

The Railway Herald

Celebrating 10
years of the Class
66 operation in
Britain



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Freightliner

66543

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Front Cover

*The publication date of this issue marks exactly 10 years since the arrival of Class 66 No. 66001 at Immingham. On 27th March 2004, No. 66543 is pictured at Southampton Maritime terminal. **Brian Garrett***

Rear Cover

*On 12th April National Express East Anglia, Class 90 No 90005 passes Ingatestone foot crossing with a Norwich - Liverpool Street service. **Andy Shotts***

Publication

The Railway Herald is due to be published every Friday and is available on e-mail subscription or from our website at www.railwayherald.co.uk

Submissions

We welcome submissions from all readers, especially digital photographs. Pictures should be sent to the editor at editor@railwayherald.co.uk

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.

Website

Our website contains all the back issues of the magazine together with a host of new features which will be online soon!

www.railwayherald.co.uk

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](#).



▲ The Class 40 Preservation Society came to the aid of EWS on 15th April. An EWS Class 60 working a petroleum service had been wrongly routed through Nuneaton station and the light engine Class 40, working from the East Lancashire Railway at Heywood to the Nene Valley Railway at Peterborough, was called upon to 'drag' the petroleum service back, allowing it to take its correct route. The Class 40 is pictured on the rear of the petroleum train, having climbed the adjacent flyover. **David Ridgway**

New Freightliner Class 66/5s pressed into traffic

▼ Freightliner rapidly pressed its newly delivered Class 66/5s (Nos. 66595, 66596 and 66597) in service. No. 66595 passes the former Waverton station site between Chester and Crewe, while working the 11.11 Penmaenmawr Quarry to Crewe ballast service. This is thought to be the locomotive's first revenue-earning service since release from Newport Docks. **Adrian Butterworth**



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New look for First Great Western Class 57/6 locomotives



▲ With Brush Traction having taken over the old Hunslet-Barclay plant at Kilmarnock, the company is now transferring some work north. Brush Barclay are undertaking the re-livery of all four FGW Class 57/6 locomotives into the First Group base blue colour scheme. The works are also to carry out several modifications at the same time. The first Class 57/6 to be outshopped from Kilmarnock, No. 57605 Totnes Castle, is pictured in late March in the works yard. The nameplate has been moved further up the bodyside, and new white side body numbers have been applied, while retaining the previous cast number plates. The next Class 57/6 for re-livery will be No. 57602 which is presently at Kilmarnock. **Bill Wilson with full permission of Brush Barclay and FGW**



First GBRf open March

First GBRf officially opened its new operations depot at March, in Cambridgeshire, on 18th April.

The depot, which has been refurbished internally, will reduce the amount of 'light engine' running required from Peterborough stabling point to Whitmoor Yard, located close to March Depot.

▲ Two of the latest GBRf Class 66/7s Nos. 66727 and 66729 are joined by classmate No. 66725 Sunderland outside the newly reopened depot at March.

► Chris Daughton, the Chief Executive of the Institution of Railway Operators (right) is given the presentation plate by John Smith, First GBRf MD (left), at the naming of GBRf Class 66/7 No. 66728 at the newly opened March Depot on 18th April. Iain Coucher, Chief Executive of Network Rail, who performed the naming ceremony, looks on. **Both: Brian Morrison**



❖ The deadline for submitting bids for the InterCity Express programme has been extended by the Department for Transport (DfT) from 7th May to 30th June at the behest of the two remaining bidders, Hitachi and the Express Rail Alliance, the latter consisting of Angel Trains, Babcock & Brown, Bombardier and Siemens. The new 'go-anywhere' fleet of trains is intended to be a total replacement for the present-day HSTs operated by Arriva CrossCountry, East Midlands Trains, First Great Western and National Express East Coast. An original third bidder, Alstom, withdrew from the process earlier this year.

❖ Eurostar reported on 14th April that it had enjoyed a 21.3% rise in traveller numbers to 2.17 million between January and March this year, compared with the same period last year and ticket revenues increased by 25.2% to £178.4 million during the first full three-month period of journeys on High Speed 1. Factors driving up demand are said to include the faster journey times, more connections to towns and cities across Britain, better punctuality and the public's growing desire to switch to less environmentally damaging forms of transport. An early Easter, the leap year and the Six Nations rugby tournament also gave an extra boost to the traveller numbers.

❖ British Energy has awarded EWS Energy a new contract for the supply of coal trains to its Eggborough power station in North Yorkshire. The new contract will see EWS Energy deliver coal by rail from Immingham.

❖ Network Rail has withdrawn plans to build a £40 million National Fleet Engineering Centre (NFEC) on operational railway land at Woodhouse Junction, near Beighton. The centre would have brought 160 skilled engineering jobs to the area, including state-of-the-art environmental features and would have allowed Network Rail to bring the maintenance of its engineering fleet in-house, located on a single site. Peter Henderson, Projects and Engineering Director for Network Rail said: "We have withdrawn our proposal to build the engineering centre and bring high quality jobs to the area because the business case has become uneconomic following further investigation and taking into account changes proposed during planning discussions".

Errata: The picture of Class 180 No. 180105 on page 16 of Issue 126 was incorrectly credited to Antony Guppy. It should be Ian McDonald. Apologies to both.

Contractors for Thameslink programme unveiled

Network Rail has announced the contractors that will work with the company at three sites for initial work on the Thameslink programme, worth £27 million.

They will have to work with Network Rail to provide firm timescales and budgets for the three key projects within the overall programme and undertake a range of initial works necessary to deliver the planned major upgrades at Farringdon and Blackfriars stations and to provide new track capacity at Borough by early 2012. When work on the first phase of the Thameslink programme is complete in 2012 the core route through central London will be able to accommodate 12-car trains at double the frequency level currently possible with the present infrastructure. The contractors are:

■ Balfour Beatty Group for Blackfriars station, which is to be completely rebuilt to accommodate 12-car trains with the new station spanning the River Thames

and providing an entrance on the South Bank for the first time.

■ Skanska Construction Group for Borough Market Junction, one of the worst bottlenecks on the national rail network. The Thameslink Programme provides far more capacity at this point with the construction of a new rail viaduct.

■ Costain Ltd in joint venture with Laing O'Rourke for Farringdon station, where extended National Rail platforms, new station entrances and expanded concourse space to accommodate 12 car trains on Thameslink route services are required. In addition the contract here includes extensive preparatory works for the major work to redevelop the station from 2009, including replacement of the existing interchange bridge, construction of part of a new station entrance & concourse on Turnmill Street and other minor works on emergency access / escape routes and cable diversions.

▼ **Class 442 'Wessex Electric' EMUs Nos. (44)2410 and (44)2405 operated under their own power from Eastleigh Works to Brighton Lovers Walk Depot on 15th April, being the latest two units to be moved to allow various checks to be undertaken and the livery to be changed. The pair approach Preston Park station. Andy Gibbs**



£8 million West Highland Line investment

An £8 million improvement programme has commenced on the West Highland line as Network Rail seeks to improve the reliability of the services on this important rail artery.

The programme includes the refurbishment of three key viaducts, laying new track, clearing vegetation and major earthworks.

Working with train operators to avoid the peak tourist season, and to deliver the improvements as quickly and efficiently as possible, the programme has required the closure of sections of

the line for short periods.

Between 29th March and 13th April, Network Rail engineers undertook earthwork, rock stabilisation and vegetation projects at various sites between Fort William and Mallaig and a week-long closure of the line between Crianlarich and Oban will follow from 19th-27th April. The line will also be closed between Craigendoran and Crianlarich from 19th-23rd April and again from 26th-30th April.

During these closures Network Rail engineers will

carry out steelwork and masonry repairs, timber replacement and waterproofing works and painting worth £1.3 million at Manse viaduct and £3.6 million at Glen Falloch viaduct. Engineers will also begin a £1.6 million project to strengthen and paint Glen Falloch viaduct.

Two further weekend closures will take place between Crianlarich and Corroun on 26th/27th April and between Glen Douglas and Crianlarich on 3rd/4th May to complete outstanding work.

Not *another* rail job site



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your railway career

❖ EWS Network has appointed Bulmers Logistics as its national road haulage partner. The appointment will enable the company to deliver and collect containers from customers wherever they are based in Britain, delivering a new road/rail freight solution. A review of the road haulage services required to support the intermodal rail services offered by EWS Network was undertaken before selecting Bulmers Logistics. This review explored ways of working with road hauliers across Britain, and included the option of EWS Network launching its own road haulage operation.

❖ National Express East Anglia (NXEA) has introduced a new scheme to give passengers more up-to-date information through a new JourneyCheck service. After a simple registration process, NXEA will send real time alerts via SMS to people's mobile phones, or emails to PC/PDAs to inform them of any impending delays or expected disruption to services. This will help passengers to make informed decisions before they leave home or their workplace about their journey. Hundreds have already subscribed to JourneyCheck and thousands more are expected to join up soon. To sign up for the JourneyCheck service, [visit the website](#)

National Community Rail Weekend announced

The fourth National Community Rail Weekend starts on 16th May with a range of guided walks from the scenic Derwent Valley Line (Derby –Matlock).

Walking from community railway lines features this year, with walks from many stations including those on the Penistone line in Yorkshire, the East Lancashire Line and in Wales. On-train events include some services on Yorkshire's Penistone Line being used as venues for the Shepley Spring Festival taking place over

the same weekend. Music trains are also operating in Kent on the Medway Valley Line and the Bittern Line in Norfolk. In Wales the Conwy Valley Rail Initiative working with Arriva Trains Wales and the Ffestiniog Railway will be holding a gala at Blaenau Ffestiniog station on 17th May, with many local stalls and attractions, including a visiting quarry locomotive operating within the station confines.

Station Galas aimed at the general public are taking place all over the country including

Bridlington, Glossop, East Grinstead, Blackburn and Hellfield. Neil Buxton, General Manager of the Association of Community Rail Partnerships said: "This is the fourth national celebration of community rail. This year we have more events than ever taking place nationwide offering people the chance to get out and about and explore their local railway."

A full list of events can be found on the ACoRP website www.acorp.uk.com under news/community rail diary.

Network Rail orders tilting wagons from Kirow

Network Rail has placed a £10 million order with German plant manufacturer Kirow for 26 specialised 'tilting' wagons to reduce line closures for engineering upgrades by reducing the time it takes to renew a set of points.

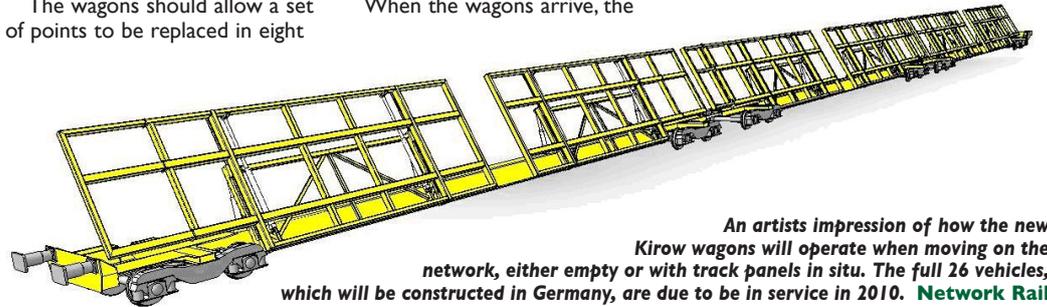
The wagons should allow a set of points to be replaced in eight

hours, a task that currently takes around 54 hours, often requiring weekend line closures.

The wagons' ability to tilt their loads means that points, normally too wide to fit within the confines of the railway gauge profile, can be safely transported directly to site. When the wagons arrive, the

decks are moved back to a horizontal position for the points to be unloaded and slotted into place.

The first fully tested wagons are expected to be ready for use by autumn 2009, with the full fleet of 26 vehicles in operation in 2010.



An artists impression of how the new Kirow wagons will operate when moving on the network, either empty or with track panels in situ. The full 26 vehicles, which will be constructed in Germany, are due to be in service in 2010. Network Rail

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Time for a different kind of number?

Metronet collapses after PPP Arbitrator refuses most of costs claim
 Business as usual at LUL, promises Mayor
 RMT threatens action if Metronet jobs are lost
 Tories call for probe by National Audit Office
 Laing to sell Chiltern Railways and its stake in London Overground
 Watchdog urges government to consider terminating First Great Western
 Work on EARL to be suspended during review
 Eurostar's full high speed timetable won't arrive until December
 TfL gets new rail powers outside London area
 Reality: ATOC loses Network Rail vote
 Milestone reached at Heathrow Terminal 5: first look at London's newest tube station

Rail Manager OnLine is published every week for the railway industry. First for franchise news, politics and business. RMOL informs the people who keep the wheels rolling – and subscriptions are free.



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Looking back at decades of diesels

A collection of three programmes looking back at the West Country since the 1970s.

Diesel power in the West Country (£15.95)

Filmed between 1990 and 1998, the programme takes the viewer on a lineside journey from Bristol & Salisbury to Penzance via all the surviving intermediate branch lines. It comprises probably the most comprehensive tour of the region ever condensed into one programme and includes a staggering 23 different types of locomotive. Running time approx 83 minutes.

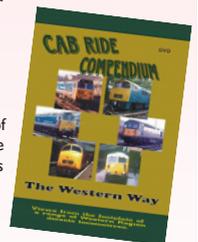


Four decades to Kingswear (£19.95)

A look at the variety of steam and diesel traction that has operated over the Paignton to Kingswear branch since 1973. As well as the beautiful scenery on the 7-mile stretch between Paignton and Kingswear, we see views of some of the specials en-route to their destination, thus high speed runs also feature. An amazing array of 80 different steam and diesel locomotives appear in this programme, some in several locations. Running time approx 72 minutes.

Cab Ride Compendium - The Western Way (£19.95)

Rather than concentrate on just one journey we have put together a compilation of six footplate trips spanning a period of 30 years. First is Exeter St. Davids to Salisbury with 50018 Resolution on 23 June 1991, then Class 47 No 47573 is our steed from Plymouth for Newton Abbot on 18 December 1988. Next we travel Bury to Rawtenstall on the East Lancs Railway in the cab of D832. Onslaught before boarding D1013 Western Ranger for the climb of Eardington bank on the Severn Valley Railway. Then its a ride in the cab of the Blue Pullman on the Bristol to Bath section in the 1970s and finally, double-headed Cromptons from Exeter Riverside with 33108 (paired with 33114) to Meldon Quarry on 14 September 1990. Running time approx 105 minutes.



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Expansion work at Felixstowe



▲ Work taking place at the south rail terminal, within the Port of Felixstowe.

Work has commenced on the extension to the south rail terminal at the Port of Felixstowe.

The existing rail terminal is being extended by 39 metres on all three lines to accommodate 22 wagon trains, as opposed to the current 20 wagon trains. This will lead to an approximate increase in train volume capacity of 10% per annum.

This expansion programme will result in an increase of an additional two wagons per track, equivalent to 16,500 TEUs (Twenty-Foot Equivalent Units) per annum. These works are due for completion in May before the delivery of a new rail-mounted gantry

crane for the terminal, from Zhenhua Port Machinery Company in China.

In the long term, the terminal will benefit from two brand new rail-mounted gantry cranes, supported by two reachstacker vehicles operating over the full length of the extended terminal.

There is a total of 52 arrivals or departures per day from the Port of Felixstowe's North and South rail terminals. These trains link the Port to Coatbridge (Glasgow), Trafford Park (Manchester), Liverpool, Leeds, Cleveland, Birmingham, Tilbury, Selby, Wakefield, Hams Hall, Ditton, Daventry and Doncaster.

Thameslink rail fleet to be replaced in £1.8 billion new train order

Transport Secretary Ruth Kelly has announced that 1,100 new carriages are to be built for Thameslink routes, increasing the fleet size by 380 vehicles and providing an additional 14,500 extra seats for passengers on some of the busiest London commuter routes.

This significant investment, worth around £1.4 billion, will buy new carriages and provide an entirely new fleet of trains on the Thameslink route by 2015. The new generation of energy-efficient trains, using the latest technology, will benefit the environment and cause less wear and tear to tracks, apparently minimising potentially disruptive maintenance works.

The extra carriages, part of the Government's £5.5 billion Thameslink modernisation programme will lengthen Thameslink trains from eight to 12 carriages by spring 2012. Current rolling stock will be released to other parts of the network to provide extra capacity and tackle overcrowding. This is another occasion when passenger groups have provided views to be taken into account in the design of new trains. Passenger Focus and London TravelWatch have sought the views of commuters and other passengers on the design features of the trains to be ordered.

The new fleet incorporates additional capacity as provided by the Rolling Stock Plan announced last January. Train manufacturers now have the opportunity to express their interest in winning the contract. This will be followed by a shortlist process with the final contract expected to be awarded in summer 2009.

e-ticketing success for Virgin Trains

Virgin Trains has sold over £500,000-worth of rail travel using e-ticketing since its low-key launch in August last year.

The 69,415 transactions have been sold as either Mobitix - with the electronic ticket sent direct to mobile phones - or as tickets@home, where customers book on the internet and print their ticket at home. The average cost of the tickets sold is under £7.25!

Mobitix and tickets@home have been part of a trial to encourage customers to use electronic ticketing travel options, reducing queues at stations. The tickets have been available on the London-Manchester route.

Rail industry pays tribute to Parliament's loss



▲ Gwyneth Dunwoody is pictured (accompanied by Metronet Chief Executive, Andrew Lezala) at London Euston on 26th January 2007, after naming First GBRf/Metronet Class 66/7 No 66718 after herself. **Brian Morrison**

The rail industry has been paying tribute to a "passionate supporter" of the railway, following the sad news of the death of Gwyneth Dunwoody, MP for Nantwich and Crewe.

Mrs. Dunwoody died peacefully at home on the evening of 17th April, after a short illness. At 77, she was the longest serving female Member of Parliament, was Chair of the Transport Select Committee and respected for her independent and firm views on transport

policies. Her political career began in 1946, when she joined the Labour Party and became MP for Exeter in 1966.

George Muir, Director General of ATOC said: "Gwyneth was a passionate supporter of the railway in the UK over many years and never afraid to express strong views on its development. We will miss her energy, enthusiasm and good humour. The railway industry has lost a good friend".

It was not just those connected

with the national railway network who were commemorating the life of Mrs Dunwoody however. In Derbyshire, the Vice Chairman of Wyvern Rail (which is working with the Ecclesbourne Valley Railway Association to reopen the Duffield to Wirksworth line) said "Mrs. Dunwoody was a lovely lady who delighted us all when she visited Wirksworth in 2005 to open the Ravenstor extension. She even mentioned us in the House of Commons during a debate."

Nunney Castle returns to the mainline



▲ On 15th April, ex-GWR 'Castle' No. 5029 Nunney Castle returned to the main line following its overhaul, working a loaded test run from Tyseley to Tyseley via Leicester. It had been preceded by a morning light test run, which was booked to go to Stratford-upon-Avon. Unfortunately, the loaded test run was sidelined at Burton-on-Trent with what is believed to be a hot bearing on a tender axle. The 'Castle' is pictured in full flight passing Catholme shortly before the problems occurred. John Whitehouse

❖ Kingfisher has announced changes to its diesel-hauled 'Dalesman' trains planned for the coming summer months. The main impact is that the traction pool will now include West Coast Class 33s and 37s as well as its Class 47s, which will certainly make the trains more appealing for the enthusiast market. However, they are primarily aimed at the holidaymaker and will operate from Skipton (10.38/ret 17.51), calling at Hellifield (10.54/ret 17.33) and Settle (11.08/ret 17.21), setting down at Appleby (12.02/ret 16.25) and Carlisle (12.43/ret 15.35). Trains operate on 18th June, 2nd & 25th July, 1st, 8th, 22nd, 29th August and 5th & 12th September.

❖ Spitfire Railtours has announced two further outings, the pick of which is a Sheffield to Edinburgh working on 27th September featuring Fastline Class 56 traction throughout. The train has an arduous outward working, taking in both the S&C and Beattock, while the return is ECML all the way. Earlier, on 6th September, Spitfire again head for Weymouth, this time from London Waterloo with Class 33 & 73 traction 'top and tailing'. The train follows the South West mainline throughout.

❖ Vintage Trains has advised that its 'Purbeck and Weymouth Explorer' on 10th May will be 'topped and tailed' by its own Class 47 No. 47773 and Class 50 No. 50049 *Defiance*. The train operates from Birmingham Moor Street, picking up at Tyseley, Solihull, Dorridge, Warwick Parkway, Leamington Spa and Banbury.

First Great Western HST excursion to Minehead

First Great Western will be running a special train from Westbury (09.14/ret 21.26) to Minehead (arr 12.39/dep 17.25) on 10th May with all ticket receipts going to the Railway Children Charity.

It will consist of a HST set, providing the novel experience of travelling over the West Somerset line in anything other than heritage coaching stock! First Great Western staff are offering their time free of charge, and upon arrival at Minehead there will be free entry into the nearby Butlins Holiday Park,

plus half price travel on the West Somerset Railway. The train will also pick up at Trowbridge, Bradford on Avon, Bath Spa, Keynsham, Bristol Temple Meads, Nailsea & Blackwell, Yatton and Worle (for Weston super Mare). Fares range from £40 First Class (child £20) to £25 Standard Class (child £12.50). Tickets and seat reservations are only available from a special hotline which is at 0845 678 2976 (Mon-Fri 09.00-16.30) until 2nd May. Confirmed final timings will be sent with the tickets at the beginning of May.

❖ On 20th April there is a rare chance to ride the iconic 1938 Art Deco Underground train between Ealing Common and Uxbridge. The unit will be making three round trips departing from Ealing Common at 11.07, 13.07 and 15.07. Tickets are available at £26 each by telephoning 0207 565 7298.

❖ As part of the Tyseley 100 centenary celebrations booked for June, Vintage Trains will be operating an evening excursion with GWR Pannier No. 9466 from Shirley to Stratford-upon-Avon and return on 1st July. Single and return tickets are available from Vintage Trains, telephone 0121 708 4960.

Rood Ashton Hall boiler extension uncertain

Reports that the boiler certificate of Tyseley-based 'Hall' 4-6-0 No. 4965 Rood Ashton Hall has been extended are "not currently correct" says Vintage Trains, and the company added "that it is unable to categorically state that it will be extended at this stage".

The 'Hall' was withdrawn from traffic last month upon the expiry of its 10-year boiler certificate, and it is stated that after "an initial inspection it has been found that the locomotive and the boiler in particular, are both in extremely good condition, and as such may well merit an extension for a

further six months. Rood Ashton Hall was re-tubed three years ago and the superheater flue tubes and elements were renewed at the end of 2007.

A short term extension to its boiler certificate is believed to be possible, but only with the full support of the vehicle acceptance body, insurers, Railway Standards and Safety Board and HMRI. It is emphasised that no paperwork has been presented to any of these bodies to support any such application, and the reports, according to the Vintage Trains website, which were based on a

misinterpreted comment made by Vintage Trains Chairman Michael Whitehouse, are considered to be 'extremely premature'. During the currency of its last boiler certificate, Rood Ashton Hall not only travelled probably further than any other mainline steam locomotive, it was also the most reliable due to the maintenance regime imposed at Tyseley, and it would be of little surprise that if requested a short-term extension was granted. With Tyseley's centenary celebrations booked for the end of June, such news would be very well received.

railwayherald.co.uk
Railtour Pages

Our online railtour listings provide the latest information on steam, diesel and electric railtours across the country, including VSOE and Royal Scotsman Classic trains. To find out the latest alterations, click on the 'Whats New' tab for the very . [Click here](#) to visit now!

This year, Pathfinder Tours are mostly going to be running train trips to here, there and everywhere! Probably the best railtours in the world!

Next week is the **Grays Church Elegy**, a day out with Tractors from Crewe to Grays, Fenchurch Street and the Thames Haven branch - which will be nice.



On May 3rd, Pathfinder will be taking a **Wizzo to Edinburgh** - brilllliaant! From Tame Bridge Parkway and stations to Preston. Very few First Plus and Premier Dining seats remain - and in Standard Class we are now booking into the last coach.

Barrow Hill Roundhouse to Kingswear? Has it ever been done before? I wouldn't know about that sir! But it will be done on 10th May!



And **Cromptons to Weymouth?** Been there, done that, got the T-shirt have you? But Pathfinder will be doing it for the first time in many years, on 17th May. Grrreat!



How about another trip to the seaside - or even two? The **Cambrian Coast perhaps through to Pwllheli?** We can do that! On Bank Holiday Monday 26th May from **Swindon with Tractors**, and on Saturday 12th July from **Preston with a Deltic!** Pathfinder taking a Deltic to the Cambrian Coast line for the first time! With our reputation? Has no-one thought of the consequences?



On 14th June you could go and **jump in a lake!** Or perhaps you would prefer a cruise on a lake - Lake Windermere to be exact? Or maybe you would like to **find yourself in the dock!** Err, I'm sorry I'll read that again. Maybe you would you like to **visit Barrow Docks?**



The weekend of Saturday 21 / Sunday 22 June sees the **East Somerset 150 Gala**, with shuttles from Westbury to Cranmore, an intensive service on the **East Somerset Railway**, classic buses from Cranmore to Merehead Quarry, with up to **four steam locos**, diesels from several companies, demonstration steam and diesel freights, displays, quarry coach tours, and much more. On **Saturday** travel by **special train from Crewe** and intermediate stations via Wrexham to Cheltenham Spa to the event - the **shuttles from Westbury to Cranmore** are top-and-tailed by Class 59 and other freight diesels. A joint promotion by MendipRail and the East Somerset Railway.

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All details subject to confirmation - all bookings subject to terms and conditions, available on request



▲ The Class Forty Preservation Society's large logo-liveried 'Whistler' No. 40145 East Lancashire Railway powers through Colchester on 12th April with 'The East Anglian' charter from Birmingham International. The train, which picked up at Cheltenham and stations through the Golden Valley to Didcot Parkway, ran via London to Lowestoft before returning via the cross-country route to Birmingham, where a Class 66 took over for the remainder of the return run to Didcot Parkway. **Russell Edwards**

The Week Ahead

Saturday 26th April should herald the return of Jeffery Hoskins Castle 4-6-0 No. 5029 Nunney Castle to mainline operations. With its overhaul at Tyseley Locomotive Works now complete, its mainline test run earlier this week was not without incident (see separate story), but currently all is set for it to operate from Tyseley Warwick Road, via Walsall, Wolverhampton, Stafford and Crewe, to Chester on its first public train.

With luck, as timings are not yet available, it will be able to exchange whistle toots with a rather larger and distant relative, No. 6233 *Duchess of Sutherland*, which is also booked through Chester on the 26th en route from Crewe to Holyhead with PMR Tours 'Welsh Dragon', which originates at Lincoln. Wales and the Welsh Borders would seem to be the place to be for steam as the Railway Touring Company has its 'Heart of Wales' from Manchester Victoria which is due to feature Ian Riley's pairing of Nos. 76079 & 45407 from Newport via the Central Wales Line to Shrewsbury and Crewe. Meanwhile, in the south, VSOE's British Pullman operations feature No. 35028 *Clan Line* on a return working from London Victoria to Oxford.

The prime diesel tour has to be Pathfinders 'The Grays Church Elegy' featuring EWS Class 37s from Crewe, via Birmingham and Peterborough to London Fenchurch Street. The train is double-headed to Temple Mills, where it then changes to 'top and tail' operations for the final miles to Fenchurch Street, and after reversal, it continues via Barking and Grays to Thameshaven for a further reversal. The locomotives also resume double-heading mode at this point for the return via Stratford to the ECML at Finsbury Park, and as outwards from Peterborough. UK Railtours operates its second 2008 charter from London King's Cross to Carlisle, outwards via the S&C and returning along the Tyne Valley and the ECML. EWS Class 67s will feature. Also operating out of King's Cross will be a Stobart Pullman to York and Harrogate with DRS Class 47s.

An important update for Kingfisher's 'Severn Valley Phoenix' on 19th April, as the train will run through to Bridgnorth on the outward leg, with diesel haulage on the SVR. However, the return will be hauled by No. 60019 *Bittern* throughout from Bridgnorth to Kidderminster and then back onto the National Network to return south via Birmingham Snow Hill, Banbury and Oxford.

UK Steam & Modern Traction Railtour Listings

The following table details the latest information available on steam, diesel and electric railtours for the forthcoming weeks from the date of publication. Information is understood to be correct at the time of going to press.

19th April		
Heartland Rail	2xCR C147	Bristol TM-Cheltenham Spa-Birmingham NS-Southport and return
Kingfisher Railtours	6024	(Kensington Olympia-Clapham Jct-Staines-Ascot-Bracknell-Wokingham-Reading-Didcot-Swindon)-Swindon-Worcester-Kidderminster-(Bridgnorth) and return
Pathfinder Tours	6201	Bristol TM-Bristol Pky-Cheltenham Spa-Worcester SH-Kidderminster-Stourbridge Jct-Tame Bridge Pky-Stafford-Crewe)-Crewe-Holyhead-Crewe (and return)
Railway Touring Company	76079&5407	(Leicester-Crewe)-Crewe-Shrewsbury-Llandrindod Wells-Newport-(Hereford-Shrewsbury-Crewe-Leicester)
26th April		
Kingfisher Railtours	6201	(High Wycombe-Princes Risborough-Haddenham & Thame-Bicester Nth-Banbury-Leamington Spa-Coventry-B'ham Int-Crewe)-Crewe-Diggle-York (break)-Manchester (and return)
Pathfinder Tours	2xEWS CI 37	Crewe-Stafford-Wolves-Bham NS-Coleshill Pky-Nuneaton-Leicester-P'borough-Seven Sisters-London Fenchurch St (break/rev)-Thames Haven Sidings (rev)-Finsbury Pk-ECML-P'borough & return
PMR Tours	6233	(Lincoln-Newark castle-Nottingham-Uttoxeter-Stoke on Trent-Crewe)-Crewe-Holyhead (break/rev)-Crewe (and return)
Railway Touring Company	76079 & 45407	(Manchester Victoria-Crewe-Hereford-Newport)-Newport-Llandrindod Wells-Shrewsbury-Crewe-(and return)
UK Railtours	tbc	London KX-Stevenage-Peterborough-S&C-Carlisle and return
3rd May		
Pathfinder Tours	DI015	Tame Bridge Pky-Bham New Street-Sandwell & Dudley-Wolverhampton-Stafford-Crewe-Shap-Carlisle-Newcastle-Berwick upon Tweed-Edinburgh (break)-Beattock-Carlisle and return
Railway Touring Company	71000	(Birmingham International-Newport)-Newport-Fishguard Harbour-Newport-(and return)
Vintage Trains	86259	Birmingham NS-Sandwell & Dudley-Wolverhampton-Stafford-Crewe-Preston-Shap-Carlisle (break/rev) and return

Key to tour listings:

BLACK Charters expected to operate as booked.

GREEN Tours postponed to a future date by the operator

WCRC West Coast Railway Company

(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

RED Tours cancelled by the operator

BLUE Provisional excursion

Not all pick up/set down points are shown. Check with the operator before travelling any distance.

Useful Weblinks

- Online railtour listings
- Current fire-risk status info
- Tour operators contact details
- Email the railtours editor



▲ To the sound of exploding detonators, Battle of Britain Pacific No. 34067 Tangmere departs from Folkestone Harbour on 12th April. **John Whitehouse**

Folkestone Harbour

- the end of 165 years of railway operation?

For some the 12th of April this year was a sad day as 164 years of railway history was brought to a close with the departure and traditional 'closure' rites as the last passenger train, together with ceremonial last train, departed from Folkestone Harbour. However, although the branch will live to fight another day, its reprieve may only be short-lived

The route from Folkestone East Junction to Folkestone Harbour was constructed by the South Eastern Railway and opened in 1844 for goods traffic, with the first passenger service operating on 1st January 1849, although the Harbour station did not open until the following year. Subsequent re-development was based on Folkestone Harbour being the SER's principal port for continental traffic, which saw a sizeable goods yard develop on the eastern side of the station and carriage sidings on the western side.

However, by the mid-19th century Dover was already making inroads to the amount of traffic using Folkestone, and of course, ultimately, Dover became the predominant port for continental traffic to the present day. However,

the branch continued to see both regular boat trains and investment, most notably with the replacement of the swing bridge in 1930 and

third-rail electrification in 1962, which spelt the end of the steam era, which had been characterised by the use of the SER's 'R' Class

0-6-0 tanks until being replaced by ex- Great Western Pannier Tanks in the late 1950s.

The sidings at the Harbour

▼ After the departure of the steam special, First GBRf Class 73/2s Nos. 73209 Alison, 73205 Jeanette and 73204 Janice arrive to perform the traditional last rites on 12th April. Adjacent on the platform was a coffin complete with a plaque stating 'RIP Folkestone Harbour 1849-2008'. **Ken Brunt**



closed in 1968, and traffic declined further with continental services ceasing altogether in 2001 when the sole remaining crossing by Sea Cat to Boulogne was transferred to Ramsgate. The third-rail electric supply was turned off the same year and only one of the two lines has since been in use at any one time. The loss of the boat trains was, to a small extent, compensated for by the commencement of charter trains, most notably the Venice-Simplon Orient Express (VSOE) British Pullman that uses the facility to this day.

Importantly, any history of Folkestone Harbour must acknowledge its strategic value to the country in time of war, where it played an invaluable part in some of the greatest moments in our history, particularly as a disembarkation point for the evacuated army from Dunkirk in 1940, and later as an embarkation point for troops heading for the liberation of Europe in 1944.

The current ownership of the branch is interesting, as Railway Herald has been told that although Network Rail own the track and viaduct, the station buildings and surrounding area (except for the running lines) are owned by a property developer who has laid the plans to fully re-develop the area (see later). However, he cannot submit any application for planning permission to redevelop the area until such time as the railway closes, as Network Rail has retained running rights into the station.

So it was on 12th April, with the departure of Battle of Britain Pacific No. 34067 *Tangmere* to the sound of exploding detonators, at the head of the Kingfisher Railtour's charter back to Taunton via London, the last steam-hauled service to climb the 1-in-30 grade left Folkestone Harbour. Its departure was followed by the arrival of the ceremonial last train, a trio of First GBRf Class 73/2 locomotives, all operating on diesel power. As with the steam service, the Class 73s completed a dummy departure for filming purposes, but only as far as the foot of the gradient incline, before making what was thought to be the very last departure from Harbour station. Again, to the sound of exploding detonators, the 'very last' train consisting of Class 73/2s Nos. 73204, 73205 & 73209 set off for the fearsome incline having officially marked the end of the branch.

However, it now appears that the closure itself is not such a 'done-deal' as it apparently seemed. Amidst much confusion, Network Rail had issued a 'Temporary Network Closure Order' effective from midnight on 12th April. Such an order allows the company to close the route, believed to be for



▲ Battle of Britain Pacific No. 34067 *Tangmere* attacks the 1-in-30 climb out of the harbour area with a dummy departure on 12th April. The train was then hauled back to the terminus by Class 67 No. 67006. Patrick Seale

a period of up to two years, during which time no maintenance needs to be undertaken, thus avoiding operational and maintenance costs. Equally within the two-year period, Network Rail has to prove to the Department for Transport (DfT) that there is no economical value in keeping the line open. If this is

proved, as looks likely to be the case for this branch, a permanent closure notice will then follow. But at this time the branch is still temporarily open as there is apparently one objector to the Temporary Network Closure Order; neither network Rail or any of the involved operating

companies would confirm who the objector is. However, in view of the British Pullman charter services that operate to the Harbour, it is believed that EWS, the operator of the British Pullman for VSOE is the likely candidate. A spokesman for EWS refused to confirm or deny that EWS had objected to

▼ Crowds gather around the front of Battle of Britain Pacific No. 34067 *Tangmere* at Harbour station on 12th April. The Pacific was carried the Golden Arrow insignia and commemorative headboard for the day. Patrick Seale





▲ The three first GBRf Class 73/2s, Nos. 73209 Alison, 73205 Jeanette and 73204 Janice on diesel power, approach the swing bridge separating the inner and outer harbours at Folkestone on 12th April. **Brian Morrison**

the Temporary Network Closure Order.

VSOE, operators of the British Pullman, has confirmed to *Railway Herald* that it is moving facilities from Folkestone Harbour to Folkestone West station, although these facilities are not yet ready for use. As a result, the VSOE service to Venice on 17th April from London, which uses the British Pullmans as far as Folkestone, where passenger transfer through the Channel Tunnel is made to board the European train in France, did use the branch line to Folkestone Harbour station.

As a result of the objection, Network Rail now has to enter into discussions with the objector to solve the outstanding issues before reissuing the Temporary Network Closure Notice. However, the DfT has advised *Railway Herald* that Network Rail also needs to follow the correct procedure and correct channels. Presently the DfT has objected to the closure on this ground and that discussions between Network Rail and the DfT need to commence to ensure that all aspects are dealt with through the correct channels.

A Network Rail spokesman told *Railway Herald*: "In terms of the process for line closure, to undertake closure of this branch we need to complete the statutory procedures under the Railways Act 2005 (the 2005 Act). Under this process we need to carry out an appraisal of our decision and consult widely with all parties concerned, including advising local councils and other groups we think it may be applicable to. Once we have completed the consultation we submit a report to the Secretary of State who will decide if the closure can go ahead or not. The DfT have to ratify this decision."

For the future of the branch, the deciding factor will be the

strength of the economic case that is presented. No scheduled services have used the branch in recent years, the sole user being charter operations, the key player being the summer operation of the VSOE. With the British Pullman moved to Folkestone West, the line's appeal is likely to be limited to a small handful of charter services each year, making the case for keeping the branch open far from economic. English Heritage has also confirmed to *Railway Herald* that no part of the railway infrastructure currently has listed status.

One saviour could be the reintroduction of a regular sailing from Folkestone Harbour. All shipping activity finished several years ago and the rapid development of Dover as a 'roll-on-roll-off' cruise and freight handling port would make this unlikely. However, the developer of the

harbour area has stated that there remains an intention to reintroduce a 'fast-car ferry link'.

Despite this temporary reprieve, the future for the branch remains very uncertain due to the lack of any potential economic value, and it seems likely that the Harbour station and viaduct will be removed completely under plans being promoted by the property developer who, as stated earlier, has recently purchased the harbour area, although his plans don't necessarily meet with the wishes of the town. Spokesman for the campaign to keep the railway, Don Gregory, says that the plan, which is based around modern art, has been devised without consultation with the people of the town. However, the plan envisages the conversion of the branch into a road, with the total removal of the viaduct thus creating more space by removing the barrier between the inner and

outer harbours. Additionally, it is thought that the present site of Harbour station would become housing for the university that is being planned on adjacent land.

Shepway District Council confirm that no planning applications have been lodged as yet (see above) and should the reintroduction of a fast ferry service to Continental Europe happen then the possible restoration of a boat train link may provide the necessary impetus to save the branch. Importantly though, local train operator Southeastern says it has not formally objected to the temporary closure notice. Without the reintroduction of a scheduled regular service, the expense of upkeep of the viaduct and related infrastructure means that the country looks likely to lose a unique feature of its railway network.

▲ A 12-car Class 411 4CEP EMU, consisting of units Nos. 1530, 1620 and 1572, departs from Folkestone Harbour station on 12th September 1991, forming a boat train for London Victoria. **Brian Morrison**



Railtours Pictorial



▲ SR Battle of Britain Pacific No. 34067 Tangmere works hard up the bank through Bickley from a station stop at Bromley South with a Canterbury-bound 'Cathedrals Express' charter service working for Steam Dreams on 26th March. **Ian Docwra**

▼ Carnforth-based LMS Stanier 8F 2-8-0 No. 48151 Gauge O Guild arrives at Llandrindod Wells with 'The Welsh Dragon' steam charter from Crewe on 18th April. **David Pagett**





▲ Towards the end of the day, almost the last rays of light catch DRS Class 37 No. 37069 leading classmate No. 37609, in 'top and tail' mode, past Cartland on the West Coast Main Line on 10th April, with a Glasgow to Carlisle test train. **Kenny Marrs**

▼ The 'Southern' route from Salisbury to Exeter St Davids was visited by a Network Rail Test Train on 17th April, bringing DRS Class 37s Nos. 37611 and 37608 along an almost unit exclusive route. Here, No. 37611 leads the five-coach test train through Exeter Central on the return leg. **Nathan Williamson**





▲ The Diesel Traction Group's maroon-liveried Class 52 'Western' No. D1015 Western Champion heads for Cornwall on 5th April with a Past Time Rail/Mark Elderkin charter from London Paddington to Penzance. The diesel-hydraulic is pictured reverberating through the seaside resort of Dawlish.

◀ After the initial outcry at their re-introduction, the north-west Class 142 Pacer units transferred to Exeter depot have settled down into regular service, although their popularity with passengers cannot be guaranteed! Here a pair of Class 142s, led by No. 142067, head along the seawall at Dawlish with a working to Paignton on 5th April. Both: Chris Wilson



▲ The 12.03 Weybridge-Waterloo and the 11.42 Reading-Waterloo both make the scheduled Virginia Water stop at the same time on 11th April, formed of High Capacity Class 450/5 Desiro No. 450570 and Class 458 Juniper No. (45)8001, respectively. **Brian Morrison**

▼ Network Rail's purpose-built Class 150 test DMU No. 950001 stands in the centre road at Norwich on 12th April, while working a Derby RTC - Derby RTC test circuit. This was the first of two visits to the terminus on this day. **Damon Powell**





▲ The crew of LMS Stanier SMT No. 42968 prepare to hand over the token to the Bewdley signalman as they arrive with the 14.34 service from Bridgnorth. Already waiting in the opposite platform is GWR Prairie tank No. 4566, together with the Severn Valley Railway's 'Teak' coaches, as it waits to continue with the 15.15 service from Kidderminster on 13th April. **David Aldred**

Record figures as Severn Valley carries 7,600 in first open weekend

The Severn Valley Railway has reported record patronage over the four-day Easter weekend when it carried 7,600 passengers, on the first operating days since the lengthy closure of the line due to flood damage.

Equally, the railway's newest attraction, the Engine House at Highley, which also opened at Easter for the first time, has exceeded expectations with over

6,000 visitors in its first ten days of business.

Looking ahead, the railway has its annual Diesel Gala from 24th-26th April, which will feature diesel traction only for the first two days, while there will be two steam-hauled diagrams on the final day, being a Saturday. There is one change to the locomotive fleet previously advised, which is that Class 37/9 No. 37905 will not

be attending with, it is believed, Class 33 No. 33021 substituting. The 'Slug Fest' will still continue, but now with just Nos. 37901 & 37906.

Class 50 No. 50049 *Defiance* is also booked to put in an appearance, together with, we understand, long sidelined stablemate two-tone green No. D444. Additionally, Colas Class 47 is also expected to add colour

to the proceedings. The home fleet should consist of D1013 *Western Ranger*, D821 *Greyhound* and D8188. A diesel shunter shuttle will operate between Kidderminster and Bewdley.

Day Rover tickets are again available, at £15 for one day, £25 and £35 for 2 and three days respectively. Contact the SVR on 01299 403816 for more information or [click here](#).

Jolly Fisherman returns as Keighley celebrates 40 years

The Keighley and Worth Valley Railway is running a three-day Diesel Gala on 6th-8th June to as part of its celebrations for the 40th anniversary of the line reopening in 1968.

In addition DRS Class 37/0 No. 37087 is to be named *Keighley & Worth Valley Railway 40th Anniversary 1968 - 2008* on 5th June at Oxenhope station.

On 6th June, 'The Jolly Fisherman' diesel service runs again with two of its original locomotives and original headboard, and the Skegness Jolly Fisherman in attendance to celebrate his centenary. Departure will be at 11.15.

Rebuilding of National Railway Museum's 'Britannia' makes progress at Loughborough

In a concerted day of action the four major component parts of 'Britannia' No. 70013 *Oliver Cromwell* were re-united on 7th April.

Although the boiler had been placed back into the frames some time ago, and then for only a very short while in order to align the smoke box, on 6th April its placement in the frames was for real in a carefully planned operation. The cab flooring was then attached, followed by the cab itself, and eventually No. 70013's tender was temporarily re-attached in order to complete a shed re-positioning manoeuvre involving LMS 'Black 5' No. 45305 and LNER Class N2 No. 69523.

'Cromwell's' overhaul is running a little later than planned, and provisional railtour bookings planned for late May and June will not now proceed.

It is understood that the locomotive will still visit York for the museum's '1968 and all that' exhibition between 24th May and 1st June, following which it will

return to Loughborough for the commencement of running-in and preparation for mainline certification.

Steam Dreams is now in line to operate No. 70013 on its first mainline outing on 24th July on a return outing between London Liverpool Street, Ipswich and Norwich. This train amalgamates the charter company's existing bookings for trains originally scheduled for 13th and 15th June, and if sufficient demand exists there will be a further working along the same route on 20th September.

The arrival at Loughborough of the other forthcoming addition to the mainline locomotive roster, LNER 'A1' Pacific No. 60163 *Tornado*, has also been delayed. It has been decided to put back the 'A1's' move until the end of May, to allow further time to ensure that all is correct. However, it is still the planned intention that *Tornado* will haul its first passenger trains, for covenantors only, on the Great Central Railway over weekend of 28th/29th June.



▲ The pioneer member of the Class. Having been the only example of the Class 66 fleet not to have been delivered through Newport Docks, No. 66001 (which arrived through ABP Immingham Docks on 18th April 1998) stands in the sunshine at Merehead Depot on 28th June 1998. **Brian Morrison**

Celebrating the 10th anniversary of the Class 66 design in the UK

The Class 66 design was first introduced into the United Kingdom by English, Welsh & Scottish Railway, under the directorship of Ed Burkhardt

Built by General Motors in London, Ontario, Canada, EWS ordered 250 of the type to replace older Class 37s, 47s and 58s throughout the UK. The design of the class closely followed the bodyshell of the earlier General Motors design in the UK - the Class 59s, built for Foster Yeoman, ARC and National Power, later to be owned by EWS. Although the bodyshell remained very similar, the interior mechanics and electronics changed substantially as the Class 66s were developed using the very latest technology.

Following the EWS order, Freightliner ordered its first batch of locomotives for use on a newly obtained Railtrack (later to become Network Rail) infrastructure contract, followed soon after by more orders to replace Class 47s on Intermodal traffic. This resulted in the Class 66/5 fleet - built to the same specification as the EWS Class 66/0s, but renumbered to denote the different operator.

The creation of Freightliner Heavy Haul as a separate business, aimed at the non-intermodal, bulk freight market, saw another flurry of orders for Class 66/5s as business was won, mainly in the coal industry. The entry of Freightliner Heavy Haul into the heavy petroleum traffic brought with it a requirement for a

locomotive that could handle longer, heavier trains than a Class 66/5, and one that did not need the 75mph top-speed of the standard Class 66.

Hence, came the Class 66/6 fleet, re-gearred to provide a higher tractive effort and a maximum speed of 60mph.

Three of the latest eight Class

66s to be delivered through Newport Docks in South Wales, are Class 66/5s for Freightliner, Nos. 66595, 66596 and 66597.

The remaining two of the number series are due for delivery later this year, from which point, Freightliner's Class 66/5 number series will continue from No. 66955 onwards.

▼ **With the first Class 66 having been undergoing tests and trials, the arrival of the next four locomotives for EWS, through Newport Docks, came just in time for the five members to be displayed at the Toton TMD open day. On 29th August 1998, Nos. 66003, 66004 and 66005 are lined-up outside the depot. **Bill Wilson****



Special Report : The Class 66s



◀ The arrival of the Freightliner Class 66/5s brought with it the second livery, with all-over green and yellow wrap-around cabs. Class 66/5 No. 66520 powers north through Carlisle with a spoil train on 9th March 2004. The yellow square behind the cab window indicated that the locomotive was for use on Network Rail/Railtrack operations and not general Heavy Haul traffic. **Bill Wilson**

The class suffered its first casualty on 28th February 2001, when Freightliner's Class 66/5 No. 66521 was written off in a tragic accident at Great Heck on the ECML, resulting in the loss of 10 lives, including the Class 66 driver, Steve Dunn. The bodyshell remained at Midland Road Depot in Leeds for over five years, before being finally cut up at Booths Scrapyard, Rotherham. Freightliner was also involved in the first major upgrade of the class, when it took on the hire of two Class 66/9s from General Motors. Nos. 66951 and 66952 became the first of the Tier 2 emission locomotives to be tested in the UK. On one side at least, the locomotives were distinctly recognisable due to the additional fifth door, providing access into the engine compartment. New equipment to meet the Tier 2 regulations resulted in the lack of through access within the locomotive, hence the requirement for the additional entrance. The locomotives were later sold to HSBC Rail which replaced Freightliner's hire agreement with a leasing contract.

A new entrant into the UK railfreight market, GB Railfreight, later to become First GBRf, brought with it another new subclass with the Class 66/7s, which have carried a number of liveries, as depicted over the following pages. Five members of the First GBRf fleet (Nos. 66718-66722) were part financed by Metronet, the company responsible for



◀▲ The pioneer member of the Direct Rail Services Class 66/4s stands in the sunshine at Crewe as it awaits the road south on 9th June 2005. The arrival of the Class 66/4s brought with it the first locomotives to carry the DRS Compass livery, now adopted as standard across the fleet. **Richard Tuplin**

◀ GB Railfreight initially invested in six Class 66/7s, later increased in small batches to 32. Even after the takeover of GB Railfreight by First Group, when the company was re-branded as First GBRf, the livery of the Class 66s did not significantly change, with various members purely gaining the First Group logo on the nose or cabsides. Class 66/7 No. 66711 heads a Cottam Power Station to Kirkby Thore gypsum train along the Settle & Carlisle line at Waitby Common on 17th April 2007. **Ian Hardy**



Special Report : The Class 66s



managing and upgrading part of the London Underground network. These five locomotives are, used on Infrastructure renewals around the overground sections of the London Underground network, as well as on other First GBRf traffic around the country. Five of the latest eight Class 66s to arrive in Great Britain, Nos. 66728-66732,

are the latest batch for First Group's freight arm and will be used to allow the company to expand within the coal sector.

The final player in the rail freight industry, at least until this year, was the Carlisle-based Direct Rail Services, which purchased an initial batch of 10 locomotives, although this was later increased

▲ Only two members of the Freightliner Heavy Haul fleet carry non-standard livery. Class 66/5 No. 66522 east London express being the first of these. The 50/50 colour scheme was released to mark the signing of the London waste contract. On this occasion however, No. 66522 is far from London, heading a Holgate Sidings - New Cumnock coal train through Ricknall Grange on 30th June 2006. **Ian Hardy**

◀ Perhaps the most colourful of Class 66 liveries is that carried by Class 66/4 No. 66411 eddie engine. The locomotive carries Stobart Rail colours with a small DRS insignia on the crew doors. The loco passes Beck Houses on 9th November 2006 with a Daventry - Grangemouth working. **Ian Hardy**



Special Report : The Class 66s



◀ A livery never carried in service on the National Network, was this base blue colour scheme seen on Class 66/4 No. 66411 at Alstom's Glasgow Works. The locomotive was being prepared for movement south to Carlisle Kingmoor, where the remainder of the Stobart Rail vinyls would be added.

Bill Wilson

The latter examples will be used on coal workings from a variety of locations around the North East and the Midlands.

The type has been so successful among UK operators, that over 70 examples of the class are now at work throughout Western and Eastern Europe for various operators and leasing companies, the vast majority of which can be found working from the Dutch ports.

Euro Cargo Rail, the French operations arm of EWS, has progressively modified and transferred over 50 members of the UK Class 66/0 sub-class across to France to support its increasing European operation. These locomotives are to be joined by a brand-new purpose-built batch of 60 Class 66s locomotives dedicated to Euro Cargo Rail and numbered under the French number scheme as Class 77s.

For the UK market, the class now numbers 432 examples, plus a further 21 locomotives on order, meaning that in terms of numbers built, it has now become the second most successful mainline diesel locomotive constructed, being beaten only by the 512-strong Brush Type 4, later Class 47, design.

to 30, with a further four more having been ordered. For a variety of reasons, the company are to relinquish 10 locomotives, understood to be the original 10. Although the new operator of these locos is not known, it is understood that transfer to Freightliner may be one possible option. It is one of the DRS Class 66s that has become, perhaps one of the most well known members of the fleet, when No. 66411 was unveiled in a striking new Stobart

Group livery in connection with the launch of a new long-distance flow for supermarket chain Tesco, and named *Eddie the Engine!* The locomotive shares an almost unique place in history with Freightliner's Class 66/5 No. 66522 *east london express*, being the only two members of the fleet to be named, but with stick-on transfers, not cast nameplates.

Other companies have looked at the Class 66 design, which since privatisation has been the

only new-build heavy freight Type 5 motive power on the market, including the now abandoned *Victoria Westlink Rail*. Presently, there are four orders for UK Class 66s outstanding. A further four locomotives (Nos. 66431-66434) for DRS, five for First GBRf (which will increase its fleet to 38), seven locomotives (Nos. 66598/599 and 66955-66959) for Freightliner and five (believed to be No. 66801-66805) for the latest operator to adopt the class, Fastline Freight.

▼ Until the advent of the EWS plan to modify and transfer numerous members of the class to France for use with its French arm, Euro Cargo Rail, all of the UK fleet carried the name of their operator, either as a large bodyside branding or discreet logos, in the case of the dedicated liveried examples. Following a bodyside hood swap, Class 66/6 No. 66612 *Forth Raider* has lost its large bodyside Freightliner decal, the company name only being carried in the cab areas. With a long string of cement wagons in tow, the locomotive passes Hall Dene on 31st August 2007, with an Earles Sidings to Seaham working. **Ken Short**





▲ The appearance of double-headed multiple-working non-EWS Class 66s has never been commonplace. On 16th August 2003, Class 66/7 No. 66716 and Class 66/5 No. 66550 power through Coleshill with a coal working to Daw Mill Colliery. **Ken Brunt**

▶ The commencement of First GBRf coal operations from the north-east brought the appearance of the Medite liveried Class 66/7 No. 66709 Joseph Arnold Davies on a Tyne Dock - Drax service. The train passes Whitley Bridge on 29th June 2007. **Richard Tuplin**

▼ Following delivery of the Class 66/7s part owned by Metronet, the next batch of locomotives reverted to First GBRf's now standard livery, making use of the blue, white and pink First Group house colours. No. 66727 powers through Crofton with a First Great Western stock move on 8th August 2007. **Ian Tunstall**



Special Report : The Class 66s



▲ To celebrate HM The Queen's Golden Jubilee in 2002, GB Railfreight undertook a livery alteration on Class 66/7 No. 66705 by providing a Union Jack flag on the bodyside in preparation for its naming Golden Jubilee. No. 66705 passes through Loughborough with a ballast working. **Richard Tuplin**

► Following the signing of contracts with the Malcolm Group at Grangemouth, relating to the movement of containers from Grangemouth to Daventry and later to Aberdeen, No. 66405 gained Malcolm Logistic Services branding on the bodyside. Here, the locomotive passes Blackford with a Grangemouth to Aberdeen Guild Street service in the summer of 2007. **Richard Tuplin**



Special Report : The Class 66s



▲ The latest member of the Class to carry a corporate livery is No. 66623, outshopped with the usual green roof, but blue bodysides following the signing of a contract with Bardon Aggregates. The locomotive is pictured on the headshunt at Taunton Fairwater Yard on 18th July 2007. **Brian Garrett**

► To mark 40 years of Freightliner Intermodal operation, a number of the company's locomotives gained a '40 badge' on the bodyside between the cab windows and drivers door. On 20th April 2006, Nos. 66573 and 66570 are joined by Class 57/0 No. 57002 at Crewe. **Andrew Appleton**

▼ DRS Class 66/4 No. 66409 spent a period on hire to Freightliner Heavy Haul. Here, the locomotive, with Freightliner branding on the cabsides, powers a Redcar to West Burton service through Welbury on 23rd April 2006. **Ian Hardy**



The editor welcomes details of forthcoming events, talks, slide shows, conferences, model railway exhibitions and club meetings for inclusion within this section.

Details should be sent via email to

editor@railwayherald.co.uk and should include a brief outline of the event, including the speakers name if appropriate, date, time and location, together with contact details (either telephone, web or email). *Railway Herald* cannot

accept any responsibility for any inaccuracies or events which are amended, cancelled or postponed. Information, such as advance programmes and club meeting line-ups can also be sent through the post to the editorial address.

18th April 2008

Great Western Society (Taunton Group)

Stoke St. Mary Village Hall, near Taunton.

'Bespoke Buildings' by Martin Prior. Meeting commences at 19.30. Contact Peter Triggs on 01823 334188 for further details.

21st April 2008

Great Central Railway Society (Spinkhill Branch)

The Angel Hotel, College Road, Spinkhill

'BR Standards in Colour' by Ashley Shimell. Meeting commences at 19.30. Contact 01909 473927 for further details.

Locomotive Club of Great Britain (Dorking)

Pethick-Lawrence House, 85 South Street, Dorking, Surrey

'Waterloo' by Ted Goodman. Meeting commences at 19.30.

23rd April 2008

Basingstoke & District Railway Society

Miniature railways by Colin Brading. Wote St. Club, New Road, Meeting commences at 20.00. Contact: 01256 326096.

24th April 2008

Locomotive Club of Great Britain (Croydon)

United Reform Church Hall, Addiscombe Grove, East Croydon.

'Half a Century Ago' by John Cramp. Meeting commences at 19.15.

Mid-Hants Railway Preservation Society (Thames Valley Group)

Church House, Church Street, Caversham, Reading.

Joint meeting with Reading Transport Group - Railway Quiz and slide/video presentation.

Doors open at 19.30, meeting commences at 19.45. A donation is requested

RCTS (Sussex Branch)

Brighthelm Church & Community Centre, North Road, Brighton.

"Lineside Greetings" by Douglas d'Enno. Meeting commences at 19.30. £1.50 donation is requested

26th April 2008

Bournemouth Railway Club

All Purpose Room, Winton Methodist Community Centre.

The judging of this years slide competition by Russell Burridge will be followed by his talk on the 'Ffestiniog Railway in 1970 and 1980s'. Meeting starts at 19.30.

Locomotive Club of Great Britain

St Johns Church Hall, St Johns Street, Bedford. Annual General Meeting. Meeting commences at 14.30.

30th April 2008

Permanent Way Institution (London Branch)

South Bank University.

Half Days Technical Seminar on 'Practical Inspection and Maintenance of Switches and Crossings'. Contact Paul Gammage by email pjgammage@aol.com for further details. Meeting commences at 17.30

1st May 2008

Great Central Railway Society (Rotherham Branch)

The Three Horseshoes, Bawtry Road, Wickersley.

'A journey down the Somerset & Dorset Joint Railway' by Mick Hayes. Meeting commences at 19.30. Contact 0114 254 0275 for further details.

2nd May 2008

Gloucestershire Warwickshire Railway (Birmingham Group)

Northfield Library, Church Road, Northfield, Birmingham.

Group AGM followed by Members Slides. Meeting starts 19.30.

3rd-4th May 2008

Porthmadog Railway Exhibition

Glaslyn Leisure Centre, Porthmadog. Standard and Narrow Gauge layouts featuring mainline, industrial and light railways.

10.00-16.00 Entrance £4 incl. free guide, children under 14 free if accompanied by an adult.

3rd-5th May 2008

Ffestiniog Railway

Bank holiday steam weekend

3rd-7th May 2008

Locomotive Club of Great Britain (Overseas Tour)

'Champagne Express' in Luxembourg. Participants must be members of LCGB for insurance purposes. Further details visit the website at <http://www.lcgb.org.com>

6th May 2008

The Locomotive & Carriage Institution

LUL HQ St James Park (Room 727 The District Room).

Presentation by Mr. A. Savage from Rail Accident Investigation Bureau. Contact Alan Spencer on 07933 509987 for further details.

Southern Electric Group (South Hampshire Branch)

Eastleigh Railway Institute in Romsey Road, Eastleigh.

'From bulb fields to gum trees', Doug Cross and Peter Hall share a variety of tramway destinations. Starts 19.30. Entrance fee £2

Permanent Way Institution (Darlington & North East)

Railway Athletic Club, Brinkburn Road, Darlington, Underbridge Reconstruction - Slitting Mill.

Contact Phil Dooner on 01325 390318. Meeting starts at 19.00.

7th May 2008

Permanent Way Institution (Thames Valley section)

Sussex House, Reading.

'Maintaining the Isle of Wight Steam Railway' by Denis Rapley. Contact Rodney Pinchen by email at rodneyp@tinyworld.co.uk for details. Meeting starts at 17.30

Burton Railway Society

Marston's Social Club, Shobnall Road, Burton-upon-Trent.

'The four regions 'namers' show' by Alan Sainty. Contact Mark Ratcliffe on 01283 221537 for further details. Meeting commences at 19.30

8th May 2008

Permanent Way Institution (Birmingham Section)

The 11th Floor Boardroom, Network Rail Offices, The Mailbox, 100 Wharfside Street, Birmingham.

Shugborough Viaduct Reconstruction by S. Turner. Contact Ian Wardle on 0121 345 3931 for further details. Doors open 17.45 for an 18.15 start.

Permanent Way Institution (South & West Wales)

Dolphin Hotel, Whitewalls, Swansea. Geotextiles and Geosand by Paul Sharley, TWB Group.

Contact Andy Franklin on 0207 557 8664 for further details. Meeting commences at 18.00

10th May 2008

Bournemouth Railway Club

All Purpose Room, Winton Methodist Community Centre.

'The Leslie Hyde Collection' by Michael Harvey. Meeting commences at 14.30.

12th May 2008

Lincoln Railway Society

St Hugh's Church Hall, North Hykeham, Lincoln 'When the wall came down' by Graham Lightfoot.

Meeting starts 20.00. Contact 01522 705365 for further details.

York Railway Circle

Archbishop Holgate's School, Drama Studio, Hull Road, York.

'AGM followed by a 'Steam Spectacular 1960s to the present day' on DVD by Ian Wolstencroft. Starts 19.30. Non-Members £2

13th May 2008

Abergavenny & District Steam Society

Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny. Barry Foster Films and AGM. Starts 20.00.

Great Western Society (Bristol Group)

Room 7, BAWA. 589 Southmead Road, Filton, BRISTOL, BS34 7RG.

"The Railways of Scotland" talk by Les Nixon. Starts 19.30 for 19.45. Non-members welcome.

The 8E Railway Association (Northwich Branch)

The Gladstone Club, Station Road, Northwich 'Settle & Carlisle Perspectives' by Tony Icke. Starts 19.45. Contact 01606 44959.

14th May 2008

Grimsby & Cleethorpes Railway Group

RAF Association Club, Alexandra Road, Cleethorpes 'Diesels' by Mike Eggenton. Commences 19.30.

Contact 01724 341358 for details.

Permanent Way Institution (London Branch)

10th Floor Restaurant, 55 Broadway, London St. James Park tube. 'Work of the Railway Industry Association' by Jenny Candfield. Contact Paul Gammage by email pjgammage@aol.com for details. Meeting starts at 17.30

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10th Floor Restaurant, 55 Broadway, London St. James Park tube. 'Work of the Railway Industry Association' by Jenny Candfield. Contact Paul Gammage by email pjgammage@aol.com for details. Meeting starts at 17.30

16th May 2008

Great Western Society (Taunton Group)

Stoke St. Mary Village Hall, near Taunton. 'My Lifetime Hobby' by Amyas Crump. Starts 19.30, Contact 01823 334188.

Permanent Way Institution (Edinburgh)

The Scots Guards Club, 2 Clifton Terrace, opposite Haymarket Station, Edinburgh. Sitrling to Alloa and Kincardine by Scott Prentice, Network Rail. Contact Nicola Topping on 0131 550 4273 for details. Meeting starts at 18.00.

16th-18th May 2008

ACORP Community Rail Weekend

Events across the country, including a station gala at Blaenau Ffestiniog in conjunction with the Ffestiniog Railway.

17th May 2008

Friends of the West Highland Lines AGM.

Regent Hotel, Esplanade, Oban. Meeting commences at 12.00. Visitors are welcome but are reminded that they may act as observers and are not permitted to take part in the business of the meeting.

19th May 2008

Great Central Railway Society (Spinkhill Branch)

The Angel Hotel, College Road, Spinkhill 'Post-War Modernisation of the Sheffield Railway Scene' by Nick Wheat. Commences 19.30. Contact 01909 473927 for details.

20th May 2007

Permanent Way Institution (West Yorkshire Branch)

The Pullman Room, The Golden Lion Hotel, 2 Lower Briggate, Leeds. Energy Efficiency, Recycling and the reuse of resources on the railway by Martin Woofe. Meeting commences at 18.30. Contact Martin Woofe on 07747 160949 for further details and information.

21st May 2008

Permanent Way Institution (Bristol & West of England)

Arup Auditorium, 63 St. Thomas Street, Bristol. Chairman's address followed by four short papers. Contact Alex Simpson on 01242 519828 for further details. Doors open 17.30 for an 18.00 start.

Permanent Way Institution (Glasgow Branch)

Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow. Sheilds Junction Renewal. Joint Meeting with Railway Civil Engineers Association. Contact Jack Scott on 0141 952 2562 for further details. Meeting commences 17.30

22nd May 2008

Mid-Hants Railway Preservation Society (Thames Valley Group)

Church House, Church Street, Caversham, Reading. 'End of BR Steam in the North West, Past and Present'. Meeting commences at 19.30 for 19.45. A donation is requested

Permanent Way Institution (Nottingham & Derby Branch)

The Midland Hotel, adjacent to Derby station.. Steam worked railways - A photographic tour by John Birkenshaw PVMM. Contact Colin Cowey on 01949 837067 for further details. Meeting commences at 18.30

RCTS (Sussex Branch)

Brighthelm Church & Community Centre, North Road, Brighton. "50 Years of Taffys Travels - Part 1 Western & Southern" by Peter Jones. Meeting commences at 7.30pm. Donation of £1.50 is requested

4th June 2008

Burton Railway Society

Marston's Social Club, Shobnall Road, Burton-upon-Trent. 'The popular annual railway quiz' by Dave Hook. Contact Mark Ratcliffe on 01283 221537 for further details for further details. Meeting commences at 19.30

Permanent Way Institution (Thames Valley section)

Sussex House, Reading. Reading Remodelling. Contact Rodney Pinchen by email at rodneyp@tinyworld.co.uk for further details. Meeting commences at 17.30

5th June 2008

Great Central Railway Society (Rotherham Branch)

The Three Horseshoes, Bawtry Road, Wickersley. 'Nottingham Victoria station' by Ken Grainger. Commences 19.30.

9th June 2008

Lincoln Railway Society

St Hugh's Church Hall, North Hykeham, Lincoln 'Members slide show' Meeting commences at 20.00. Contact the secretary on 01522 705365 for further details.

Permanent Way Institution (London Branch)

10th Floor Restaurant, 55 Broadway, London St. James Park tube. Modular S&C by Geoff South, Network Rail Contact Paul Gammage (pjgammage@aol.com) for details. Meeting starts at 17.30

10th June 2008

Abergavenny & District Steam Society

Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny. 'West and North Devon' by Peter Gray. Meeting commences at 20.00.

The 8E Railway Association (Northwich Branch)

The Gladstone Club, Station Road, Northwich. Evening visit to Chester by rail. Contact 01606 44959 for further details.

11th June 2008

Grimsby & Cleethorpes Railway Group

RAF Association Club, Alexandra Road, Cleethorpes 'The Stanier Jubilees of the LMS' by Mick Hayes. Meeting commences at 19.30. Contact 01724 341358 for further details.

12th June 2008

Permanent Way Institution (Birmingham Section)

The 11th Floor Boardroom, Network Rail Offices, The Mailbox, 100 Wharfside Street, Birmingham. Merseyrail Track Slabs by N. Reynolds. Contact Ian Wardle on 0121 345 3931 for further details. Doors open 17.45 for 18.15 start.

16th June 2008

Great Central Railway Society (Spinkhill Branch)

The Angel Hotel, College Road, Spinkhill 'Grimsby & Cleethorpes - created by the GCR' by Bryan Longbone. Commences 19.30. Contact 01909 473927 for details.

20th June 2008

Great Western Society (Taunton Group)

Stoke St. Mary Village Hall, near Taunton. 'Sixty years of Railway Photography' by Philip Kelley. Starts 19.30, Contact Peter Triggs on 01823 334188.

Mid-Hants Railway Preservation Society (Thames Valley Group)

Church House, Church Street, Caversham, Reading. Members photographic and video evening. Meeting commences at 19.30 for 19.45. A donation is requested

Internet Links

Further contact details for the clubs and societies list in this column can be obtained from our new-look website by [clicking here](#).

Should your club or society event be listed here? If so then please email the editor with the appropriate details.

▼ *The Network Rail Radio Coverage train worked from Derby to Cardiff on 14th April in order to work various trips in the South Wales Valleys over the following days. Class 31/6 No. 31602 Driver David Green is pictured passing through Llandaff in the Cardiff suburbs while working the test train to Aberdare with classmate No. 31105 at the rear. The train was stopped at Pontypridd as No. 31105 had been reported as losing oil and causing wheelslip. Kevin Dancer*



