

Railway Herald

Issue 205 - 14th December 2009



The electronic journal for the railway enthusiast

Railway Herald

Issue 205
14th December 2009

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Brian Morrison



Battledown Flyover in the 1950s

Brian Morrison '**TURNS THE CLOCK BACK**' to the 1950s and looks at the various Southern Railway locomotive designs that could be seen passing Battledown Flyover in the 1950s, one location that has changed very little since the days of steam

[Full story on Page 20](#)

Elsewhere in this issue



8 New plan to connect Heathrow

A private company has announced a new £500 million project that will reinstate missing links and connect a brand new station at Windsor with Heathrow Airport.

12 Notable Workings

The weekly column looking at the rare and unusual workings that have occurred over the past week, including the Class 60 Report. **Readers contributions are welcomed. Please forward to editor@railwayherald.co.uk.**

Barnham box movement

The now redundant signal box at Barnham has been removed from the railway station to become a local community centre.

[Click here to read the story on Page 3](#)

Metro & Light Rail

Further closures, including a complete four-day line shut-down, are announced to enable the work to be completed on the Jubilee Line upgrade.

[Click here to read the story on Page 5](#)

Last Class 395 handed over

Hitachi has formally handed over the last Class 395 to Southeastern, just days prior to the full introduction of the high-speed commuter service.

[Click here to read the story on Page 7](#)

World Report

News and pictorial content from around the globe with specific emphasis on the European and Australian rail networks.

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Essentials

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News from the charter scene, with comprehensive tour listings.

30 Diary

The dates of slide shows and information presentations.

Front Cover Caption:

Labelled 'All c2c trains are greener now', Class 357/0 No 357010 arrives at Fenchurch Street from Stanford-le-Hope on 20th November. **Brian Morrison**

Pushing for electrification of the Midland Main Line to Sheffield

Politicians and business leaders are urging the Government to electrify the Midland Main Line, in order to boost the economy, tackle congestion and protect the environment, and say that an electrified service from London to the East Midlands and Sheffield could boost the regions' economies by up to £19 million per year.

The East Midlands Regional Assembly, the East Midlands Development Agency, the South Yorkshire Passenger Transport and the Sheffield City Region lead the campaign. MPs, council and business leaders are being invited to a reception at Westminster on 15th December, to outline their case. Transport Secretary Lord Adonis and East Midlands Minister Phil Hope have also been invited.

Electrifying the line would speed up journey times, putting Leicester within an hour of London, Derby and Nottingham within 90 minutes

and Sheffield within two hours. It would also allow for longer, more cost effective and reliable trains on a line where passenger numbers have grown by 87% since 1997. Other advantages would be to relieve motorway congestion, complement future high speed rail links and create more capacity for freight trains. The campaigners stress that they still want ongoing improvements on the line before electrification takes place and say that, longer term, the region must be included in a future High Speed link.

Earlier this year, Network Rail studied the feasibility of electrifying all 169 miles of the Midland Main Line from Bedford, the section between London St Pancras and Bedford being already electrified for London commuter trains. The study found that the case for electrifying the whole route was 'extremely strong', and reported that if funding was approved now, work to raise bridges could start in 2012 and electrification work could start in 2013.

Christmas closure for Nottingham route

Buses will replace trains between Nottingham and Derby from 27th December to 3rd January, and will also operate between Nottingham and East Midlands Parkway, while Network Rail works on the line between Nottingham and Derby.

New signalling is being installed and new track being laid at a cost of £100 million. Dyan Crowther, Network Rail Route Director, said: "This massive investment will make a real difference for passengers with improved journey times, smoother, more reliable

journeys, and a reduced need for future maintenance".

The resignalling project at South Erewash will renew and modernise existing signalling and move the control of trains from Trent power signal box to the new East Midlands control centre at Derby. The current signalling equipment is said to be at the end of its life. The rebuilding and untangling of lines at Trent East Junction will involve 1.5km of track and signalling replaced and will add an extra track on a vital curve to reduce the need for future maintenance at the key location.



▲ The two-storey Barnham box is now in place at Olivers Meadow in Aldingbourne for community groups, including the Bognor Regis Model Railway Club, to use. Here the unique 1911 structure within a steel cradle is slowly being swung around 180 degrees to its new home, behind the crane, on 6th December. **Chris Wilson**

Barnham Signal Box finally moves to its new home

After almost a century of controlling the signals and points on the railway from east of Bognor Regis to west of Arundel, Barnham's historic signal box has made the 1.8 mile journey from the town's station to its new home at Aldingbourne playing fields, where it will start its life as a community centre.

The delicate operation was the culmination of years of hard work and fund raising and months of planning. It involved lifting the five-tonne structure by crane from the middle platform of Barnham station and putting it onto a large low-loader. The signal box then made the three-hour journey across the town before being lifted onto the new pre-built foundations at

its new home. Along the way, approximately 100 telephone lines had to be moved out of the way one at a time!

The London, Brighton & South Coast Railway box was originally built in 1911 and was equipped with a 75-lever frame. The new Barnham Signalling Centre took over from the semaphore box at the end of 2008, and controls roughly the same area.



▲ Class 67 No. 67007 hauls failed Class 66/0 No. 66075 through Holtytown station on 4th December with a short Portbury to Mossend automotive working. Kenny Marrs

£4.5 million rebuild of bridges

Two bridges over the railway in the Didcot area are being rebuilt at a cost of £4.5 million.

The upgrades at Sands Road in South Moreton and nearby Stocks Farm, are needed to allow the larger 9' 6" 'high-cube' containers to be transported by rail through the area. Sands Road bridge will be closed to traffic from 14th December until April 2010. Removal of the existing bridge deck will begin once the last train has passed through the area on Christmas Eve. The new structure will be wider with a footpath, making it safer for pedestrians. Although it will not reopen fully until April, pedestrians and cyclists will be allowed to cross the bridge when it is deemed safe to do so by the contractors on site. Stocks Farm overbridge, which carries a bridleway across the railway north of Sands Road, is also being replaced with a new single-span bridge. It has been closed since September and will also reopen in April 2010. Rail services will not be affected by the work over Christmas.

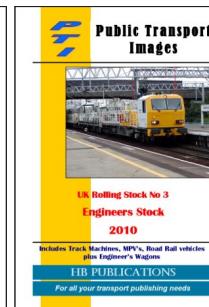
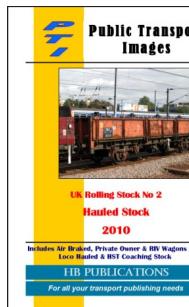
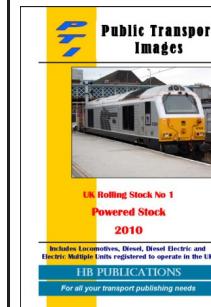
Speed increase for Robin Hood line

Line-speed at Mansfield Woodhouse and Sutton Forest on the Robin Hood Line has been increased from 20mph to 60mph with a £500,000 investment in track and bridges.

The complete line, which stretches from Nottingham to Worksop, has also benefited from new level crossing telecoms and new signage and speed boards. The work started at the beginning of November and was carried out on weekday nights and over weekends to minimise disruption. The project was completed on 29th November. East Midlands Trains said: "The launch of East Midlands Trains new timetable in December 2008 brought Sunday services to the Robin Hood Line for the first time since the 1960's, and on 13th December, we will be launching new services between Nottingham and Bulwell. These improvements made by Network Rail are already helping us to deliver more punctual train services".

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Christmas Publishing Break

Please remember that Railway Herald will be taking its annual Christmas break following the publication of Issue 206 on 21st December.

Issue 207 of the magazine will be published on 11th January 2010. We would remind all readers that submissions to the Imaging Centre will continue to be moderated through this period, and images can still be submitted, either via our online submissions system or via email to the editor.



▲ Engineering works in the Severn Tunnel area over a number of weekends are resulting in diversions via Kemble, Gloucester and Chepstow for Welsh-bound trains, including the Theale to Margam empty fuel tanks. Class 60 No. 60013 is seen with the working on 5th December, descending Sapperton Bank, near Chalford, in teeming rain. Six days later, this loco was stored at Toton. **Glen Batten**

Class 60 fleet declines as RHTT work finishes for 2009

With the end of the Network Rail, Rail Head Treatment Train operations for 2009 having arrived, a number of Class 66 locomotives that were employed on these duties have returned to traffic pools.

The effect has been a sudden sharp decline in the number of operational Class 60 locomotives remaining in traffic. As of 10th December, the operational pools had decreased from 12 to just four locomotives (Nos. 60041,

60051, 60084 and 60096), although a further nine were still operating from the WNTR or WNTS pools. Of the remainder of the fleet, 15 are stored at Crewe, one at Eastleigh (60022), one at Margam (60026) and 70 at Toton TMD.

Rumours abound of the imminent demise of the class totally, although at present with DB Schenker looking to extend train lengths and move higher tonnages with less trains, only time will tell as to what the future holds.

Metro and Light Rail News

More Jubilee Line closures announced to complete upgrade work, including a four-day total closure of the entire route

London Underground Ltd (LUL) has outlined the programme of weekend closures of the Jubilee line until Easter 2010, having demanded a credible programme from PPP contractor Tube Lines for the vital upgrade of the line.

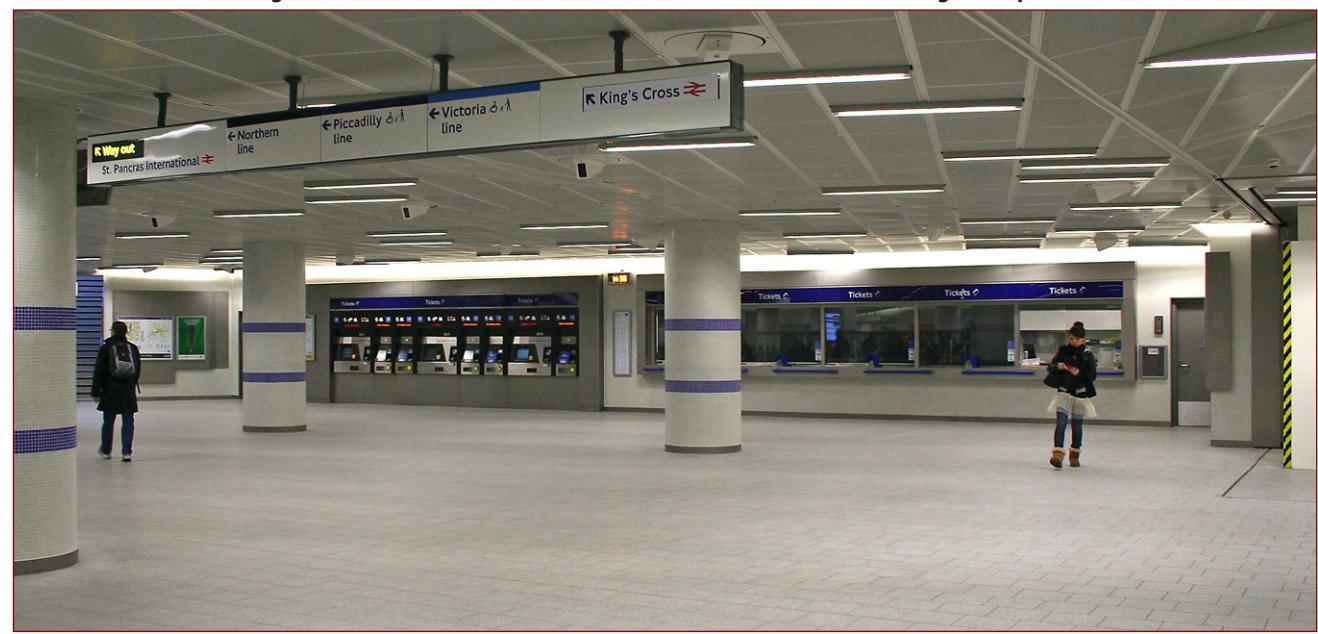
The upgrade, which will deliver a 30% increase in capacity with faster and more frequent trains, was due to be completed by the end of this year, but the contractor has fallen well behind schedule.

Over recent weeks the company has been pressed for a credible work programme to give Londoners

certainty about when the upgrade will be complete, resulting in some constructive discussions. In the interests of ensuring the upgrade is completed as quickly as possible LUL has now agreed to a further 22 days of closures, including eight days of full line closures, up to and including Easter, when the line will be closed for four days. It is clear that further closures beyond this will be required and LUL continues to urge Tube Lines to confirm the upgrade completion date, and the closure programme required beyond Easter.

The dates of the weekend closures will be announced shortly.

▼ The new larger ticket hall at King's Cross and St Pancras was opened on 29th November. This view shows the spaciousness of the new North hall, linking the main line and street level entrances, to the lower level underground platforms. **Kim Rennie**



and clashes with major events will be avoided as much as possible. London Underground will be seeking to minimise disruption as far as possible by providing an alternative transport plan, which will include rail replacement buses, a boat service from West India Pier to the O2 stadium, and additional services on c2c from West Ham to Fenchurch Street and on Chiltern from Harrow-on-the-Hill to Marylebone.

A service on the Metropolitan line from Willesden Green has also recently been introduced during closures of the Jubilee line, to further help minimise impact on passengers.



▲ Large logo-liveried Class 37/4 No. 37425 *Pride of the Valleys* stands at Perth on 4th December, while awaiting booked time with the 18.39 Inverness to Mossend Yard service, conveying empty tanks that had originated at Lairg. No. 37425 has now been joined by classmate No. 37401 - resulting in both operational DB Schenker Class 37s being north of the border. **Robert Duff**

UK News In Brief

■ Network Rail has extended the length of the platforms at the temporary Workington North station by 23 metres to accommodate the longer trains now calling there, and to meet passenger demand. The number of passengers wanting to travel meant that additional three-car DMUs were introduced on the shuttle service between Workington and Maryport, calling at Workington North and Flimby en route, travel being free courtesy of Northern Rail. The car park provided has also now been enlarged and accommodates nearly 200 vehicles.

■ East Coast reintroduced its range of complimentary food and drink served at seat for First Class passengers from 13th December. More table space is also now provided by withdrawal of 'table tidy' water

and condiment holders, although these items will continue to be available free from the at-seat catering trolleys. Menus will remain at each seat. A new complimentary food and drink selection reflects feedback received from passengers travelling on the services..

■ The railway journey between Settle and Carlisle has long been famous for its scenic splendour, and the way it cuts dramatically through the Yorkshire Fells before running through the pastoral glories of the Eden Valley to Carlisle - but now its fame is international, having been voted into second place in the world in the list of best train trips by the ABC News network in the U.S.A. This makes the Settle & Carlisle route more spectacular than the Trans-Siberian or Orient Express! The survey of 'The World's Top Ten Great Railway Journeys' gave top

ranking to South Africa's Blue Train. England's pride, the S&C, took second spot, ahead of Russia's Trans-Siberian, Europe's Venice-Simplon-Orient Express, and Canada's Rocky Mountaineer. Routes in Malaysia, Syria, India, Switzerland and Kenya complete the top 10.

■ The next stage in the transformation of Hartlepool station began on 30th November, as Network Rail began work to renew the station canopies. £1.2 million is being spent to renew them and make good a redundant platform. The work is being developed in conjunction with plans by Hartlepool Council and Northern Rail to make the station into a transport interchange in time for 'The Tall Ships Races 2010', when Hartlepool is expected to attract up to a million visitors. Hartlepool Council has already started work on a new car park and

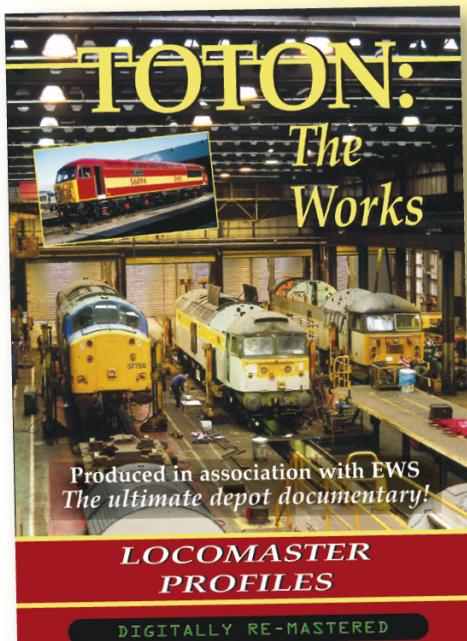
bus interchange, which also involved moving a Network Rail maintenance depot. Further work to improve facilities for passengers will be carried out by Northern Rail and Network Rail through the National Stations Improvement Programme.

■ A new hourly service from Sheffield to East Midlands Airport was introduced with East Midlands Trains new timetable on 14th December. Passengers travelling from Chesterfield will also benefit from 16 new direct trains to and from the airport. The additional services were introduced as the result of a successful partnership between East Midlands Trains, South Yorkshire Passenger Transport Executive and Yorkshire Forward, and also bring an improved service between Sheffield and London St Pancras with the introduction of two trains an hour.

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TOTON TRACTION MAINTENANCE DEPOT in Nottinghamshire is the single largest locomotive workshop in Britain. In the summer of 1998, when this programme was filmed, the depot had an allocation of more than 200 locomotives and undertook a variety of work ranging from A exams and re-fuelling to engine re-builds and general overhauls. Under EWS, Toton became the centre of the company's diesel locomotive maintenance operations and had its role extended to include work previously carried out at major works. This programme, which was produced in association with EWS, provides a fascinating insight into Britain's premier traction depot.

With only one Class 66 in the country, this DVD provides an



▲ Newly repainted in Devon & Cornwall Railways/British American Railway Services green livery, Class 31 No. 31601 approaches Swansea Loop East Junction with the 04.58 test train from Whitland to Bristol Temple Meads, via Pembroke Dock, Fishguard and Milford Haven, on 9th December. Track Recording Coach No. DB999508 is sandwiched between 31601 and BR blue classmate No. 31106. **Phil Trotter**

Hitachi hands over the final Class 395 'Javelin' EMU

Hitachi Rail Europe Ltd handed over the 29th and final Class 395 Javelin' to Southeastern on 11th December, just ahead of the scheduled start of full passenger services on 13th December.

The trains provide the first 140mph high-speed domestic service in Britain, running on the HS1 line from St Pancras International to Ashford International. From there, the service continues to Canterbury, Dover, Folkestone and Ramsgate. Manufactured in Japan, the trains were shipped to the UK, with the final vehicles being unloaded at the Port of Southampton on 17th August this year and illustrated in Railway Herald Issue 191. Prior to acceptance, all the stock has completed

rigorous testing and fault-free running.

Charles Horton, Managing Director of Southeastern, said: "The new high speed service is a vital component for our new integrated timetable coming in on 13th December. Over the summer we have worked closely with Hitachi so that we can provide a 'preview' service, allowing passengers to experience what the full service will be like and also allow us to make any adjustments before the full introduction. This has proven to be very successful with passenger growth of more than 200% since starting the preview services in June. Once the full service starts we hope that even more passengers will experience travelling at 140 mph".

New £500 million railway link proposed between Heathrow and Windsor

Proposals for a £500 million rail link between Windsor and Heathrow Airport have been published by Windsor Link Railway Company.

The scheme, which is to be privately financed, would link Heathrow Terminal 5 to Windsor, via Wraysbury and Datchet, before running on to Slough via Chalvey. The proposals include a new station in Windsor, replacing both the existing ones.

Another station would be built at Chalvey as part of a redevelopment project and a third at Horton. The scheme is set to reuse existing lines and would require 16km of new track. The company said it is in

talks with architects and is likely to submit plans for the project within 12 months.

Outlining its timetable, the company said that it aims to secure approval for the scheme from the Secretary of State for Transport next year. It intends to have train services running through Windsor by 2013 and to complete the Heathrow Airport to Slough section by 2016. Future enhancements could include a Gatwick Airport link and a connection between High Wycombe and Bletchley, via Aylesbury to Oxford and Cambridge. A new station in Bray is also a possibility.

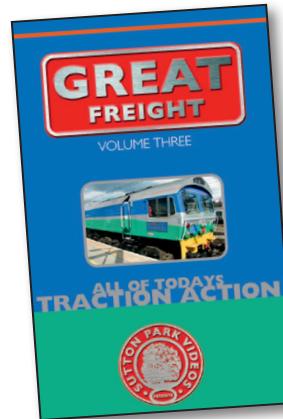


▲ East Midlands Trains HST with Class 43 powercar No. 43073 leading, heads the 12.14 Lincoln - Nottingham service in connection with Lincoln Christmas Market. The set ran from St Pancras to Lincoln as a scheduled London to Nottingham working, then formed a local service from Lincoln to Nottingham and back twice, before returning to London. The set, with an unidentified EMT-liveried powercar on the rear, passes Collingham on 5th December. Steve Harper

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Having been transferred from the WCAI operational pool into the WNTR stored pool on 7th December, the unique Army-liveried Class 60 No. 60040 *The Territorial Army Centenary* remained active for several days afterwards! Here, the loco passes Burton-on-Trent with the Westerleigh to Lindsey Oil Refinery discharged petroleum tanks on 8th December. **John Whitehouse**

In the early morning sunlight, diesel-hydraulic No. D1015 *Western Champion* heads north through Claypole with the 07.48 London King's Cross to Scarborough charter on 5th December. **John Illingworth**

The low December sun catches DRS Class 66/4s Nos. 66434 & 66414 *James the Engine* working the Bridgwater to Crewe flask service at Bristol Temple Meads on 9th December. The latter loco, being an unusual visitor to the West Country. **Edward Gleed**



The weekly column looking at some of the more unusual and newsworthy movements on the UK network, including Class 60 Report

**Saturday
5th December 2009**

The period under review started with heritage action across the country, Class 97/3 No. 97304 *John Tilley* and WCRC Class 33/0 No. 33025 being employed on testing work on the Cambrian Coast route prior to returning to Derby, while Hanson Traction Class 56/3 No. 56312 *Artemis* was on its usual Hams Hall to Dollands Moor intermodal working.

Class 67 No. 67002 *Special Delivery* was used on the first of two '67-hauled charters to Lincoln, working from Woking, while classmate No. 67028 was working another charter from Holyhead and No. 67010 *Unicorn* was employed on the 'Northern Belle' working from Manchester Victoria to Kensington Olympia. Meanwhile 'Western' No. D1015 *Western Champion* brought the sound of a diesel-hydraulic locomotive back to York, believed to be the first time in over 30 years, while working a London to Scarborough charter. The Vintage Trains charter from Tyseley to Rochester was in the hands of Tyseley's pair of '47s' Nos. 47773 and 47580 *County of Essex* throughout the morning.

Signalling problems around Chelmsford brought operational problems for the morning National Express East Anglia services, resulting in some early morning Norwich to London trains terminating at either Ipswich or Colchester. For Colas Rail, the day also found all three of its liveried Class 47s stabled at its

depot at Rugby, while both GMs were at Ashford.

Having arrived at London Victoria with the VSOE, Class 67 No. 67008 was the on the rear of the ECS working to Stewarts Lane, motive power being provided, unusually, by Class 59/2 No. 59206 *John F. Yeoman Rail Pioneer*.

In Scotland, Class 67 No. 67007 worked the Powderhall 'Binliner' in the morning, while the 07.15 Leeds to Aberdeen service was formed of the usual HST set, powered by Class 43s Nos. 43303 and 43227, with both powercars and the entire set in full East Coast white livery.

At the start of the period, 16 Class 60s were in traffic (four of which were in the stored pools, but still operating) these were Nos. 60009, 60039 and 60085 in South Wales, Nos. 60011, 60040, 60041 based at Immingham, 60045 at Carlisle, 60049 and 60051 working out of Peak Forest, Nos. 60063, 60084 and 60091 around Doncaster, No. 60071 working around Toton, No. 60073 working around Westbury and finally No. 60096 working on the Fidlers Ferry coal circuit.

**Sunday
6th December 2009**

Class 90 No. 90020 *Collingwood* was in use on the Virgin Trains loco-hauled set during the morning, which now sees daily use between London Euston and Birmingham, while Class 57/6 No. 57602 *Restormel Castle* had charge of the First Great Western northbound 'Night Riviera' service that evening.

**Monday
7th December 2009**

Empty coaching stock moves were in the spotlight for unusual traction during the day with diesel-hydraulic No. D1015 *Western Champion* working from Wembley to Eastleigh with the stock from Saturday's charter to Scarborough, while First GBRf Class 66/8 No. 66844 powered a set of stock from Eastleigh to Norton Fitzwarren, prior to the start of the new loco-hauled diagram next week. The train ran via Westbury. An issue over the availability of Class 321/9 EMUs for Northern Rail presumably led to hiring in Class 321/4 No. 321410 on

the Leeds to Doncaster circuit.

Colas Rail Class 66/8 No. 66841 had charge of the Ford 'Blue Train' to Dagenham Dock, while No. 66842 worked the Dollands Moor to Hams Hall intermodal service, with Class 56/3 No. 56312 in tow.

Operational DB Schenker Class 60s

Loco	Working Area	Loco	Working
60009	Tyne Yard	60051	Peak Forest
60049	Peak Forest	60096	Warrington

Correct as of 10th December.

▼ Five-door Class 66/9 No. 66956 powers through Shrivenham with an Isle of Grain to Avonmouth intermodal service on 28th November. **Ken Brunt**

DB Schenker-liveried Class 66/0 No.

66152 found employment on the morning Oxwellmains to Powderhall bins. Class 66s Nos. 66177 and 66081 became the last locomotives to work the 2009 Didcot-based RHETT diagram during the afternoon,

▼ Class 97/3 No. 97301 passes through Walsall on 8th December with a rake of WCRC Mk1s in tow, for what is understood to have been overnight ERTMS brake testing on the Cambrian Coast route. **John Whitehouse**



the locomotives being removed from the set on arrival back at Didcot. The Cumbrian loco-hauled operation continues this week, with motive power being supplied by Class 47/7 No. 47790 and Class 47/4 No. 47501 *Craftsman*.

Tuesday 8th December 2009

Having been on repair at Bescot, Class 37/4 No. 37401 was transferred from Bescot to Warrington during the early hours, en route to Scotland. Meanwhile, Class 31/1 No. 31233 was employed with one of the Network Rail Mk2 DVTs on a Derby RTC to Derby RTC, via Immingham, test working during the day.

Having undergone its planned maintenance at St. Leonards, Class 73/2 No. 73207 was moved back to March Whitemoor Yard, arriving sandwiched between two Class 66s. No. 73207, which has been resident at Whitemoor while its classmate was 'down south' was moved to Peterborough yesterday, bound for the Southern Region. Elsewhere, Class 73/2 No. 73202 Dave Berry entered 'Thunderbird' mode mid-morning, when it was called to assist 'Wessex Electrics' Nos. 442419 and 442401, which had failed near Coulsdon while working the 09.50 Gatwick Airport to London Victoria service. The 'ED' hauled the errant units back to Gatwick.

In preparation for the start of the second loco-hauled diagram, Class 57/3s Nos. 57315 and 57316 were in use, 'topped and tailed' on crew familiarisation workings between Taunton and Bristol/ Cardiff. Class 97/3s Nos. 97301 and 97304

were also in 'top and tail' mode on a rake of empty stock working from Derby RTC to Shrewsbury for overnight ERTMS testing on the Cambrian.

During the late evening Stobart-liveried Class 92 No. 92017 *Bart the Engine* was provided for the overnight Wembley to Mossend working, which collected Class 37/4 No. 37401 at Warrington. As of this morning, the number of Class 60s in operational pools was down to just four locomotives, with Nos. 60009 based at Immingham, Nos 60049 and 60051 at Peak Forest and No. 60096 at Warrington.

Wednesday 9th December 2009

Class 73/2 No. 73202 was used on route learning duties to Uckfield during the morning. Class 97/3s Nos. 97301 and 97304 returned to Derby RTC with the ECS stock following overnight testing, after which the coaching stock was returned to Carnforth by WCRC Class 33 No. 33207 Jim Martin with classmate No. 33025 Glen Falloch 'dead in tow'.

Class 57/3s No. 57315 headed to Plymouth Laira from Bishops Lydeard during the morning, while its classmate No. 57316 headed back north to Crewe. Later in the day, No. 57315 returned from Laira with a stock move conveying six off-lease Mk3 buffet coaches, together with two barrier vehicles, to Eastleigh.

The Cumbrian Coast loco-hauled service had Class 47/4 No. 47501 paired with Class 37/6 No. 37610 T.S. (Ted) Cassidy 14.6.61- 6.4.08 today, while fellow DRS fleet members, Class 66/4 No. 66434 and 66414 James the Engine had charge of

Readers Contributions

Contributions for this column are welcomed from readers across the country. Each column generally covers Saturday to Friday of the week prior to publication, and readers are urged to keep contributions to the same period. Information and photographs should be sent via email to editor@railwayherald.com



▲ The sole DB Schenker-liveried Class 66/0 No. 66152 passes Blindwells, south of Prestonpans, with the return working of the Edinburgh 'Binliner' from Oxwellmains to Powderhall on 11th December. **Kenny Marrs**

▼ The Cumbrian 'Floodex' changed locomotives yet again for the week beginning 7th December, when DRS Class 37/6 No. 37610 T.S. (Ted) Cassidy 14-5-61 to 06-04-08 worked in 'top and mode' with Class 47/4 No. 47501 *Craftsman*. On 10th December the set departs from Maryport with the 11.50 service to Workington. **Fred Kerr**



Class 70 Report



▲ Crew training has now commenced for Freightliner's Ipswich drivers on the Class 70s. No. 70001 heads over the River Stour at Manningtree on 8th December bound for Ipswich with the first training run from Temple Mills. **Stuart Chapman**

FLEET REPORT

Loco Working Area

70001	Birmingham Lawley Street
70002	Bristol Stoke Gifford
70003	Crewe Basford Hall
70004	Leeds Midland Road
70005	Crewe Basford Hall
70006	Ipswich

(In Traffic/Crew Training)
(In Traffic/Crew Training)
(Fitter Training)
(Fitter Training)
(In Traffic/Crew Training)
(Crew Training)

Workings Information

With six members of the fleet now in the country, movement reports are becoming more regular.

For those wishing to follow the day-to-day workings, the independent **GEGen electronic mailing list** is recommended. Users can send an email to gegen-subscribe@yahoogroups.com to join the free group - questions should be directed to the list owner at gegen-owner@yahoogroups.com. Having returned to Birmingham

Lawley Street following its two-day working to Felixstowe, Class 70 No. 70001 returned to Ipswich on a Felixstowe bound intermodal service on 5th December, dragging Class 66/5 No. 66532. Nos. 70003-70006 moved from Newport Docks to Crewe Basford Hall yard, via Hereford and Shrewsbury, on 7th December, with No. 70003 providing the motive power. No. 70002 continued its regular operation on the Stoke Gifford to Rugeley Power Station coal runs during the week.

On 8th December, the first of the

new locomotives, No. 70006, was dispatched to Ipswich for fitter training, and was hauled 'dead in tow' by Class 66/5 No. 66594 on the morning Crewe Basford Hall to Felixstowe intermodal service. The Anglia region was seeing double GE workings this day, with No. 70001 being used on a driver training working between Ipswich and Temple Mills and return.

No. 70004 moved from Crewe Basford Hall to Leeds Midland Road during the evening of 8th December, behind Class 66/5 No. 66579, while No. 70005 worked its first train on 10th December. Having moved to Garston the previous day, the locomotive was on the 07.52 Garston FLT to Ellesmere Port coal empties, before working the 12.07 Ellesmere Port to Fiddlers Ferry Power Station coal, followed by the 15.15 return to Ellesmere Port and the 19.37 service back to Fiddlers Ferry.

No. 70006 was used for Crewe training, working to Temple Mills and back.

the Bridgewater flasks. Class 67 No. 67004 *Post Haste* was used on a test run for the Inverness snowploughs, working to Laird and return. The loco had arrived in Inverness on the overnight sleeper from Edinburgh.

With the RHTT season over and a number of Class 66 locomotives once again available for daily duties, a number of Class 60s have returned to the stored pool, against a background of rumours that the entire fleet could be stored. Class 60 No. 60045 *The Permanent Way Institution* worked 'light engine' from Carlisle to Crewe Basford Hall bound for storage at Toton. No. 60096 continued in traffic however,

plying its trade on the Liverpool Bulk Terminal to Fiddlers Ferry coal traffic. Allocated to the stored pool, but still in revenue-earning service, Class 60 No. 60040 was used for the imported steel traffic flow from Immingham to Sheffield Tinsley during the morning, before running 'light engine' to Doncaster to work the steel empties from Etange (which had arrived behind Class 92 No. 92001) through to Scunthorpe.

First GBRf Class 66/7 No. 66729 was once again back at Derby (what a surprise!) for the delivery of the new Class 378/1 for the East London Line. This time, No. 378148 was the unit in question, running in the usual evening path down the MML.

Thursday 10th December 2009

DRS Class 47/4 No. 47832 was used to move the two RHTT sets from Carlisle

Kingmoor to Network Rail's base at York Holgate during the morning. The locomotive then continued to Norwich. As this morning, the operational Class 60 pools, WCAI and WCBI, are down to a combined total of four locomotives - Nos. 60041 (Immingham), 60051 (Immingham), 60084 (Peak Forest) and 60096 (Warrington). However, several members of the fleet now allocated to WNTR or WNTS pools, were still in traffic, including Nos. 60011 (Immingham), 60039 (Doncaster), 60040 (Doncaster) and 60063 (Rotherham).

Class 66/4 No. 66407 worked the Ford 'Blue Train' today from Dollands Moor to Dagenham Dock, while the morning Mossend to Aberdeen 'Enterprise' working had Class 66/0 No. 66110 at the helm, with Class 37/4 No. 37401 in tow, followed by the freight wagons, and finally No. 66105 on the rear! Also moving locos were DRS, when Class 37/6 Nos. 37601 and 37604 worked from Norwich to Crewe IEMD with Class 37/5 No. 37688 and Class 90 No. 90009 in tow. First GBRf Class 66/7 No. 66729 returned to Derby during the day, with the barrier coaches after yesterday's EMU move.

Class 86/6s Nos. 86613 and 86632 were used on the daily Coatbridge to Crewe Basford Hall intermodal service, while Class 92 No. 92031 *The Institute of Logistics and Transport* had charge of the evening Wembley to Mossend 'Enterprise' working, with Class 90 No. 90024 and Class 66 No. 66097 'dead in tow'.

UK Steam & Modern Traction Railtour Listings

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

15th December

Steam Dreams 34067 London Victoria-Clapham Jct-Staines-Ascot-Reading-Salisbury & rtn

17th December

Steam Dreams 34067 London Waterloo-Woking-Sherborne & return

19th December

Past Time Rail	6201	TBC-Chester (break/rev) & return	Cancelled
UK Railtours	6201	(London Euston-Northampton)-Bescot-Stafford-Stoke on Trent-Alsager-Crewe-Chester-Crewe-Stafford-Bescot-& return	
Hastings Diesels Ltd	1001	Hastings-St.Leonards Warrior Square-Battle-Robertsbridge-Etchingham-Tunbridge Wells-Kensington Olympia-Shepherds Bush & return	
Steam Dreams	60019	London King's Cross-Stevenage-Cambridge-Norwich & return	
Rail-Blue Charters	2xDRS 47	Barrow Hill-Derby-Barnsley-Carlisle-York & return	Cancelled
Pathfinder Tours	DBS 66/40145	Swindon-Crewe(DBS 66)-Preston-Skipton-Leeds & return	Postponed
Pathfinder Tours	40145	Leeds-York-Knaresborough-Harrogate-Leeds	Postponed
Railway Touring Co.	60007	London King's Cross-York-Durham-Newcastle (& return)	
HF Railtours	2xWCRC 37	Manchester Victoria-Bolton-Blackburn-Clitheroe-Hellifield-S&C-Appleby-Carlisle & return (Book through Spitfire Railtours)	

20th December

Railway Touring Co. 34067 London Waterloo-Southampton-London Waterloo **Postponed**

21st December

Steam Dreams 60163 London Victoria-Bromley South-Maidstone East-London Victoria
Steam Dreams 60163 London Victoria-Bromley South-Tonbridge-London Victoria

22nd December

Railway Touring Co. 34067 London Victoria-Bromley South-Maidstone East-Ashford-Appuldore-Hastings-Battle-Tunbridge Wells-Sevenoaks-Swanley-London Waterloo

29th December

Pathfinder Tours Hanson 56 Bristol Temple Meads-Carlisle & return) **Postponed**

30th December

UK Railtours	2xDBS 67	London King's Cross-Grantham-Nottingham-Shirebrook-Welbeck (rev)-Tuxford (rev)-Sheffield Victoria-Deepcar(rev)-Worksop-Retford & return
Rail-Blue Charters	2xDRS 20	Barrow Hill-Derby-Loughborough-Leicester-Mkt Harborough-Kettering-Wellingborough-Bedford-St.Albans-Clapham Jct-Brixton-Catford-Swanley-Ashford-Hastings-Battle-Tonbridge-Redhill-East Croydon-Herne hill-Brixton-Clapham Jct & return
Railway Touring Co.	45407 & 44871	Manchester Victoria-Bolton-Preston-Shap-Penrith-Carlisle (rev)-Carlisle-S&C-Blackburn-Bolton-Manchester Victoria

9th January 2010

VSOE 35028 London Victoria-Guildford-London Victoria

22nd January 2010

Vintage Trains 86259 Crewe-Stafford-Wolverhampton-Birmingham New St-Birmingham International-Coventry-London Euston (break/rev) & return

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

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.

The Week Ahead

With Christmas approaching, and the party season intensifying, this coming week sees a significant reduction in charter activity when compared with the last fortnight. Nevertheless, there are some interesting tours on offer, although industry vibes talk of low bookings. Indeed, some tours have been cancelled (see Ups & Downs)

On 19th December, UK Railtours and Hastings Diesels both vie for the 'tour of the day', and as one is steam-hauled and the other features the unique Hastings DEMU, an honourable draw is the most appropriate result. Hastings Diesels' 'Olympia Express' sets down at Kensington Olympia (for the London International Horse Show) and Shepherds Bush (for the shopping) from Hastings and stations via Tonbridge, and features the DEMU No. 1001 throughout.

Meanwhile UK Railtours head out of London Euston with a DBS Class 90 at the helm on the 'Thames-Dee Express', picking up at Watford Junction, Milton Keynes Central, Northampton, Rugby and Birmingham International, before proceeding to Bescot where Class 8P Pacific No. 6201 *Princess Elizabeth* will be waiting to take over the tour. The steam section continues via Stafford, before diverging to travel via Stone,

▼ 'Western' No. D1015 *Western Champion* stands under the roof at York on 5th December, with a charter from London King's Cross to Scarborough - the first operational main line-certified 'Western' in the Viking city for over 30 years. **John Whitehouse**



by John Whitehouse

Stoke-on-Trent and Alsager to Crewe, and then onwards to Chester. Steam through Stoke-on-Trent is not a common event (except for light engine moves). The return working features No. 6201 from Chester to Bescot, but working on the direct route between Crewe and Stafford.

HF Railtours, which is based in Hellifield, is due to operate its second charter of the year, again to Carlisle on 19th December. A pair of West Coast Class 37s is the haulage attraction on the tour, which picks up from Manchester Victoria, Bolton, Blackburn, Clitheroe, Hellifield and Settle. The tour also sets down at Appleby.

Steam Dreams wins the coming weeks duel with Railway Touring Club by a margin of 3-1, with tours on 15th December with Bulleid Light Pacific No. 34067 *Tangmere* from London Victoria to Salisbury, followed two days later to Sherborne from Waterloo, also with *Tangmere*, concluding on 19th December with a King's Cross to Norwich, via Cambridge and Ely trip, with Gresley 'A4' No. 60019 *Bittern*. In response, RTC has fellow 'A4' No. 60007 Sir Nigel Gresley from King's Cross to Newcastle-upon-Tyne on the same day, which returns diesel-hauled.

Matters would have been closer had the 'Southampton Docker', which was booked for 20th December not been postponed.

Ups & Downs by John Whitehouse

■ RTC's 'Great Britain III' will now have No. 6201 *Princess Elizabeth* in charge for both the opening train from London Victoria to Bristol Temple Meads on 6th April, and again on 8th April between Bristol Temple Meads and Preston, via Hereford, Shrewsbury and Crewe. It replaces the previously advertised No. 6100 *Royal Scot*, which should be undertaking running-in trials around that time if all the work currently in hand goes to plan.

■ Pathfinder has cancelled its two remaining tours of the season, on 19th December from Swindon to Leeds (plus a Harrogate Circle mini-tour) booked for Class 40 No. 40145 and on 29th December to Carlisle from Bristol Temple Meads with a Hanson Class 56 from the West Midlands. Low bookings are thought to be the cause. Rail Blue Charters advises that its 'Southern Circular' featuring three DRS Class 20s from Barrow Hill to Hastings on 30th December, which includes rare Class 20 mileage in Kent and Sussex, has only a handful of tickets remaining. The coaching stock is limited to nine vehicles only, due to three locomotives working the train. Also, the company's trip on 19th December 'Carlisle Executive' booked from Barrow Hill via Derby and the S&C to Carlisle has been postponed until 12th June 2010.

■ It is reported that Class 47 No. 47770 (previously No. 47500 Great Western) has been moved to the Carnforth base of the West Coast Railway Company. The locomotive, which was previously privately owned and based at Tyseley, is expected to join the WCRC operational fleet.



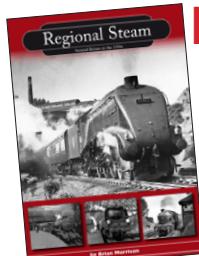
▲ Tyseley Class 47/7 No. 47773 leads Class 47/4 No. 47580 County of Essex through New Eltham on 5th December with a Tyseley to Rochester charter working.
Brian Morrison

► DRS Class 37/0 No. 37259 and Class 37/6 No. 37609 are bathed in glorious golden sunlight as the pair stand at Newcastle, awaiting departure time, while working the 'The Geordie Growler' charter to York.
Tim Bird





Winter sunlight catches the exhaust of 'A4' No. 60007
Sir Nigel Gresley as it approaches Colton Junction with the
'Christmas White Rose' charter from Cambridge to York
on 12th December. **Paul Braybrook**

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Bluebell's 'Operation Undercover' moves a step closer to reality

The Bluebell Railway has appointed construction company Morgan Ashurst, which has a local office in Brighton, to construct the new buildings and facilities that form its Operation Undercover Project.

The company has considerable rail and heritage experience, and is currently working for Network Rail on the restoration and rebuilding of the historic glazed roof at Paddington Station. The contractors will build a new carriage storage shed of some 2,000 square metres, to provide urgently needed weatherproof shelter for up to 17 passenger carriages from the Bluebell's

heritage collection. In addition, a range of historic platform buildings will be restored close to their original condition as built by the Lewes and East Grinstead Railway, and extended to include a substantial museum, interpretation area and new lavatory/baby changing facilities. On the other side of the tracks, new washout and loco facilities will be built. This will use recycled rainwater from the roof of the new carriage shed. Construction will start on 4th January next year with completion planned for the autumn.

Roy Watts, Chairman of the Bluebell Railway Preservation Society said: "Operation

Undercover has had a long lead-in period and we are grateful for the Heritage Lottery Fund's support during this period. Over the last year work has really stepped up and we have already prepared the majority of the site ready for construction to start in earnest. During this time, the railway has looked carefully at the cost of the project and I am pleased that we have reduced the projected budget by some 9%, while retaining all of the key components of the project, providing value for money for both railway and the Heritage Lottery Fund. It is extremely exciting that the main building works should be completed

while the Bluebell Railway is celebrating its 50th anniversary year".

The Heritage Lottery fund has awarded a grant of up to £2.875 million towards the project, and Stuart McLeod, Head of Heritage Lottery Fund South East said: "The Bluebell's railway collection of historic carriages is of national importance, and the quality of the restoration work is recognised throughout the railway preservation movement. We are very pleased that construction work is due to commence to help protect the collection and ensure that people of all ages can learn about and enjoy this special part of our heritage".

▼ As the sun sets on 6th December, Battle of Britain class Pacific No. 34059 Sir Archibald Sinclair starts away from Horsted Keynes on the 15.05 Sheffield Park to Kingscote 'Santa Special' service. **BILL TURVILL**



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GOOD BEER GUIDE 2010
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Bodmin announces 2010 gala programme and return of the 'T9'

The return to steam of the sole surviving L&SWR T9 class 4-4-0 No. 30120 and a special event to commemorate the 175th anniversary of the Great Western Railway are the highlights of the Bodmin & Wenford Railway's 2010 programme of Steam Galas.

The first principal event of the new season will be the 'GWR Steam Spectacular' on 16th-18th April to mark the GWR anniversary, and this will feature a line-up of at least five former GWR locomotives working an intensive timetable of trains over the steeply graded six-mile line. A visiting locomotive in the form of Class 4575 2-6-2T No. 5521 has already been booked to attend.

The Steam Gala & Real Ale Festival from 2nd to 5th September will be the

Anyone for Dominos?

▼ With its headcode panels now sporting the latter day domino plates and City of York badges above the TOPS number on the bodyside, No. 55022 Royal Scots Grey heads a line-up of locomotives at Buckley Wells on 28th November. Michael Lowe



LMS theme to Great Central Railway Winter Gala

The Great Central Railway's three-day Winter Gala takes place on 29th-31st January, including guest engines 'Black 5' No. 45231 The Sherwood Forester, 'Jubilee' No. 5960 Leander, Stanier Mogul No. 42968 and the fourth to be announced.

▼ Unlined and newly restored BR Standard 4MT 2-6-4T No. 80072 passes Pentrefelyn Yard on the Llangollen Railway with a Santa Special working on 5th December. Sam Maisey



Didcot offered 35-year lease by Network Rail

Network Rail has offered the Didcot Railway Centre a 35-year lease on its 23-acre site, which will allow the centre to start restoring the 1932 engine shed.

Until now, Network Rail has always had the right to cancel the lease within six months, making it difficult for the centre to obtain grants to fund expansion plans. Great Western Society chairman Richard Croucher said: "This is a great boost to the future, by allowing us to invest in refurbishing the historic locomotive depot buildings, which are listed, as well as realise our master plan for the site. The railway centre already has a collection of

They will join home fleet engines, 'Britannia' Pacific No. 70013 Oliver Cromwell, 8F class 2-8-0 No. 48305 (running as No. 48476, the last Lostock Hall '8F'), and the first steaming in preservation of Class 3F 0-6-0T No. 47406. The '3F' has been successfully steam-tested and was

rapidly being assembled earlier this month. In addition, resident BR Standard 2MT 2-6-0 No. 78019 will be rostered as 'hot spare' for the event, and is likely to work at least one diagram, making an eight engine line up, the biggest gala roster on the Great Central for many years.



◀ DRS Class 66/4 No. 66419 heads the Daventry - Grangemouth 'Tescoliner' through Carlisle on 9th December. This service will shortly transfer to DB Schenker operation. **Martin Coles**



▼ Ex-National Power Class 59/2, now DB Schenker operated, No. 59203 Vale of Pickering makes a rare appearance for the class in East Anglia, with a sand train from Marks Tey to Acton on 8th December. Here, the train has just left Marks Tey and is heading towards Kelvedon on its return to Acton Yard. **Stuart Chapman**

On 10th December, the loco-hauled Cumbrian Coast service departs from Maryport with DRS Class 37/6 No. 37610 T.S. (Ted) Cassidy 14-5-61 to 06-04-08 working in 'top and tail' mode with Class 47/4 No. 47501 Craftsman, bound for Workington. **Fred Kerr**



TURNING THE CLOCK BACK

Battledown Flyover in the 1950s

It was Railway Herald issue 74 of March 2007 when just a few of the images recorded around Battledown Viaduct

► A Waterloo-bound express from Plymouth passes under Battledown Viaduct on the day, headed by unrebuilt West Country Pacific No. 34027 *Taw Valley*, one of the class that has been preserved and still steams today on the Severn Valley Railway. The viaduct carries the 'up' Bournemouth line flyover, the two lines curving under the viaduct being the Southern Region main line to Salisbury and the West Country. The Bournemouth lines are now electrified but the West Country route via Salisbury is not.

over 57 years ago were published in an early 'Turning the Clock Back' feature.

Since then a number of

requests have been received over the ensuing years for more to be shown, particularly as unlike the majority of locations in the United Kingdom, the site at Worting Junction, Basingstoke, has hardly changed at all in the interim, apart of course from electrification of the Bournemouth line and the motive

power. The former London & South Western main lines for Salisbury and the West Country and for Southampton, Bournemouth and Weymouth divide here, with the twin tracks to and from the west going beneath the viaduct, the 'down'





Southampton line traversing it, and the London-bound line being the single track to use the flyover.

Today the passenger services consist mainly of Class 444 and 450 Desiro EMUs to Bournemouth and Weymouth and Turbostar DMUs to Salisbury and Exeter, and the reasonably extensive freight workings are almost exclusively in the hands of both EWS and Freightliner Class 66s.

On this particular day in 1952, however, most of the passenger turns were in the hands of the then unrebuilt Bulleid Merchant Navy and West Country/Battle of Britain Pacifics, with a few Lord Nelson and 'King Arthur' 4-6-0s thrown in for good measure, as well as a smattering of earlier 4-6-0s. The freight was exclusively 4-6-0 hauled on the day, with everything in the hands of the once prolific H15s and S15s and one or two headed by 'King Arthurs'.

◀ Another locomotive classified H15, but this time a 1924 Maunsell rebuild of a Drummond 4-cylinder 'F13' 4-6-0 that dated from 1905. Sporting a diminutive chimney, Salisbury (72B)-allocated No. 30334 passes under the flyover with a rake of empty hoppers returning to the west. **Both: Brian Morrison**

▼ With a mixed load of vans and wooden-sided wagons bound for Southampton, Maunsell N15 class 'King Arthur' No. 30789 *Sir Guy* bypasses the viaduct on the 'down' slow line. This was one of 30 of the class built with modified cabs to suit the Eastern Section of the Southern Railway and also had new bogie tenders.





◀ Heading in the direction of Winchester and Southampton, Great Western Class 4300 class Mogul No. 9308 heads Southern green stock on a stopping service from Reading General, the photograph having been taken with my back to the viaduct.

◀▼ Bonfire on the move! Heading the 09.00 express from Waterloo to Exeter Central, Merchant Navy No. 35014 *Nederland Line* makes a spectacular sight approaching Worting Junction in a heavy crosswind.

▼ Heading a typical Waterloo-West Country express of the day. Merchant Navy Pacific No. 35021 *New Zealand Line* is about to round the curve under Battledown Viaduct at a fair turn of speed hauling 11 coaches. The first three in the consist are set No. 963, the first coaches to have been designed by Bulleid.

All: Brian Morrison



Approaching the viaduct from the west, a typical freight working of the times, made up mainly of wooden-sided wagons, emanated from Plymouth and is bound for Feltham, where the locomotive is allocated at 70B. Urie ex-L&SWR Class S15 4-6-0 No. 30508 undertakes the haulage. **Brian Morrison**





▲ Thalys No. 4331 arrives at the Belgium-Dutch border on 8th December, with a special Infrabel working from Brussels Midi, taking the media from Belgium, France, Holland and Great Britain out through Antwerp on the high-speed line for the official opening of the upgraded route from Brussels to Antwerp, marking completion of the Belgium high-speed network. All: Brian Morrison

Belgium completes its high-speed network

Infrabel, the Belgian rail infrastructure company responsible for the management, maintenance, renewal and development of the Belgian rail network, celebrated the full introduction of its border-to-border network of high-speed lines on 8th December, with journalists and photographers in attendance from Belgium, France, Great Britain and Holland.

After 16 years working on the €5 billion project, Belgium has become the first European country to complete its HSL network, in effect placing Brussels at the heart of Europe. The three routes that bring the rest of Europe within easy reach on purpose-built high-speed lines have been integrated with the modernised national network.

Linking Brussels to the French border, the first line is 71km long, and since 1997 has been enabling trains to reach Paris and London in 1hr 22 minutes and 1hr 51 minutes respectively. The second line in the direction of Germany is formed by the 'LGV 2', which runs alongside the motorway between Leuven

and Liege, and the 'LGV 3' that runs between Liege and the German border. Opened earlier this year, this 64km line brings Cologne within 1hr 57 minutes of Brussels. Leading to the Netherlands, the third line is made up in part of the 'LGV 4' that links Antwerp to the Dutch network. This third section was the final step in the inauguration on 8th December and services began on 13th December.

The completed high-speed network is made up of purpose-built lines permitting a commercial speed of 300 km/h, maximising the advantage offered by high-speed trains. The lines also benefit internal traffic between Brussels and Halle and Brussels and Liege, as well as between Antwerp and the Dutch border; the installations developed for the high-speed network also being used by trains providing internal services.

Infrabel is also working on other major projects such as the Brussels RER Project, due to commence in 2016, and the Diabolo, high-speed line into and beneath the runways of Brussels Airport, planned to open in mid-2012.

► Screen coverage aboard a Thalys of the live conference on the train while travelling from Brussels Midi to the Dutch border on the Infrabel special working.

▼ The Thalys set stands at Brussels Midi prior to departure with the press special to the Dutch border. The opening of the new line completes a network of high-speed links to all neighbouring countries.



New Germany to Sweden freight shuttle

The Dutch logistics company Van Dieren Maritime BV has signed an agreement with Katrineholm Rail Point AB to ship goods via its own daily train shuttle between Germany and Katrineholm Logistics Centre in Sweden from 2010, the service taking 19 hours to make the journey.

A daily departure in both directions will meet the high service demand of the shippers in both business regions. Motive power for the train is to be provided by the Swedish rail company Hector Rail AB, and the kombi

train will carry Huckepack (mega) trailers as well as 45ft curtain-sided containers.

In addition to the terminal agreement, Van Dieren is also signing a deal to buy a prepared 25,000 square metre site in the logistics area from Katrineholm Local Authority. The company intends to build a major cross-dock and warehousing facility for both import and export goods in order to serve the customers in a better way. The facility will allow Van Dieren to handle both full and part loads to and out of Sweden in an intermodal way.

EuroCargo files complaint against SNCF

DB Schenker's Euro Cargo Rail has filed a complaint against SNCF with the competition authority in France over open access to the network.

In a statement, it said: "Euro Cargo Rail confirms it has deposited a complaint to the Authority of Competition. Euro Cargo Rail considers that the methods of access to the

French rail network hinder the development of competition in the rail freight market". The company said that it could not comment further at this stage "in order not to interfere with the work of the Rapporteurs of the Authority of Competition". SNCF and the Autorité de la Concurrence have yet to comment.

New Paris to Madrid high-speed service in 2012

A company is to be formed to build a high-speed line linking Spain and France - Madrid and Paris to be exact.

Services on the line are expected to start in 2012 and make travelling to Spain by rail a day trip for Londoners. The Eurostar to Paris now takes 2hrs 15 minutes. Allowing for some delay in crossing Paris, passengers will be able to board a high-speed train from the French capital to Madrid, stopping off in Lyon and Barcelona. The journey time between Paris and the Spanish capital is expected to be between 5hrs 30 minutes and 6 hours, depending upon the number of stops the service makes.

When appointed, Renfe, the Spanish state rail operator, and SNCF will supervise the contractors jointly, with each taking a 50% stake. The operation will be run from Spain. Renfe is planning to invest €300 million (£272 million) to purchase 10 new trains to operate

the service. Bids to supply the new trains will probably be invited next year. However, one factor that could delay high-speed rail travel from London to the Iberian Peninsula is that parts of the track have not yet been finished. Although the high-speed AVE train from Madrid to Barcelona was completed last year, the link northwards to Figueras is still under construction and not expected to be completed until 2012.

On the French side of the border, work is still to begin on the high-speed rail link between Perpignan and Montpellier. After a meeting earlier this month, French and Spanish ministers agreed to invest €108 million on the new line between Figueras and Perpignan. For Renfe, the high-speed link between Madrid and Paris will represent an important part of its strategy of international expansion, as it would be likely to consider bidding for franchises in Britain in the medium term.



▲ 66000 Class Bo-Bo No. 66450 heads away from Noyelles towards its final destination at Rue in Picardie with the 07.35 service from Amiens. The use of Class 66000s on passenger trains in France is scheduled to end with the introduction of the winter timetable in December 2009. This was one of the last regular workings for this class, which entered service in 1968. **Peter Lovell**

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German enthusiasts take a ride

Six people in Germany are facing criminal charges after constructing a makeshift locomotive out of various items of garden furniture and taking the electrically powered vehicle for a joyride on a branch line!

Police were alerted to the unusual six-seater vehicle when local residents in Erfurt, Germany, spotted the contraption, although it took several police cars and a helicopter to actually track the culprits down! Thankfully those involved had undertaken the joyride at a point when there were no scheduled trains on the branch line. All six are currently facing public safety charges.

►▲ Working for logistics operator LTE, Class 185 No. 185528 rounds the curve at Remagen with a rake of hoppers, heading south down the Rhein Valley. This is one of four Class 185 locomotives used by the Austrian freight operator. **Ron Cover**

► During the summer, en voyage-liveried Class 15000 No. 115053 heads the 17-vehicle Calais -Venice VSOE through Les Fontinettes (Calais) on the evening of 7 May. **Peter Lovell**



New coal contract for Asciano

Asciano, operators of Australia's Pacific National rail system, has signed another Queensland coal haulage contract, this time for 10 years with Isaac Plains Coal Management (IPCM).

The deal, the fifth Queensland haulage contract announced by the operator, requires Asciano to move 1.1 million tonnes of coal from IPCM's Isaac Plains mine in the Goonyella system to the Dalrymple Bay Coal Terminal.

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▲ The Australian 30-Class No. 3085 swings off the 110-ton capacity crane during unloading at Goulburn, NSW on 27th November. Leon Oberg

New 105km railway could be built for Australian mine expansion

A 105km railway line may be built to link Olympic Dam in South Australia to the existing Trans Australian interstate rail line near Pimba for the proposed mine expansion.

A BHP Billiton spokesperson said that the proposed expansion included scaling up the underground mine from 10 to 70 million tonnes to per annum from

an open pit. This will require enormous quantities of material support, such as sulphur and diesel and other steel fabrication components and the most efficient, cost effective and safest way to transport them is by rail. The project includes an overpass to be built 15km north of Woomera to separate rail and road traffic. It is thought an average of three train movements

could be expected each day between Port Adelaide and Olympic Dam, and one train per day would transport concentrate to Darwin. However, the project cannot begin until the company has sanctioned the project and all Government approvals have been given, which are expected to take up to two years. The railway would likely take 18 months to build.

Museum locos loaned out

In a bid to relieve congestion at the New South Wales Rail Transport Museum's Thirlmere site as the popular complex undergoes major renovations and layout revision, many locomotives and items of rolling stock are being sent to museums, storage areas and collections in several parts of the State.

Three steam locomotives were moved by road to Goulburn Rail Heritage Centre and unloaded on 27th November in one of the biggest craning jobs yet seen in the city. The un-restored locomotives consisted of a former Sydney suburban 30 class tank engine No. 3085 and two mainline 59 class USA-built freight engines, Nos. 5908 and 5916.

The 30 class was one of 145 introduced from 1903 for Sydney suburban passenger work, and

examples remained in Government service, albeit shunting, until mid 1971. The two '59s' are survivors of a 20-strong class of oil burners imported from Baldwin-Lima-Hamilton in 1952 for Northern Line freight service. Over the years most were converted to coal firing, but the two engines arriving in Goulburn retained their oil equipment until the very end, surviving as shunting power, and being employed until the mid 1970s as steam generation plants at workshops.

Goulburn Rail Heritage Centre secretary Colin Grose said the 59 class in the "worst condition" was expected to be 'sectioned' in the coming years with his organisation supplying the project management.

All three locomotives and two tenders were loaded at Thirlmere and unloaded at Goulburn by a 110 ton-capacity mobile road crane, hired out of Sydney for the lifts.



An impressive brace of four QR National 3,000hp EMD locomotives Nos. CLP11, CLF3, CLF1 and G534 are pictured while shunting at Goulburn in southern New South Wales. **Leon Oberg**



Brand new QR National No. 6003 with Nos. CLF4 and CLF7 (the latter 'dead in tow') head train 7PA1 at Midland on 5th December. **Colin Gildersleeve**

11th December 2009

Altrincham Electric Railway Preservation Society

Altrincham Methodist Church Hall, Barrington Road, Altrincham. 'Across India by Steam in the 1970s' by John Sloane. Meeting commences at 19.30. Admission £3. Contact the Secretary, Andrew Macfarlane on 0161 928 9394 for further details.

RCTS (Edinburgh)

Quakers Meeting House, 7 Victoria Street, Edinburgh. Branch AGM. Members' Slides, Prints and Mince Pies. Meeting commences at 19.00.

Shropshire Railway Society

The Gateway, Chester Road, Shrewsbury. Slide Show by Geoff Cryer. Meeting commences at 19.30.

12th December 2009

Cornwall Railway Society

The Community Centre, Foundry Row, Redruth. 'Current Railway Operations & Developments in the West Country' by Tim Maddocks. Meeting starts at 18.30. Contact the Secretary, Derek Buttivant on 01637 860627 for further details

RCTS (Exeter)

Conference Room, Great Western Hotel, Exeter. 'A Nostalgic Mills Railway Year' by Bernard Mills. Meeting starts at 19.00. Contact the Secretary at fixtureswoe@rcts.org.uk for further details.

14th December 2009

Lincoln Railway Society

St Hugh's Church Hall, North Hykeham, Lincoln. 'Picture Postcard Railway Rambles' by Stephen Gay. Meeting starts 20.00. Contact the Secretary on 01522 705365 for further details

Locomotive Club of Great Britain (Bedford Branch)

St John's Church Hall, St John's Street, Bedford MK42 0DL Christmas Special. Meeting starts at 19.30. Contact the Secretary on 01525 750149 for further details.

RCTS (Coventry)

Maudslay Hotel, 190 Allesley Old Road, Coventry. 'Steam on the Main Line 2009' by Karl Jauncey and Dave Richards. Meeting starts at 19.30.

RCTS (Croydon)

Small Hall, United Reform Church, Addiscombe Grove, Croydon. 'Croydon Railbrains Competition - Annual Inter-Society Quiz'. Meeting commences at 19.30.

RCTS (Ipswich)

Bridge Ward Society Club, 68 Austin Street, Ipswich. Branch AGM followed by Members' Slides and Seasonal Refreshments. Meeting starts at 19.30. Contact the Secretary at ipswich@rcts.or.uk for details.

RCTS (Oxford)

West Oxford Democrats Club, 1 North Street, Osney. Members' Slides, Sausage Rolls and Mince Pies. Meeting starts at 19.30. Contact murraylewis@hotmail.co.uk for further details.

Severn Valley Railway (Wolverhampton)

Old Wulfrunians Club, 253A Castlecroft Road, Castlecroft, Wolverhampton, WV3 8NA. 'Local Engine Sheds' by Alan Longdon. Meeting starts 19.30.

Southern Electric Group (Sussex)

The Deal Room, Southwick Community Centre. 'Party Night and Members' Pictures'. Meeting starts 19.30. Donation £2. Contact Bruce Cakebread on 01273 462094 or by e-mail at b.cakebread@ntlworld.com for further details.

Stephenson Loco Society

New Trinity Parish Hall, Saltcoats, Ayrshire. 'Rail travel 'Down under' 1982-83' by Hamish Stevenson.

Meeting commences at 19.30. Contact 01294 822303 for details.

15th December 2009

Permanent Way Institution (West Yorks.)

The Pullman Room, The Cosmopolitan Hotel, 2 Lower Briggate, Leeds LS1 4AE. 'Rail Management Magazine' by Sim Harris. Starts 18.30 Contact Martin Wooff on 07747 760949 for details.

RCTS (Cheltenham)

Victory Club, Burlington House, Lypiatt Road, Cheltenham. 'Irish Stew' by John Champion. Meeting commences at 19.30. Contact the Secretary at paulandpauline@gearey.fslife.co.uk for further details.

RCTS (Merseyside, Chester and North Wales)

'Observation at Warrington Bank Quay 09.45 to 16.00. Contact Geoff Morris on 01244 376808 or by e-mail at geoffreymorris@tiscali.com for further details.

RCTS (Nottingham)

Nottingham Mechanics, 3 North Sherwood Street, Nottingham. Social Evening - Tea/Coffee and Mince Pies. Meeting starts at 19.30.

Stephenson Locomotive Society

Fox Covert Inn, High Leven, Nr Yarm, Teesside 'My Little Station' by Alex Nelson. Meeting commences at 19.30. Contact the Secretary on 01642 321205 for further details.

Tewkesbury Railway Society

YMCA, Church Street, Tewkesbury. Railway Quiz Night - Railways Near and Far by Mike Dodd. Meeting commences at 20.00.

16th December 2009

RCTS(Eastleigh)/Mid Hants Railway

Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Christmas Meeting with Refreshments'. Meeting commences at 19.45.

RCTS (Sheffield)

St Matthews Church Rooms, Carver Street, Sheffield. Christmas Social Evening. Meeting starts at 19.30.

Severn Valley Railway (South East)

Wenlock Arms, 26 Wenlock Road, Islington, London N1 7TA. 'Running a Railway, not a Building Site' by Nick Ralls. Meeting commences at 19.30.

17th December 2009

RCTS (Darlington)

The Scout Building, Widdowfield Street, Darlington. 'Let's Test Our Knowledge' by Jim Sedgwick. Meeting commences at 19.00. Contact the Secretary at jimbrick@fsmail.net for further details.

Breconshire Rly Society

R.A.F.A.Club, The Strut, Brecon. Members Evening - Slides, videos etc. Meeting starts at 19.30. Contact the Secretary, Arthur Robinson on 01982 560219 for further details

18th December 2009 Great Western Society (Oxford)

Pauling Human Sciences Centre, 58 Banbury Road, Oxford.

Festive Evening and Members' Slides. Meeting starts at 19.30.

▼ The unique-liveried Class 66/7 No. 66709 Joseph Arnold Davies passes Marholm, near Peterborough, on 4th December while working the Mountsorrell to Whitemoor departmental service. Steve Madden



RCTS (Bristol)

St Peters Church Hall, Church Road, Filton. 'Christmas Buffet and Delightful Digital Quiz' by Paul Udey. Meeting starts at 19.30. Contact the Secretary at paul.udey@talktalk.net for further details.

21st December 2009

RCTS (Chester)

The Town Crier, City Road/Station Road, (opposite station entrance), Chester. Members' Night Meeting commences at 19.45.

RCTS (Maidenhead)

Cox Green Community Centre, Highfield Lane, Cox Green. 'American Railroads in the Sixties' by Roger Greatrex. Meeting starts at 19.30.

RCTS (Shenfield)

Shenfield Parish Hall, 80 Hutton Road, Shenfield. Branch AGM and Members' Slides with Seasonal Fare. Meeting commences at 19.30. Contact the Secretary, Ian McInnes on 01642 767233 for further details.

Should your society information be listed on this page?

If so, then please email the details to the editor, remembering to include the date, starting time and location, together with details of the event, speaker and entrance charges if applicable. It is not necessary, but helpful to people, if you can also include a contact name and phone number/email address that can be published.

Railway Herald reserves the right to edit details entered in this section, which may also be displayed on our online events diary. The information is believed to be correct at the time of publication.

Web Links

Links to the various society websites can be found by [clicking here](#). Is yours missing? Send the details to the editor.

5th January 2010

Locomotive and Carriage Institution
LUL Headquarters, 55 Broadway, St James's Park, London. 'Level Crossings' by John Tilley. Starts 18.00. Contact Stuart Smith at smithstuart@btinternet.com for further details.

Permanent Way Institution (Wessex)

The Rose & Crown, Columbo Street, Waterloo, London. 'High Speed North - The Railway Engineers Alternative' by Colin Elliff. Starts at 18.30. Contact Richard Workman on 01428 645771 for further details.

6th January 2010

Permanent Way Institution

(Thames Valley)

Davidson House, Reading 'Waterloo Redevelopment' by Matthew Savastano. Doors open at 17.15 for 17.45 start. Contact the Secretary, Peter Simmonds by e-mail at peter181102@yahoo.co.uk for further details.

7th January 2010

Permanent Way Institution

(North Wales)

The Town Crier Inn, City Road, Chester. 'Trent Valley Four Tracking' by Nigel Jaques. Meeting commences at 18.30. Contact the Secretary, Lynne Garner on 07771 672274 or by e-mail at lynne.garner@networkrail.co.uk for details.

8th January 2010

Friends of Hellifield Station

Refreshment Room, Hellifield Station. 'Cambrian Contrasts' by Bob Swallow. Meeting commences at 19.30. Admission £3.50. Contact the Secretary, Barry Atkinson on 01282 842505 for further details.

Gloucestershire & Warwickshire Railway (Birmingham)

Northfield Library, Church Road, Northfield, Birmingham. Members' Slides. Meeting starts 19.30.

Great Western Society (Swindon)

Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon, SN3 1JE. 'Continental & Great Western' by Trevor Young and Pete Tough. Meeting starts at 19.30. Contact the Secretary on 01793 495976 for further details.

Shropshire Rly Society

The Gateway, Chester Road, Shrewsbury. 'Miscellany' by Ted Jones. Meeting commences at 19.30.

9th January 2010

Cornwall Railway Society

The Community Centre, Foundry Row, Redruth. 'Further Ramblings Around the Railway' by Dave Letcher. Meeting starts at 18.30. Contact the Derek Buttivant on 01637 860627 for further details.

11th January 2010

Lincoln Railway Society

St Hugh's Church Hall, North Hykeham, Lincoln. 'Steam on Cine in the 1960s' by Michael Clemens. Meeting starts at 20.00. Contact Secretary on 01522 705365 for details

Severn Valley Railway (Wolverhampton)

Old Wulfrunians Club, 253A Castlecroft Road, Castlecroft, Wolverhampton, WV3 8NA. AGM followed by 'Chiltern Railways, Then and Now' by Ian Baxter. Doors open at 19.00 for 19.30 start.

Wrexham Railway Society

St Mary's Catholic Club, Regent Street, Wrexham. 'Sixties Steam on Cine' by Colin White. Meeting commences at 19.45. Admission £2.

York Railway Circle

The Library, Archbishop Holgate's School, Hull Road, York. 'A to Z of Yorkshire Transport' by John Holroyd. Meeting start at 19.30. Contact Robin Patrick by e-mail at locopatrick@aol.com for details.

12th January 2010

Abergavenny and District Steam Society

Upper Room, The Hen & Chickens, Flannel Street, Abergavenny TBA by Colin Boocock. Meeting commences at 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ntlworld.com for details.

Great Western Society (Bristol)

BAWA, 589 Southmead Roadmilton, Bristol 4. 'The Weston, Clevedon & Portishead Light Railway' by Paul Gregory. Meeting commences at 19.45. Contact the Secretary on 01454 324230 for further details.

Permanent Way Institution (Edinburgh)

The Scots Guards Club, 2 Clifton Terrace, opposite Haymarket Station, Edinburgh. Quiz and AGM. Meeting commences at 18.00. Contact the Secretary, Alan Morrison on 07834 507497 or by e-mail at alan.morrison@atkinsglobal.com for further details.

13th January 2010

Basingstoke & District Railway Society

Wote St. Club, New Road, Basingstoke. 'East African Steam Safari' by Norman Hogg. Meeting commences at 20.00. Contact the Secretary on 01256 326096 for further details.

Oxfordshire Railway Society

Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LN. 'Sir William Siemens and the Electric Railway' by Dr Willem D.Hackman. Meeting commences at 19.30. Visitors welcome £3.

14th January 2010

Continental Railway Circle(London & The Home Counties Branch)

St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ 'Sri Lanka, India and Pakistan 1976' by Richard Awde. Meeting commences at 19.15. Admission £2.00. Contact Adrian Palmer on 01932 850624 or by e-mail at akpalmer@talktalk.net for details

Monmouthshire Railway Society

Room A28, UWCN, Allt-Yr-Yn Ave, Newport, South Wales. 'Industrial Steam in S.Wales, 1968 - 1978' by Stanley Brown. Meeting commences at 19.30. Admission £3.

Permanent Way Institution (South West)

Parish Centre, Church End Road, Kingskerswell, Torbay. 'Cine Star Archive Film' by Paul Dibbens. Meeting commences at 18.30. Contact the Secretary on 01803 336329 for further details.

Irwell Vale Railway Photographers

Irwell Vale Village Church, Irwell Vale, Rossendale. 'A View from the Dark Side' by David Fowler. Doors open at 19.00 for 19.30 start. Donation of £3 requested. Contact the Secretary, Mike Taylor by e-mail at mike10fmpd@tiscali.co.uk for further details.

Permanent Way Institution

(South & West Wales)

Kings Hotel, High Street, Newport. 'Thermite Welding - History and Developments' by Ian Banton. Meeting starts at 18.00. Contact the Secretary, Andy Franklin on 07824 410762 or e-mail at andy.franklin@networkrail.co.uk for further details.

15th January 2010

Great Western Society (Taunton)

Village Hall, Stoke St Mary, Nr Taunton. 'More Steam in the 60s' by Alan Reeve. Meeting commences at 19.30. Contact the Secretary on 01803 336329 for further details.

16th January 2010

Great Western Society (South West)

Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow. 'Distressing Switches and Crossings' by Jamie Breckenridge and Chris Booth. Meeting starts 17.30. Contact the Secretary, Jack Scott, on 07789 765291 or by e-mail at jack.scott1@btinternet.com for further details.

19th January 2010

Permanent Way Institution (West Yorkshire)

The Pullman Room, The Cosmopolitan Hotel, 2 Lower Briggate, Leeds LS1 4AE. 'Geogrid Reinforcement of Railway Ballast' by John Dickson. Meeting starts 18.30. Contact Martin Wooff on 07747 760949 for further details.

20th January 2010

Altrincham Electric Rly Preservation Society

Altrincham Methodist Church Hall, Barrington Road, Altrincham. 'The Great Orme Tramway' by Mike Crabtree. Meeting starts at 19.30. Admission £3. Contact Andrew Macfarlane on 0161 928 9394 for further details.

Permanent Way Institution (Glasgow)

Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow. 'Cine Star Archive Film' by Paul Dibbens. Meeting commences at 18.30. Contact the Secretary on 01803 336329 for further details.

Severn Valley Railway (South East Branch)

Wenlock Arms, 26 Wenlock Road, Islington, London N1 7TA. Another Batch of his Slides by Dave Soggee. Meeting commences at 19.30.

Back Issues

All of the back issues of the magazine are available 24 hours a day, on our website www.railwayherald.com

Rear Cover Caption

LNER A4 Pacific No. 60007 Sir Nigel Gresley arrives in Lincoln with 'The Lindum Fayre' charter from London King's Cross, just over one hour late on 6th December.

Andrew Graves

Magazine Information

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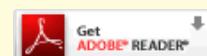
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