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The Railway Herald

16 February 2007 Issue 72

The complimentary UK railway journal for the railway enthusiast

The Railway Herald
Issue 72

Front Cover

The unique-liveried Class 66/6 No. 66623 is slowly off-loaded at Newport from the *MV Fairload*, having arrived from Canada. Classmate No. 66624 was moved to Marcroft Engineering at Stoke for rectification work. *Chris Perkins, with permission of ABP*

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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

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.

ABOVE: With a solitary Network Rail test coach, Fragonset black-liveried No. 31106 and BR green-liveried No. 31190 head through a snowy Hatton on 10 February. *Peter Tandy*

BELOW: Cotswold Rail used Class 47/4 No. 47813 *John Peel* to move several redundant oil tanks from Lindsey Oil Refinery to Long Marston for store, on 5 February the tanks having been replaced by newly-built vehicles for EWS. No. 47813 heads through the industrial landscape of Scunthorpe. *Richard Tuplin*

NOTICEBOARD ■ NOTICEBOARD ■ NOTICEBOARD ■ NOTICEBOARD ■ NOTICEBOARD ■

Recent publication delays with *Railway Herald*

I would like to take this opportunity as editor of the magazine to apologise to all readers for the delays which have been encountered over the past couple of weeks.

A combination of several IT problems together with some personal issues resulted in having to miss an entire week and the publicaton of Issue 72 being delayed.

In an effort to make up for this missing week, Issue 72 is therefore extended and packed solid with news and photographs from the last two weeks!

We are aiming to get back to our normal Friday morning publication with effect from Issue 73.

Apologies to all readers for the inconvenience and disappointment caused, but your continued support is appreciated.

Photographic Contributions

It is pleasing to note at this point that the number of photographs arriving with *Railway Herald* each week is continuing to increase and equally that new names are appearing in the magazine.

Hopefully this is helping to disprove the theory that seems to abound on the lineside that photographers have to be well known in order to get work published.

We welcome photographs taken worldwide for possible publication within the magazine and the explosion in digital photography over the past few years can only be a good thing for the hobby.

So, if you think you have a good photograph that is well framed and may be of interest, do send it to editor@railwayherald.co.uk

Richard Tuplin
Editor

Freightliner Heavy Haul gains new locomotives

The latest two Class 66 locomotives, Nos. 66623 and 66624 were offloaded at Newport Docks on 6 February, both being part of the Class 66/6 sub-class, used by Freightliner Heavy Haul for its higher tonnage trains.

The first of the two locos is uniquely liveried, carrying a full height blue livery with Bardon Aggregates branding on the bodyside. Both Bardon and Freightliner logos are featured on the cabsides.

ABOVE: The two locomotives sit in the hold of the MV Fairload while docked at Newport awaiting unloading. The retaining chains which hold the locomotives in place while at sea have already been removed and the lifting beam is attached to No. 66624.

RIGHT: The uniquely-liveried No. 66623 is gently lowered onto the quayside at Newport Docks.
Both: Chris Perkins by kind permission of ABP Newport

Captain Sensible takes to the rails

On 5 February, Class 47/4 No. 47810 became the first vehicle to emerge from Alstom's new spray paint facility at Oxley, Wolverhampton.

The shop, which has recently received funding of £4 million and now includes a wheeldrop, will see a further six Cotswold Rail locomotives receiving the corporate Cotswold colour scheme. This work will be additional to the servicing and maintenance already undertaken at Oxley for the company.

ABOVE: Cotswold Rail used No. 47810 and its recently acquired 'Blue Pullman' coaches on 10 February on a Heartland Rail charter from Gloucester to Brighton. The locomotive, still with its plates covered, is pictured approaching Hove. It was named at the charter's destination. *James Welham*

INSET: Captain Sensible, from the pop group The Damned, named No. 47810 on arrival at Brighton, pictured here beside his nameplate. The Captain performed a special gig at a local public house, immediately after the naming. *GWOT*

LEFT: Class 47/4 No. 47810 is pictured shortly after having been rolled out from the paint shop at Alstom's Oxely depot. *GWOT, Courtesy of Alstom & Cotswold Rail*

First Great Western helps celebrate the 1,000th year of Oxfordshire

First Great Western (FGW) Class 43 powercar No. 43198 was named *Oxfordshire 2007* at a ceremony at Oxford station on 9 February, hosted by FGW Customer Services Director Glenda Lamont.

A number of celebrations to mark the 1,000th year of Oxfordshire are to be held throughout the year and FGW is to be a major supporter.

The Chairman of Oxfordshire County Council, Lesley Legge, and the Mayor of Oxford City, Jim Campbell, undertook the naming. After the ceremony, No. 43198 together with Trailer Guards Standard No. 44059 and unrefurbished powercar No. 43031 formed a unique 2+1 passenger formation as the 11.30 special from Oxford to Didcot.

RIGHT: The shortest-ever HST to carry passengers! Class 43 powercars No 43198 *Oxfordshire 2007* and 43031 pass Hinksey on 9 February with invited guests. *Ken Brunt*

LEFT: The Chairman of Oxfordshire County Council, Lesley Legge, accompanied by the Mayor of Bristol City, Jim Campbell and FGW's Director of Customer Services, Glenda Lamont at the naming of No. 43198. *Brian Morrison*

Golden Spanner gives *Bletchley Pride*

ABOVE: Roger Ford, the Industry and Technical Editor of *Modern Railways* magazine, awards the 'Golden Spanner' every year to the train maintenance depot that has the most reliable train fleet. Silverlink's Bletchley Depot responded this year by naming one of its Class 321/4 fleet as *Bletchley Pride* and inviting Roger to undertake the naming. After the event, Managing Director Mark Hopwood (on left of Roger Ford) and many of the depot staff posed with the unit for the cameras.

RIGHT: *Modern Railways'* Roger Ford names Class 321/4 No. 321425 *Bletchley Pride* at the depot on 7 February. *Both: Ken Brunt*

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Exciting railtours! Spring 2007

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GB Railfreight's new coal wagons take shape in Romania

TOP: The first completed vehicle, HXA No. 371001 stands in the paint shop on 7 February at IRS in Arid, Romania, awaiting acceptance by GB Railfreight.

LEFT: One of the new wagons under construction in Romania. Once full construction is underway, one coal wagon a week will be completed by the factory, just a small part of the 4,500 wagons that IRS will build this year. The remainder being intermodal and tank wagons. *Both: Richard Tuplin*

BELOW: First Group/GBRf-liveried Class 66/7 No. 66723 heads a crew training trip from Doncaster Down Decoy yard, formed of 18 empty JNA's, through Carlton Grange, on the Stillington Branch on 12 February. The train, which was part of the driving training for the soon to commence coal contract, returned to Doncaster via the Durham Coast line. *Ken Short*

GB Railfreight unveiled the first of its new high-capacity coal hoppers on 7 February.

The wagons, which have been ordered as part of the company's expansion into the coal haulage sector are due to arrive in the UK before the end of the current financial year.

The new vehicles are being built by IRS at its Arad factory in Romania, near the border with Hungary. Each vehicle has track friendly bogies to minimise damage to the infrastructure, and the design of the wagons means that they can carry around one-ton of coal more than the latest coal vehicles built in Poland for competitor Freightliner Heavy Haul.

The vehicles are unpainted but carry both First and GBRf branding and will run in rakes of 20 wagons.

The first of the vehicles is due to arrive in the UK, through the Channel Tunnel, in early to mid March, ready for the start of the new coal contract from Tyne to Drax Power Station in early April.

The vehicles will be stabled and maintained within the confines of the Port of Tyne and the trains themselves will be worked by the latest First Group/GB Railfreight-liveried Class 66/7s.

ABOVE: Class 465/1 Networker No 465193 is pictured under refurbishment at Slade Green Depot on 7 February 2007, at the end of a two-year programme, alongside Wabtec refurbished Class 465/9 No 465931. *All: Brian Morrison*

Southeastern 'Networker' refurbishment programme progresses

ABOVE: Refurbished Class 465 interior with anti-graffiti paint protection at Slade Green Depot.

After South Eastern Trains took over from Connex, trials began at Slade Green Depot in May 2004 on various internal and external systems to improve the Class 465/466 Networker fleet that was built at York between 1992 and 1994.

The full project began at the depot in January 2005 with initial efforts concentrated on Angel Trains derived units, and the first to be completed was two-car Class 466 No. 466029, which returned to service on 8 February 2005.

The 50th refurbished and reliveried unit to be completed was '465/2' No. 465249 in August 2005 and the last Angel Networker was returned to traffic in the following month.

Attention than turned to the HSBC fleet, the first Class 465/0 No. 465013, being outshopped in October 2005. The refurbishment work was continued by the new franchisee, Southeastern, and to mark the success of the two-year programme, a special event was held at Slade Green Depot on 7 February when, almost two years to the day from the first unit being delivered, Class 465/1 No 465193 was being made ready to be sent to Stewarts Lane for its new colours.

The programme is now nearly complete with only very few Class 465s still in the old Network SouthEast red, white and blue.

Longer Pendolinos in doubt

As reported in early December, the Office of Rail Regulation (ORR) announced that it was minded to refer the three passenger rolling stock leasing companies to the Competition Commission for investigation.

Angel Trains (owned by the Royal Bank of Scotland), HSBC Rail (a part of HSBC) and Porterbrook (owned by Banco Santander) are stated to be making £175 million per year in excess profits, totalling £3 billion over the life of the various leases.

As the result of the enquiry is not due to be announced until April, Angel Trains has suspended negotiations with Virgin Trains about funding two additional coaches for each of the 53 Pendolinos, saying that it cannot justify expending some £180 million when there is uncertainty about the amount it will be able to charge for the leasing.

Work to lengthen platforms at some stations to take the longer trains has also been put on hold.

Loco-hauled services for Hull Trains

On 10 January, Hull Trains Class 222 No. 222103 was on the vehicle lifting jacks at Crofton, the engine pack on vehicle No. 60573 having been prepared for removal.

The unit was being lowered to a height of approximately 1.5 meters to place the engine onto the engine removal table when one of the jacks supporting vehicle No. 60193 became displaced. This caused the other jacks supporting the unit also to be displaced.

No one was injured in the incident but damage was caused to vehicles Nos. 60193 and 60683. These are presently being assessed at Bombardier Crewe and it is not yet known whether repairs will be feasible.

The cause of the incident is the subject of investigation and may be the result of jack failure although no statement has yet been issued.

Meanwhile Hull Trains is to get a set of Mk3 coaches to cover. The vehicles being formed of three TSOs, an FO, an RFM and a DVT from set WB64, recently used with Virgin Trains. The coaches are being prepared at Wembley and are expected to be based at Toton for maintenance and work with a Class 67.

50th anniversary of footplate hero commemorated

Exactly 50 years after two railwaymen lost their lives in an accident at Chapel-en-le-Frith, a special plaque was unveiled to mark the occasion at the station on 9 February.

The event had over 100 people at the station to commemorate the events of 9 February 1957, when a freight train and a goods train collided. Driver John Axon and Guard John Creamer now have a permanent monument to their bravery. John Axon was the driver of a runaway train headed by ex-LMS Class 8F 2-8-0 No. 48188, who despite being scalded by steam pouring into his cab after the brake system of the engine failed, stayed on the footplate and tried to slow his train down before it reached the station and smashed into a slow moving goods train and a passenger train that was on the opposite line.

John Creamer was the guard on the goods train. who was killed when the collision occurred.

John Axon was posthumously awarded the George Cross for bravery.

Following the proceedings, a train ran between Chapel-en-le-Frith and Buxton, after which , recently reliveried Class 150 No. 150273 was named *John Axon G.C.* while a recording of Ewan McColl's 'The Ballad of John Axon' was played.

Next stop Bedlington?

A new study commissioned this week brings the prospect of passenger trains returning to a disused north-east rail line for the first time since 1964 a step closer.

The North East Assembly, on behalf of a number of regional partners, has commissioned the Independent Rail Consultants Group to look at the feasibility of extending the existing Newcastle to Morpeth service towards Choppington or Bedlington. Currently trains wait in a siding at Morpeth before returning to Newcastle.

The possibility of extending the service to serve more people in south-east Northumberland was first suggested by the South East Northumberland Rail Users Group and was followed up by train operator, Northern Rail.

The study is being supported by Northumberland County Council, Nexus, SENNTRi and Wansbeck District Council and is due to report back after Easter.

FGW helps disabled travellers

First Great Western is continuing its drive to make it easier for people with disabilities to use its stations.

Working with local authorities and Network Rail, FGW is matching funds from the Department for Transport's 'Access for All' small schemes project, aimed at improving national rail access.

Across the region, more than 30 stations will benefit from over £500,000 of combined funding projects to be completed this year.

Measures include increased wheelchair ramp accessible platforms, better lighting and crossing facilities as well as smaller scale work involving the, installation of hearing loops, levelling floors, and applying anti-slip coatings.

Virgin Class 57/3 ventures onto West Highland Line

As part of the potential contract, which *Railway Herald* believes is still under negotiation between Amec Spie Rail and Virgin Trains for the lease of several Class 57/3 locomotives for freight work, the first member of the class ventured on to the West Highland Line on 15 February.

No. 57314 worked a Polmadie to Crianlarich 'light engine' trip in preparation for the class' regular appearance on timber traffic from the Scottish Highlands to the Kronospan paper mill at Chirk. *RH* understands that this traffic will be in addition to that currently being moved from Carlisle.

If plans reach fruition, *Railway Herald* understands that several Class 57/3 locomotives could be hired out to AMEC on weekdays for use on freight and specifically timber traffic, until the end of the Virgin Trains West Coast franchise.

Network Rail 'ED' gains ploughs

ABOVE: The yellow-liveried Network Rail operated Class 73/2 No. 73213 is pictured outside the workshops of Rail Vehicle Engineering at Derby on 9 February, having been modified by the addition of ploughs. The locomotive is expected to see use on the third-rail routes for line clearance and de-icing duties in the event of bad weather. *Ken Parker*

Eurostar invests in new Driver Simulator

Eurostar has awarded a contract worth over £500,000 to renew its driver simulator to Sydac of Adelaide, South Australia.

The company will substantially develop and upgrade the capabilities of the existing simulator, which is essential for the training and retraining of international drivers on its core fleet of Class 373s.

The simulator will have its current range of capabilities extended using the most up-to-date technologies to optimise driver performance, it being important that it now includes the new routes and signalling to St Pancras International and Eurostar's new train maintenance depot at Temple Mills, both due to come on stream before the end of the year.

Eurostar has around 240 drivers, including 80 from the UK who are direct employees and exclusively drive Eurostar trains, and another 160 from French Railways and Belgian Railways who also drive TGV and Thalys high-speed trains.

■ Plans for a nine-meter high bronze sculpture, entitled 'The Meeting Place', which depicts a couple in a 'brief encounter' moment, has been unveiled, for the southern end of the Barlow train shed at St Pancras International.

News In Brief

■ As part of Balfour Beatty Rail's strategy to broaden its capabilities and to further build up its signalling expertise, the rail division of the company has acquired the signalling business operations of Saab Communications on 5 February, having already announced new joint ventures for signalling solutions with Bombardier in Germany and Alstom in the UK.

■ GB Railfreight (GBRf) has signed a framework contract with Porterbrook Leasing for the supply of train crew and haulage to take the company's trains to locations around the country. This applies to new stock as well as any transfers for works attention and any vehicles that are life-expired. The deal means that Porterbrook will call on GBRf to bid competitively for business against other rail freight hauliers.

■ A large gathering of dignitaries and railway enthusiasts watched a special plaque being unveiled at the listed Bradford-on-Avon station on 5 February to celebrate 150 years of rail travel, the station having opened on 2 February 1856. The ceremony was organised by Dave Walden, who operates the station, Pete Jobson, Station Manager Wilts and Dorset and the West Wilts Rail Users Group. It is part of a programme of events to celebrate the 150th anniversary, involving 'Steam Bradford-on-Avon 150', for which funds are currently being raised to bring a steam engine from the Severn Valley Railway to be displayed outside the station on 21/22 July.

■ Passengers at Lockerbie station are set to benefit from a new fully accessible footbridge with lifts. Network Rail has awarded the contract for its construction and workers will be on site from mid-February. The structure is scheduled to open in November.

GNER's Mk3 coach refurbishment programme well underway

The refurbishment of the first set of 'Mallard' HST coaches for GNER was well underway at Wabtec Doncaster on 13 February.

The rake is scheduled to be completed in a 126 day timeframe, reducing to 40 days by the time that the fifth of the 11 sets is ready for handover.

Interfleet Technology is undertaking the engineering design and vehicle acceptance for the fleet, 10 sets of which belong to Angel Trains with the other one leased from Porterbrook. Interfleet's support also includes industrial design, corrosion repairs and design support for fitting a new universal-access toilet to one of the Porterbrook coaches (the Angel rakes already have accessible toilets), and the complete programme is due for finalisation by December next year.

The high-quality refurbishment by Wabtec is extensive, entailing a complete interior strip-out with everything renewed from seats and carpets to lighting and luggage racks, resulting in a train that belies its 30-year lifespan.

ABOVE: The stripped-out interior of Trailer Standard No. 42159 at the Wabtec plant, shows the first stage of the extensive 'Mallard' refurbishment.

ABOVE: Ex-Virgin Trailer Guards Standard No. 44057 and Trailer First No. 41165 undergo refurbishment to 'Mallard' standard.

BELOW: The new attractive interior for GNER First Class HST passengers. Until final completion, the floor carpet is protected by a protective film.

BELOW: All Standard Class seating has been redesigned for greater comfort and is completed in blue and grey moquette. *All: Brian Morrison*

BELOW: The vast majority of the unpopular Alstom-constructed Class 458s are now back in traffic having undergone modifications to make them compliant with todays regulations. On 7 February, Class 458s Nos. (45)8025 and (45)8030 approch Vauxhall, forming the 09.07 South West Trains circular service from Waterloo to Waterloo via Hounslow and Whitton. *Brian Morrison*

ABOVE: The overnight sleeper services that normally operate over the West Coast Main Line were diverted via the East Coast on the evening of 12 February. Class 90 No. 90034 pauses during a crew change at York with the 20.13 London Euston - Inverness 'Caledonian Sleeper'. *Mark Allatt*

Community rail partnerships expanded

The lines between Barton-on-Humber and Ulceby North Junction and the service onto Cleethorpes, together with services on the Wherry Lines between Norwich and Lowestoft and between Norwich and Great Yarmouth via Acle and Berney Arms have been designated as Community Rail routes.

This designation allows for a more flexible approach to be adopted by the train operating companies (in this case Northern and 'one') working alongside local community rail partnerships.

Community Rail development strategy looks at innovative ways of operating local branch lines through a programme of cost management, a drive to increase passenger numbers and direct community involvement via local authorities, community rail partnerships and other stakeholder groups. To date, 12 lines with their services have been designated as Community Rail lines.

Previously the only routes given Community Rail status had passenger services running on them, but the strategy was extended last year to allow for the designation of services without selecting the lines on which they run. This change was made to recognise that it is not always possible to designate the line because it also carries heavy freight, is part of the Trans European Network or because of specific local issues, but that the services on the line can nevertheless benefit from the community rail approach.

To date three such lines have been appointed on this basis, the Atlantic Coast, the Poacher Line and the Marston Vale Line.

ATOC statement welcomed

London TravelWatch has welcomed an announcement by the Association of Train Operating Companies (ATOC) that all of the train companies running services in London have agreed in principle to accept Oyster pay-as-you-go cards; the system ensures that travellers always pay the lowest fare when travelling within London.

The organisation will be working with both the train operators and Transport for London (TfL) to ensure a smooth implementation period, and to ensure that more opportunities to buy and top-up the cards are created, both in and around London and across the UK.

There are complications involved for the train companies in introducing the system because prices are different in different parts of capital, but it is hoped that Oyster will be fully operational by 2009.

The railways in London already accept Travelcard tickets throughout the area, but these require only simple equipment and do not give rise to major ticketless travel problems, as it is difficult to misuse a ticket during its validity. Accepting Oyster Pay-as-you-go (PAYG) tickets in smart card format, however, will be more complex and expensive to implement, requiring additional equipment and more processing power because of the need to touch in and touch out to determine the fare on each occasion and deduct it from the PAYG balance on the smart card.

SWT stock changes

One of the three Class 73 electro-diesels operated by South West Trains, No 73235, has gone into store at Bournemouth, the other two Nos. 73109 *Battle of Britain 50th Anniversary* (owned by SWT) and 73201 remaining operational.

The Class 442 diagrams all having been replaced by Desiro EMUs means that work for all three locos would have been minimal as in the main only a Desiro can rescue another Desiro in the event of a failure.

The two EDs Nos. 73201 and 73235 are both leased from Porterbrook and one is eventually destined for the National Railway Museum in York when space can be found.

The pair of two-car Class 158s, Nos. 158786 and 158789, used for SWT Salisbury-Bristol services were returned to Angel Trains on expiry of their lease on 2 February and 11 two-car 158s are being obtained from Porterbrook to add to those being refurbished as Class 159/1s. The 11 units will also be refurbished but will retain their current classification.

Both Nos. 158786 and 158789 were transferred to their new operators First ScotRail on 16 February, working northwards as the 10.20 Eastleigh to Haymarket Depot via Banbury and the ECML. First Scotrail has also recently gained Nos. 158782 and 158791 to its fleet.

News In Brief

■ The completion of a major refurbishment programme to restore Flint station is to be marked on 20 February when Andrew Davies, Minister for Enterprise, Innovation & Networks, will attend along with representatives from the Railway Heritage Trust, Network Rail, Flintshire County Council and Arriva Trains Wales, all of whom funded the project. The £1 million cost has included structural works, modernisation of the ticket office and waiting areas, provision of a disabled toilet and the restoration of a number of features such as windows, doors and fireplaces. The work started in March 2006.

■ As a promotion to publicise completion of a £250 million investment in its fleet of 51 Class 185 Desiros, TransPennine Express gave away 10,000 free return tickets for travel aboard the trains. The offer started on 5 February and was to continue until 23 March, but within 24 hours all 10,000 tickets had been snapped up! The aim of TransPennine is to encourage anyone who automatically thinks about driving to consider the alternative transport available.

First Scotrail concludes refurbishment of ex-Stansted Skytrain EMUs

The £3 million refurbishment and upgrade of ScotRail's Class 322 fleet used for the Edinburgh to North Berwick services is now complete.

All five trains now have an increased level of comfort and improved reliability. The programme for the ex-Stansted Skytrain units began in April 2006, increasing the number of seats from 252 to 293.

On-train CCTV and new audio / visual passenger information systems have also been installed, together with the provision of eight secure cycle storage spaces on each train. This latter facility was recognised at the 2006 Community Rail Awards, when First ScotRail won the award in the Rolling Stock category.

RIGHT: Refurbished and reliveried ex-Stansted Skytrain Class 322 No 322482 awaits departure time for North Berwick at Edinburgh Waverley.
BELOW: Dedicated space for eight cycles inside the refurbished Class 322 units. *Both: Brian Morrison*

Improvements for Merthyr

A £18.8 million improvement scheme was introduced on 8 February.

The Merthyr line is being provided with a improved station at Abercynon South, a two-mile passing loop and a new platform face at Merthyr Vale. Also, there will be new track and signalling in the Abercynon area with the service interval increased from 60 to 30 minuutes from 2008. A major strategic Park and Ride facility at Abercynon is to follow.

More advertising slogans for GNER DVTs

ABOVE: 'Passionate people, Passionate places', a phrase that has apparently come to represent North East England, was placed on both sides of GNER Mk4 DVT No. 82224 on Valentines Day, 14 February. The branding, which, when the train is at speed looks more like graffiti, is part of a new joint national marketing campaign designed to bring visitors to the North East from the rest of the UK. *Brian Morrison*

BELOW: On 16 February, Class 67 No. 67023 heads through Basingstoke with a mixture of internationally registered 'Cargowaggon' flats and two-axle fuel tanks, as it works the 12.30 Eastleigh Yard - Wembley Yard. *Patrick Seale*

News In Brief

■ Network Rail and Chorley Borough Council are designing a new railway station at Buckshaw Village, between Chorley and Adlington. The conurbation is being developed on the former Royal Ordnance site and will eventually provide homes for 8,000 people and jobs for 8,500 within the neighbouring Strategic Regional Site, making it one of the borough's largest communities.

■ Freightliner Heavy Haul (FHH) has been awarded a new contract for the haulage of potash and salt from Boulby Mine to Tees Dock terminal and to Cobra Rail freight in Middlesbrough. The contract consists of the movement of over 1.5 million tonnes of potash and salt annually on behalf of Cleveland Potash Ltd and commences on 1 April. FHH will dedicate two of its Class 66/6 locomotives to the business.

■ GNER has signed a £225,000 contract with leading hot drinks retailer Costa Coffee to open a new chain of coffee shops at stations along the East Coast Main Line. The first of the new shops are now open at Wakefield Westgate, Doncaster and Durham, with more due to open in phases. The project is due for completion in September.

Eurotunnel buys Class 92s for Cross-Channel freight operation

Channel tunnel operator Eurotunnel SA/Eurotunnel plc has purchased five of the Channel Tunnel compliant Eurostar Class 92 locomotives in store at Crewe Electric Depot for use by its Europorte 2 freight division.

The company says that its investment in this respect demonstrates its desire to develop Cross-Channel rail freight and to make the most of it's expertise in the sector through its subsidiary Europorte 2, which will offer, "a simple and efficient service" to Cross-Channel customers.

The five Class 92s obtained for nearly £2 million are Nos. 92020 *Milton*, 92021 *Purcell*, 92032 *Cesar Franck*, 92040 *Goethe* and 92044 *Couperin*, all of which are to go to Eurotunnel's service facility at Folkestone for refurbishment, leaving Nos. 92045 *Chaucer* and 92046 *Sweelinck* at Crewe at this stage.

Freightliner locomotives for sale

A number of Class 47 locomotives have been put up for sale by Freightliner Intermodal.

Included in the latest tender list are Nos. 47197, 47270, 47279, 47292, 47302, and 47303, all at Crewe Basford Hall and Nos. 47309 and 47358 at Southampton. A long overdue sale is that of long withdrawn Class 47/3 No. 47370 from Ipswich. Three Class 86/6s are also on the list, Nos. 86606, 86615 and 86620, all at Crewe.

MTU powercar returns to Brush

While propelling the 08.00 Swansea-Paddington HST on 3 February, MTU powercar No. 43176 was halted at Didcot due to it being on fire, the second such incident involving the same vehicle within three weeks.

The powercar was later inspected at Landore Depot and then returned to Brush, Loughborough, by road on 8 February, for repairs as necessary and the fitting of a new power unit.

ABOVE: As previously reported in *Railway Herald*, Network Rail has leased Class 73/1 No. 73133 for use as the yard shunter at Taunton Fairwater Yard. *RH* understands there is the possiblity that at least one further Class 73 could join it! *Chris Perkins*

More MTU and standard powercars for GNER

GNER's HST pools for its East Coast Main Line operations are being changed slightly with the addition of new MTU-fitted powercars and an expansion of the fleet.

Class 43 No. 43167 arrived at Brush Traction, Loughborough, in mid-February, being hauled by classmate No. 43048 from Neville Hill. Leaving Loughborough at the same time was No. 43314 (previously No. 43114) which should enter traffic shortly.

With Nos. 43290 and 43300 already in traffic, this now provides GNER with three MTU equipped power cars.

Expansion of the fleet has come from ex-Midland Mainline power cars Nos. 43051, 43053, 43056, 43057 and 43077. Nos. 43053 and 43077 were moved from Leeds Neville Hill to Edinburgh Craignetinny for assessment in late January, while the remaining three were hauled by Class 31 No. 31452 to Wabtec Rail at Doncaster where they are to be returned to working order.

The Class 31 then continued to Brush Traction with No. 43056, which is expected to join the MTU-programme for GNER.

Bardon Aggregates liveried Class 66/6 straight into traffic!

BELOW: Freightliner Heavy Haul wasted no time in getting its latest arrival, Class 66/6 No. 66623 into traffic. The locomotive touched down onto UK soil on 6 February (see page three), and together with classmate No. 66624 ran 'light engine' under their own power on 8 February as the 13.00 Newport Docks - Crewe Basford Hall Yard, No. 66623 working its first train overnight on 10 February. The locomotive is pictured arriving at Bardon Aggregates Croft Quarry on 15 February with the 10.08 Bow - Croft Quarry empty aggregate service. *Ron Kosys*

ABOVE: **After the sale of the majority of the 'Blue Pullman' coaches to Cotswold Rail, Hertfordshire Rail Tours' first advertised 'Blue Pullman' trip made use of the high-quality Riveria Trains Mk2 set. The train, which featured haulage by two of Riveria's Class 47/4 locomotives, Nos. 47839 *Pegasus* and 47853 *RAIL Express*, is pictured dropping down to Great Rocks Junction from Peak Forest with the charter from London King's Cross to the spa town of Buxton on 3 Febuary.** *Ian Hardy*

More tours for *Western Champion* announced

For the many Maybach enthusiasts, Pathfinder and Past Time have announced further tours later this year featuring the sole remaining, mainline certified diesel-hydraulic locomotive, the Diesel Traction Group's No. D1015 *Western Champion*.

For mileage and hill-climbing fans, perhaps Pathfinder's proposed 23 June trip from Birmingham International to Penzance takes the prize, as in addition to the Devon banks and the classic 'Western' territory of the Cornish mainline, passengers can enjoy an an assault on the Lickey bank on the return.

Pathfinder also sponsors an outing from Reading on 28 July, which will take No. D1015 north along the West Coast Main Line over Shap, around the Upperby curve and southbound over the scenic Settle and Carlisle route.

Past Time has three further tours planned that feature *Western Champion*, following the Waterloo-Okehampton trip on 24 February.

Minehead, for the West Somerset Mixed-traffic Gala is the destination on 16 June, with the 'Western' in charge throughout from and to Paddington. This is due to be followed on 1 September with a Bristol-Kingswear trip, together with a return to West Wales on 27 October, from Paddington to Pembroke Dock. Also, No. D1015 is scheduled to visit the Swanage Railway between 11-13 May for its Beer Festival and the East Lancashire Railway between 4-8 July for the line's Diesel Gala event.

Graeme Bunker joins Steam Dreams' team

In a significant move, Steam Dreams has announced the appointment of Graeme Bunker to the role of Chief Executive with immediate effect.

Mr. Bunker has considerable experience in the railway industry with his last role being with Arriva Trains Wales (ATW) in a similar capacity. He will be best remembered for re-establishing steam operations along the Cambrian Coast with ATW which regrettably lasted only one season after his departure.

Additionally Mr Bunker was responsible for re-introducing loco-hauled trains onto ATW scheduled services in an effort to overcome chronic over-crowding. Again, this initiative has not survived his departure, much to the detriment of rail users in the principality.

In addition to running his own railway consultancy, Mr Bunker has been re-establishing his credentials as a mainline fireman on West Coast Railway Company steam charters and it is perhaps no coincidence that WCRC will be operating the charters for Steam Dreams this year, using the recently acquired 'Green Train' set.

Marcus Robertson will continue as Chairman of the company, and by this appointment is certainly indicating that he is looking to further enhance and develop the Steam Dreams' brand following a difficult period over the past 18 months due to delays in refurbishing the 'Green Express' stock, resourcing issues with FM Rail and availability of steam locomotives. Currently, *Tangmere*, *Sir Lamiel* and *Duke of Gloucester* are in the schedules for 2007.

The Week Ahead

The weekend of 24 February could be considered a quiet one with only two tours scheduled to operate, but do not be put off as both tours are of the highest quality and geographically complement each other with one operating in to the south-west from the south-east while the other is classic north-west through and through.

'Western' No. D1015 *Western Champion* leads the way to rural North Devon in the tracks of the old 'Atlantic Coast Express', although in this instance Okehampton is the destination. The route is classic south-west from London Waterloo, picking up at Clapham Junction and Woking before heading for Salisbury via Basingstoke, then onwards to Yeovil and Exeter before joining the 'Withered Arm' route at Cowley Bridge Junction.

Meanwhile, to the north, the highly scenic Cumbrian Coast route will be traversed along its entire length by the first steam-hauled charter for a number of years. This line, although offering great potential to the tour operators, is restricted by clearances in the Maryport area, which severely restrict the type of stock permitted to use that part of the route. Consequently, charters have been few and far-between. However, the West Coast Railway Company's ex-Manchester Pullman set is permitted and the Railway Touring Company has the first of two trips featuring No. 71000 *Duke of Gloucester*.

On 24 February, the train sets out from Manchester Victoria and runs via Wigan to Preston, where No. 71000 will take over the train, which will take water at Carnforth and run via the Barrow-in-Furness avoiding line to Carlisle, where a two-hour break is scheduled. The return is via Shap, with steam to Preston.

The second scheduled trip is due to run on 10 March.

ABOVE: LMS Pacific No. 6201 *Princess Elizabeth* storms out of a snow covered Bescot on 10 February, having just taken over Past Time Rail's charter from Euston to Liverpool Lime Street. *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 the winter period, our weekly railtour listings have been extended to provide details for the next four weeks.

Date	Operator	Traction	Route
17 Feb	Hertfordshire (BP)	2xFMR 47	Barking-Stratford-Ealing Broadway-B'ham Snow Hill-Kidderminster and return
17 Feb	Pathfinder Tours	DRS Cl.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	35028	London Victoria (Luncheon Circular)
17 Feb	Northern Belle	EWS Cl.67	Birmingham-Derby-Sheffield-Edinburgh and return
21 Feb	VSOE	EWS Cl.67	London Victoria-Bath-London Victoria
23 Feb	Northern Belle	EWS Cl.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 Cl.67	London Victoria (Brunch Circular)
25 Feb	VSOE	EWS Cl.67	London Victoria (Afternoon Tea Circular)
01 Mar	Hertfordshire (BP)	2xFMR 47	London Cannon Street-Woolwich-Erith-Crayford-Bexley-Lewisham-Clapham Junction-Wimbledon-Kensington Olympia-Acton-Chiswick-London Victoria
01 Mar	Past Time Rail	5051	Swansea-Cardiff-London Paddington (break/rev)-Didcot Parkway-(and return)
03 Mar	Past Time Rail	6024	Bristol TM-Newport-Cardiff Central-Bridgend-Neath-Carmarthen and return
03 Mar	Pathfinder Tours	40145	Crewe-Stoke-Derby-Burton-B'ham NS-Jersey Marine-Llandrindrod Wells and return
03 Mar	RTC	4771	'The Great Central': (London KX-Potters Bar-Stevenage-Huntingdon)-Peterborough-Lincoln-Barnetby-Immingham-Gainsborough Central-Deepcar-(and return)
03 Mar	VSOE (Northern Belle)	EWS Class 67	Manchester-Crewe-Birmingham International-London and return
10 Mar	Hertfordshire (BP)	2xFMR 47	London KX-Peterborough-Doncaster-Wakefield Kirkgate-Hebdon Bridge (break)-Todmorden-Manchester Victoria-Staleybridge-Huddersfield-Wakefield & return
10 Mar	Past Time Rail	7802	(Birmingham NS-Kidderminster-Worcester Foregate Street-Ledbury)-Hereford-Bristol TM-Minehead (break)-Bishops Lydeard-(and return)
10 Mar	Pathfinder Tours	2xDRS Cl.20	Crewe-Bham New St-Nuneaton-Leicester-Peterborough-Ipswich (rev)-Leiston/Sizewell (to NR limit)-Saxmundham-Cambridge-Peterborough and return
10 Mar	RTC	71000	'The Cumbrian Coast Pullman': (Leeds-Huddersfield-Manchester Victoria-Wigan)-Preston-Sellafield-Workington-Carlisle (break/rev)-Shap-Preston-(and return)
17 Mar	Hertfordshire (BP)	2xFMR 47	Southend Central-Basildon-Upminster-Barking-Stratford-Bath-Bristol TM and return
17 Mar	Hertfordshire	2xFMR 47	Guildford-East Croydon-Kensington Olympia-Finsbury Park-York 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

(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.

Lord Nelson heads for Folkestone Harbour

The prospect of a steam-hauled train blasting up the fearsome 1 in 30 gradient from Folkestone Harbour should become a reality on 16 June.

Rumours persist that the little-used branch is to close during the year, so Kingfisher will be operating the steam-hauled 'Golden Arrow' behind No. 850 *Lord Nelson*

Originating at London Victoria, it will pick-up at Bromley South prior to heading for Folkestone Harbour where a break will be taken.

Mainline outing for *Bradley Manor*

Past Time has announced a charter on 10 March featuring SVR-based 'Manor' 4-6-0 No. 7802 *Bradley Manor*, which will position the 'Manor' at the West Somerset Railway for its Steam Gala.

The train originates behind diesel traction from Birmingham New Street and picks up at selected stations to Hereford where *Bradley Manor* is attached for the remainder of the journey via Bristol Temple Meads to Minehead. The return working is diesel-hauled.

ABOVE: A rare sight - DRS Class 20/3 No. 20310 worked nose first out of Grangemouth, as far as Mossend, on 14 February with the regular DRS wagon repair trip from Grangemouth to Carlisle Kingmoor. The '20' is pictured passing Greenhill Lower Junction with three container flat 'twins' in tow. *James Young*

BELOW: DRS Class 20/3 No. 20310 and refurbished-Class 37/0 No. 37038 power through Dawdon on the Durham Coast line with a Carlisle Kingmoor - Seaton flask working on 16 February. *Ken Short*

ABOVE: **A recently repainted and named Class 47/4 No. 47810 *Captain Sensible* powers through Old Denaby, between Doncaster and Sheffield, on 15 February working from Doncaster to Derby with a pair of Porterbrook translater vehicles, Nos. 6392 and 6397.** *Warren Armstrong*

BELOW: **Riveria Trains large logo-liveried Class 47/4 No. 47847 was used to move a rake of 'Cargowaggons' from Carlisle Yard to Langwith Junction, near Shirebrook, on 2 February. The train is pictured leaving Ribblehead Viaduct in perfect sunshire.** *Tom McAtee*

ABOVE: In preparation for their use on a charter the next day (see below), Class 37/4s Nos. 37410 and 37406 worked the morning Millerhill-Carlisle Departmental service, returning with a Carlisle-Millerhill service conveying long welded rail and concrete sleepers. The pair are seen here in the freezing and dull conditions of 9 February at Auchengray starting their climb up to Cobbinshaw on the Carstairs - Edinburgh line. *Peter Kellett*

MIDDLE RIGHT: Pathfinder Tours have made use of two different pairs of EWS Class 37/4 locomotives over the past two weekends. The first pairing was No. 37406 *The Saltaire Society* and No. 37410, unofficially renamed *Aluminium 100*. No. 37406 stands at Helensburgh Central on 10 February. The charter was the 'McBuffer Puffer' trip, which visited several branches and passenger terminals around Glasgow. *Steve Philpott*

RIGHT: Pathfinder's 'Bard 'n' Birch' charter on 17 February found EWS short of Class 37s. As a result, the two stored celebrity machines, BR green-liveried No. 37411 *Caerphilly Castle* and BR large logo-liveried No. 37425 *Pride of the Valleys* were reinstated specially for the train. Here No. 37425 leads 37411 through Washwood Heath, the giant gas holders dominating the skyline. The tour, which was 'topped and tailed' in parts by the two Type 3s, was to take in the Birch Coppice branch, near Tamworth, Stratford-upon-Avon and Quainton Road. *Adam Hiscock*

ABOVE: Recently returned to steam, ex-LNER 'K4' No. 61994 *The Great Marquess* is pictured at the head of a photographic passenger service on a perfect winter morning on the Churnet Valley Railway on 3 February. The locomotive has since returned to the LNWR workshops at Crewe. *David Gibson*

DVD VIDEO

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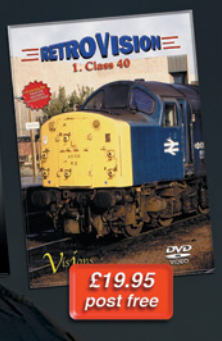

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NYMR opens its doors

On 11 March, the North Yorkshire Moors Railway is hoping to have an influx of new recruits after it invites the public to come and see how the railway works.

Meeting at Pickering station at 11.00, visitors will be given free travel and will be shown all the activities across the railway.

Station groups will show what goes on at Pickering, Levisham, Goathland and Grosmont, the LNER Coach Association will demonstrate how it restores the varnished teak 1930s carriages, and at the Permanent Way Yard visitors will be able to see how the track is maintained and look inside the signal box.

A tour of the locomotive depot, 18-miles north of Pickering, at Grosmont, the current northern terminus, is also on the schedule, the day finishing back at Pickering at approximately 17.15, refreshments being provided.

It is hoped that some of the visitors will return and volunteer to help keep the railway running for future years.

Donation funds *Odney Manor* overhaul

In 2004 the West Somerset Railway (WSR) purchased the GWR 'Manor' 4-6-0 No. 7828 *Odney Manor* and began its overhaul, the combined cost of the purchase and the restoration being estimated at some £600,000.

However, the project has now been greatly assisted by the unexpected receipt of a most generous legacy of £174,000 from the estate of the late Derek Stephens, which, together with generous support from shareholders has virtually completed the process.

Mr Stephens was not a volunteer on the railway but travelled on the line and found his visits enjoyable and impressive enough to make a major gesture of support towards the future of the line.

Two other 'Manors', Nos. 7802 *Bradley Manor* and 7822 *Foxcote Manor* are on the 'guest list' for the WSR's Spring Steam Gala on 17/18 and 24/25 March.

On both weekends, a Virgin Voyager unit is to be used to run from Bristol Temple Meads to Bishops Lydeard on the West Somerset Railway, calling at Weston-super-Mare and Taunton before connecting with a steam-hauled service at Bishops Lydeard for onward journey along the heritage line to Minehead.

Throughout each of the two weekends the Class 220 Voyager set will then run a shuttle service between Bishops Lydeard and Taunton for visitors to the WSR's galas, before making a return trip from Taunton to Weston-super-Mare and Bristol Temple Meads each evening.

Historic Collett coach to return to England

An historic railway coach, 'lost' since the 1960s, is to be shipped back to the United Kingom from a collection in the USA.

The vehicle is a 1939 Collett Composite Brake and is being brought across the Atlantic from the Steamtown National Historic Site at Scranton, Pennsylvania, and is destined to be a key exhibit in the West Somerset Railway's heritage carriages project launched last month.

The coach requires work, but is completely recoverable, coming complete with fittings and fixtures.

BELOW: Visiting ex-GWR 'Hall' 4-6-0 No. 4953 *Pitchford Hall* departs from Keighley on 17 February with a demonstration freight train. The locomotive was visiting the Yorkshire line for its early season gala weekend from the Birmingham Railway Museum at Tyseley. *Fred Kerr*

Old and new together! **The semaphore signals of Seaham contrast with one of the latest GB Railfreight Class 66/7 locomotives as No. 66723 works a Darlington - Pelaw route learning trip on 15 February. These trips are being operated to train drivers in connection with the new coal flow from Tyne Yard, which should commence in April this year.** *Ken Short*