

# *Railway Herald*

Issue 206 - 21st December 2009



*Merry Christmas to all our readers!*

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### Publication

*Railway Herald* is published weekly, 47 times a year.

### Submissions

We welcome submissions from all readers, especially digital photographs. Pictures should be sent to the editor at [editor@railwayherald.com](mailto:editor@railwayherald.com)

Good quality scans of colour slides and prints are also acceptable. There is currently 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 back issues of the magazine and is available at [www.railwayherald.com](http://www.railwayherald.com)

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## Four Eurostar sets fail in Channel Tunnel

Unusual weather conditions in Northern France appear to have caused not only the first-ever failure of a Eurostar set in the Channel Tunnel, but the failure of FOUR sets! The disruption also brought about the first diesel rescue through to London St. Pancras International

Full story on  
Page 5

### Elsewhere in this issue



### 8 Mainline 'Duchess' is back for 2010!

For many, the news that 'Princess Coronation' No. 6233 *Duchess of Sutherland* has received an eight-month extension to its boiler ticket is an early Christmas present. It will be a different 'Duchess' next year, however, as a livery change will take place for the remaining months of its ticket.

### 11 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](mailto:editor@railwayherald.co.uk).**

## In This Issue

### High Speed Southeastern

The official beginning of the UK's first domestic high-speed service took place on 14th December in the company of Dame Kelly Holmes.

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

### More electrification plans

Lord Adonis has announced that rail passengers will benefit from an additional £200 million electrification programme in the North West.

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### Thameslink at Christmas

With no Thameslink services operating over Christmas, Network Rail is to undertake a six-day blockade for engineering work.

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

### New shunters for Corus

The Corus steel plant at Port Talbot in South Wales has introduced the first of its new diesel shunting locomotives.

[Click here to read the story on Page 9](#)

### Essentials

#### 16 Railtours & Excursions

News from the charter scene, with comprehensive tour listings.

#### 26 Diary

The dates of slide shows and information presentations.

#### Front Cover Caption:

Class 395 No. 395022 (with No. 395025 at the front) leaves Gillingham bound for St Pancras International on 18th December 2009. **Brian Creasey**



## New timetable brings the launch of the full High-Speed commuter service

**The official launch of the UK's first domestic high-speed service took place on 14th December.**

The new service operates from St Pancras International to Kent and is part of a fully integrated timetable in the South East, marking the biggest change in 40 years.

Transport Secretary, Lord Adonis said: "These fantastic new services, made possible by the Government's investment in this £5.8

billion high-speed new line, are changing the transport map of Kent. Journey times have shrunk dramatically, bringing regeneration and new opportunities for investment".

The new service, which will see the Hitachi-built Class 395s operate at 140mph along High Speed 1 (HS1), will dramatically reduce journey times across the region. Ashford International will now only take 37 minutes as compared to an

average of 80 minutes on existing main line services. Towns and cities such as Canterbury and Folkestone will now be just an hour from London.

The new timetable will also provide an extra 200 trains across the region and increase capacity on the network by 5%. The majority of passengers will see an improved service with stations such as Tunbridge Wells gaining an extra four trains during the peak.

▲ On the official first day of the new full high-speed services around Kent, Class 395 No. 395026 emerges from Shakespeare Cliff Tunnel, Dover, with the 08.10 train from St Pancras to Dover Priory. **Andrew Wood**

▲▲▲ The future has arrived as posters at St. Pancras International announce the start of the new services.

▲► Kelly Holmes sits in the cab of her '395' No. 395001 *Dame Kelly Holmes.*

► No. 395007 awaits departure time from London St Pancras to Faversham, while an unidentified classmate stands adjacent. **All: Jack Boskett**



## Government announces more electrification for the North West

**Rail passengers will benefit from greener, more comfortable and reliable rail journeys as Transport Secretary Lord Adonis has announced details of plans to electrify three major rail routes in the North West.**

The £200 million electrification programme, combined with other improvements to track and signalling on the lines, will improve journeys between several of the key towns and cities in the North West.

Along with the £1.1 billion electrification plans involving London to Swansea and Liverpool to Manchester announced in July, this latest announcement will mean that two-thirds of all national passenger rail travel will be on electrified routes.

The latest routes to be covered by electrification include the 15-mile line between Huyton and Wigan, allowing electric trains to operate between Liverpool and Wigan via St Helens; the 25-mile route between Manchester and Euxton Junction, allowing electric trains to operate between Manchester and Preston, via Bolton, and the 17-mile route between Blackpool North and Preston.

Lord Adonis said: "These improvements will be of great benefit to passengers in the North West.

Electric trains are not only quicker, but quieter, smoother and more reliable than diesels. Electrification creates the opportunity to carry more passengers, thanks to longer trains on these busy routes and to allow some 30-year-old 'Pacer' diesel trains to be retired. It also allows existing diesels to be redeployed to provide longer trains on busy routes elsewhere." He added that the "Government continues to assess the case for other electrification projects, notably the Midland Main Line from London to Derby, Nottingham and Sheffield."

Of the additional routes, two are perhaps more significant than the other. The electrification of the Manchester to Blackpool North route, via Bolton and Preston, will bring about the ability to use EMUs on the Blackpool to Manchester and Liverpool services, but more significantly may give cause for consideration from Virgin Trains with regard to the reintroduction of a Blackpool to London service. The ability to extend one of its existing Preston terminating trains through to the resort and use Pendolinos throughout could make the move a viable one. Equally, this would provide a diversionary route between Stafford or Crewe and Preston for the WCML without having to resort to diesel

services or 'drags'. Another key factor that is likely to be part of the bidding for the new Trans-Pennine franchise, when that comes up for renewal is the operation of the Manchester to Edinburgh/Glasgow services with electric traction. A document entitled 'Britain's Transport Infrastructure : Rail Electrification', published by the Department for Transport in July states that the original electrification announcement from Liverpool to Manchester, via Newton-le-Willows, would allow the Manchester to Scotland service to be operated using Class 350 'Desiro' four-coach EMUs, currently employed by London Midland out of Euston, which in turn would allow the existing Class 185s to be redeployed onto other Trans-Pennine routes, allowing services to be extended to six-coach formations. With the announcement of the electrification of the Manchester to Preston, via Bolton, route, which is currently used by the Scottish service, it is not clear whether plans would be for the service to remain on this route with electric traction.

The Liverpool to Manchester local service is to be operated using refurbished air-conditioned Class 319 EMUs, displaced from Thameslink by new NeXt generation EMUs (NXEMU).

## New lifeline for Blackford station reopening campaign

**Since 2002, members of the Campaign to Open Blackford Railway station Again (COBRA) have been lobbying for the rail facility to be re-opened—at an estimated cost of £2 million.**

The campaign has attracted strong support and campaigners believe that re-opening the station close to the A9 between Stirling and Perth, will provide

widespread benefits. The campaign had seemed to be running out of time, but in September the Scottish Parliament offered it a lifeline after the petitions committee at Holyrood agreed to allow a further four months for submissions.

The £11,750 awarded by the Climate Challenge Fund will enable the campaigners to engage suitably qualified

consultants to work with COBRA and its supporters to assess formally the social, environmental and economic benefits that a re-opened station would bring to the community and its wider environs.

It is hoped the COBRA User Study will impress upon key groups, including TACTRAN, Network Rail and ScotRail, the value of that action.

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## Christmas Publishing Break

**Please remember that Railway Herald will be taking its annual Christmas break following the publication of this issue.**

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.

## New Stobart Rail service develops multi-purpose operations

**In what is thought to be the first operation of its kind, one of the pallet and container pooling services, CHEP, has signed an agreement with Stobart Rail to make use of the newly introduced service to Spain.**

The Stobart service is loaded with produce from Spanish growers and travels the 1,100 mile route from Valencia through the Channel Tunnel, before arriving at Dagenham in Essex, from where the product is distributed onwards. The empty containers then return via the tunnel to Spain. Now, on the return journey, the train's 30 containers are filled with around 12,000 pallets that would previously have been transported by road hauliers.

## Apperley Bridge plans submitted

**Plans for a new railway station at Apperley Bridge have been submitted to Bradford council by Network Rail and Metro.**

The station, which lies between Leeds and Shipley, is intended to improve public transport throughout the area. The submitted plans include two new platforms, which would be linked by an existing bridge, access ramps, a 300-space car park and a new access road.

With goods being imported into the UK on pallets in a 'one-way' logistics movement, it is necessary for the company to export pallets to Europe in order to keep its equipment pool balanced.

Eamonn Casey, CHEP's Logistics Director for the UK and Ireland, said: "This is a ground-breaking development in the transport of produce and pallets around Europe. In addition to CHEP pallets being sent on the return trip, they are also regularly included on the inbound journey as well. We have contracts to supply pallets to many leading Spanish fruit and vegetable growers, who are now making good use of this quick and low carbon method of getting their products to market".

Metro's plans for Apperley Bridge, a further new station at Kirkstall Forge and car park extensions elsewhere in West Yorkshire, have been identified as a priority by the Regional Transport Board with an estimated total scheme cost of £16.74 million.

The plans allow for direct transfer between bus and rail services and each platform will be fully accessible by ramp, and CCTV will also be provided. Subject to approval, the station could be opened in 2012.



▲ Taking their part in history for being the first diesel locomotives to rescue a Eurostar set in the Channel Tunnel and haul it through to its destination. Eurotunnel's MaK-built 1,260-hp Bo-Bo's Nos. 0002 and 0003 rescued one of the failed Eurostar sets and are pictured at London St. Pancras International on the morning of 18th December. **Ryan Tranmer**

## Four Eurostar failures in Channel Tunnel is 'unprecedented'

**Eurostar passengers travelling from Brussels and Paris to London were caught in highly unusual circumstances during the evening of 18th December, when four separate Eurostar sets failed in the Channel Tunnel, affecting over 2,000 passengers.**

Eurostar said it was thought that the trains encountered problems as they

left the cold air in northern France and entered the warmer air inside the tunnel. Two of the Eurostar sets were towed by diesel locomotives out of the tunnel and onwards to St. Pancras International, while passengers on the other two trains were transferred to Eurotunnel car shuttles to be evacuated from the tunnel, prior to onward transfer to London.

Eurotunnel spokesman, John Keefe, told the BBC that the situation was "absolutely extraordinary. Four Eurostars broken down at one time - it's absolutely unprecedented," he said. "There's never actually been an evacuation of a Eurostar train in the 15 years that the tunnel has been opened, and last night we evacuated two whole trains to get people off".

## First GBRf to be first operator to regularly move biomass

**First GBRf will become the first freight operator to regularly move renewable biomass material by rail from next year, following a new multi-million pound contract with Drax Power Limited.**

Biomass is a renewable energy source that is burned to produce

electricity, made up of organic matter such as wood from forestry or crops grown specifically for energy generation, or processing, such as straw or grain husks, and recycled timber and paper. Four trains a day will operate from the Port of Tyne to the power station.

To transport the fuel, First GBRf

are introducing a number of specially modified coal hopper wagons (HYAs), which will have covers to ensure that the biomass is kept dry while in transit. The wagons will have fully automated top and bottom doors, which will allow for efficient loading and unloading. Each train will consist of 21 hoppers hauled by a Class 66.

## Redevelopment of Blackfriars commences

**Foundations for the first new rail station to be built on the South Bank in over 120 years are being laid as part of Network Rail's landmark redevelopment of Blackfriars station.**

Work on the new Blackfriars south station is integral to the £5.5billion Thameslink Programme and marks a major milestone in the life of a unique project that will create the first station to span the River Thames, and deliver more and better journey options to and through the Capital for hundreds of thousands of passengers.

Located at the base of Blackfriars railway bridge, the south station will provide direct access to some of the area's key local attractions east and west along the Thames Path, which include the Tate Modern, Shakespeare's Globe and the London Eye.

Featuring a new glazed concourse area with retail space and ticket facilities, entry to the new platforms that span the river, and improved use of the Thames Path through widening the pavement at this location, Blackfriars south station has been designed to meet the needs of all users.



▲ First ScotRail Class 90 No. 90024 is seen at Crewe with the Crewe to Willesden 'Caledonian Sleeper' ECS after classmate No. 90039 failed overnight while working south. The train was dragged to Crewe by Class 67 No. 67024, where it was terminated. **Richard Moxon**

### UK News In Brief

■ London Midland is offering a day's unlimited travel across its network for just £10 in a seasonal offer. 'The Great Escape' promotion runs from 27th December until 3rd January, and aims to encourage people to use the train to get out and about over the Christmas period. To get the £10 London Midland Day Ranger ticket, customers will need to download a voucher from the London Midland website and exchange it at any staffed station on the London Midland network. There are 50,000 tickets available, all offered on a first come, first served basis.

■ Land at the disused Chard Junction station in Somerset is due to be auctioned off shortly, effectively ending hopes that the facility can be reopened. Campaigners have been urging the Government and local

councils to reinstate the station, which was originally closed in the 1960s. Since the withdrawal of its passenger services, any potential users have had to travel to Crewkerne or Axminster. The land is being sold by BRB (Residuary).

■ Network Rail engineers will be working around the clock this Christmas and New Year as the multi-million pound upgrade of the London Overground rail network moves a step further to completion. The £326 million project, which is funded by Transport for London, the Olympic Delivery Authority and Network Rail, has been fast-tracked to ensure completion before 2012, and is being carried out by Network Rail as part of plans to improve rail services in and around the Capital. From late Christmas Eve until the early hours of 4th January,

Network Rail engineers will carry out a massive programme of improvements at locations across the Capital, including an additional interchange between high and low-level platforms at Willesden Junction station, improving access at Highbury & Islington station and reconstructing a road bridge over the railway near Dalston Kingsland. Once the upgrade is complete, London Overground will run up to eight trains an hour during peak times on parts of the network, double the current number and with a more reliable timetable. New and longer platforms at some stations will also allow more carriages per train, which will increase capacity and reduce overcrowding. Following this Christmas closure, there will be further temporary shut-down of the Richmond to Stratford line as the project continues in 2010. This will allow Network

Rail to carry out track, station and signalling improvement work.

■ Ryde Town Council is hoping to find a way, in association with Network Rail, to refurbish Ryde Esplanade station after the Isle of Wight Council pulled the plug on the multi-million pound Gateway project, which would have transformed it. Instead, the condition of the station continues to deteriorate. The Isle of Wight Council has pledged to spend £1.5 million on improving the Esplanade, including the station area, although councillors say that the station is owned by Network Rail and actually is its responsibility.

■ A decision on the proposed new station at Haxby, near York, is expected early next year from Network Rail. Trains could be calling from 2013 if the go-ahead is given.

## Major engineering work for Thameslink programme over Christmas

**Network Rail is taking advantage of the lack of (FCC) Thameslink services operating over Christmas Day and Boxing Day to undertake a six-day blockade from 24th-30th December between Herne Hill/London Bridge and St. Pancras International (Low Level).**

The blockade will allow several pieces of civil engineering work to take place, most significantly the installation of a new 22-metre rail bridge span at the north end of Blackfriars station. The new span, which weighs 350 tonnes and is made of concrete and steel, replaces the existing span and will come into use next year when the through lines move from the existing platforms on the west side of the station to the new lines, which are being constructed on the east side of the station on the formation of the old bay platforms. This will allow the west side of the bridge to be rebuilt.

At Farringdon, the 12-story Cardinal Tower office block is now being demolished piece-by-piece to make way for the new ticket hall, due to open in 2012, which will be shared with Thameslink and CrossRail from 2017. Around 90% of the material from the tower is being crushed

and reused in the new construction. Over the Christmas blockade, the now closed Moorgate branch (which has been used in recent months for ECS stabling and to allow EMUs that have been unable to change from overhead to third-rail to be stabled out of the way) is to be permanently removed from the network with the junction being plain lined. Elsewhere, the lengthening of platforms at Luton, St. Albans and Harpenden will be completed and a new bi-directional signalling system is to be commissioned between London St. Pancras (Low Level) and Kentish Town, which will aid service operations during disruption and any cross-London closures. The platforms at City Thameslink, which were built to be easily extended to handle 12-car formations, are having that extension brought into use with an extra 15-20 metres of platform being constructed at the northern end of the station. In addition, as part of the £4.5 million upgrade of the City Thameslink, a new public address system, help points and CCTV system are being installed.

The removal of the Moorgate branch from the network this Christmas created a slight problem - what would happen to any units that were unable

to change from 25kv overhead to 750v dc third-rail at Farringdon? Until now, whenever such occasions have occurred the set has run ECS onto the Moorgate branch to be stabled until it can head back north. In preparation for the withdrawal of this facility, the 25kv overhead catenary has been extended south to City Thameslink and a cross-over was relocated 18 metres south during last summer. Therefore, any units unable to change to third-rail can be quickly reversed at City Thameslink.

Looking further ahead, the cessation of the Olympic Games in 2012 will see major work start on the rebuilding of London Bridge, which presently does not have enough capacity to handle the 18 trains per hour that will be needed from 2015 - the remaining six trains per hour are likely to operate via Elephant & Castle. FCC will probably cease to serve London Bridge from October 2012, to allow three of the current nine bay platforms to be rebuilt into through platforms. The FCC services being diverted from Blackfriars, via Elephant & Castle and Crystal Palace, to East Croydon. The work on the bay platforms is expected to take around three years, with FCC services once again serving London Bridge from December 2015.



▲ The latest rolling stock, Class 377/5 No. 377513 arrives at City Thameslink on 14th September, forming the 14.07 Thameslink service from Brighton to Bedford. **Both: Brian Morrison**

▼◀ The old terminus platforms at Blackfriars station on 26th June.

## More routes from December 2015

**From late 2012/early 2013, construction and commissioning work will commence on the Great Northern/Thameslink (GN/TL) link which will allow services from Peterborough and Cambridge to potentially serve St. Pancras (Low Level) and cross-London services before continuing on to destinations in Kent and Sussex.**

The two single-bore tunnels required for the link were built around six years ago and are currently dormant, pending the start of work. The GN/TL link will leave Thameslink just north of St Pancras (Low Level) station and diverge into the new tunnels, exiting just north of King's Cross.

Consultation of the level and variety of passenger service on

the new cross-London links from the Great Northern route will be undertaken from 2012 onwards, being dictated by the service level specification laid down by the Department for Transport in relation to the new Greater Thameslink franchise, which comes into effect from 2015. By this point the new NeXt generation EMUs (NXEMU) will be in service with FCC (Thameslink) and eight or 12-car NXEMU sets should be operating on the King's Cross to Royston/Cambridge and Peterborough services.

The use of the same stock on both operations will make the diversion of some FCC (Great Northern) services that currently terminate at King's Cross a relatively easy process to be diverted onto the Thameslink network via the GN/TL link.



## Verdict on high-speed rail for Britain due by March

**Transport Secretary Andrew Adonis has confirmed that the Government will set out its plans for the future of high-speed rail in Britain before the end of March next year.**

Lord Adonis said: "The potential for high speed rail to regenerate and reinvigorate is now a reality for people in Kent, but the size of Britain's high speed network lags behind that of many of our European neighbours and doesn't connect any of our major cities. This month I expect to receive a report, which has the potential to change all that. This will require careful study and scrutiny - which will begin with immediate effect - before we can announce how we

plan to take high speed rail forward in the spring".

High Speed Two, the company set up to advise on the development of high-speed rail services between London and Scotland, will deliver its report to the Government by the end of the year.

The report will be the most detailed examination ever undertaken of how to take forward high-speed rail in Britain. It will present a detailed route plan for the first stage of a north-south high-speed line from London to the West Midlands, as well as options for extending high-speed services, and high-speed lines to destinations further north, including the North West, the East Midlands, Yorkshire, the North East and Scotland.

If the Government decides to pursue proposals for high speed rail, it will publish a white paper by the end of March 2010. This will set out detailed plans for new high-speed rail lines and services, including route proposals, timescales and associated financial, economic, and environmental assessments. This would be followed by a full public consultation starting in the Autumn of 2010, giving all interested parties an opportunity to comment before the proposals are finalised.

The business case for High Speed 2 will be supported by technical assessments, including demand forecasts and an assessment of the potential for shifting journeys to high-speed rail from air and road.



▲ With Southeastern Class 395s now going regularly to Faversham from St Pancras International, the mixed First & Standard class equipped Class 465/9 Networkers from the Southeastern termini are being operated fast from London Bridge to Dartford and terminating at Gillingham. Here, the 09.39 service from Charing Cross to Gillingham, fast to Dartford, arrives at London Bridge on 14th December, formed of Class 465/9 Networker No 465914. **Brian Morrison**

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## Commuter services on the Amlwch branch?

**Passenger services could recommence operation between Bangor and Llangefni reports the North Wales Daily Post.**

The route to Amlwch was originally closed to passengers in the 1960s and to freight from the early 1990s. However, the paper reports that talks have been taking place for the past year between Network Rail, Anglesey County Council and the Welsh Assembly Government over reopening part of the route, and it is believed that an announcement is imminent from the

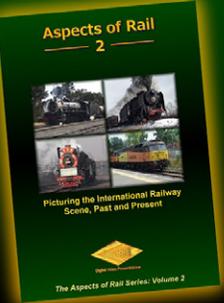
Welsh Assembly Government, which would part-fund the scheme.

It had originally been expected that reopening the line would be as a tourist attraction, but following a feasibility study, an hourly passenger service from Llangefni is now being considered, stopping at Gaerwen where the branch line meets the main Holyhead to Chester route, and then calling at Llanfairpwll.

The old line runs all the way to Amlwch, and the re-opening could be extended in the future.

◀ **The Corus steel plant at Port Talbot in South Wales has introduced the first of its new diesel shunting locomotives. Built by Corus Northern Engineering Services (CNES), the design was originally intended to be marketed to industries requiring a modular diesel shunting locomotive, however a change in priorities for CNES will see the division purely supporting Corus activities across the country. The new shunter, No. 920 is seen at the entrance to Port Talbot Steelworks at Margam Yard. Ceri Kiff**





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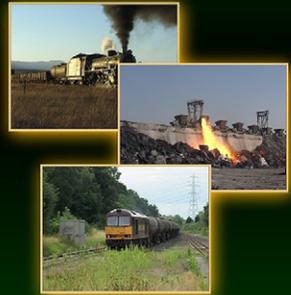
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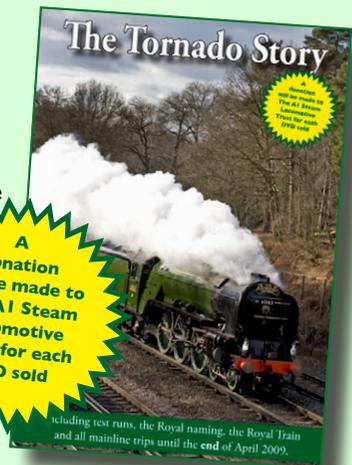
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## The News In Pictures



◀ With several of Network Rail's new tilting wagons (for conveying point work) in tow, Class 66/0 No. 66184 passes Lower Basildon on 14th December with an Eastleigh Yard to Oxford Hinksey Yard engineers working.  
**Ken Brunt**

◀▶ Returning to Crewe on 15th December following the end of the RHTT season are five DRS locomotives that had been based at Stowmarket. With motive power provided by Class 57/0 No. 57012, the convoy consisting of Class 57/0 No. 57003, Class 66/4s Nos. 66426 and 66420 plus Class 37/0 No. 37229, pass through Shenfield.  
**Charlie Robbins**

▼ Class 73/2 No. 73202 *Dave Berry* comes off the third-rail at Hurst Green Junction on the branch heading towards Uckfield during a route learning run on 9th December.  
**Andrew Crampton**



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

### Friday

#### 11th December 2009

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.

In preparation for the start of the second loco-hauled diagram on Monday, Class 57/3 No. 57312 *The Hood* worked from Crewe to Bishops Lydeard with empty coaching stock. The Colas Rail Ford 'Blue Train' was once again in the hands of Class 66/8 No. 66842, while DRS Class 66/4 No. 66433 had charge of the ex-Advenza scrap flow to Cardiff from Shipley. Colas Rail Class 47/7 No. 47749 *Demelza* worked 'light engine' from the Colas depot at Rugby to Westbury during the afternoon to work a tamping machine to Tavistock Junction. The locomotive returned 'light' to Gloucester Horton Road the following day.

The Class 60 fleet continued to potter onwards, with No. 60051 working from Lindsey to Westerleigh and return, Nos. 60041 and 60049 (in the stored pool) on the Lindsey and Humber to Jarrow Petroleum workings, No. 60063 (also stored) working Scunthorpe to Doncaster and No. 60085 *MINI Pride of Oxford* on the Robeston to Westerleigh and return Petroleum service. No. 60096 remains at Warrington.

Mileage accumulation and testing of the newly delivered Class 378 fleet continues, with Nos. 378147 and 378146 both working around

Ashford. With an extra Fife Circle loco-hauled diagram to commence from the timetable change on Monday, Class 67 No. 67024 was used to move another rake of Mk2 vehicles from Barrow Hill to Millerhill.

### Saturday

#### 12th December 2009

Class 59/2 No. 59204 *Vale of Glamorgan* took the lead in Class 1 passenger action when DB Schenker provided to it work the Westbury to High Marnham charter as far as Washwood Heath, where Hanson Traction Class 56/3 No. 56312 took over along with DB Schenker Class 60 No. 60040 *The Territorial Army Centenary*. Classmate No. 60051 was once again in operation on the Lindsey to Westerleigh diagram.

Freightliner's Class 70 No. 70002 headed north, its first visit away from Bristol to any destination apart from Rugeley Power Station. The locomotive was hauled to Crewe Basford Hall by Class 66/5 No. 66528. First GBRf crews undertook further test runs with Class 57/3s Nos. 57315 and 57316, prior to the start of the loco-hauled diagram on Monday.

WCRC provided Class 47/7 No. 47786 *Roy Castle OBE* and Class 47/4 No. 47804 to work a charter from Kettering to Edinburgh, having powered the ECS from Carnforth to Leicester the previous day. Problems occurred for No. 47804 however, when it failed at Edinburgh prior to powering the return working, which

resulted in classmate No. 47786 having to 'run-round' and lead the train back to Kettering. The company also provided Class 37/7 No. 37706 as the ECS movement loco in London for a steam charter from London Victoria.

### Sunday

#### 13th December 2009

With the decreasing number of Class 60s in traffic, Class 66s Nos. 66020 and 66156 worked the 14.10 Tunstead to Oakleigh aggregate service. The weekly Sunday First GBRf locomotive movement from Peterborough to Doncaster

## Operational DB Schenker Class 60s

Loco	Working Area	Loco	Working
60039	Warrington	60051	Immingham
60045	Immingham	60084	Immingham

Correct as of 18th December.

produced Class 66/7s Nos. 66720 *Metronet Pathfinder*, 66718 *Gwyneth Dunwoody*, 66723 *Chinook*, 66725 *Sunderland*, 66715 *Valour*, 66716 *Willesden Traincare Centre* and 66710! The first two locomotives later continued to Tyne Dock, changing places with Nos. 66724 *Drax Power Station* and 66730, which worked

from Tyne to Doncaster.

Class 60 No. 60049 worked 'light engine' from Peak Forest to Toton TMD, presumably bringing its current spate of activity to a close. Following its transfer to Southern from South West Trains, Class 73/1 No. 73109 *Battle of Britain 50th Anniversary* ran 'light' from Wimbledon Park to

▼ On 15th December, Class 73/1 No. 73107 *Spitfire*, still carrying its triple-grey livery, powers through Potbridge with an ECS working from Eastleigh to Woking. **Ken Brunt**





▲ Class 60 No. 60041 heads north over the River Tame at Tamworth on 14th November, with the Westerleigh to Lindsey Oil Refinery discharged tanks. **Andrew Wood**

▼ The 12.47 First Great Western loco-hauled service to Cardiff Central awaits departure from Paignton on 17th December, led by Class 67 No. 67017 with No. 67016 Arrow on the rear. **Brian Morrison**



Stewarts Lane Depot, arriving at its new home shortly before midnight.

### Monday 14th December 2009

The Workington to Maryport 'Floodex' service was once again in the hands of Class 47/4 No. 47501 *Craftsman*, but now paired with Class 57/0 No. 57004. The first weekday of the new timetable period also saw the start of the second loco-hauled diagram on First Great Western, which had Class 57/3s Nos. 57315 and 57316 in 'top and tail' mode on the Cardiff-Bristol-Taunton diagram and Class 67s Nos. 67016 *Arrow* and 67017 on the Cardiff to Paignton diagram. In Scotland, Class 67s Nos. 67004 *Post Haste* and 67023 worked the two Fife Circle loco-hauled operations. To complete the loco-hauled passenger round-up for the day, Class 67s Nos. 67009 (Inverness), 67011 (Aberdeen) and 67030 (Fort William) were employed on the respective portions of the 'Caledonian Sleeper', while Class 57/3 No. 57313 worked the 05.32 Holyhead to Cardiff ATW service.

All was not well however, when No. 57316 failed at Bristol Parkway after the engine wouldn't start, prior to working only the second service of the diagram. The crew managed to recover the situation, with the set running empty (with No. 57316 leading) to Taunton to pick-up the rest of the diagram. Unfortunately, the loco sustained a traction motor flashover between Nailsea and Yatton, which resulted in No. 57315 running round the train, prior to hauling it to Taunton Fairwater Yard. The loco later hauled the entire set, plus 'demic' No. 57316 from Taunton to

Wolverhampton Oxley. The set returned overnight with No. 57316 now replaced by No. 57303. Further problems were encountered for Virgin's Class 57/3 fleet when No. 57305 *John Tracy*, hauling Class 325 EMUs from Sheildmuir to Warrington RMT, encountered brake problems north of the border.

Class 73/2 No. 73202 *Dave Berry* was in use on route learning trips between Stewarts Lane and Ealing Broadway. Having worked south from Scotland, the sole DB Schenker-liveried Class 66 No. 66152 was employed on the Warrington Arpley to Liverpool Gladstone Dock 'trip' working, while Colas Rail Class 66/8 No. 66842 hauled the Dollands Moor to Hams Hall intermodal. Hanson Traction Class 56/3 No. 56312 worked 'light engine' from Washwood Heath to Boston Docks, prior to returning with a loaded steel working.

Class 66/4 No. 66415 worked a scrap flow from Workington Docks, bound for Tyne Dock, via Hexham, while the two ex-Silverlink Class 508 EMUs, Nos. 508302 and 508303, which have been stored at Warrington Arpley recently, were moved south to Wembley behind Class 67 No. 67021.

The number of stored Class 60s still operating continues to reduce, with just one now in traffic. No. 60019 *Pathfinder Tours 30 years of railtouring 1973-2003* worked from Doncaster to Toton Yard, prior to being stored at Toton depot, while Nos. 60063 and 60071 *John Loudon McAdam* were both at Doncaster, assigned for haulage to store at Toton, and No. 60085 was at Margam, assigned to the Margam to Immingham working. Of the four locos

### 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](mailto:editor@railwayherald.com)

remaining in the operational pools, No. 60041 (WCAI), 60051 (WCBI) and 60084 *Cross Fell* (WCAI) are based at Immingham, with No. 60096 (WCBM) is at Warrington.

The overnight 'Caledonian Sleeper' from Inverness, Aberdeen and Fort William to London encountered problems when Class 90 No. 90039 failed north of Carlisle. The train was rescued by Class 67 No. 67024 through to Preston, where it was terminated, with the '67' heading 'light engine' to Warrington, while Class 90 No. 90024 took the empty stock through to Wembley.

Presumably operating as part of its warm storage procedures, Class 313/1 No. 313108 worked empty coaching stock from Brighton to Newhaven Marine, prior to returning to Lovers Walk depot.

## Tuesday 15th December 2009

Failure of the Departmental Class 150 No. 950001 resulted in Class 31/1 No. 31106 and Class 31/6 No. 31601 'topping and tailing' on branch lines in Cornwall, bringing what is believed to be the first visit of a Class 31 to the Gunnislake branch. The diagram also resulted in the pair heading to Falmouth and Paignton.

'Royal' Class 67s Nos. 67005 *Queen's Messenger* and 67006 *Royal Sovereign* were in charge of the 'Northern Belle' ECS from Crewe to Ipswich, and also venturing into the Anglia region were DRS Class 37s Nos. 37218 and 37607, which worked a Stratford to Norwich test working, via Ipswich, Ely, Norwich and Sheringham.

Class 57/3 No. 57305 was once again on postal duties, hauling three Class 325 EMUs from Warrington RMT to Sheildmuir during the morning, while the two Class 508/3s

that were moved to Wembley yesterday, continued their journey to Eastleigh for secure storage behind Class 67 No. 67021. Heading in the opposite direction from Eastleigh was Class 73/1 No. 73107 *Spitfire* with four Mk1 coaches, bound for Woking.

With the East Anglian RHTT workings finished, DRS Class 57/0 No. 57012 hauled classmate No. 57003, Class 66/4s Nos. 66420 and 66426 and Class 37/0 No. 37229 *Jonty Jarvis 8-12-1998 to 18-3-2006* from Stowmarket to Crewe. After its failure on the 'sleepers' the previous night, Class 90 No. 90039 worked the Garston to Dagenham automotive service.

Class 66/7 No. 66731 headed north up the Midland Main Line with two barriers in tow, bound for Derby Litchurch Lane. The loco was declared a failure en route, however, and was rescued by Class 66/4 No. 66402, which at the time was running 'light engine' with classmate No. 66401. The latter loco continued south with No. 66731 in tow. No. 66402 worked south in the evening towing Class 378/0 No. 378009.

Today's Colas Rail-operated Chirk timber operations were once again in the hands of DRS Class 57/0 No. 57002. Elsewhere, the return working of empty steel wagons from Washwood Heath to Boston Docks was covered by Class 47/7 No. 47727 *Rebecca*, which later returned 'light engine'.

In a change to the four-remaining Class 60s, No. 60039 has returned to the operational pool, being hauled 'dead in tow' from Scunthorpe to Warrington for attention, presumably as cover for No. 60096 which has been stored. The three Immingham-based locos remain unaltered.

## Wednesday 16th December 2009

The CEMEX containerised fly ash working from West Burton Power Station to Tilbury operated again, behind Colas Rail Class 66/8 No. 66841, while a loco change on the Cumbrian loco-hauled service had Class 57/0 No. 57004 paired with Class 47/7 No. 47790.

DRS Class 37/0 No. 37069 and Class 20/3 No. 20306 were used to work the East Anglian RHTT wagons from Stowmarket back to York Works and Class 37s Nos. 37259 and 37608 were booked to work the Carlisle Kingmoor to Hull Hedon Road toxic waste train.

First GBRfs Hotchley Hill to Doncaster working was unusually in the hands of a pair of Class 66/7s, Nos. 66703 *Doncaster PSB 1981-2002* and 66715, while classmate No. 66705 *Golden Jubilee* is currently on hire to Fastline Freight, and was employed on an empty Derby Chaddesden Sidings

to Hatfield Colliery, where its train was loaded to form the 12.02 service to Ratcliffe Power Station.

Class 66/4 No. 66402, having returned back north with barrier coaches, headed south from Derby with Class 377/5 No. 377501 in tow, bound for Selhurst Depot. In East Anglia, Class 31/1 No. 31105 was touring the various branches overnight, starting from Ilford Depot, the loco (with test coaches and DBSO) visited Liverpool Street, Witham, Colchester and Clacton before heading to Ipswich

## Thursday 17th December 2009

The Cumbrian Coast loco-hauled ran into difficulties when Class 47/7 No. 47790 failed while working in 'top and tail' mode with Class 57/0 No. 57004. Class 37/6 No. 37610 *T.S. (Ted) Cassidy 14.5.61-6.4.08* was dispatched to take over the working from the Type 4.

▼ **Class 67 No. 67021 hauls Class 508s Nos. 508302 and 508303, sandwiched by translator coaches, as the 09.37 Wembley Yard - Eastleigh Works. The units departed Eastleigh on 18th November, moving to Warrington Arpley for reported assessment for possible use on Merseyrail, prior to being returned. David Kirwin**



## Class 70 Report



▲ Freightliner PowerHaul Class 70 No. 70003 speeds south through Tibberton on 18th December, working from Rugeley Power Station to Bristol Stoke Gifford with a rake of empty coal hoppers. **Stephen Tucker**

### FLEET REPORT

#### Loco Working Area

70001	Birmingham Lawley Street	(In Traffic/Crew Training)
70002	Crewe Basford Hall	(In Traffic/Crew Training)
70003	Bristol Stoke Gifford	(Fitter Training)
70004	Leeds Midland Road	(Fitter Training)
70005	Crewe Basford Hall	(In Traffic/Crew Training)
70006	Ipswich	(Crew Training)

#### Workings Information

**Some members of the six-strong fleet remain on depots for maintenance work, while others are having use in operations.**

On 10th December, Class 70 No. 70001 worked 4L95 from Lawley Street to Felixstowe, prior to returning with 4M93, and finally heading back to Felixstowe with the 01.20 departure during the early hours of the following morning. The locomotive headed back to Birmingham on the evening of the 11th, but developed a technical

fault around Bletchley, although it did manage to work through to its destination. Its Ipswich classmate No. 70006 on the other hand headed back to Crewe during the same day, this time 'dead in tow' behind Class 90 No. 90041 on the 07.34 Felixstowe to Ditton intermodal, which recesses at Basford Hall yard.

The same afternoon No. 70003 worked 'light engine' from Crewe Basford Hall to Bristol Stoke Gifford, presumably replacing No. 70002, which was hauled in the opposite direction

the following day. No. 70005 was employed on the Ellesmere Port to Fiddler's Ferry Power Station coal workings on 14th December, while classmate No. 70006 was hauled south by Class 66/9 No. 66952 in the consist of the 12.09 Crewe Basford Hall to Stoke Gifford Yard service the same afternoon. Any problems with No. 70001 were obviously rectified over the weekend, as the locomotive worked back to Felixstowe on the 14th with the 19.00 intermodal service from Lawley Street. It was then used on the Ipswich to Temple Mills and return crew training run on 15th December.

Also on 15th December, No. 70003 worked into Portbury Docks, returning on the 01.00 loaded coal service to Rugeley Power Station, while No. 70005 was back on the Garston to Fiddler's Ferry coal circuit.

10.45 service from London.

Problems hit the Anglia Region as a result of snow falls during the late evening. Cambridge came to a standstill due to multiple-points failures, while the 22.00 service from Norwich, powered by Class 90 No. 90006, was worked by Class 57/0 No. 57009 from Ipswich.

#### Friday 18th December 2009

Services were disrupted across the country during the day as a result of the first snow falls of winter. CrossCountry operations between Stansted Airport and Ely were delayed because of signalling problems, while poor weather conditions were causing issues at Purley and Redhill for First Capital Connect, whose services were being delayed by up to 30 minutes, and Gatwick Express was down to a 30-minute interval service.

Probably worst hit was Southern, which was experiencing cancellations and delays of up to an hour. London Victoria to Portsmouth and Southampton services were being terminated at Bognor Regis, while those from London to Sutton were suspended along with the Brighton and West Worthing trains. The Sydenham to Crystal Palace line was also blocked for a period due to a frozen conductor rail causing a unit failure. First GBRfs Class 73/2 No. 73208, together with one of Network Rail's GLVs was on de-icer duties on Southeastern lines.

Colas Rail's Class 66/8 No.

66841 was provided for the Dollands Moor to Hams Hall intermodal, while DB Schenker 'Royal' Class 67s Nos. 67005 and 67006 had charge of the 'Northern Belle' on a circular trip from Edinburgh via Alloa.

Class 92 No. 92005 *Mozart* headed the afternoon Wembley to Mossend 'Enterprise', with Class 59/2 No. 59204 *Vale of Glamorgan* 'dead in tow' as far as Warrington, to take over from the Class 60s on the Warrington to Fiddlers Ferry coal workings. These workings are currently in the hands of Class 60 No. 60039.

Class 57/3s Nos. 57303 *Alan Tracy* and 57315 concluded the first week of the First Great Western loco-hauled diagram by finishing at Cardiff Canton as planned, to allow weekend maintenance on the stock to take place. On weekdays the set finishes at Bishops Lydeard.

With this being the final report prior to the Christmas break, it was thought that a comprehensive round-up of the Class 60 fleet would be useful. In the operational pools were No. 60039 (WCAM) at Warrington and Nos. 60045 (WCAI), 60051 (WCBI) and 60084 (WCAI) at Immingham. Elsewhere, those not stored at Toton or Crewe Diesel Depot were Nos. 60011 (WNTR) and 60022 (WNTR) at Eastleigh, 60026 (WNTR) Margam, 60041 (WNTR) Immingham, 60062 (WNTR) Margam, 60063 (WNTR) and 60071 (WNTR) Doncaster, 60073 (WNTR) Westbury, 60085 (WNTR) Scunthorpe and 60096 (WNTR) Warrington.

# UKRAINE

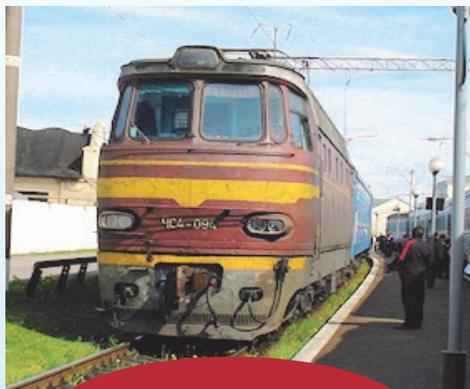
## Diesel and Modern Traction Tour

1 - 14 May 2010

*Packed with fascinating visits and superb photo opportunities!*



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# CHINA 2010

## TWILIGHT OF STEAM TOUR

22 March - 11 April 2010

Steam is rapidly being replaced by diesels now, so we are doing a comprehensive tour of the remaining lines, with interesting and/or quantities of standard gauge steam. This may be a last chance to visit some. Includes Sandaoling, which must be the steamiest place on earth, in the opencast mine using JS locomotives. At least 9 locations to be visited. Three weeks of steam for **£2400 fully inclusive** Beijing - Beijing. Includes visa for UK residents. Only beer money needed!



## CHINA NARROW GAUGE TOUR

9 October - 23 October 2010

This interesting trip includes the well known steam lines of Shibanzi and Huanan plus Xingyang (if working). Also Dalian city tram system and the nearby Salt railway, then on to the Jincheng Reed Railway (ex-Japanese narrow gauge line). Two weeks of steam and ancient diesels for **£1650 fully inclusive** Beijing - Beijing. Visa included for UK residents.



Reed  
Railway  
Photo:  
John Raby



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## UK Steam &amp; 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.

**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-Appeldore-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

**16th January 2010**

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

**22nd January 2010**

Vintage Trains 4965 Tyseley Warwick Road-Coleshill Parkway-Nuneaton-Loughborough-Burton on Trent-Coleshill Parkway-Tyseley Warwick Road  
VSOE 35028 London Victoria-Guildford-London Victoria

**23rd January 2010**

UK Railtours 2xDBS 67 London Euston-Watford Junction-Milton Keynes Central-Rugby-Stafford-Crewe-Wiagn NW-Blackburn-Clitheroe-Hellifield-S&C-Carlisle-Shap-Preston-Crewe & return

**30th January 2010**

UK Railtours 2xDBS 67 Woking-Staines-Mill Hill Broadway-St.Albans City-Luton Airport Pky-Bedford-Kettering-Wichnor Jct-Lichfield Chord-Basford Hall-Shrewsbury-Telford Railfreight Depot-Wellington-Oxley-Stafford-Rugeley-Walsall-Lifford Curve-Water Orton-Kettering & return  
Railway Touring Co. 46115 Lancaster-Preston-Wigan North Western-Bolton-Manchester Victoria-Huddersfield-Sowerby Bridge-Hebden Bridge-Copy Pit-Blackburn-Darwen-Bolton-Manchester Victoria-Bolton-Wigan North Western-Preston-Lancaster

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

**BLACK** Charters expected to operate as booked.

**RED** Tours cancelled by the operator

**GREEN** Tours postponed to a future date by the operator

**BLUE** Provisional excursion

**WCRC** West Coast Railway Company

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

## The Week Ahead

**Firstly, Season's Greetings to all readers, coupled with the hope that you all enjoy a very Merry Christmas and peaceful and prosperous New Year.**

Our friends in the railtour business are also looking forward to a seasonal rest, but for some it will not be a long one. Steam Dreams bow out on 21st December with two festive trips featuring 'A1' Pacific No. 60163 *Tornado*, both from London Victoria. The luncheon working is via Tonbridge, Ashford International, Canterbury West, Sandwich, Folkestone Central and Tonbridge (again). Later, the dining train travels via Swanley, Maidstone East, Ashford International, Canterbury West, Folkestone Central and then Ashford International and Maidstone East again, back to London.

The final pre-Christmas tour is Railway Touring Company's first of a projected season of trains under 'The Sussex Belle' banner on 22nd December. With Bulleid Pacific No. 34067 *Tangmere* at the helm, the train is booked to run via Bromley South, Maidstone East and Ashford International to Hastings, where a break will be taken. The return is booked via Crowhurst, Battle, Tunbridge Wells, Sevenoaks and Swanley back to Victoria.

RTC also has the last steam-hauled trip in 2009, the 'Winter Cumbrian Mountain Express' on 30th December being a special train for more than one reason; firstly, it is booked to be double-headed by Ian Riley's 'Black 5s' No. 45407 and the first scheduled main line operation of his newly overhauled No. 44871. The latter is due a main line test around the Carnforth Circle on 21st December. Originating at Manchester Victoria the 'double header' is routed through Bolton and Preston to Carlisle, via Shap. The return is bound for the S&C, and back to Manchester Victoria, via Blackburn. The second reason this train is special is that it should be

by John Whitehouse

the last firing turn of legendary West Coast engineman Frank Santrian. We all wish Frank a long and happy retirement, a sentiment we are sure will be shared by the many thousands who over the years who have been thrilled by his superb enginemanship and friendly demeanour. He will be missed.

UK Railtours is also in action on this penultimate day of 2009 with a 'Forgotten Tracks' working to South Yorkshire, most likely working with a pair of DBS Class 67s. The 'Friar Tuck' charter originates at London King's Cross and runs along the East Coast Main Line to Grantham, where it then diverges for Nottingham, Trowell and Pye Bridge Junctions, and Shirebrook to Welbeck, where it reverses and then continues to High Marnham. After a further reversal, the train heads for Deepcar, passing through the site of the old Sheffield Victoria station in so doing. The return is via Worksop and Retford.

If Frank Santrian's farewell is the steam tour of the period, then Rail Blue Charters '20's Southern Circular' of 30th December has to be the modern traction equivalent. Featuring three DRS Class 20s, the tour is reported to be a virtual sell-out, despite a projected 03.59 departure from Barrow Hill. The itinerary goes something like this; Midland Main Line to Hendon and then via Acton and Twickenham to Clapham Junction for a run to Hastings, passing through Swanley, Ashford International and Rye en-route. The return working runs via Battle, Tunbridge Wells, Redhill, East Croydon, Brixton, Clapham Junction and Barnes on the way back to the Midland Main Line. Quite a tour, which if you are interested is booked back into Barrow Hill at 23.55.

And finally, the final score in the last December head-to-head between Steam Dreams' and RTC - an honourable 2-2 draw! See you in 2010.

**You can view the long-term line-up of railtours by visiting our dedicated railtours section of our website - log on to [www.railwayherald.com](http://www.railwayherald.com)**

**Ups & Downs** by John Whitehouse

■ HF Tours 19th December operation from Manchester Victoria to Carlisle, via the S&C, was a late cancellation, understood to be due to an unfortunate lack of bookings.

■ The Amethyst Experience is a new operator on the block, which look to be offering up-market dining trains. There will be more details in the next issue, and for the moment we can say no more than the first tour is scheduled for 17th April and entitled 'The Bronte Express' from Stratford and Great Eastern line stations to Colchester for Keighley. The company website is [www.Ameythyst-experience.com](http://www.Ameythyst-experience.com)

**Charter operators support 'Help for Heroes'**

**West Coast plan a 'super train' on 27th March to support 'Help for Heroes', the charity that looks after our servicemen and women who have been injured while on active service.**

The train is booked to run from Lancaster to Carlisle, and will pick up at Preston and Blackburn, and run via the Settle & Carlisle in both directions. The traction? 'Royal Scot' No. 46115 *Scots Guardsman* and No. 70013 (that will be running as No. 70048 *The Territorial Army 1908-1948*). This combination should liven up the Fells! Telephone 01524 737751 for more information.

Don't forget as well that Vintage Trains is also running a special to support 'Help for Heroes' on 16th January, with Class 86 No. 86259 from Crewe to London Euston and back.

**After eight-month boiler extension 'Duchess' stays main line**

**Following the excellent news that *Duchess of Sutherland* is set for another year of main line operations (see Preservation View), PMR Tours has now announced a series of charters for the second quarter of 2010.**

These will see No. 6233 on its traditional stamping grounds and includes two return trips over

Shap. However, the company's season gets underway with 'The Yorkshire Coronation', a run to the East Coast with Scarborough being the destination from Leicester on 10th April, which will be steam-hauled from Derby via York.

A fortnight later PMR has 'The Welsh Dragon' to Holyhead from Lincoln, with steam haulage from

Crewe before the first Shap run on 8th May, which is 'The Citadel Express' from Gloucester, with steam haulage again from Crewe to Carlisle. 'The Royal Scot' follows on 22nd May, from Milton Keynes to Carlisle via the Trent Valley, which again is steam hauled between Crewe and Carlisle.

The final tour in this unexpected programme will be 'The Fylde

Coast Express' on 5th June from Sheffield, which is steam-hauled from Crewe to Blackpool outwards, and back to Derby on the return, as this enables the 'Duchess' to proceed directly back to home base at Swanwick after a two-day sojourn at Crewe Heritage Centre. For full details on how to book, visit the society website at [www.prclt.co.uk](http://www.prclt.co.uk)

▼ A last-minute loco substitution found Gresley 'A4' No. 60019 *Bittern* standing in for Bulleid Light Pacific No. 34067 *Tangmere* on the London Victoria to Chichester 'Steam Dreams' carol concert working on 12th December. The train was over 20 minutes late at this stage. **Ian Docwra**





34067

THE CATHEDRALS  
EXPRESS

40

40

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Battle of Britain No. 34067 *Tangmere* opens up as it rounds the curve approaching Vauxhall, south London, with the carol concert special from Waterloo to Sherborne on 17th December. **Ian Docwra**



LMS 'Princess Royal' Pacific No. 6201 *Princess Elizabeth* starts the steam leg of the Christmas 'Thames-Dee' charter as it departs from Bescot Yard heading for Wolverhampton on 19th December. **John Edkins**

## Reinstatement of Alnwick to Alnmouth line could finally be on the horizon?

**There have been plans to reinstate the Aln Valley Railway between Alnmouth and Alnwick for many years, but things may finally be moving forward for the supporters.**

The route closed in 1968, and the Aln Valley Railway Trust has sustained a series of delays since the proposals to reinstate it were first raised in 1995. However, a full planning application has now been submitted to Northumberland County Council for the project that will involve the reinstatement of 2.3 miles of track from Alnmouth station through to a new visitor centre, 'park and ride' and station on the outskirts of Alnwick.

Potentially the scheme will attract more visitors to Alnwick as well as offering a commuter route to connect with East Coast and CrossCountry regional services. The original proposal to cross the AI and return trains to the old Alnwick station have been dropped, however, due to space and financial issues. The

new plan will however, see services crossing the 1850-built seven-arch Cawledge Viaduct, originally designed by Robert Stephenson. Part of the scheme will see this structure restored.

Although it is hoped that the decision on the planning application will be received in the New Year, it could be as long as five years before the route is fully operational and open to commuters, although work could commence during 2010.

Once operational, the route could provide a wide variety of commercial opportunities including the operation of through commuter services from the town to Newcastle, and the ability for charter and excursion trains to operate to Alnwick, the 'Northern Belle' being a regular visitor to Alnmouth from where passengers can transfer to road coaches for the trip to Alnwick and the Alnwick Garden attractions. The Trust apparently has longer-term aspirations of building a lightweight bridge across the AI to bring trams into Alnwick itself, which could go on to the Alnwick Garden.

[www.railwayherald.com](http://www.railwayherald.com)



▲ How *Duchess of Sutherland* will look for 2010. The 'intermediate' LMS black with straw and maroon lining livery, being modelled by classmate No. 6229 *Duchess of Hamilton* at Tyseley Locomotive Works in May 2006. The visual effect on Shap should be quite striking! **John Whitehouse**

## *Duchess of Sutherland* gains its eight-month boiler extension

**For many, the news that 'Princess Coronation' No. 6233 *Duchess of Sutherland* has received an eight-month extension to its boiler ticket is an early Christmas present.**

A delighted PRCLT Chairman, Malcolm Baker, has received formal confirmation from the HMRI following a boiler inspection that was carried out at the West Shed on 25th November, and has confirmed that there is a programme of railtours featuring No. 6233 already agreed (see article in Railtours & Excursions).

It will be a different 'Duchess' next year, however, as a livery change will take place for the remaining months of its ticket. The

present 'crimson lake' livery is looking a bit worn and a repaint is due. However, as the cost of the 'crimson lake' shade of paint is extremely expensive and would easily outlive the extended running ticket, it is more economic to go for a cheaper livery, and that will be H.G. Ivatt's 'Intermediate' LMS black with straw and maroon lining, but still carrying its LMS number.

This will provoke a lot of debate, but will also recall the 24-hours that classmate No. 6229 *Duchess of Hamilton* carried that livery (well, on one side at least) in May 2006 at Tyseley. The effect, for those lucky enough to be there was quite stunning. The question on everyone's lips will be when did No.

6233 carry LMS black? The answer is from 28th October 1947 until 1950, when the loco was repainted into the experimental 'Caledonian blue' livery.

Donations to assist with the cost of repainting are being sought, and a minimum of £110 will receive an automatic invitation to a special unveiling ceremony at the West Shed early next year. Cheques should be made payable to 'PRCLT' and sent directly to Malcolm Baker at 55, The Fields, Eccleston, Chorley, PR7 5SD. During the winter lay-over, attention to *Duchess of Sutherland's* leading bogie axle boxes and safety valve settings is being undertaken ahead of the extra season of main line activity.

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Haworth d	0905	1020	1106	1236	1406	1536	1706
Oakworth d	0908	1023	1109	1239	1409	1539	1709
Damems r	0913	1028	1113	1243	1413	1543	1713
Ingrow M d	0916	1031	1118	1248	1418	1548	1718
Keighley ⇌ a	0925	1040	1125	1255	1425	1555	1725

	D	D	DP	DP	DP	DP	★
Keighley ⇌ d	0940	1100	1145	1315	1445	1615	1745
Ingrow M d	0945	1106	1151	1321	1451	1621	1751
Damems r	0948	1109	1154	1324	1454	1624	1754
Oakworth d	0952	1115	1157	1327	1457	1627	1757
Haworth d	0955	1120	1205	1335	1505	1635	1805
Oxenhope a	1000	1125	1210	1340	1510	1640	1810

1700 from Oxenhope, and 1745 from Keighley do not operate on December 31st



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For up to the minute information and more details on all the events listed here visit [www.kwvr.co.uk](http://www.kwvr.co.uk)

## Preservation View



◀ Former Network Rail Metro Cammell Class 101 Test Unit No. 901002 *Iris II* has entered service with the new operators of the Barry Island Railway in Cardiff. The unit heads towards Barry Island forming the 12.30 'Santa Special' from Hood Road on 12th December.

Phil Trotter

## SVR appeal needs £50,000 for wheeldrop facility

The Severn Valley Railway has announced that it is to press ahead with the installation of its new £150,000 'wheeldrop' engineering facility at Bridgnorth locomotive works next month, despite a funding shortfall of more than £50,000.

Directors of the Bridgnorth - Kidderminster steam heritage line learnt at a board meeting last week that the proceeds of the railway's Wheeldrop Appeal to members and supporters in September currently stands at only £100,000, and they are reluctant to start the work until the appeal is much closer to its target.

But the wheeldrop - already purchased from main line train operating company DB Schenker for a 'bargain' £3,500 - can only be installed during the railway's 'quiet period' during the winter and early spring. Ideally the work would begin in January and be completed by Easter - but if that window of opportunity is lost, it will be another 12 months before the work can start.

This major item of hydraulic equipment, which will help the SVR to accelerate its locomotive repairs significantly and boost earnings from the contract work it carries out for third parties, "will pay for itself in a relatively short period" said SVR Chairman, Michael York.

"The dilemma is, installing the wheeldrop is a

major civil engineering task, which requires the excavation of a pit almost 20-feet deep within the locomotive works. If we start the work any later than January, the whole of the yard area at Bridgnorth will be locked up just as we're coming into our main season, and we can't afford for that to happen" he said.

The railway has received around £30,000 in donations so far, including a £2,000 bequest, and a £2,000 gift from a working volunteer in the Permanent Way department - but loans and pledges from locomotive-owning groups whose engines will benefit from the new facility, had swelled the appeal fund to just over £100,000.

The railway which has just spent almost £240,000 on refitting Bridgnorth Works, including new doors and roof repairs, is already heavily committed to capital expenditure in 2010, having budgeted to remake the formation at Hampton Loade this winter, and facing a further £220,000 spend on repairs in October to the bridge which carries the line over the Bridgnorth by-pass

A further appeal to SVR members is to be made in the winter edition of the railway's quarterly house magazine *Severn Valley Railway News*.

The address for postal donations is SVR (Holdings) Wheeldrop Appeal, The Railway Station, Bewdley, Worcestershire DY12 1BG.

## Weekly Pictorial

◀ On 18th December, Class 66/5 No. 66593 approaches Shenfield with an empty container train, one of the few freights that were actually running on the Great Eastern Main Line that day. **Stuart Chapman**



▼ Snowfalls across the country, together with emergency engineering work, brought delays to the East Coast Main Line. The 09.00 Glasgow to Penzance CrossCountry service, however, was fortunate enough to be running almost to time. The unidentified Voyager is seen here disturbing the snow at Copmanthorpe, shortly after leaving York. **Paul Braybrook**





Class 90/0 No. 90015 *Colchester Castle* enters Ipswich on 18th December with the 11.00 Norwich - Liverpool Street. The heavy snow from the previous evening brought operational problems across the network. **Keith Partlow**

# The Blue & Grey Years



Continuing our occasional 'Blue & Grey Years' feature, Brian Morrison looks at the first-generation Eastern Region EMUs in action on the Great Eastern Main Line during the 1980s.

◀ Class 302 No. 302218 departs from Fenchurch Street on 21st September 1987, forming the 11.12 service to Shoeburyness.

◀◀ Working empty coaching stock from Thornton Fields to Liverpool Street to form a service to Southend Victoria, Class 307 No. 307128 passes through Stratford on 8th November 1983.

▼ Class 308/1 No. 308148 passes Ilford Depot on 9th March 1988, forming a service from Southend Victoria to Liverpool Street. All: Brian Morrison





Showing 'Colchester' in the route indicator panel, Class 312 No. 312791 departs from Colchester on 11th October 1986, forming a service from Liverpool Street to Harwich Town. **Brian Morrison**

**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.

**RCTS (Northampton)**

Weston Favell Parish Hall, Booth Lane South, Weston Favell. 'Railways of Burton-on-Trent including the Brewery Systems' by Mark Ratcliffe. Meeting starts 14.00.

**22nd December 2009****RCTS (Woking)**

The Wheatsheaf Ember Inn, Chobham Road, Woking. 'Railways of the Isle of Man' by Geoff Brockett. Meeting starts at 19.30.

**4th January 2010****North Yorkshire Moors Rly (Northallerton)**

Northallerton Cricket Club, Farnedale Avenue, Northallerton. AGM & Peter Rodgers' Quiz Evening. Starts 19.30. Contact the Secretary, Ian McInnes on 01642 767233 for further details.

**RCTS (South East)**

The Elwick Club, Church Road, Ashford. 'South African Steam in the 1970s' by Geoff Plumb. Meeting commences at 19.30. Contact the Secretary southeast@rcts.org.uk for further details.

**RCTS (Croydon)**

Small Hall, United Reform Church, Addiscombe Grove, Croydon. 'The Merchant Navy Locomotive Preservation Society' by Roger Creswell. Meeting starts at 19.30.

**RCTS (Northampton)**

St Crispin Social Club, Berrywood Road, Duston. 'More of the North London Line' by John Downing. Meeting commences at 19.30.

**RCTS (Port Sunlight)**

The Lever Club, Greendale Road, Port Sunlight. 'Southern Part 2 Mainly South Western' by Edgar Richards. Meeting commences at 19.45.

**Swanage Railway (Bath)**

St John's Church Hall, St John's Road, Bathwick, Bath. TBC by Mike Dodd. Meeting commences at 19.30. Admission £1. Contact John Lakey on 01225 315918 for further details.

**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.

**North East Essex Railway Association**

Room 6, Frinton Community Centre, The Triangle, Frinton. '30 Years Essex and Suffolk Railways' by Michael Collins. Meeting starts at 19.45.

**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.

**RCTS (Watford)**

St Thomas's Church, Langley Road, Watford. Branch AGM followed by 'That was the Year that was 1971' by Geoff Plumb. Meeting starts at 19.30.

**Southern Electric Group (South Hampshire)/LRTA (Southern)**

Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Historic Trams and Heritage Tramway Operations in Europe' by Mike Russell. Meeting commences at 19.30. Contact the SEG Secretary, John Goodrich on 02380 670028 for further details.

**Weston super Mare Railway Society**

Function Room, Conservative Club, Alexandra Parade, Weston super Mare. 'Trains in the Countryside' by Peter Triggs. Starts 20.00. Contact Lionel Jones on 01934 628289.

**6th January 2010****Permanent Way Institution (Thames Valley)**

Davidson House, Reading 'Waterloo Redevelopment' by Matthew Savastano. Starts 17.45. For details contact Peter Simmonds at peter181102@yahoo.co.uk.

**Stephenson Locomotive Society**

Hayes Village Hall, Hayes Street, Hayes, Bromley. 'The North London Railway in the Age of Steam' by John Manners. Meeting commences at 19.30. Contact the Secretary on 0208 289 9935 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.

**RCTS (Milton Keynes)**

The Crown Public House, Market Square, Stony Stratford. Branch AGM and Members' Evening. Meeting commences at 19.30. Contact the Secretary at dexter-skiddaw@tiscali.co.uk for further information.

**RCTS (Preston)**

Claremont Hotel, Blackpool Road, Preston. 'A Freedom of Scotland Railrover in 1061' by John Sloane. Meeting commences at 19.30.

**Stephenson Locomotive Society**

St John Ambulance Centre, Sandes Avenue, Kendal. New Year Social Evening. Meeting commences at 19.15. Contact the Secretary on 01539 720706 for further 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.

**RCTS (Bristol)**

St Peters Church Hall, Church Road, Filton. 'The Gezira Light Railway of Sudan' by Alan Wild. Meeting commences at 19.30. Contact the Secretary at paul.udey@talktalk.net for further details.

▼ **Class 31/4s Nos. 31465 and 31459 power a Woking Up Yard - Woking Up Yard departmental service in 'top and tail' formation at Potbridge on 15th December. Ken Brunt**

**9th January 2010****Cornwall Railway Society**

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

**RCTS (Edinburgh)**

Quakers Meeting House, 7 Victoria Street, Edinburgh. 'Round and About in 2009' by Hugh Gould. Meeting commences at 14.30. Contact the Secretary at evanwilliams@talktalk.net for further details.

**RCTS (West of England)**

Conference Room, Great Western Hotel, Exeter. Branch AGM followed by 'Modern Images Nationwide' by Tom Braund. Meeting commences at 19.00. Contact the Secretary at fixtureswoe@rcts.org.uk 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.

**Stephenson Locomotive Society**

Kidderminster Railway Museum, Kidderminster. Members' Slide and Power Point Presentation: also first showing of 'The Cream of the Stanford Jacobs Collection' by John New and Roger Hennessey. Meeting starts at 14.00. Contact the Secretary on 01242 582152 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. Starts 20.00. Contact Secretary on 01522 705365 for details

**RCTS (Ipswich Area)**

Bridge Ward Social Club, 68 Austin Street, Ipswich. 'Latin Rails' by Ray Schofield. Meeting starts at 19.30. Contact the Secretary at ipswich@rcts.org.uk for further details.

**RCTS (Sheffield)**

St Matthews Church Rooms, Carver Street, Sheffield. '35 Years of Diesels in the Peak District' by Phil Lockwood and Enid Vincent. Meeting commences at 19.30.

**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.

**Stephenson Locomotive Society**

New Trinity Parish Hall, Saltcoats, Ayreshire. 'Ayreshire Steam in the 1950s and 60s' by Bill Hamilton. Meeting commences at 19.30. Contact the Secretary on 01294 822303 for further details.

**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 locopatrack@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 Roadm Filton, Bristol. 'The Weston, Clevedon & Portishead Light Railway' by Paul Gregory. Meeting starts at 19.45. Contact 01454 324230 for details.

**Permanent Way Institution (Edinburgh)**

The Scotts 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.

**RCTS (Hull)**

Upstairs, The Highway Public House, Wilerby Road, Hull. 'A Selection of Slides' by Steve Batty. Starts at 19.30. Contact the Secretary at richardh@djbroadly.co.uk for further details.

**RCTS (Nottingham)**

Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'Manchester to Chester via the CLC' by Ken Grainger. Meeting commences at 19.30.

**RCTS (West Riding)**

Saltaire Methodist Chapel, Saltaire Road, Shipley. '30 and 40 Years Back' by John Holroyd. Meeting commences at 14.00. Contact the Secretary at bigmal.w.br.rcts@talk21.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.

**Bromsgrove Railway Club**

St Godwalds Church Hall, Aston Fields, Bromsgrove. 'Travels with my £21 Cine Camera' by Mike & Audrey Flavel. Doors open at 19.15 for 19.45 start. Contact Dave on 01527 873800 for further details.

**Swiss Railways Society (London)**

The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. Members' Slides - 'Europe/Winter'. Meeting commences at 19.00. Contact the Secretary, Ron Dawes on 0208 660 3532 for 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.

**RCTS (Hitchin)**

Hitchin Christian Centre, Bedford Road, Hitchin. 'Hadley Wood Widening' by John Burden. Meeting commences at 19.30.

**RCTS (South Wales)**

Old Church Rooms, Park Road, Radyr. Branch AGM followed by 'European Steam Miscellany' by Tony Wardrobe. Meeting commences at 19.30. Contact the Secretary at noelinda@noel65.fsnet.co.uk for further details.

**Stephenson Locomotive Society**

YMCA, Bridge Street, Guildford. 'From Banker to Train Driver' by Alan Nicholls. Meeting commences at 19.30. Contact the Secretary on 01372 379216 for further details.

**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 (Birmingham)**

The 11th Floor Boardroom, Network Rail Offices, The Mailbox, 100 Wharfedale Street, Birmingham B1 1RT. Tbc by A.Jones. Meeting starts 18.15. Contact Ian Wardle on 07824 410961 for further details.

**Permanent Way Institution (Manchester & Liverpool)**

Ove Arup Offices, St James Building, Oxford Street, Manchester. 'Cambrian Line Enhancements' by Bob Langford. Meeting starts at 13.00. Contact the Secretary, Rob Cummings, on 07798 858784 for further details.

**Permanent Way Institution (South & West Wales)**

Kings Hotel, High Street, Newport. 'Thermit 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.

**RCTS (North East)**

The Brunswick Methodist Hall, Newcastle. 'Adventures in the Land of the Trolls' by Fr Ing Prof Bill Hampson. Meeting commences at 18.30. Contact the Secretary at jimbrick@fsmail.net for 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.

**Purbeck Railway Circle**

Catholic Church Hall, Rempstone Road, Swanage. 'Railways at Home and Abroad' by Nick Lera. Doors open at 19.00 for 19.30 start. Contact the Secretary, Mike Walshaw on 01929 421913 for further details.

**16th January 2010****Great Western Society (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.

**Stephenson Locomotive Society**

The Friends Meeting House, Mount Street, Manchester. Area AGM followed by 'Unfinished Railways' by Allan Brackenbury. Meeting commences at 14.00. Contact the Secretary on 0161 928 2461 for further details.

**Back Issues**

All of the back issues of the magazine are available 24 hours a day, on our website [www.railwayherald.com](http://www.railwayherald.com)

**Rear Cover Caption**

**Class 377/3 No. 377315 stands in Chichester Yard on 18th December. Snow brought cancellation and delays across the network, one result of which was the termination of this service prior to reaching its destination. Dan Toop**

**Magazine Information****Editorial Address:**

The Railway Herald, PO Box 252, Scunthorpe, North Lincolnshire. United Kingdom. DN17 2WY  
Telephone: 01904 500175

Railway Herald is produced by Railway Herald Ltd (Registered as company number 05837609 in England).  
VAT Registration: 942 6509 14  
Registered office: Hobarn House, 12 Brompton Road, Northallerton, North Yorkshire, DL6 1DY

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