feature in an advertising campaign encouraging short break holidaymakers to use the train and visit such places as Darlington, Durham, Newcastle, Alnmouth and Berwick-upon-Tweed.

Targeting London, the South East and Yorkshire posters will be displayed at selective roadside sites and on the London Underground. GNER is offering a wide range of discount fares to make travelling by train as attractive as possible.

LEFT: Class 43 HST MTU powercar No 43021 was named *David Austin - Cartoonist* at Paddington station on 22 January. The cast plate was unveiled by his widow Janet with family and friends in attendance. David Austin lived in Exeter and was a regular traveller on First Great Western until his death at the age of 70 in November last year. He was a self-taught artist and had his work published for over 30 years in the Guardian, Daily Telegraph, Mail on Sunday, Spectator, New Scientist and Private Eye. *Both: Sam Felce*

FGW says we're sorry

As a result of critical media coverage given to First Great Western's problems with its new timetable, Managing Director Alison Forster has issued a statement to clarify the situation.

She apologises to passengers who have complained about reduced services on some routes, particularly to and from Oxford, and to West Country travellers for having a shortage of available rolling stock, resulting in some drastic overcrowding and cancellations. Ms Forster ays that measures have been taken to alleviate the worst affected journeys; timetable alterations were made on 15 January, 11 additional Class 158s have been transferred in from First TransPennine or First Scotrail to meet needs and to provide the correct number for services, and such improvements are set to continue for the coming weeks.

All aspects of FGW operations are now being stringently monitored and a speedy reaction is promised should anything further go awry.

ABOVE: In preparation for what could well be its last mainline charter working, Class 45/1 No. 45112 was moved out of Long Marston to Gloucester several days ago and was then transferred north to Crewe behind heritage XP64-liveried Class 47 No. 47853 on 25 January. The locomotives are pictured approaching Cheltenham bound for Crewe. *Ken Brunt*

Aberdeen phase-two revamp commences

Phase two of the multi-million pound revamp of Aberdeen station begins on 29 January and will result in a number of improvements being introduced.

The work includes new ticket gates and two new lifts, improved access and security and increased car parking. The works are being carried out through a partnership between First ScotRail, Network Rail and Hammerson, along with Miller construction.

The phase will take some 23 weeks to complete and will mean closure of the existing station car park to allow for demolition of the North Block and a temporary car park will come into operation.

The majority of works will be carried out at night to give as little disruption to passengers as possible.

BELOW: Class 57/3 No. 57301 *Scott Tracy* rolls through Carlisle station on 24 January with the inaugural Carlisle to Chirk timber train. This service is operated by AMEC Rail who are spot hiring the Class 57/3s on an 'as required' basis from Virgin Trains. Currently the company is hiring a locomotive four days a week. *Michael J. Alderdice*

News In Brief

■ Freightliner Heavy Haul (FHH) has taken delivery of six new 102-tonne petroleum wagons. The wagons, built by Greenbrier in Poland, carry the Freightliner green livery and are due to enter service on 29 January, supplementing the existing fleet of Conoco-owned wagons that will allow FHH to run the maximum train size of 30 wagons on the Humber to Kingsbury route.

■ Passengers in South Yorkshire are to benefit from new, improved facilities after Network Rail completes an £1.08 million upgrade of Bolton-on-Dearne station. The station platforms will be rebuilt and resurfaced. New waiting shelters and new fencing will also be installed, and the platform lighting will be renewed. Work began on 21 January.

■ Central Trains is to give Four Oaks station in Birmingham a major facelift. The work which commenced last week includes repainting and refreshing the platforms and booking hall, hanging floral baskets, replacing information boards and improving heaters. Benches on the platform have been repainted and the booking hall has been made more cheerful and welcoming with new colours and new information displays.

■ Following last weeks bad weather, the rail system returned to almost normality on 19 January after suffering more than 1,000 individual incidents the previous day!

■ FGW's MTU-engined No. 43179 suffered a minor fire in the exhaust stack on 25 January, while working the 06.00 Swansea-Paddington service. The train was stopped at Skeven, near Neath, for the fire brigade to attend. All 20 passengers on board were unhurt and evacuated to continue their journey by road.

ABOVE: On 20 January, Class 60 No. 60009 enters Washwood Heath Yard, Birmingham, with the late-running Theale-Lindsey bogie tanks, presumably delayed due to the adverse weather conditions.The train was stabled in the yard during the weekend and returned to Immingham on 22 January. *Don Gatehouse*

News In Brief

■ Direct Rail Services has announced that it is to hold another open day at Carlisle Kingmoor depot on 7 July. The event will run from 09.00 until 16.00. To reserve a ticket, interested readers are asked to send their full name and postal address, including a contact phone number to webmaster@drsl.co.uk (or click here!)

■ Due to a substanial rise in the traction costs for Channel Tunnel traffic, Belgian logistics operator Unilog has advised customers that it will cease all rail services between Muizen (Belgium) and Daventry/Manchester with effect from early February, the last train being scheduled to run on 2 February. In a letter to its customers the company stated that this is the second substantial rate rise in twelve months and now renders the traffic unviable.

'Thunderbird' subsitutes for Voyager

ABOVE: A shortage of Voyager units today led to Virgin CrossCountry using the Birmingham 'Thunderbird' locomotive and a rake of Mk2 stock on a service train! No. 57307 *Lady Penelope*, complete with its pink nameplate, was utilised for the 13.30 Birmingham New Street - Newcastle and 18.20 Newcastle - Birmingham services. The outward train is pictured passing through Mexborough station in South Yorkshire, between Sheffield and Doncaster, catching some of the last rays of the day's winter sunshine; the set had departed Birmingham New Street 60 minutes late as a result of having to collect the stock from Crewe. Although the Class 57/3s have appeared north of Derby on several occasions, usually on driver training or stock rescues, this working is believed to be the first of a Virgin Trains Class 57/3 and locomotive-hauled stock north of Derby and specifically, on the East Coast route, since the sub-class were introduced. *Richard Tuplin*

London Night Out with Chiltern

Chiltern Railways has introduced a 'London Night Out' ticket on a six-month trial basis.

The ticket, which is for a return journey to London Marylebone, offers a fare reduction of up to 33% depending on which station the holder is travelling from. The new ticket is valid from Aylesbury, Beaconsfield, Denham, Denham Golf Club, Gerrards Cross, Great Missenden, High Wycombe, Little Kimble, Monks Risborough, Princes Risborough, Saunderton, Seer Green, Stoke Mandeville and Wendover stations.

The ticket is valid on all trains arriving at Marylebone after 16.00 and for the return journey is valid on all trains scheduled to depart Marylebone after 20.00. Passengers must return the same day. These restrictions apply seven days a week. Railcard and GroupSave discounts for this ticket type are not available but children do get the normal 50% discount.

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 17 January.

LOCOMOTIVES

New to TOPS

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

Removed from TOPS

87012 HQ SBXL
87019 HQ SBXL

Re-allocations

08417 AT CDJD
08454 AT ATLO
08617 AT ATLO
08649 AT ARZN
08887 AT ATXX
08934 AT ATXX
20096 BH HNRL
20301 KM XHNC
20302 KM XHNC
20303 KM XHNC
20304 KM XHNC
20305 KM XHNC
20306 KM XHNC
20307 KM XHNC
20308 KM XHNC
20309 KM XHNC
20310 KM XHNC
20311 KM XHNC
20312 KM XHNC
20313 KM XHNC
20314 KM XHNC
20905 BH HNRL
37038 KM XHNC
37059 KM XHNC
37069 KM XHNC
37087 KM XHNC
37194 KM XHNC
37218 KM XHNC
37229 KM XHNC
37259 KM XHNC
37261 KM XHNC
37510 KM XHNC
47810 GL CRRH
60013 WQ WNTR
60063 TO WCAM
60066 TO WCAI
60068 TO WCAM
60075 WQ WNTR
60087 WQ WNTS
60100 IM WCAK
66229 TO WBEN
66723 HQ GBCM
66724 HQ GBCM
66725 HQ GBCM
66726 HQ GBCM
66727 HQ GBCM
92008 WQ WNTR
92030 CE WTAE

Names removed

31190 *Gryphon*
37892 *Ripple Lane*
43026 *City of Westminster*
43125 *Merchant Venturer*

Livery changes:

EWS (Vinyls): 60055/056/057, 60064/066/067/068/074/076, 92011/012/034

First Great Western (Blue): 43004/094/125/133/154/155/165

COACHING STOCK

Removed from TOPS

5265, 6396, 10210, 10220, 10221, 10230, 10234, 10238, 10248, 10251, 10252, 12070, 82119, 94175, 94202, 94226, 94453

Renumbered

977996 (ex-44062)

Re-allocations

1851 HQ MBCS
1860 CS MBCS
3125 CS MBCS
4951 CS MBCS
4958 CS MBCS
14007 CS MBCS
21266 CS MBCS
82131 NC IANA
94170 ML PPXX
94191 ML PPEF
94199 ML PPEF
94224 HQ CRAL
94423 ML PPXX
94517 HQ CRAL
94521 HQ CRAL
94529 HQ CRAL
96602 HQ SAXH
96603 HQ SAXH
96604 HQ SAXH
96605 HQ SAXH
96606 HQ SAXH
96607 HQ SAXH
96608 HQ SAXH
96609 HQ SAXH
99128 CS MBCS

Coaches named

3188 *Sovereign*

Livery changes

First Caledonian: 6705, 9802, 9805, 10526, 10543, 10693, 10723 40807 40809 40810

MULTIPLE UNITS

Re-allocations

150133 WN NLLX
158743 NL EANL
158773 NL EANL
158774 NL EANL
158863 HA HAHE
159102 SA NSSX
319006 BF EGTL
319009 SU NSLX

Reformations

168107 58157 58757 58457 58257
357098 67793 74152 74052 67752
357099 67693 74193 74053 67652

Sets disbanded

158962/963/964/965/973/974

Sets reformed

All sets reformed as two-car.
158743, 158748, 158749, 158751, 158773, 158774, 158815, 158816, 158817.

Units denamed

150231 *Saint Edmund*
(44)2401 *Beaulieu*
(44)2424 *Gerry Newson*

Livery changes

Arriva: 142021, 150267, 153323, 158842
Central Trains: 150016
First Capital Connect: 313038, 313048/060, 365508/522
First Great Western (Dynamic Lines): 166208/211, 166212/215/217/218
First Scotrail: 156465/466/467 156474/485/493, 158711/715, 322483
NR Yellow: 977868, 977869
Northern: 150272/274/276
One Anglia: 317507/510
Southern: 319002 456012
SW Trains: 455906/915/919
West Yorks Metro: 155345/346

ABOVE: Long Marston continues to be used to store redundant and off-lease rolling stock, in the form of locomotives, coaches and wagons. On 16 January, a further three Class 86 locomotives, previously stored at Immingham, were transferred to the ex-MoD base. Nos. 86251, 86231 and 86229 are pictured awaiting the single line to Honeyborne at Evesham, behind EWS Class 66/0 No. 66100. *Peter Tandy*

ABOVE: The 'Northern Belle' made a rare foray onto Southern Region metals on 13 January. The train, which worked a circular luncheon tour from London Victoria via Maidstone East, Ashford International, Canterbury West, Ramsgate, Faversham and Gillingham, approaches Swanley on the outward run 'topped and tailed' by 'Royal' Class 67 No 67006 *Royal Sovereign* and No 67020. *Brian Morrison*

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 the winter period, our weekly railtour listings have been extended to provide details for the next four weeks.*

Date	Operator	Traction	Route
27 Jan	Hertfordshire (BP)	2xFMR 47	London Victoria-Maidstone-Ashford-Rye-Hastings-Battle-Tonbridge-Redhill-London Victoria (Robert Burns Luncheon Train)
27 Jan	Hertfordshire	45112	'The Tubular Belle': York-Sheffield-Chesterfield-Derby-Uttoxeter-Crewe-Llandudno Junction-Bangor-Holyhead (break/rev)-and return
27 Jan	RTC	34067	'Kent Coast Express': London Victoria-Brixton-Bromley South-Chatham-Faversham-Margate-Ramsgate-Dover-Folkestone Harbour (rev)-(Folkestone Harbour-Hastings-Eastbourne)(rev) Eastbourne-Gatwick-London Victoria
27 Jan	VSOE	EWS Class 67	London Victoria Circular Trip
28 Jan	VSOE	EWS Class 67	London Victoria Circular Trip
31 Jan	VSOE	EWS Class 67	London Victoria-Bath-London Victoria
02 Feb	VSOE	EWS Class 67	London Victoria Circular Trip
03 Feb	Hertfordshire (BP)	2xFMR 47	London KX-Potters Bar-Stevenage-Peterborough-Buxton and return
03 Feb	Railtourer	48151	(Skegness-Wainfleet-Boston-Sleaford-Metheringham-Lincoln-Gainsborough Lea Road)-Doncaster-Church Fenton-York (break/rev)-Doncaster-(and return)
07 Feb	VSOE	35028	London Victoria-Bath-London Victoria
09 Feb	Pathfinder Tours	50031&50049	Swansea-Neath-Port Talbot-Bridgend-Cardiff Central-Newport-Bristol Parkway-Cheltenham Spa-Birmingham NS-Stafford-Crewe-Preston-Perth-Dundee-Aberdeen
09 Feb	Pathfinder Tours	EWS Class 67	Swansea-Edinburgh (in association with Arriva Trains Wales)
10 Feb	Past Time Rail	6201	(London Euston-B'ham International)-Bescot-Crewe-Liverpool Lime St. and return
10 Feb	Pathfinder Tours	50031&50049	Aberdeen-Elgin-Inverness (break/rev)-Elgin-Aberdeen
10 Feb	Pathfinder Tours	2xEWS 37	Glasgow Central-Lanark (rev)-East Kilbride (rev)-Gourock (rev)-Glasgow Queen St. (rev)-Milngavie (rev)-Helensburgh Ctrl (rev)-Wemyss Bay (rev)-Glasgow Central
12 Feb	Pathfinder Tours	50031&50049	Aberdeen-Swansea (as outwards 9 Feb)
12 Feb	Pathfinder Tours	EWS Class 67	Edinburgh-Swansea
14 Feb	Hertfordshire (BP)	2xFMR 47	Stevenage-Potters Bar-Finsbury Park-Portsmouth Harbour (break/rev) and return
14 Feb	VSOE	EWS Class 67	From London Victoria (Luncheon Circular)
14 Feb	VSOE	EWS Class 67	From London Victoria (Dinner Circular)
14 Feb	Northern Belle	EWS Class 67	From York and Leeds (Luncheon Circular)
14 Feb	Northern Belle	EWS Class 67	Manchester-Chester-Manchester (Evening Dinner Circular)
17 Feb	Hertfordshire (BP)	2xFMR 47	Barking-Stratford-Ealing Broadway-B'ham Snow Hill-Kidderminster and return
17 Feb	Pathfinder Tours	DRS Class 37	Bristol TM-Barnt Green-Birmingham NS-Birch Coppice (rev)-Shirley-Stratford upon Avon (rev)-Quainton Road-and return

Key to tour listings:

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

(Locations) in brackets on a steam tour listing indicates 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.

The Week Ahead

With the future of the Folkestone Harbour branch again uncertain, the Railway Touring Company offer, maybe the last steam working along the famous incline down to the Harbour station.

No. 34067 is the booked locomotive from London Victoria, running via Chatham and Margate to Ashford International where a diesel will be attached for the run to Folkestone East. From here *Tangmere* will again take over for the descent to Folkestone Harbour. On the return, it is diesel-hauled to Folkestone East, steam to Ashford International and diesel to Eastbourne.The return to Victoria is steam hauled throughout via Gatwick.

Hertfordshire is due to operate Class 45 No. 45112 from York to Holyhead on 27 January. This should be the last mainline working for the locomotive for some time as there are no plans to fit it with OTMR. The route is via Sheffield, Chesterfield, Derby, Uttoxeter, Stoke-on-Trent and Crewe.

Hertfordshire also has the 'Blue Pullman' in operation on a 'Robbie Burns Luncheon Circular' from London Victoria via Maidstone, Ashford, Hastings, Tonbridge and Redhill. Traction should be a pair of Class 47s.

VSOE is also celebrating the 'Burns' weekend, with 'British Pullman' lunch, brunch, afternoon tea or dining trains on 27, 28 and 29 January. Traction should be EWS Class 67s. On 31 January, the 'British Pullman' heads for Bath, again from Victoria with Class 67 traction.

ABOVE: Class 460 'Gatwick Express' No (4600)06 passes South Croydon on 20 January, forming the 10.30 service from London Victoria to the Airport. The entire Class 460 fleet has now been wrapped in advertising vinyls, promoting Delta Air Lines' London Gatwick to New York route. The advertising livery is due to remain until March, when the vinyls will be removed. *Brian Morrison*

RIGHT: Refurbished and reliveried into Southern green, Class 456 No 456015 departs from a very wet London Bridge on 17 January, forming the 12.05 service to Caterham, via Forest Hill. *Brian Morrison*

ABOVE: Riveria-owned Class 47/4 No. 47853 *Rail Express* awaits the road onto the Cotswold Line at Honeybourne, having collected several JXA wagons from Long Marston. The '47' took the vehicles to Derby Chaddeston Sidings, from where a pair of Class 31s replaced the Type 4 before taking the train to Corus Scunthorpe. (see news pages) *Peter Tandy*

BELOW: Despite the impending demise of the class from South West Trains services, the 'Wessex Electrics' are still being moved to and from Bombardier Ilford for refresh. On 22 January, Freightliner Class 47/4 No. 47811 hauls Class 442 No. (44)2424 through Staines bound for Ilford Works. *Chris Holt*

ABOVE: Pathfinder Tours 'Buffer-Puffer' charter around London and the South Coast, starting from Paddington at 08.35 and scheduled to finish at St Pancras at 22.13, departs from South Croydon on 20 January 2007, 'topped & tailed' by EWS Class 37/4s Nos 37410 and 37406 *The Saltire Society'*. *Chris Holt*

BELOW: Hertfordshire Railtours ran a charter from Birmingham via Sheffield and the Pennines to Preston on 20 January, using ex-FM Rail-liveried Class 31s Nos. 31128 *Charybdis* and Intercity-liveried No. 31454 *The Heart of Wessex*. The train is pictured passing Blackburn on its outbound run. The journey over Copy Pit was taken at a significantly slower pace than the rest of the tour! *Mark Ainsworth*

The Great Marquess returns to steam

ABOVE: Recently returned to steam, ex-LNER 'K4' 2-6-0 No. 61994 *The Great Marquess* approaches Cheddleton on 13 January with a Kingsley & Froghall to Leekbrook Junction working on the Churnet Valley Railway.

RIGHT: The 13/14 January was the first weekend of public steaming for No. 61994 *The Great Marquess*, which also saw ex-GWR 'Manor' No. 7821 *Ditcheat Manor* in action, captured arriving at Consall station with a Kingsley & Froghall to Leekbrook Junction service. *Both: Richard Tuplin*

Work progresses on the South Devon Railway to welcome back No. 1369

The South Devon Railway is well on the way to having an addition to its resident working fleet for the 2007 season.

Work is well advanced on the heavy general overhaul of ex-GWR 0-6-0PT No. 1369 in the workshop at Buckfastleigh with a view to having the engine back in traffic for the new season.

The loco was re-wheeled before Christmas, the inside motion has been replaced and only the left-hand connecting rod, piston and crosshead still needed fitting.

One of the railway's volunteer teams were undertaking the fitting of these items.

New boiler cladding sheets have been manufactured and rolled and these are currently in green undercoat.

When last in steam, No. 1369 carried lined-BR black livery, but to present a change and to uphold the GW branch image, the loco will return in GW green colours with 'Great Western' in full on the pannier tanks, the same condition in which it was painted when new in the 1930's.

The pannier tanks will be shot blasted and painted shortly.

Fifty Fund looks to return *Exeter* to mainline

The Fifty Fund is to return Class 50 No. 50044 *Exeter* to the mainline.

The locomotive was collected from the group's main base at Kidderminster on the Severn Valley Railway by Riviera Trains' Class 47/4 No. 47853, which was transferring No. 45112 from Gloucester to Crewe, on 25 January.

Exeter is to undergo work at Crewe with a view to returning it to service on the national network. This is likely to provide cover for classmate No. 50031 *Hood*, which suffered a main generator failure last week.

No. 50031 is presently located at LNWR Crewe, where repairs should be carried out, although the length of time that the locomotive will be unavailable for traffic is not yet known.

Thieves target heritage railway

Thieves have targetted one of Britain's most well known heritage steam railways.

They were caught on camera as they stole enamelled signs from Damems station on the historic Keighley & Worth Valley Railway. Keighley CID has released CCTV pictures in a bid to catch thieves who stripped valuable signs from Britain's smallest station.

The thefts occurred at Damems station at about 15.20 on 11 December 2006. Two men were filmed by CCTV unscrewing signs from the station platform and taking them away. In all, five signs were taken valued at about £500, including a 'totem' sign with "Damems' on it.

It is thought the men could also be behind a series of thefts of signs from other stations on the historic line.

Two 'totem' signs with 'Keighley' on them were stolen from Keighley station's, station bridge, some time between 11 and 16 December. Overnight on 25/26 November, two 'totem' signs with 'Haworth' on them were taken from the platform at Haworth station and earlier on 24 October, two enamelled signs - 'Gentlemen' and 'Private' - were found to have been taken from doors at Ingrow station.

KWVR spokesman, David Pearson, commented, "Most of the signs stolen from the KWVR are reproductions which are worthless to the collector, but other railways have not been so lucky. These mindless vandals are stripping the heritage of Britain's railways for scrap and unscrupulous collectors".

All the signs are valued at about £100 each and are the property of Keighley & Worth Valley Light Railway Company. Detectives are keen to hear from anyone who recognises the men or who saw anything suspicious at any of the stations around the times the thefts have occurred. They would also like to hear from anyone who has been offered the signs for sale. CCTV pictures are available on the KWVR website, which can be accessed by clicking this story.

Anyone with information is asked to contact Detective Constable Jackie Doherty at Keighley CID on 01535 617059 or Crimestoppers anonymously and in confidence on 0800 555 111.

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BELOW: Work has started on repairing the damage caused to Class 55 'Deltic' No. *55022 Royal Scots Grey*. The defective power unit was removed at Bury on the East Lancashire Railway on 20 January. By the end of the following day, the unit had been stripped of generator, exhaust collector drum and manifolds, scavenge blower and many other smaller components. Work on the engine has progressed rapidly and a return to two-engine operation by the spring is still realistic. The generator is being sent to Dowding & Mills for a clean and service. *Ken Carr*

'Super D' on the WINDCUTTER

The National Railway Museum's ex-LNWR 'Super D' No. 49395 took to Great Central metals on 22 January with the line's restored rake of mineral wagons for an Ian Bowskill/Adrian Palmer photographic charter.

ABOVE: What could be coal empties bound for the Lancashire coalfields, the National Railway Museum's sole-surviving 'Super D' No. 49395 ambles through the countryside with a rake of 16-ton mineral wagons in tow and the fireman obviously enjoying the scenery!
BELOW: One of the advantages of winter photography is the way subjects are lit towards the end of the day. A near-perfect portrait shot of the 'Super D' at work in the Leicestershire countryside, near Quorn. *All photographs taken during the charter by Richard Tuplin*

ABOVE: In glorious low winter sunshine, the 'Super D' No. 49395 storms around the curve at Kinchley Lane. It is a credit to the volunteers and staff of the Great Central Railway that such a realistic mainline scene, reminisent of the 1950s, can still be created and enjoyed today. This is perhaps railway preservation at it best.

RIGHT: In superb lighting conditions, the train heads towards Switherland Viaduct and Rothley, just north of Quorn & Woodhouse station. This is the art of photographic charters, providing a train and a setting that could be 2007 or any date during the BR steam era.

BELOW: With the sun having set and the day almost over, the train rests in the 'down' platform at Loughborough Central, having been specially lit for a night photographic session. While the locomotive is uncharacteristically spotless, the external condition of the wagons and the station canopy do provide something of a 'run-down' 1950s image.

Southern Class 455/8 EMUs Nos. 455825 and 455806 pass at South Croydon on 20 January, forming, respectively, the 10.09 Tattenham Corner-Charing Cross and the 10.05 London Bridge-Caterham services. *Brian Morrison*