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The Railway Herald

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The complimentary UK railway journal for the railway enthusiast

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The Railway Herald
Issue 70

Front Cover

Riveria Trains' Oxford blue-liveried Class 47/4 No. 47839 is seen approaching Ashford International on 27 January with the 'Blue Pullman' circular trip from London Victoria via Hastings. On the rear was No. 47832. *Chris Holt*

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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.

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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.

MML name Meridian *City of Nottingham*

ABOVE: In recognition of Nottingham's position as one of the company's busiest stations, Midland Mainline named nine-car Class 222 No. 222005 *City Of Nottingham* in a ceremony on 30 January. The naming was conducted by the Lord Mayor, Councillor Des Wilson. The train then formed the 09.30 service from Nottingham to London St Pancras. *Richard Tuplin*

'Wessex Electric' fleet status review

A round-up of the Class 442 'Wessex Electric' fleet on 2 February, saw just Nos. (44)2405, (44)2410 and (44)2412 in traffic with South West Trains.

The remainder of the fleet was either at Bournemouth TMD (Nos. (44)2402, (44)2416, (44)2418, (44)2419 and (44)2423), on refresh at Ilford Works (No. (44)2424) or in store at Eastleigh Works. The following list gives the the arrival dates of the units at the works:

(44)2401 - 22 January
(44)2403 - 17 January
(44)2404 - 15 January
(44)2406 - 15 January
(44)2407 - 22 January
(44)2408 - 17 January
(44)2409 - 29 January
(44)2411 - 29 January
(44)2413 - 02 February
(44)2414 - 24 January
(44)2415 - 02 February
(44)2417 - 19 January
(44)2420 - 24 January
(44)2421 - 26 January
(44)2422 - 19 January

ECML fire closes mainline railway

The northern stretch of the East Coast Main Line was brought to a standstill on 30 January following a fire on board a freight train.

The driver of the 21.53 Washwood Health - Bathgate EWS service reported a fire towards the rear of the train shortly before 06.45. The local fire brigade attended the blaze and according to several sources, there were up to 10 fire tenders on site at one point.

Thousands of pounds of damage was caused to the cars being conveyed and the wagons themselves after the rearmost IPA car carrier wagons (Nos. 87.4375.0446 and 87.4375.0305) were totally destroyed. On the rear of the train was a two-axle TUA tank, which was not damaged by the fire. It is understood that 36 Citroen cars were damaged in the blaze.

The fire, which was finally extinguished around 08.30 caused major damage to the overhead lines as well. Long-distance GNER and Virgin Trains services were disrupted along with local First ScotRail services to North Berwick.

BELOW: On 28 January, Riveria Trains-operated large-logo liveried Class 47/4 No. 47847 powers through Great Heck with the empty stock from the previous days York to Holyhead charter with No. 45112. On the right can be seen Plasmor's 0-4-0DH shunter. *Mark Allatt*

News In Brief

■ It is believed that with West Coast Railway Company operating the Steam Dreams tours this year, the company has obtained the 'Green Train' set previously based at Alton and owned by FM Rail. The set was moved north on 1 February by No. 47245 to Carnforth, although WCRC remained 'tight-lipped' and would not confirm or deny the purchase.

■ AMEC Spie Rail (ASR) has confirmed that plans are underway to make the hire of the Virgin Trains Class 57/3 locomotives a permanent fixture. Currently the company is hiring the locomotives on a day-to-day 'ad-hoc' basis. ASR has also confirmed that although current operations are based around the Carlisle to Chirk service, the company is investigating other opportunities for moving timber from the Scottish forests around Crianlarich and Taynuilt.

■ One person has been killed and two others seriously injured after a car collided with a First ScotRail train near Invergordon, north of Inverness, on 2 February. The accident happened shortly after 08.00 at Delny crossing near Barbaraville, all three 17-year-old males in the car having to be cut free by the fire service, one of whom is understood to be critical. None of the 18 passengers or any of the traincrew on-board the service were injured.

■ Network Rail's 'Don't Run the Risk at Level Crossings' campaign hits nationwide TV this weekend, as the BBCs Top-Gear programme shows the aftermath of a staged collision at Hibaldstow level crossing in Lincolnshire, filmed last year. The staged accident involved Class 31 No. 31107 colliding with a suitably placed people-mover vehicle on the crossing which had swerved around the barriers. The programme airs on Sunday 4 February, BBC2 at 20.00. Also see RH Issue 50 - click here!

Cotswold Rail makes major investment in Blue Pullman stock

Cotswold Rail Managing Director, Adrian Parcell, has confirmed that the company has purchased the majority of the coaches in the 'Blue Pullman' charter set, previously created by FM Rail.

The key part of the deal is that all except three of the coaches have been purchased, but not the operation, which is still being marketed by Hertfordshire Rail Tours (HRT). As Cotswold Rail took over operation of the vehicles from 00.01am on 1 February, it is expected that Riveria coaching stock will be used for HRT's 'Blue Pullman' train on 3 February from London King's Cross to Buxton, as Cotswold confirm that no discussions have taken place for use of the 'Blue Pullman' stock.

The vehicles included within the purchase are Nos. 3350, 3392, 3313, 3431, 3395, 3326, 1657 and 3352. The three vehicles not included are Nos. 3378, 9513 and 80042, although negotiations are still underway regarding the latter vehicle. Mk2 FO (First Open) No. 3378 was the spare vehicle from the set and as it requires significant repairs was not deemed to be an economical purchase. At first sight, the loss of Mk2 BFO (Brake First Open) leaves the set without a brake vehicle, however, Cotswold intend to replace this with one of its own Mk2 BSO (Brake Standard Open) vehicles, which will have the key advantage of providing a disabled toilet, something which has not previously been available on the train.

If the negotiations for No. 80042 are successful, the train will see an increase from two to three kitchen cars, as Cotswold intends to include one of its own vehicles. Should the negotiations for No. 80042 not conclude successfully, then the Cotswold vehicle will become the second kitchen car.

Under the terms of the purchase from the hire company, Cotswold Rail is not required to provide the rolling stock to Victa Westlink for its advertised programme. The set is currently located at c2c's East Ham depot in Essex and its new owners do not have any current plans to move it elsewhere. The future for the set looks interesting as there is the possibility that Mk3 RFM No. 10233 and/or Mk3 FOs Nos. 11013, 11029 and 11033 may be painted into the 'Blue Pullman' livery and introduced into the set. However, the Mk3 restaurant kitchen vehicles are vastly different in layout and potential use to the Mk2 vehicles currently in use.

As readers will be aware, the title 'Blue Pullman' was originally created by British Railways during the 1960s with introduction of the multiple-unit style Pullman trains used on the Western and Midland Regions, immortalised in the classic British Transport Films' silent movie following the introduction of the trains onto the Manchester – London St Pancras route. The name is now owned by the BRB Residual Board, to whom Cotswold Rail has applied for and gained a non-exclusive licence to use the name and branding.

The cash investment of over £500,000 from Cotswold Rail has not only been in rolling stock however, the company having obtained four additional locomotives from the FM Rail operation, Class 31/4s Nos. 31452 and 31461, Class 33/2 No. 33202 and Class 47/7 No. 47703. All four are now allocated to Cotswold Rail pools and have begun to see use, No. 47703 being used to move some china clay wagons out of Cornwall as far as Bristol on 31 January, before returning to Penzance on hire to First Great Western to work the overnight Penzance – London sleeper service. In addition, Cotswold Rail has confirmed that it has gained an additional Class 47 locomotive from FM Rail. Several private individuals look likely to provide additional motive power to the company, in the form of Class 31 and Class 33 locomotives.

Current plans are that all the company's Class 47 will be painted into Cotswold silver livery over the coming months, with the first of a planned six locos, No. 47703, due to pass through the paintshop at Oxley Depot on 19 February, followed two weeks later by No. 47714.

All other locomotive types in the fleet however, will carry BR-blue livery, being used for charter operations and revenue-earning traffic as and when the Class 47 fleet is overstretched. A total of six locomotives are currently due to pass through Wolverhampton Oxley Depot for painting.

ABOVE: Class 47/7 No. 47703, now owned and operated by Cotswold Rail, was used to power a vehicle move from Burngullow to Gloucester New Yard on 31 January, which operated as far as Bristol. The train is pictured passing the attractive ex-GWR semaphore signals at Lostwithiel. *Sam Felce*

Hertfordshire Rail Tours to continue with dining charters

The new company, which is currently operating the ex-FM Rail business, says it is committed to continue to operate and expand the Hertfordshire Rail Tours programme of all First Class full-dining day and weekend excursions.

A statement by the company says that the purchase of the majority of the 'Blue Pullman' coaches by Cotswold Rail, " - will in no way compromise our full-dining trains as the HRT programme over the years has never been 'tied' to one particular set of coaches."

Whether Victa Westlink will create its own 'Blue Pullman' set to run the 'Blue Pullman' series of tours, which as of 1 February was still advertised under the brand remains to be seen. No one at Victa Westlink was available for comment.

The company says that passenger charters will continue to be a 'supplementary activity' to the freight business and will include the use of steam operations where these can be demonstrated to be cost effective. The company's statement continued by saying that discussions are ongoing, " - with several locomotive and rolling stock providers, with a view to establishing a core fleet of diesel and electric locomotives, plus rolling stock, that will enable Victa Westlink Rail to meet its expanding freight and passenger commitments."

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47840 handover

Cotswold Rail has announced that it will operate a special charter train on 28 May from Derby to Minehead, when Class 47/4 No. 47840 *North Star* will be handed over to its new owners, the Diesel & Electric Preservation Group.

The train will be powered on the outbound journey by No. 47840 with No. 45112 on the rear. Following the handover ceremony, the train will return to Derby hauled by the 'Peak'. While a number of coaches on this train will be corporately sponsored, a limited number of seats are being made available to the general public and details can be obtained from Heartland Rail by telephoning 0845 607 6395.

Peak on the main line

The sole remaining mainline-certificated Class 45 'Peak' made what was billed as its final mainline charter on 27 January.

The 'Tubular Belle' ran from York to Holyhead via the Midlands and the locomotive performed faultlessly. A remarkable feat considering the lack of use that the locomotive has had in recent months.

No. 45112 has since been transferred to Cotswold Rail and will be based at Gloucester, becoming a general user loco. It is to be fitted with the now-required, OTMR equipment.

TOP: **On the outbound journey, No. 45112 passes Chevin, between Belper and Milford Tunnel, on the Midland Main Line. The train ran via Sheffield, Derby and Crewe.** *James Rose*

MIDDLE: **Proof that the train made its destination, the 'Peak' is pictured at Holyhead! On the rear of the train throughout was large-logo liveried Class 47/4 No. 47847.** *L. Motive*

RIGHT: **No. 45112 is pictured shortly after 22.30 at York, following arrival with the railtour. The stock remained at York until the following day.** *Richard Tuplin*

ABOVE: One of the latest GB Railfreight Class 66/7 locomotives has been employed on the gypsum trains over the Settle & Carlisle line over the last few days. No. 66727 powers through Otterburn (between Bell Busk and Hellifield) with a Cottam Power Station to New Biggin working on 23 January. *James Rose*

Piccadilly signalling contract

Tube Lines has awarded a £160 million extension to the contract it has with Thales's rail signalling (formerly of Alcatel) to provide a new signalling system on the Piccadilly Line by 2014.

The new system, Seltrac, uses computers fitted to each train that interact with an induction loop between the tracks, showing the unit's exact location within centimetres.

Docklands to Dagenham?

Docklands Light Railway has started the first phase of consultation for its proposed extension to Dagenham Dock.

More than 60,000 leaflets have been distributed to local residents, organisations and groups to gather opinion on the extension, and a further round of consultation will take place in the spring to seek views on individual route options.

It is hoped that the extension will open in 2016, extending east from the existing DLR network at Gallions Reach, with new stations at Beckton Riverside, Creekmouth, Barking Riverside, Dagenham Vale and Dagenham Dock.

The area is set to benefit from a wide-ranging housing and business regeneration programme over the next few years as part of the Government's Thames Gateway initiative. Further consultation activities will be announced later this year, including local meetings, exhibitions and open days.

Powergen livery for NET

Several of Nottingham's trams have gained an all-over attractive blue advertising livery.

Several trams are now carrying the livery which advertises a well known power generating company. The livery being carried between the cabs.

ABOVE: No. 213 *Mary Potter* stands at Station Road terminus on 30 January, carrying the Powergen livery. *Richard Tuplin*

ABOVE: **Heading for Folkestone Harbour, Hastings and Eastbourne, the 'Kent Coast Express', complete with Golden Arrow insignia, passes Dover on 27 January and heads into Shakespeare Cliff tunnel, hauled by West Country Pacific No 34067 *Tangmere*.** *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
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 Temple Meads-Barnt Green-Birmingham NS-Birch Coppice (rev)-Shirley-Stratford upon Avon (rev)-Quainton Road-and return
17 Feb	RTC	34067	East Croydon-Haywards Heath-Hove-Shoreham-Worthing-Chichester-Salisbury-Westbury-Bath-Bristol Temple Meads (break/rev) and return
17 Feb	VSOE	34067	London Victoria (Luncheon Circular)
17 Feb	Northern Belle	EWS Class 67	Birmingham-Derby-Sheffield-Edinburgh and return
21 Feb	VSOE	EWS Class 67	London Victoria-Bath-London Victoria
23 Feb	Northern Belle	EWS Class 67	Birmingham International (Luncheon Circular)
24 Feb	Past Time Rail	D1015	London Waterloo-Clapham Junction-Woking-Salisbury-Okehampton and return
24 Feb	RTC	71000	Manchester Victoria-Wigan-Preston-Lancaster-Carnforth-Barrow in Furness-Sellafield-Workington-Whitehaven-Carlisle (break/rev)-Shap-Carnforth and return
25 Feb	VSOE	EWS Class 67	London Victoria (Brunch Circular)
25 Feb	VSOE	EWS Class 67	London Victoria (Afternoon Tea Circular)

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.

Our online railtour pages provide detailed listings throughout 2007 Click here for our complete online railtour listing.

The Week Ahead

Yorkshire-based Railtourer has the pick on a thin weekend for tours with a charter to York featuring WCRC Class 8F 2-8-0 No. 48151.

The train commences diesel-hauled at Skegness, picking up at Wainfleet, Boston, Heckington, Sleaford, Metherington, Lincoln and Gainsborough through to Doncaster where No. 48151 will take over.

The route to York is circuitous, running via Sherburn-in-Elmet and Church Fenton. The return is again steam-hauled as far as Doncaster, where diesel traction takes over for the journey back to Skegness.

The 'Blue Pullman' is scheduled to head north from London King's Cross to Buxton, picking up at Potters Bar, Stevenage and Peterborough. The route to Buxton is via Oakham, Chesterfield, the Hope Valley and Peak Forest.

VSOE's 'British Pullman' will be operating a steam-hauled trip from London Victoria to Bath on 7 February, the booked motive power being No. 35028 *Clan Line*.

ABOVE: Green-liveried Class 31/1 No. 31190 heads the replacement New Measurement Train (NMT) past Worle Junction on 26 January, forming the 09.13 Taunton to Swindon working. On the rear of the train is Class 31/1 No. 31105 and the stock comprised of Nos. 6264, 977868, 999550 and 977986. *Chris Perkins*

BELOW: It has been a number of years since a 'Peak' was seen on freight duties on the National Network. However, with all the recent issues surrounding FM Rail, Class 45/1 No. 45112 has recently found itself being operated by Victa Westlink and following what was billed as its final mainline charter on 27 January, the 'Peak' was used on 31 January to work 12 KAA wagons through to Long Marston for store. The train is pictured passing the semaphore signals at Evesham. When the locomotive arrived back at Gloucester it was transferred into the operational fleet of Cotswold Rail. *Ken Brunt*

ABOVE: The sight of double-headed Class 66 locomotives is becoming more common, but the view of a quadruple headed freight in the UK, especially comprising two different companies locomotives, when a failure has not occurred, is almost unknown. Due to engineering work on the ECML on Saturdays in January, the 11.27 Leeds - Felixstowe Freightliner Intermodal service has been diverted between Doncaster and Peterborough, running via Lincoln and Sleaford. Due to operational reasons, the train has been worked by GB Railfreight from Doncaster Decoy Yard to Peterborough, the company having used the train as a stock movement to return locomotives to the GBRf maintenance base. The train is pictured passing Lincoln Central on 27 January with GBRf No. 66708 hauling Nos. 66715 and 66727 with Freightliner's No. 66575 as the train locomotive. *Steve Madden*

BELOW: On 30 January, Class 66/7 Nos. 66717 (in original GBRf-livery) and 66725 (in First Group colours) were provided to power the afternoon Selby (Potter Group) - Felixstowe intermodal service. The colourful collection is pictured passing Brayton near Selby. *Ron Cover*

Pictorial On Location CARLISLE By Night

The historic City of Carlisle has been part of the railway industry since the arrival of the railways in 1847 and in its heyday, before grouping, played host to no less than seven different companies!

The intervening decades have seen much change in the city, with the development and later closure of Carlisle Kingmoor marshalling yard and the closure of Carlisle Upperby locomotive depot.

However, in today's railway network, Carlisle is still a very vital hub for the industry. On the West Coast it is the key location for access into Scotland, with lines leading north to Kilmarnock and Motherwell, east to Newcastle, south to Settle and Preston and west to Workington and the Cumbrian Coast. The only major loss being the Waverley route, heading away to the north-east to Galashiels and Edinburgh.

In addition, the development in the late 1990s of Carlisle Kingmoor as the main maintenance base for Direct Rail Services has kept locomotive stabling and repair in the city.

Throughout the day, passenger traffic, both local and InterCity, is the key player with Virgin Trains, Northern Rail and First Scotrail all operating services around the city. But at night, the station becomes a hive of activity as freight services quickly move a huge array of products over the border.

To find out just how busy the station area becomes as numerous freights stop for crew changes, ***Railway Herald's*** editor, Richard Tuplin spent a night at the historic city.

BACKDROP: As the nightshift begins, the sun sets on Carlisle Citadel for another day.

ABOVE RIGHT: Class 66 No. 66149 calls at Carlisle Citadel at 02.05am with a northbound rake of empty HAA hopper wagons, bound for Falkland Yard in Ayr.

All photographs Richard Tuplin

Pictorial On Location

ABOVE: Class 92 No. 92013 *Puccini* calls at Carlisle shortly after 00.30am for a driver change while working the 21.34 Mossend - Bescot 'Enterprise' service. With the current continual decline in Channel Tunnel freight work, the Class 92s are finding the West Coast Main Line to be their normal working area.

BELOW: Both Freightliner Heavy Haul and EWS move large amounts of coal from the Ayrshire coalfield through Carlisle, bound for Ironbridge, Fidlers Ferry or one of the three Aire Valley power stations of Drax, Eggborough and Ferrybridge. With the station clock annoucing 02.27am in the morning, No. 66556 rolls through with a coal service for Drax Power Station, which would have originated from Knockshinnoch coal loading point.

ABOVE: With the arrival of the last Virgin Trains Pendolino service from London Euston shortly before midnight, the passenger activity at the station dies until shortly after 05.00am when the first southbound service departs, the only exception being the two overnight 'Caledonian Sleeper' services that pass in each direction. EWS locomotives operate these services for First Scotrail. Class 90 No. 90028 calls at Carlisle for a crew-change with the 21.15 London Euston - Inverness train, which will divide at Edinburgh Waverley with portions for Fort William, Inverness and Aberdeen, all of which will be hauled forward by a Class 67.

BELOW: In the early hours, Class 66 No. 66026 awaits the road north with the Wednesdays-only 19.00 Bescot - Irvine china clay tanks. This train originates from Burngullow in Cornwall and carries china clay slurry to the paper mill at Irvine in Scotland.

GCR January 'Winter Steam Gala' attracts record crowd

A record 3,500 people visited the Great Central Winter Gala over the weekend of the 27/28 January.

It was the busiest special event at the railway since the double track opened in 2000 and in terms of revenue was one of the highest weekends ever for income. As a result of the intensive timetable, a staggering 15,000 single passenger journeys were made in less than 48 hours.

For many visitors it was the parade of mixed, mineral and van freight trains which were most memorable, although the stars of the show were undoubtably the National Collection's ex-LNWR 'Super D' 0-8-0 No. 49395 and ex-LMS Stanier Mogul No. 42968, the latter of which was undertaking a short visit from the Severn Valley Railway.

ABOVE: LMS Stanier 2-6-0 No. 42968 storms through Kinchley Lane with a Leicester North bound service on 27 January. *Antony Guppy*

BELOW: Well know diesel preservation columnist John Crane has obtained an early retirement from his position as a Colourist Photographer at the BBC, where he colour graded programmes and transferred film to video. His wife Margaret arranged a surprise event for him at his 'home base' of Didcot Railway Centre on 27 January, where Class 08 No. 604 *Phantom* hauled the dining coach in which a celebration meal was served and even carried a headboard! *Chris Packman*

Chassis move on 2807

The owners of 2800 class 2-8-0 No. 2807 have moved the chassis of the locomotive into the shed at Toddington.

It is the first time that No. 2807 has been housed under cover at Toddington since arrival back in 1981.

The movement is another example of how the restoration has moved forward recently.

The boiler was moved to Llangollen in February last year and after the completion of essential testing, work has now started on replacing crown stays.

No. 2807's tender is also at Llangollen where its restoration is being completed.

UK locomotive to feature in Wolszyn 2007 steam parade?

A grand steam engine parade will take place on 28 April at Wolsztyn, Poland, to celebrate 100 years since the depot opened in the town.

As well as the Polish engines, it is hoped to have locomotives attending from Germany, Hungary, Czech Republic, Slovenia and the UK.

A special day out for interested enthusiasts from the UK is being planned using a chartered Boeing 737 aircraft from London Luton airport. Departure is booked for around 06.30 and the flight will head to Babimost, a private airport about 20 kilometers from Wolsztyn. The plane will be met by a train hauled by the UK loco for the onward journey to Wolsztyn, where there will be time to visit the town or the loco shed.

All participants on the trip will have VIP seats at the parade and the return flight will depart Babimost (after travel from Wolsztyn by bus) around 19.00, arriving back in Luton about 20.00. The all inclusive price for the journey is £199.

Currently the entire trip is provisional and a full 'go-ahead' which needs to be given within the next three weeks will be dependent upon interest.

Any interested readers are advised to contact Bob Gibbens on (01332) 557095 at the earliest opportunity.

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Class 101 trailer outshopped at Pickering

ABOVE: The centre car for the North Yorkshire Moors Railway's Class 101 DMU No. E59359 is pictured in the platform at Pickering fresh from the paintshop. Some internal restoration remains to be completed on the coach before it enters traffic, hopefully in the week after Easter, bringing the line's Class 101 to a three-coach set. *Kevin Yeoman*

Gordon Highlander heads for Peak District heritage line

Peak Rail has announced that agreement has been reached with the owner of Class 55 'Deltic' No. D9016 *Gordon Highlander*, for the locomotive to move to Peak Rail.

The visit will initially be for a three-year loan and the movement is due to take place over the next few weeks. No. D9016, which is presently at Barrow Hill Round House, will hopefully be in traffic for the line's diesel weekends on 12/13 May and 22/23 September.

The locomotive is operational, although is currently only working on one engine and will receive some bodywork attention during its stay on the railway.

Peak Rail's first diesel weekend of the year in early May will now feature locomotives belonging to the Heritage Shunters Trust, along with Class 14 No. D9525, Class 31 No. 31270, Class 37 No. 37152, Class 44 No. D8 *Penyghent* and Class 55 No. D9016 *Gordon Highlander*.

Three Class 37 locomotives for Gloucestershire Warwickshire gala

The Gloucestershire Warwickshire Railway's diesel department is kicking off 2007 in style!

The first big diesel gala of the year on 30 March - 1 April will not only see the resident loco fleet in action, but also Class 37/0 No. 37219 from the Chasewater Railway visiting.

The event should also see Class 24 No. 24081 return to traffic following extensive radiator repairs and it will be working alongside the rest of the 'home fleet' of Class 20 No. D8137, Class 37s Nos. 37215 and 37324, Class 47s Nos. 47105 and 47376 and Class 73 No. 73129.

A working timetable for the gala will be available in advance from the G-WR's website, which will also give fuller details of the event nearer the time.

After the diesel gala, No. 37215, currently numbered as pre-TOPS No. 6915, will be taken out of traffic for further bodywork repairs and a fresh BR blue repaint, re-appearing with its TOPS number. As a result, No. 37219 will remain on the line on an extended loan until October to work in place of No. 37215 on service trains, galas and driver experience courses. No. 37219 will be fully repainted and re-branded into Mainline blue-livery by the time it arrives at Toddington

It is expected that No. 37324 *Clydesbridge* will remain in service throughout the year and following its successful visit to the Swanage Railway in 2006, is likely to visit other lines later this year.

All weekends in March and October will see a new diesel turn introduced on the railway, providing three return trips by heritage diesel traction. This move represents a significant improvement of the original arrangement of one out-and-back turn. Departures from Toddington are at 11.30, 14.15 and 16.35, returning from Cheltenham Racecourse at 12.15, 15.00 and 17.20 respectively, providing the enthusiasts with up to 60 miles of diesel haulage available each day.

The other dates for GWR diesel galas this year are 15-17 June, 3/4 November and the post-Christmas 'diesel day' event on 27 December.

The railway has recently announced a "one child travels free with each fare paying adult" offer for every weekend in the whole of March, including all three days of the diesel gala, giving even better value for money for those with families.

The 11.11 Roxby Gullet - Northenden 'Binliner' service, which is operated by EWS for Greater Manchester PTE, heads westwards between Applehurst Junction and Skellow Junction at Owston on 1 February. *Kerry Parker*