

# *Railway Herald*

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*The weekly railway enthusiasts' magazine*



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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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## FCC opens new 12-car stabling facility at Bedford

First Capital Connect has moved a step closer to operating 12-car formations with the creation of a new stabling facility in Bedford. From 12th December, four trains in both the morning and evening peak hours will be extended to 12-car lengths.

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## 10 News in Pictures

The weekly round-up from a pictorial viewpoint of newsworthy and unusual workings across the country.

## 15 Preservation News

The latest news from the world of preservation, including King's Cross footbridge finds new home on the Mid-Hants, Jeremy Hosking to purchase SVR-based Standard tank No. 80079, M&CR wins £1.65 million grant, and NRM hands over Class 502 EMU to Class 502 Group for restoration.

## London Bridge contracts let

The final two major contracts for the redevelopment of London Bridge station have been awarded.

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## Arriva buys Grand Central

Arriva has announced that it has acquired the open-access operator Grand Central, adding to the company's UK rail portfolio.

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## Metro & Light Rail

LUL aims to provide better information to passengers during periods of disruption, and LUL's new Asset Inspection train undergoes testing.

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## Riviera Trains to be sold?

Current industry rumours suggest that a significant change could be on the horizon for the charter train market.

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## Essentials

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Including comprehensive listings.

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## Front Cover Caption:

During a David Williams photographic charter on the Ffestiniog Railway, George England 1863-built *Palmerston* approaches Campbell's Platform on 31st October. **John Whitehouse**



## Final contracts awarded for London Bridge as Thameslink work progresses

**The final two major contracts for the redevelopment of the London Bridge station area have been awarded as part of the Thameslink programme to combat congestion.**

Costain Ltd will carry out the station redevelopment and Balfour Beatty Rail Ltd. will undertake the track remodelling. The station redevelopment will include a new concourse at street level, with entrances on Tooley Street and St Thomas Street, which will provide space for around 66% more passengers than the station currently handles. Access into and around the station will also be

transformed. Within the contract, Costain will carry out the detailed design and delivery of the project. The track remodelling is a vital part of the Thameslink programme and is needed to allow more and longer trains through the centre of the Capital to boost capacity and relieve congestion on the busy route.

The new, simplified track layout will also help improve reliability for other train services that pass through and into the station. Under the contract, Balfour Beatty Rail will provide detailed design, installation, testing and commissioning of the trackwork. Together, Costain and Balfour Beatty Rail will complete

the selection of three delivery partners to form the London Bridge Area Partnership, and work with Network Rail to reconstruct the station and surrounding infrastructure.

Simon Kirby, Managing Director of Investment Projects at Network Rail, said: "The way London Bridge evolved since the mid-1800s left us with a station and a track layout which makes it increasingly difficult to provide the capacity and reliability passengers expect today. The Thameslink programme allows the tracks, platforms and station layout at London Bridge to be completely redesigned, boosting

the number of trains that can run, unblocking the bottleneck and providing a modern and dynamic station which will make a real improvement for passengers".

The Thameslink Programme reaches a key milestone in December, when the first 12-car trains begin to run through Central London. The transformation of London Bridge station and associated railway work is programmed to be fully underway in 2013, and is scheduled to be completed in 2018. It will be the final piece of the Thameslink programme, which will enable the frequency of trains to increase from 16 to 24 per hour. The station redevelopment contract is valued at around £400 million, and the track remodelling at approximately £50 million.

The first phase of the programme is for the track to be completed by mid 2012, and includes new stations at Farringdon and Blackfriars, a new rail bridge at Borough Market Junction, and longer platforms and station improvements across the route. The second phase involves the redevelopment of London Bridge station, as well as extensive track and signalling work in the area, and is due for completion by 2018. The station redevelopment proposals are subject to a planning application to the London Borough of Southwark and are yet to be agreed. The Government's commitment to the £6 billion Thameslink programme was reaffirmed in November 2010 with the announcement that the full programme, including the purchase of new trains to service the route, would go ahead as planned.

## Degraded points blamed for Grayrigg accident

**An inquest into the death of 84-year-old Margaret Masson, who was aboard the 17.15 London Euston to Glasgow service when it derailed at Grayrigg in February 2007, has found that badly-maintained points were to blame for the accident.**

A set of points, known as Lambrigg 2B, were found to be degraded, with one of the three stretcher bars missing, while the other two were fractured and bolts were missing. The engineer responsible for inspecting the points, David Lewis, told the hearing in Kendal that he felt under pressure at the time and that he had forgotten to inspect the points. Mr Lewis said that he had sent an email to his bosses a year before the crash telling them "it's time for the hierarchy to stop ducking the issue and sort this shambles out once and for all". Earlier in the inquest, a Network Rail Track Chameleon, Geoffrey Ruddick, told the hearing that he completed forms stating that he had conducted safety tests on four railway points on the WCML on 17th December 2006, adding that "I had carried out tests at Lambrigg (near Grayrigg) when I hadn't". However, two subsequent tests on the points on 9th and 31st January showed them to be in "perfect working order".

Coroner Ian Smith praised driver Iain Black, who broke his neck from the impact of hitting the cab ceiling, as a man of "extreme courage and character".

▼ An aerial view of London Bridge station, with the skyline dominated by the new Shard building now nearing completion. The station's terminal platforms are on the left, with the through lines on the right. **Network Rail**





## Arriva buys Grand Central Railway

**Arriva plc has acquired open access operator Grand Central Railway, which operates four services between Sunderland and London King's Cross daily, and three between Bradford/Halifax and King's Cross, providing approximately 700,000 passenger journeys a year.**

The acquisition, for an undisclosed sum, adds to Arriva's UK Trains' portfolio of the CrossCountry, Arriva Trains Wales and Chiltern Railways franchises, and concessions to operate the Tyne and Wear Metro, and as a joint venture, London Overground operations.

Bob Holland, Arriva UK Trains Managing Director, said: "We firmly believe open access will play a valuable part of a balanced portfolio for our UK Trains division alongside our three franchises and concessions. Bringing Grand Central on board means we have a live open access operation up

and running, one which is popular with customers and which we believe we can develop to become a key commercial part of our UK rail operations".

Managing Director of Grand Central, Tom Clift, said: "Today opens a brand new chapter for Grand Central and for open access operations on Britain's railways. The decision by Arriva, one of Europe's largest transport undertakings, to acquire Grand Central is a huge vote of confidence in all our staff who have worked so hard over the last four years to deliver the very highest standards of customer service to the growing numbers of passengers using our routes. I will continue to lead Grand Central and will report directly to Bob Holland. Meanwhile, Grand Central will remain a self-contained business with its own unique brand and identity. Our headquarters will continue to be based in York".

## Freightliner works to take traffic off road

**Freightliner Limited has announced that it signed a new contract in September with CMA CGM to transport containers for ASDA.**

Initially, services will run three times per week from the Port

of Southampton to Freightliner's Cleveland Terminal, which is ideally situated to service Asda's North East Distribution centres.

The new services will help Asda and CMA CGM to maximise the use of transport by rail to reduce congestion

and pollution in the region, contributing to Asda's goal to reduce CO2 emissions by 60% from its transport fleet. The new services will remove up to 10,000 road miles from the UK's heavily congested road network each week.

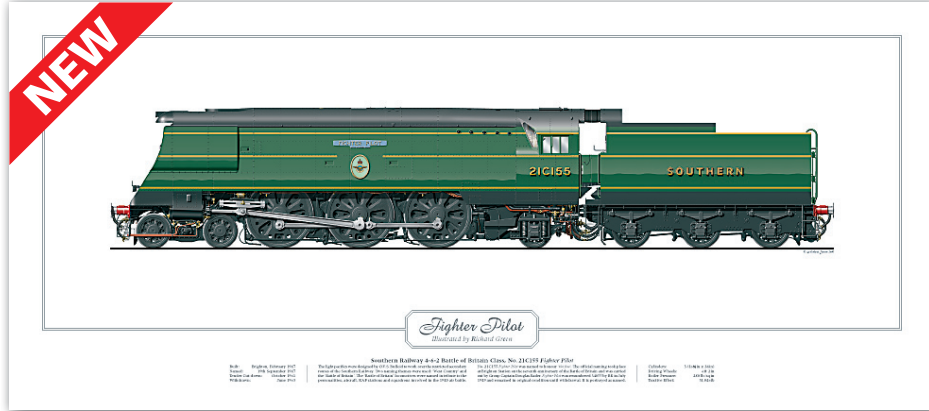
## Spotlight on the Gatwick Express

► The autumnal sunshine casts a warm light over a pair of Class 442 EMUs as they depart from London Victoria, while the threatening sky and rainbow overhead simply add to the appeal of the photograph. An unidentified pair depart from the terminus on 26th October, with a service to Gatwick Airport. **John Whitehouse**





Finely Detailed Locomotive Illustrations by Richard Green



SR 4-6-2 Battle of Britain Class, No. 21C155 Fighter Pilot

The print portrays the locomotive in 1947 condition – when named by Douglas Bader

• Size: 690mm x 305mm • Scale: 8mm/ft • 250 Signed and Numbered • Price: £29.50 •

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New proposal for serving Heathrow put forward

**Wandsworth Council has presented plans for a new direct rail service from South London to Heathrow Airport.**

The proposal is based on BAA's Airtrack scheme, and would provide four trains an hour from Waterloo to Terminal 5, with stops at Wandsworth, Clapham Junction and Putney. The plans avoid routing extra trains through level crossings in Mortlake and Egham, which was a key problem with the original scheme that was scrapped by the BAA in April. The new plan is called Airtrack-Lite, and routes two trains an hour from

Waterloo via the Hounslow loop. Two existing services on the Waterloo-Windsor line would split at Staines to provide a further direct link to Terminal 5. Two services an hour would also go from Weybridge to Heathrow, again without adding extra frequencies over level crossings at Egham. The new scheme would require a new station at Staines and a new stretch of track from there to Terminal 5. The rest of the route would run along existing lines.

Heathrow is one of Europe's busiest airports, but is served only by Heathrow Express and Heathrow

Connect from Paddington and by London Underground's Piccadilly Line. This forces Wandsworth residents to travel north through London to join a Heathrow bound service rather than travelling direct. The Leader of Wandsworth Council said: "It is time Heathrow was put at the centre of a genuine local rail network which offered easy access to communities on all sides of the Airport. It is the only way to get more traffic off the roads". The Council is now discussing the case for Airtrack-Lite with the Department for Transport as part of the Wandsworth Travel Choices campaign.

▼ Class 450/5 Desiro No. 450552 departs from the Hounslow stop on 4th November, forming the 13.07 South West Trains' London Waterloo to Waterloo, via Richmond service. **Brian Morrison**



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## Metro and Light Rail News

### LUL provides better information during disruptions

**Passengers on London Underground are now receiving clearer and more extensive travel information in stations, as redesigned service update information boards are introduced across the network.**

The boards, which are located in the station ticket halls, have been revamped in response to research on how Transport for London (TfL) could offer more information to passengers to enable them to get up-to-the-minute updates and

make choices about their onward journey.

The new design will group any disrupted lines together at the top of the screen so that one will be able to see at a glance, if a journey is likely to be affected. Disrupted lines will carry information alongside them to describe the extent and direction of the problem that affects them, rather than simply stating 'minor' or 'severe' delays like the current screens. Unaffected lines will be listed below those that are disrupted, and the foot of the

new-look screen will carry rotating messages giving more information about any service disruption. The changes will also be reflected in web and mobile phone page views.

Other train operating companies in the South East are also working together to improve customer information and TfL is assisting in that project, enabling passengers on the National Network within a certain distance of London to receive live travel information at major interchanges and key stations.

▼ London Underground's Asset Inspection Train, which has been converted from ex-Northern Line 1972 Mk1 tube stock, underwent a series of test runs between Northfields Depot and Uxbridge Sidings, via Acton Town, at the start of November. The train will shortly be strengthened to six cars, with the addition of two ex-Victoria Line 1967 Tube Stock Driving Motor cars. Here the set passes Sudbury Town, on the Piccadilly Line, during its return from Uxbridge on 2nd November. **Kim Rennie**



## Railway Herald

### NEW BACK ISSUES CD-ROM AVAILABLE

covering Issues 201 to 290

**In January 2010, Railway Herald produced a CD-ROM containing all back issues from Issue 1 to 200, along with all supplements and editions of our 'Worldwide' magazine produced to date.**

A number of readers have been asking if we are producing an update with the latest editions, so here it is ... and in time for Christmas too!

The new disc starts from Issue 201 and contains all high-resolution versions of each issue up to No. 290 and will be available from 15th November, priced at £5 post free within the UK, and £6.50 outside the UK - **the ideal gift for Christmas.**

If you have yet to purchase the original disc, then both discs (spanning Issues 1 to 290) can be obtained for £8.50 post free within the UK or £10 outside the UK. To order your copy, simply click this advert to visit our website and order online, or call the Editorial Office on 01904 500175, between 09.30 and 17.00, Monday to Friday.

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■ Rail passengers on the Penistone line will have a smoother ride and a more reliable railway after Network Rail completes substantial track renewals on the route. The work will see more than four miles of track replaced, commencing on 7th November and due to be completed in mid-December. Rail services will only be disrupted late at night on weeknights during the work.

■ First Great Western successfully broke the record for the fastest train journey between Cardiff and London on 26th October, completing the journey in 1 hour, 36 minutes and 19 seconds, beating a record that stood for 23 years, by just 78 seconds!! The special left Cardiff Central Station at 12.21 and reached London Paddington just after 13.57. This compares to a regular journey time of over two hours from the Welsh capital. The previous fastest run of 1 hour, 37 minutes 37 seconds was set in August 1988. The special non-stop HST was designed to illustrate future possibilities for journey times between the capital cities, when electrification is completed, although one would hope improvements would be better than 78 seconds! The Cardiff to Paddington non-stop section is very rare and there are only five examples in the Railway Performance Society archive, with the oldest dating back to 1909.

■ Network Rail says it is ready to beat the next big freeze, and this winter will also see new on-track technologies designed to keep the railway infrastructure, and points in particular, free of ice and snow, including trialling a new system of insulating point heater strips which will help them work for longer in the worst of the winter weather, fitting snow displacers at selected points to stop snow building up between the point ends and blocking the points and using NASA-grade insulation material inside of point machines to help prevent water ingress and freezing inside them.

## New morning peak-hour service for Ambergate

**East Midlands Trains has confirmed that a new morning commuter service for passengers travelling from Ambergate, Belper and Duffield will be introduced with the winter timetable on Monday 12th December.**

The new service will depart from Ambergate at 06.56, and will call at Belper at 07.01, and Duffield at 07.05, arriving into Derby at 07.13. This means that for the first time, commuters from these three Derbyshire communities will have a choice of three morning peak trains between 06.30 and 08.00 for their journey to work or college.

This new service will also provide good connections at Derby, with the 07.20 to Leicester and London St Pancras International, the 07.27 to Birmingham New Street and the 07.33 to Nottingham.

## CrossCountry signs contract to install Wi-Fi on Voyager and HST fleets

**CrossCountry has signed a contract to install Nomad Digital Wi-Fi on its high-speed train fleet.**

Work to install the system will begin early next year, with the company's five HST sets being the first to be fully fitted by the spring, with the larger fleet of 57 Class 220 and 221 Voyagers being fitted out during 2012.

Commenting, CrossCountry's Managing Director, Andy Cooper, said: "I am delighted we have been able to find the best Wi-Fi system to meet the challenges of delivering consistent service on our trains as

they travel across Britain. Despite the growing availability of 3G for personal communications we are satisfied that mobile broadband adds value to our customers' journeys. CrossCountry customers will soon be able to enjoy the benefits of online connectivity when on our trains".

CrossCountry has been conducting a trial of different Wi-Fi systems throughout this year to ensure that the best system was chosen for the unique characteristics of its services, which travel from West Cornwall to North Scotland and the South Coast to the North West.

▼ With winter approaching, Network Rail has been preparing its de-icing vehicles. GLV No. 68504 leads Class 73/2 No. 73213 and GLV No. 68501 through Tonbridge, with a testing run from Tonbridge West Yard to Dover Priory on 2nd November. **Lewis Smith**





## The Irish Angle



▲ NI Railway's owned GM 201 Class No. 209 continues to avoid the Belfast line, and is reported to have not ventured north of the border in several months! On 31st October, the loco passes Cloncoher, between Geashill and Tullamore, with the 10.50 North Wall - Ballina service. **Neil Dinnen**

▼ Four days later, and on 4th November, it powered the 09.30 Ballina to East Wall, Dublin, IWT Intermodal service, pictured here arriving at North Wall. **Chris Playfair**



▲ Class 377/5 No. 377513 leads a 12-car set into the upgraded facility at Bedford to officially open Jowett Sidings, named after a local railwayman. **FCC**

## FCC moves a step closer to 12-car formations

**First Capital Connect has moved a step closer to operating 12-car formations with the creation of new sidings in Bedford.**

Jowett Sidings, as they are now known in honour of a born and bred Bedford railwayman, have been built by Network Rail and will be used to stable 12-carriage trains. The longer formations come into operation on 12th December when FCC will operate three services from Bedford in the morning and evening rush hours to 12-carriages, providing an extra 1,500 seats every day. Additional 12-carriage trains will be introduced when a new fleet of trains is delivered in 2015. Five shunters jobs have been created to operate the sidings.

The sidings were opened officially by Shirley Jowett of Kempston, Bedford. Her husband, Rodney, began work as a Bedford cleaner in the days of steam. He was hugely popular among his colleagues and rose to the rank of driver in the late '60s and became a senior driver instructor, ending his career as Train Crew Leader when he took retirement in 2000. Sadly, he had little time to enjoy his retirement before he died from cancer in 2003. Mrs Jowett unveiled a plaque in Rodney's memory.

From 12th December, the 06.58, 07.30 and 07.48 and 17.06 Bedford to Brighton services, along with the 08.02, 16.04, 16.30 and 17.02 Brighton to Bedford trains will be extended to 12-carriage length.



## Corrections &amp; Clarifications

**A couple of errors have crept into recent issues.**

Firstly in Issue 288, the photograph of Class 55 'Deltic' No. 55002 at Bury was credited to Ryan Carroll when it was taken by Neil Bradley - our apologies to both photographers for the mix up.

Secondly, we featured the story in our last issue relating to the handover of the Irish Presidential coach to the RPSI. In the photo caption, the RPSI representative was incorrectly named. It should have been Charles Meredith and not as stated. Again, our apologies to the gentleman concerned for the error.

▼ A reader has queried the image used in the last issue of Class 150/0 No. 150001 at Kidderminster on a service to Dorridge - only the unit is heading the wrong way for Dorridge! Having checked his records, the photographer advises that on the day, the unit ran into the turnback siding from where it returned to the station to head to Dorridge. So, to clear up any confusion, while the caption was technically correct, the unit was in the midst of changing platforms!

**John Whitehouse**



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## Lafarge wins Network Rail contract to supply ballast for five years

**Lafarge Aggregates & Concrete UK has been contracted by Network Rail to supply ballast and other crushed rock material from Mountsorrel Quarry, near Loughborough, for another five years.**

Potentially, the deal is worth £35 million, with Lafarge hoping to supply more than a million tonnes of product a year, a fifth of

Mountsorrel's annual output. It will ensure investment of £2 million in new machinery at Mountsorrel Quarry, one of the largest granite quarries in Europe, and will help secure the future of the-100 plus workforce. The ballast consists of 50mm of crushed rock that forms the track bed on which sleepers are laid, keeping the track stable. It is compacted between, below, and around the sleepers to distribute

their load, facilitate drainage of water and keep down vegetation that might interfere with the track structure. The contract continues a 20-year partnership with Network Rail, during which volumes in excess of one million tonnes of ballast have been supplied annually from Mountsorrel. Around 95% of the new ballast being supplied will itself be transported by rail, so reducing road traffic, vehicle

movements and consequent carbon emissions. Other aggregates in the tender include sand, gravel, civil grade stone and specialised Stoneblower aggregate, the latter produced to a very exacting specification. As the name suggests it is blown out underneath the sleepers by the specialist rail maintenance machines, which travel along the track, automatically lifting and packing the sleepers.

## Air-cooled Class 66s

**Electro-Motive Diesel Ltd has completed the latest phase of its project to fit advanced air-cooling units to GB Railfreight-operated Class 66s.**

The revolutionary cooling system improves a driver's working environment, ensuring that they remain comfortable on even the hottest days. Drivers' cabs can reach temperatures of more than 30 degrees, making for hot and uncomfortable working conditions. The cab cooling system has also been designed and manufactured with the objective of achieving reduced maintenance costs in comparison to standard units, ultimately reducing cost on a life cycle basis for the operator.

The unit is one of the most efficient of its type because it blows in the cold air from the top of the cab, creating a cold air curtain over the whole cab space as the cold air falls down. Other units blow cold air up from the floor.

Air-cooling is more environmentally friendly than air conditioning because it does not release any CFCs that damage the ozone layer. The units are also more compact than traditional air conditioning ones, meaning they do not take up valuable cab space or add excess weight.



▲ The latest Class 60 to gain DB Schenker red livery, No. 60054, previously named *Charles Babbage*, brightens up otherwise awful weather conditions on 27th October, as it heads for Lincolnshire, just north of Clay Mills Junction, Burton-on-Trent, with its train of discharged bogie oil tanks en route from Westerleigh to Lindsey Oil Refinery at Immingham. **John Tuffs**



▶ A full house at Princes Risborough on 2nd November. London Midland Class 172/3 No. 172332 is held in the centre road while working from High Wycombe to Dorridge on mileage accumulation. On the left is Class 165/0 No. 165037 with the 12.40 London Marylebone to Bicester North, while classmate No. 165014 arrives with the 12.54 from Bicester North and on the right Class 165/1 No. 165105 prepares to depart with the 13.24 shuttle to Aylesbury.

**Geoff Plumb**

▶ Carrying the base blue livery of Arriva Trains Wales, although still without branding, Class 67 No. 67001 drags an East Coast Class 91 and Mk4 set through Metheringham on 30th October, during the second weekend of diversions as a result of engineering work between Peterborough and Newark. **Brian Hall**

▼ The unique TATA-liveried Class 60 No. 60099 passes Whittlesea signal box on 4th November with the return Chesterton Junction to Mountsorrel empty aggregate hoppers. **David O'Rourke**





## UK Steam &amp; Modern Traction Railtour Listings

## Friday 11th November 2011

|                     |       |  |
|---------------------|-------|--|
| Steam Dreams        | 60163 | Northampton-Kensington Olympia-Dover-Canterbury East-Dover-Northampton |
| Railway Touring Co. | 34067 | London Waterloo-Bromley South-Canterbury West-Dover-Kensington Olympia |

## Saturday 12th November 2011

|                     |          |  |
|---------------------|----------|--|
| London Midland      | 2xLM 150 | Birmingham New St-Worcester Shrub Hill-Lickey Incline-Camp Hill Line-Walsall-Bridgnorth(SVR)-Rowley Regis Goods Loop-Tyseley Depot-Warwick-Stratford upon Avon-Birmingham Snow Hill-Worcester Shrub Hill (Tyseley WR-)Crewe-Preston-Shap-Carlisle-Beattock-Carstairs-Glasgow Central |
| Vintage Trains      | 6201     | London King's Cross-Peterborough-York & return   |
| Railway Touring Co. | 4492     | Cancelled  |

## Sunday 13th November 2011

|                |      |  |
|----------------|------|--|
| Vintage Trains | 6201 | Glasgow Central-Crewe-(Crewe-Walsall-Birmingham New Street-Tyseley WR) |
|----------------|------|--|

## Wednesday 16th November 2011

|                     |           |  |
|---------------------|-----------|--|
| Cruise Saver Travel | DRS 47    | Edinburgh Waverley-Newcastle-Leeds-Oxford-Southampton Docks  |
| Compass Tours       | 2xWCRC 47 | Manchester Victoria-Huddersfield-Hebden Bridge-Accrington-Preston-Shap-Carlisle-Beattock-Carstairs-Edinburgh Waverley & return |

## Saturday 19th November 2011

|                    |               |   |
|--------------------|---------------|---|
| Vintage Trains     | 9600 & 7752   | Tyseley Warwick Rd-Nuneaton-Coalville-Stenson Jct-Trent Jct-Loughborough-Leicester-Wigston Jct-Hinckley-Nuneaton-Coleshill Parkway-Tyseley Warwick Rd |
| Spitfire Railtours | 50044 & 50049 | Preston-Bolton-Manchester Vic-Huddersfield-York-ECML-Edinburgh Waverley & return  |
| Spitfire Railtours | 50044 & 50049 | Edinburgh Waverley-Forth Bridge-Dunfermline Town-Thornton Jct-Kirkcaldy-Burntisland-Inverkeithing-Forth Bridge-Dalmeny-Haymarket-Edinburgh Waverley   |

## Monday 21st November 2011

|                     |        |   |
|---------------------|--------|---|
| Cruise Saver Travel | DRS 47 | Edinburgh Waverley-Newcastle-Leeds-Oxford-Southampton Docks |
|---------------------|--------|---|

## Wednesday 23rd November 2011

|               |         |   |
|---------------|---------|---|
| Compass Tours | WCRC 47 | Hereford-Shrewsbury-Crewe-Shap-Beattock-Edinburgh Waverley & return |
|---------------|---------|---|

## Thursday 24th November 2011

|                     |       |   |
|---------------------|-------|---|
| Steam Dreams        | 60163 | London King's Cross-Peterborough-Grantham-Doncaster-York & return           |
| Railway Touring Co. | 34067 | Poole-Bournemouth-Eastleigh-Westbury-Bath Spa-Bristol Temple Meads & return |

## Saturday 26th November 2011

|                     |              |   |
|---------------------|--------------|---|
| Pathfinder Tours    | 6024         | (Eastleigh-Westbury-Bath Spa-)Bristol TM-Abergavenney-Shrewsbury & return |
| UK Railtours        | tbc          | Basingstoke-Staines-Watford Jct-Rugby-Wolverhampton-Ludlow & return       |
| Steam Dreams        | 60163        | London Paddington-Slough-Swindon-Severn Tunnel-Ludlow-Shrewsbury & return |
| Spitfire Railtours  | EMT HST      | London St. Pancras-Bedford-Leicester-Chesterfield-York & return           |
| Spitfire Railtours  | EMT HST      | York-Malton-Scarborough & return  |
| Spitfire Railtours  | 2xWCRC 37    | Birmingham International-Crewe-Shap-Beattock-Edinburgh Waverley & return  |
| Spitfire Railtours  | 2xWCRC 37    | Edinburgh Waverley-Forth Bridge-Thornton Jct-Perth-Burntisland-Edinburgh  |
| Railway Touring Co. | 34067        | Swanage-Poole-Eastleigh-Basingstoke-Reading-London Paddington & return    |
| Railway Touring Co. | 4492 & 60007 | Newcastle Central-York-Peterborough-London King's Cross-York(-Newcastle)  |

## Tuesday 29th November 2011

|                    |           |  |
|--------------------|-----------|--|
| Compass Tours      | 2xWCRC 47 | Rugby-Birmingham NS-Stafford-Preston-Shap-Beattock-Edinburgh Waverley & return |
| Spitfire Railtours | 55022     | Worcester Shrub Hill-Tamworth HL-Derby-York-Edinburgh Waverley                 |
| Spitfire Railtours | 55022     | Edinburgh Waverley-Stirling-Alloa-Thornton Jct-Dundee-Burntisland-Edinburgh    |

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

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

## Railtour Spotlight

**Reflection, with both a note of sadness and celebration, is the feature of this week's charters.**

The fallen of the two World Wars and other conflicts will be remembered on Armistice Day, 11th November, by two charters that both head for Kent over which the decisive aerial battles of 1940 were fought. Steam Dreams was the first operator to mark this occasion, and this year will be operating out of Northampton, and along the WCML to Kensington Olympia and Bromley South, then heading to Ashford International, Folkestone and Dover to Canterbury East for an afternoon break, before returning as outwards via Dover with No. 60163 *Tornado* throughout. Railway Touring Company will also be marking the day with its 'Kent Belle Armistice Day' featuring No. 34067 *Tangmere* (which is named after the wartime RAF fighter base near Chichester) on a circular itinerary from London Waterloo through Bromley South, Sevenoaks, Ashford International and Canterbury West, then onwards by way of Dover, Folkestone, Ashford International and Sevenoaks, to Kensington Olympia. This train has been diverted from the North Kent route for reasons still to be confirmed and will now operate on a similar itinerary to the Steam Dreams working.

Three years prior to the outbreak of the World War II, a most notable feat took place on the West Coast Main Line. It was on 16th November 1936 that No. 6201 *Princess Elizabeth* eased out of London Euston on a non-stop run to Glasgow Central. The fact that the aim was accomplished, both non-stop and at an average speed of a staggering 68.2 mph, was a monumental achievement, which was to be eclipsed less than 24 hours later when the loco returned to Euston, also non-stop, at an even more remarkable

by John Whitehouse

average speed of 70.15mph! Driver Tom Clark, who was at the regulator on both of the runs, was feted as a national hero and awarded the OBE for his efforts. This coming Saturday, 12th November, No. 6201 will again be setting out for Glasgow Central to celebrate the 75th anniversary of its record run. Vintage Trains 'Coronation Scot' will not, regrettably, depart from Euston this time, but from Crewe, steam-hauled, and not non-stop either. But who cares, it would have been nice, but patently impossible on today's railway, and the point is to celebrate the achievement, not recreate it - and most importantly of all, the one key player, namely No. 6201 *Princess Elizabeth*, will again be performing the pivotal role. As in 1936, the train will return south from Glasgow Central on the following day with steam haulage through to Crewe, where a Tyseley Class 47 will be attached for the remainder of the journey back to Tyseley Warwick Road.

On a day when an LMS Pacific once again graces the WCML over the Northern Fells, an LNER A4 class Pacific should have been in action on the East Coast route. However, the RTC 'White Rose' charter with No. 4492 *Dominion of New Zealand* from London King's Cross to York has been cancelled. The exact reason for such a late-notice cancellation has yet to be established.

'Spotlight' is concluded for this week with a farewell: London Midland will be putting on a special train on 12th November to commemorate the 26-years of service provided by its fleet of Class 150 DMUs, which are being replaced by the new Class 172 Turbostars. The 'Farewell 150' tour starts at Birmingham Snow Hill at 07.50, and heads to Worcester Shrub Hill before visiting Walsall, via the Lickey incline, the Severn Valley Railway through to Bridgnorth,

Further details of all known charters can be obtained on our website at [www.railwayherald.com/railtours](http://www.railwayherald.com/railtours) or by clicking here.



## Industry speculation points towards significant changes ahead for the charter train market

**The charter train market for both steam and diesel operators is currently dominated by two operators, DB Schenker and West Coast Rail.**

However, there is growing speculation within the industry that a significant development is on the horizon, which has the potential to bring together one of the biggest changes to the operation of excursion trains to date and provide more competition in the charter market sector.

Riviera Trains, under the leadership of Barry Cordell, has long been a successful rolling stock hire and leasing company, providing vehicles to both charter and national TOC operators as required. However, speculation is rising that the company could shortly change hands, becoming part of the Jeremy Hosking empire. If such a move were to reach fruition, it would bring together a significant fleet of mainline-registered steam locomotives, with the largest collection of independently-owned coaching stock in the country. Such a transition that, given the lack of formal announcements and comment from the parties involved appears most orderly, would provide a significant legacy and ongoing stability within the charter sector.

Having brought together two of the key aspects of rail operations, the new organisation will no doubt be looking to exploit the opportunities that will become available, and RH expects further developments involving the Hosking organisation as soon as the headline deal of securing Riviera is concluded, although until any such deal is formally announced, it would be premature to speculate how much of the Riviera empire will change hands.

More importantly though, is how the company would operate trains. Riviera has a long-standing alliance with DB Schenker, formed with EWS back in 2007, that aimed to pool each organisations expertise and resources. RH understands that that the

alliance would remain in force, but long term it will be interesting to see if DB Schenker can continue to deliver Riviera's requirements or if the organisation will take the step to become a train operating company in its own right. Each course of action has its own pros and cons, but given the immediate need to organise the amalgamation of Riviera into the new business, the significant financial barriers to entry and the strong ties with DB Schenker that already exist, the likelihood of the former is thought to be the most likely outcome. This is thought particularly likely given DB Schenker's size and influence in the wider industry and that they are once again undertaking crew training for steam operations. Barriers such as not operating vacuum braked trains and ensuring nationwide coverage would appear to be areas that would need examination by DB Schenker as it would seem logical that any Hosking led business would want a strong steam sector. Of course, Mr Hosking's locomotives work with West Coast Railways so there may be more cross party working in the future.

Riviera Trains was formed in 1996, with the initial aim being to form a charter train set consisting of Mk1 stock. Over the years, the company has grown into a major supplier of coaching stock and can offer vehicles for virtually all occasions, ranging from a high volume standard class 'excursion' set through to the high-end first class vehicles to cater for the highly-popular premier dining market. Of the six-rakes in its fleet, five are air-brake only, with just the 'Royal Duchy' chocolate and cream liveried Mk1 set having dual brakes. In addition to providing stock to charter operators, the organisation has frequently come to the aid of train operating companies which have had a requirement to hire in additional rolling stock to cover various situations, be it an on-going operation need like providing vehicles on long term hire for Regional Railways North Wales Coast services, or short term needs

such as additional traffic for major sporting events.

Over the years, Riviera Trains have also been active in the charter train operating market following the acquisition of 'The Torbay Express' brand upon the demise of Past Time Rail, and taking over Pathfinder Tours when they encountered financial problems a few years ago. More recently, it has been instrumental in establishing a new tour company, Cheshire Cat Railtours, focusing on the general excursion market, leaving Pathfinder to concentrate on the enthusiast sector. Individually, Barry Cordell also owned ex- Great Western 'Castle' No. 5029 *Nunney Castle* for a period, which he

eventually sold to Jeremy Hosking.

While it is not clear when any announcement confirming a deal is to be made, it would provide further opportunities for expansion and innovation, with the latter being a very important ingredient in sustaining the industry through, what is expected to be difficult times as a result of the anticipated national and international economic downturn. If the transition is undertaken smoothly it can only be a good thing for the industry, as the development and expansion under the stewardship of a confirmed enthusiast like Barry Cordell would continue under the influence of another enthusiast in Jeremy Hosking.

▼ DBS Class 66/0 No. 66118 roars through Hartford with the Branch Line Society's 'Another Rivers Railtour (Mersey & Midlands)' charter on 29th October. This train being just one example of the use made of Riviera Trains air-braked coaching stock fleet. **Nigel Capelle**





■ The recent problems surrounding the 'Blue King' No. 6023 *King Edward II* will mean that the loco will not be available for its scheduled return to the main line. This situation has particularly affected Steam Dreams, and its 'King double-header' on 12th March from London Paddington to Plymouth will still operate, but with Nos. 60163 *Tornado* and 71000 *Duke of Gloucester*. The locos will work in tandem throughout from Paddington to Plymouth outwards, and then back to Taunton, where No. 71000 will be detached, with *Tornado* to return the train to Paddington alone.

■ 'The Winter Cumbrian Mountain Express' is a new repeat itinerary working from the Railway Touring Company, which is booked to operate on each Saturday in February. It will feature either 'Black 5' 4-6-0 No. 45305 or 'Britannia' Pacific No. 70013 *Oliver Cromwell*, and will be steam-hauled from Preston, via Blackburn, Hellfield and the Settle & Carlisle through

to Carlisle. After a break, it returns, again steam-hauled, back to Preston. All four trains originate at London Euston, and are booked to pick up at Watford Junction, Milton Keynes Central, Northampton, Nuneaton and Crewe. If all this sounds familiar, it mirrors the Steam Dreams' operation last year, which required the train to be electrically-hauled through to Preston, and RTC state that its trains will be hauled by a 'Blue Class 86' to and from Preston, which it is believed will be No. 86259 *Les Ross*.

■ Steam Dreams anticipate the delayed return to main line activity of rebuilt 'West Country' Pacific No. 34046 *Braunton*, will now take place on 12th April, with outing to Salisbury, Bath Spa and Bristol. The 'West Country' also replaces the *Britannia* on the 23rd April outing from North Kent to Stratford-upon-Avon. These changes are ahead of Steam Dreams' full programme for 2012, which will be reviewed next issue.

Finely Detailed Locomotive Illustrations by Richard Green



Sir William A. Stanier, F.R.S.  
Illustrated by Richard Green

LONDON, MIDLAND & SCOTLAND RAILWAYS 4-6-2 Princess Elizabeth Class, No. 46256 Sir William A. Stanier, F.R.S.  
The Princess Elizabeth was the first of a new class of 4-6-2 locomotives designed by Sir William A. Stanier, F.R.S. for the LMS.  
The locomotive was built at the Worksop Works, Worksop, Nottinghamshire, in 1953.  
The locomotive was named after Sir William A. Stanier, F.R.S., who was the Chief Mechanical Officer of the LMS from 1946 to 1963.  
The locomotive was withdrawn from service in 1963 and was preserved at the Great Central Railway, Leighton Buzzard, Bedfordshire.  
The locomotive was restored to running condition in 1987 and is now based at the Great Central Railway, Leighton Buzzard, Bedfordshire.  
The locomotive is currently in the possession of the Great Central Railway, Leighton Buzzard, Bedfordshire.  
The locomotive is currently in the possession of the Great Central Railway, Leighton Buzzard, Bedfordshire.  
The locomotive is currently in the possession of the Great Central Railway, Leighton Buzzard, Bedfordshire.

Duchess Class, No. 46256 Sir William A. Stanier, F.R.S.

The print shows the locomotive as running in 1963 – BR crimson lake with LMS lining

• Size: 420mm x 305mm • Scale: 8mm/ft • 350 Signed and Numbered • Price: £29.50 •

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▲ After being postponed for two weeks as a result of 'operational reasons', the annual Scottish Photographic Charter finally went ahead on 29th/30th October, using LMS 'Black 5' No. 44871 and LNER 'K4' No. 61994 *The Great Marquess*. Here, No. 44871 climbs away from Polish, heading west. **Barry Martin**

Chance to bid on eBay for a Freightliner cab ride

The Train of Hope 2011 team is still very much in action, and report that the £40,000 barrier has just been passed with the result of their efforts following the special train on 1st October.

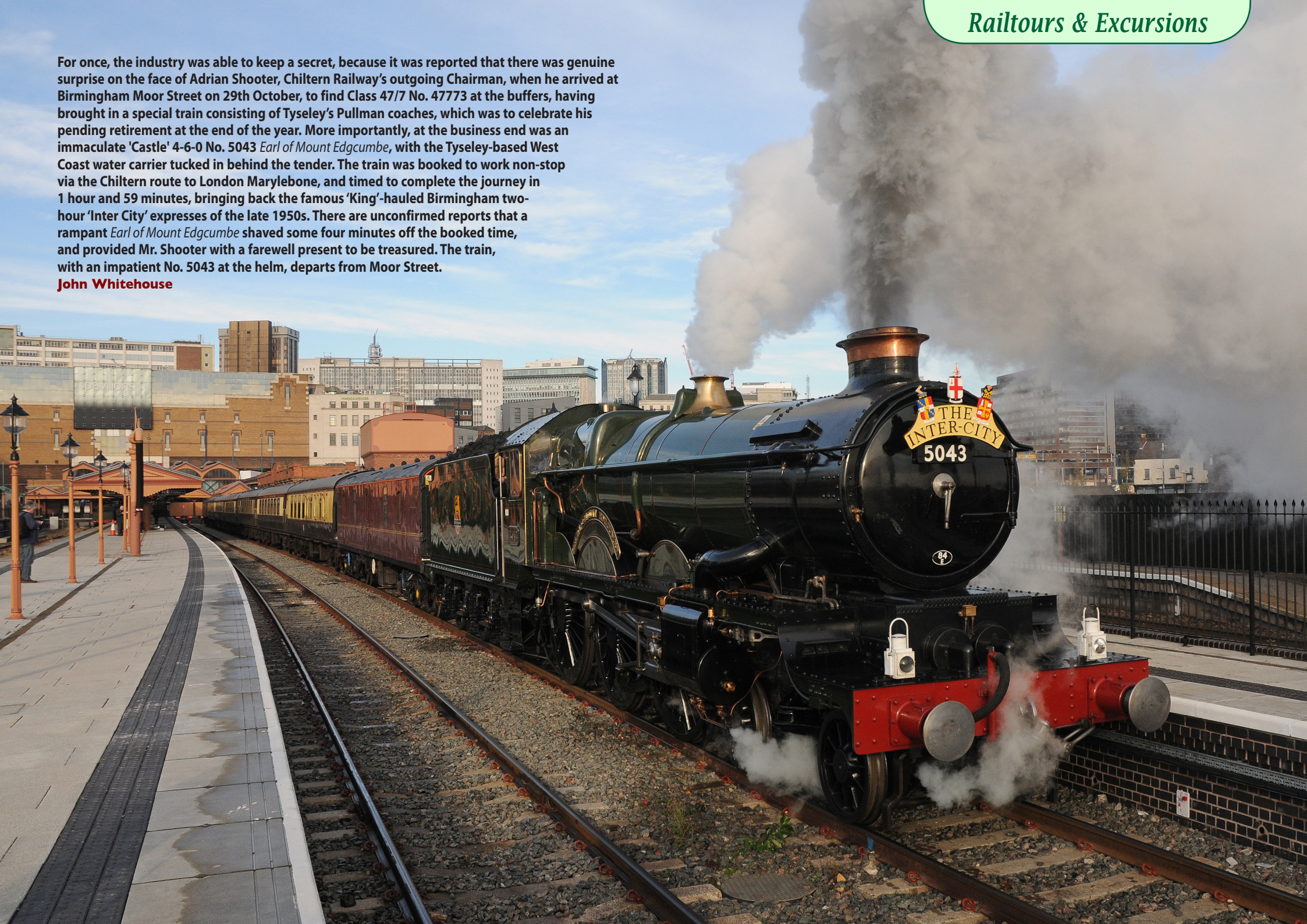
On-line eBay auctions continue, and the most recent to appear is another opportunity

of a lifetime - Freightliner has offered a cab ride for two people. It is one of those 'things money can't buy' opportunities, which in fact money can buy, but only for charity, and is one not to be missed by anyone interested in the current freight scene. It has just gone live on eBay, and will be open for just over a week. For more information [click here](#).



For once, the industry was able to keep a secret, because it was reported that there was genuine surprise on the face of Adrian Shooter, Chiltern Railway's outgoing Chairman, when he arrived at Birmingham Moor Street on 29th October, to find Class 47/7 No. 47773 at the buffers, having brought in a special train consisting of Tyseley's Pullman coaches, which was to celebrate his pending retirement at the end of the year. More importantly, at the business end was an immaculate 'Castle' 4-6-0 No. 5043 *Earl of Mount Edgcumbe*, with the Tyseley-based West Coast water carrier tucked in behind the tender. The train was booked to work non-stop via the Chiltern route to London Marylebone, and timed to complete the journey in 1 hour and 59 minutes, bringing back the famous 'King'-hailed Birmingham two-hour 'Inter City' expresses of the late 1950s. There are unconfirmed reports that a rampant *Earl of Mount Edgcumbe* shaved some four minutes off the booked time, and provided Mr. Shooter with a farewell present to be treasured. The train, with an impatient No. 5043 at the helm, departs from Moor Street.

**John Whitehouse**





## King's Cross film star is donated to Mid-Hants Railway

**A well-known wrought iron bridge at King's Cross station has been donated by Network Rail to the Mid-Hants Railway.**

Having been removed as part of the King's Cross regeneration project, the bridge has now been moved to Eastleigh on the back of nine lorries, where it will be shot blasted and painted over the next several weeks, and it is hoped that the first section will be installed at its new home before the end of the year.

In spring next year, a new bridge will be available to passengers at King's Cross to link the station's new concourse with the main train shed. Passengers

will be able to move directly from the shops and cafes on the mezzanine level across the bridge, and access the platforms via escalators or lifts, which will make the entire station fully accessible for all.

David Snow, from the Mid-Hants Railway said: "We are absolutely delighted to have acquired this historic bridge for relocation to the Watercress Line. We have long wanted a footbridge to provide a viewing location across our tracks and to acquire this one, which has featured in a number of the Harry Potter films, will be an excellent addition to our railway".

The Handyside Bridge is a

cast and wrought iron structure, originally erected in 1893, 31 years after King's Cross station first opened, to provide access across the platforms, as a reaction to ever-increasing passenger numbers.

The bridge was named after Andrew Handyside and Company, a cast iron foundry based in Derby that constructed the bridge. The company produced many of the cast-iron structures that typify the industrial legacy of the UK, including lamp posts for gas street lighting and post boxes for the new postal service, as well as huge structures and complexes like the Albert Bridge in London.

▼ The Handyside footbridge at King's Cross station before it was taken down in 2009. **Brian Morrison**



## Headlamps disappear from 'A4' tender

**The A4 Locomotive Society is appealing for information relating to two missing headlamps.**

The Society has discovered that two lamps have 'disappeared' from the tender of *Sir Nigel Gresley*, while it has been stored at Grosmont. Having tried to find them without success, it can only assumed that the lamps may have been stolen. The items in question

are two BR/LNER paraffin locomotive headlamps, both of which have recently been refurbished. The lamps both carry brass plates marked 60007 1 and 3 respectively. They have been with the locomotive since it was purchased by the society in 1967. A reward is being offered for their safe return.

Anyone with any information should contact the A4 Locomotive Society or the RH Editorial Office.

## New railway honours project supporter

**South Wales could be on the verge of gaining another operational heritage railway.**

The Llanelli & Mynydd Mawr Railway (L&MMR), based at the former colliery of Cynheidre, approximately six-miles north of Llanelli, aims to establish a heritage centre and recall the Cynheidre's past, which is argued to be the UK's first authorised public railway (by Act of Parliament 1802), but also reflects the strong mining tradition within the Gwendraeth Valley. This, in turn, it is hoped, will lead to opportunities in education, tourism and possibly to employment possibilities in the long term. The current site is not yet fully open to the public, but it is envisaged that a half-mile long seasonal steam hauled service will begin within the next two years.

To date, a significant amount of work has been carried out on site with a rolling stock shed, locomotive shed and station platform constructed since 1999. The group has Avonside 0-4-0ST No. 1498 *Desmond* in its possession, which was previously employed at Orb Steelworks in Newport. It is currently the subject of a National Lottery Funded restoration at the Llangollen Railway, although additional funding is always required, and around £20,000 is

currently outstanding to complete the work. Any potential donors are asked to contact Project Direct or Des Thomas on 01554 759225.

Recently the railway named Sentinel 0-4-0DH No. 10222, which has been restored into Hanson Aggregates livery, after the company donated the painting materials. The Sentinel began its working life at Penderyn Stone Quarry before moving to Machen Quarries, and then into the ownership of the Railway in 2001. As a tribute to local novelist and project supporter, Peter J. Griffiths, who was born in Cynheidre in 1942, the shunter was named after him. Mr Griffiths now lives in the USA but has provided practical support to the L&MMR project.

▼ Sentinel 0-4-0DH No. 10222 *Peter J. Griffiths* at Cynheidre. **LMMR**





## NRM hands over Class 502 EMU for restoration

**The Class 502 Group gained further success in its ambitions to restore the preserved Class 502 Liverpool – Southport two-car set to working order on 29th October, when in a low-key ceremony, the NRM officially handed over the unit to the Group at Tebay.**

In a brief ceremony, John McGoldrick, NRM Curator of Railways, handed over documentation held by the museum to Duncan Reed, Chairman of the Friends of the Class 502 Group, which will now take responsibility for the future of the unit. This will bring to an end the NRM responsibility for the set which first began in the 1980s when a group of Steamport (Southport) members returned the train to main line running in November 1983 on behalf of the National Railway Museum, and then maintained it within the Steamport facility.

The next claim to fame for the '502' came when it underwent body repairs at Steamport in March 1986, before being transferred to Birkenhead North workshops, where a team of apprentices from Merseytravel's Edge Hill bus facility repainted the unit into lined LMS livery. In this guise the unit operated a Birkenhead North – Hoylake shuttle on 6th April 1986 as part of the Wirral Railway Centenary celebrations held at

► In a low key ceremony, Duncan Reed, Chairman of the Class 502 Support Group receives the documentation confirming transfer of ownership from John McGoldrick, Curator of Railways at the National Railway Museum, York. Fred Kerr



Birkenhead North depot.

The unit returned to Steamport but was back on the main line in June 1986 for a series of shuttles between Southport and Formby. Its return to Steamport was in the company of the restored Class 503 set, which is believed to be the first time that both units had been in the same consist.

A further batch of main line running took place in May 1988, when it was used between Rock Ferry and Hooton as a part of the Port Sunlight Centenary celebrations, following which the Class 502 was stored at Steamport until December 1997, when the closure and sale of the site resulted in a transfer to open storage at MOD Kineton.

Throughout this period the NRM has maintained its interest in the fate of the vehicles, but the combination of an NRM policy review and the establishment of a dedicated Support Group have led to the responsibility for the unit being transferred to a group able to concentrate efforts on the one artefact.

The Support Group has been aided in its funding efforts by Matt Farrell, the creator of E-Traction kits, whose prototype model of the trainset is being auctioned through the website at [www.Class502.org.uk](http://www.Class502.org.uk) and who has recently agreed a marketing deal with the group for sales of the production model.



▲ Prior to being lined out, BR Standard 4MT 2-6-4T No. 80079 climbs away from Victoria Bridge with a Kidderminster to Bridgnorth service on 25th September 1993. Fred Kerr

## Standard 4MT No. 80079 to be sold to Jeremy Hosking

**The Severn Valley Railway looks to significantly benefit from the proposed sale of BR Standard Class 4MT 2-6-4T Tank No. 80079 by the owning group, the Passenger Tank Fund (PTF), to Jeremy Hosking.**

Mr Hosking had made an approach to the PTF with an offer to buy No. 80079, and as a consequence a special meeting of the members of the Fund was convened for 30th October, to discuss and vote on the proposed sale. It is believed that the asking price is in the region of £350,000, and Jeremy Hosking is also understood to be funding the overhaul of No. 80079 to main line condition, which is likely to cost a further £500,000. Such a locomotive would be a very useful addition to the Jeremy Hosking fleet, as the Class 4 Standard Tanks are powerful and have good route availability, as well as being able to operate equally effectively running either chimney or bunker first. In the past, members of the class, No. 80079 included, have seen plenty of main line action.

The bonus for the SVR will be that when not on main line duty, it will remain based on the line as an integral member of the home fleet. It is understood that the proposal to sell the locomotive was approved by an 'overwhelming majority' and negotiations will now continue with

a view to concluding the deal, which has other significant effects, all to the benefit of the SVR.

The PTF intends to use the proceeds of the sale of No. 80079 to fund the overhaul of BR Standard Class 4MT 4-6-0 No. 75069, which has now been sidelined for several years. The Standard Class 4MT is similarly owned by a group aligned to the SVR, many members of which are also members of the PTF and also of the fund that owns Ivatt Class 4MT Mogul No. 43106. An overhaul of No. 75069 is also likely to cost in the region of £500,000, the boiler and firebox both known to be in need of specific, and likely expensive, work.

However, with both overhauls likely to be carried out, in the main, at Bridgnorth, it means that the SVR will benefit further by the work being undertaken 'in-house' but externally funded, providing a useful means of revenue for the Railway, and with the added bonus that it will end up with two very useful additions to its home fleet.

The PTF is one of three similar funds that own SVR-based locomotives; the first was set up in the late 1960s to buy No. 43106, which was purchased by a small group of 18 active SVR members. Later, a larger group, the PTF in fact, experienced by the method of securing No. 43106 for the SVR, set about acquiring No. 80079, and the principle was subsequently followed by an even larger group to conclude the purchase of No. 75069.



## Mid-Norfolk Railway announces 2012 programme with host of new events

**The Mid-Norfolk Railway (MNR) has announced that following the success of its events over the last two years, the 2012 line-up will expand on its recent activities.**

The year starts with a purely home-based fleet operating a 'Mixed Traffic' weekend on 18th/19th February. At the end of March, the line will hold its Spring Diesel Gala, with the home-fleet joined by several visiting locomotives over 30th March-1st April, including a Class 55 'Deltic'.

Stratford Depot becomes the focus of attention between 5th-7th May, when celebrity locomotives, along with the former Stratford-based Class 31s, 37s and 47s that are resident on the line will be in action. A reunion of former Stratford Depot staff is also planned.

Two weeks later, and the Mid-Norfolk will be transformed into the Southern Region, for a gala featuring resident Class 50 No. 50019 *Ramillies*, along with Class 73/2 No. 73210 and the 3CIG EMU. A special visitor may

also make an appearance!

A 1960s weekend will take place on 23rd/24th June, followed by the line's second annual Steam Gala on 13th-15th July. A new event on the MNR calendar is pencilled in for the 4th/5th August in the form of the 'Railway at War'.

Real Ale will rule the day over 25th-27th August when the railway holds, what it hopes will be an annual, Real Ale Festival. Operationally, anything goes in the theme, with steam, diesel and DMU action.

The Golden Jubilee of the Class 47s will be celebrated on 21st-23rd September, when a number of the class will be in action representing the different varieties. Both the home fleet and visitors will be in attendance with two special guests, both main line and preserved.

Finally, on 20th/21st October, the last event of the year takes place, and another new addition to the calendar with a 'Multiple Matters' weekend, which will have all the MNR's fleet of multiple units in service as well as some invited visitors.

▼ **Regional Railways liveried Class 31/1 No. 31270 prepares to depart from Matlock for Rowsley on the 29th October. David Wragg**



▲ **Work takes place between Denford and Endon to clear the first section of the route between Leekbrook Junction to Endon. David Gibson**

## Moorland & City wins £1.65 million grant

**In a major boost to the local North Staffordshire economy, Moorland & City Railways (MCR) has been successful in obtaining a grant of £1.65 million from the Government's Regional Growth Fund (RGF).**

The grant is not directly connected with the railway, but the opportunities for reopening the line from Cauldon Lowe through to Stoke-on-Trent will be influential in creating jobs.

When the line is fully reopened, MCR anticipates that it will create up to 50 permanent job opportunities within the company, as well as a further 1,000 new jobs in the immediate area alongside the reopened railway. Key future employment locations along the route include an anticipated rail-connected business distribution park at Fenton, close to the junction where the MCR line joins the Stoke to Uttoxeter line and other new ventures include

the Moneystone leisure development on the Moorlands, and the Cornhill site in Leek.

Although aimed at job creation in the area, the new jobs can only be created by the completion of MCR's plans to reopen the line to Stoke-on-Trent, and as such, the grant will be included in the general fund to do just that, on the basis that without the railway there will be no new jobs.

The plan is to open the first few miles from Leekbrook Junction to Endon by early next year, and then in two further stages, with the intention of having the line reconnected to the National Network before the end of 2012. Meanwhile, the CVR share issue has reached £312,000, and the impetus provided by the RGF will hopefully also have a positive effect in propelling the share issue towards its target of £450,000 before it closes on 31st December.

## Diesel days at Chinnor

**The Chinnor & Princes Risborough Railway has announced its diesel running days for 2012.**

These will take place on Saturdays 5th May, 2nd June and 25th August, Class 31 No. D5581, Class 17 No. D8568 and Class 37 No. 37166 will all be used for one day, but which loco for which date has yet to be decided. Trains will be at 10.00, 11.15, 12.30, 14.00, 15.15 and 16.30.

Gala days will be on Sundays 5th August and 9th September, when all available steam and diesel traction will be in passenger service. Currently this will be the three locos already indicated plus Class 08 No. 3018, Class 121 'Bubblecar' No. W55023, Army No. 420 and a steam loco which is to be announced.

A regular diesel turn runs at 10.00 and 12.20 every Sunday and Bank Holiday between 25th March and 21st October, except for Easter. Any of the resident ex-BR diesels can work this turn, but it will mostly be No. D3018. Special requests, with sufficient advance notice, will be considered.





LMS 'Black 5' No. 45231 *Sherwood Forrester*, LNWR 'Super D' No. 49395 and BR Standard 4MT No. 80080 stand in the darkness outside the East Lancashire Railway shed at Baron Street on 22nd October. **David Gibson**



Hauling one of its last service trains on the Welsh Highland Railway before returning to its home line, the visiting Darjeeling and Himalayan Railway 'B' class locomotive heads for Porthmadog with a shuttle service from Pont Croeser on 24th October. **Ben Bucki**







Storming past the small hamlet of Gatcombe, situated along the Severn estuary north of Lydney, is DB Schenker Class 60 No. 60007 *Spirit of Tom Kendell* with the 05.05 Robeston-Westerleigh petroleum service, comprised of 28 loaded bogie tanks, on 3rd November. **Edward Gleed**





EWS Class 67 No. 67030 climbs up the gradient towards Great Rocks Junction with the Dowlow to Warrington Arpley loaded lime hoppers on 3rd November. **David Wragg**





DB Schenker Class 66/0 No. 66037 passes Souldrop Bridge while powering a train of empty aggregate hoppers northwards from Hayes to Stud Farm on 29th October.  
**Roger Brown**



Following the recent introduction of the Class 172 fleet to replace Class 150 units on London Midland services, No. 172344 changes platforms after arrival at Kidderminster with a service from Dorridge, prior to returning to Whitlocks End. **Fred Kerr**





**28th October 2011****Cambridge University Railway Club**

William Thatcher Room, Fitzwilliam College, Cambridge. 'UK Rail Fares and Ticketing' by David Mapp. Starts 20.30. All Welcome. Contact Tom Corker at secretary@curc.org.uk.

**GW Society (Oxford)**

Pauling Human Sciences Centre, 58 Banbury Road, Oxford, OX2 6QS. TBA. Starts 19.30. Visitors Welcome.

**Shropshire Rly Society**

The Gateway, Chester Road, Shrewsbury. '1960's B.R. Steam' by Ken Horan. Starts 19.30.

**31st October 2011****Permanent Way Institution (Ashford)**

The Elwick Club, Church Road, Ashford. 'French High Speed Trains - Part 2'. by Michael Bunn. Starts 18.30. Contact Ted Hamer on 01227 711897 for further details.

**1st November 2011  
Gravesend Railway Enthusiasts Society**

Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. 'Unknown Warrior New Build 4-6-0 Patriot Help for Heroes' by Richard Sant. Starts 19.45. Contact Bob Poole on 01474 326232 for details.

**Locomotive Club of Great Britain (Bedford)**

The St John's Church Hall, St John's Street, Bedford, MK42 0DL. 'Moved by Steam' by Richard Inwood (the Bishop of Bedford) & Mike Smith. Starts 19.30. £2 Admission. Contact B.Cross on 01525 750149 or at b.cross@ntlworld.com for details.

**Permanent Way Institution (Wessex)**

The Rose and Crown, Columbo Street, Waterloo, London. 'Reading Remodelling - An Update' by Sean Murray. Starts 18.00. Contact, Richard Workman on 01426 645771 or at richardworkman@tiscali.co.uk.

**RCTS (Shipley)**

Saltire Methodist Church, Saltire Road, Shipley. '30/40 Years Back' by John Holroyd. Meeting commences at 14.00.

**RCTS (Watford)**

St. Thomas's United Reformed Church, Langley Road, Watford. 'The Dean Forest Railway' by Peter Adams. Meeting starts at 19.30.

**Southern Electric Group (South Hampshire)**

Eastleigh Railway Institute, Romsey Road, Eastleigh. AGM followed by Members' Slides. Starts 19.30. Admission £2. Contact John Goodrich on 02380 670028 for details.

**Weston super Mare Railway Society**

Function Room, Conservative Club, Alexandra Parade, Weston super Mare. AGM. Starts 20.00. Contact the Chairman, Lionel Jones on 01934 628289 or at wsm1977rlysoc@talktalk.net for further details.

**2nd November 2011****Permanent Way Institution (Edinburgh)**

The Scots Guards Club, 2 Clifton Terrace, opposite Haymarket Station, Edinburgh. 'Paisley Corridor Improvements - Phase 1' by Neil Hamilton. Starts 18.00. Contact Alan Morrison on 07834 507497 or at alan.morrison@akinsglobal.com.

**Permanent Way Institution (Thames Valley)**

Network Rail RSAR Site Office, 80 Caversham Road, Reading. 'Signalling Renewals and Maintenance. Speaker TBA. Meeting commences at 17.45. Contact the Secretary, Malcolm Pearce on 07967 667019 or at malcolm.pearce@bbrail.com for further details.

**Stephenson Locomotive Society**

Hayes Village Hall, Hayes Street, Hayes, Bromley. 'On and Off the Footplate' by Bill Davies. Starts 19.30. Contact the Secretary on 0208 289 9935 for further details.

**Warwickshire Railway Society**

Lamp Tavern P.H., Barford Street, Highgate, Birmingham B5 6AH. 'Steam in China' by Roger Scanlon. Meeting commences at 19.30. Contact Don Taggart on 01746 710676 for further details.

**3rd November 2011****Great Central Railway Society (Sheffield)**

The Harlequin, 108 Nursery Street, Sheffield S3 8GG. 'On and Off the Rails' by John Wragg. Starts 19.30. Contact Ken Grainger on 0114 254 0275 for further details.

**Permanent Way Institution (York)**

Marriott Room, York Central Library, Library Square, York. 'Manchester Metrolink Expansion' by David Philpott. Starts 18.00. Contact Ken Aiston on 07787 512227 or at kaistonyork@btinternet.com

**RCTS (Milton Keynes)**

5The Crown, Market Square, Stony Stratford. 'An Introduction to British Signal Box Design' by Andy Grimmett. Starts 19.30.

**Scottish Railway Preservation Society (Edinburgh)**

Quaker Meeting House, 7 Victoria Terrace, Edinburgh EH1 2JL. 'Penmanshiel Revisited' by Jim Summers. Starts 19.30. Contact Dr Peter Howell on 0131 334 5232 for further details.

**Stephenson Loco Society**

St John's Ambulance Centre, Sandes Avenue, Kendall LA9 4LL. 'Episodes from My Career on the Railway' by Phil Thickett. Starts 19.15. Contact the Secretary on 01539 720706 for further details.

**4th November 2011****Cambridge Railway Circle**

Arbury Community Centre, Campkin Road, Cambridge CB4 2LD. 'Phil Marsh of Rly Magazine'. Starts 19.30.

**Great Western Society (Taunton)**

Rockwell Green School, Rockwell Green, Nr Wellington. 'End of Steam - Start of Preservation' by Peter Harrison. Starts 19.30. Contact the Secretary on 01823 334188 for further details.

**RCTS (Bristol)**

St Peters Church Hall, Church Road, Filton. 'More London Steam' by Peter Groom. Meeting commences at 19.30.

**RCTS (Carnforth)**

County Hotel, Lancaster Road, Carnforth. 'Producing the Rail Atlas for Great Britain and Ireland' by Stuart Baker. Meeting starts at 19.30.

**Stephenson Locomotive Society**

The Settlement Centre, Union Street, Middlesbrough TS1 5NQ. 'Working on the Railroad - USA' by Phil Kirkland. Starts 19.00. Contact the Secretary on 01642 313451.

**5th November 2011****Stephenson Loco Society**

The Friends' Meeting House, Mount Street, Manchester M2 5NS. 'The Great Orme Tramway, Llandudno - A History of the Line' by Mike Crabtree. Starts 14.00. Contact the Secretary on 0161 9282461 for further details.

▼ In connection with engineering work on the ECML over the weekend of 28th/29th October, and having taken the Grantham line at Netherfield Junction, Class 66/0 No. 66005 passes Rectory Junction on 29th October, heading the 12.02 Toton - Stoke Tunnel engineers working with a sizeable load of new concrete sleepers in tow. The state of the locomotive is evidence of its recent duties on RHTT workings. **John Illingworth**

**RCTS (Northampton)**

St. Crispin Social Club, Berrywood Road, Duston. 'Quiz versus LCGB for the Ashes Trophy'. Starts 19.30.

**8th November 2011****Abergavenny and District Steam Society**

Upper Room, The Hen and Chickens, Flannel Street, Abergavenny. TBA. Starts 20.00. Contact Ken Mumford on 01793 335862.

**GW Society (Bristol)**

BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG. 'Steam Specials & Devon General Buses in Dawlish & Teignmouth' by Robin Jordan. Starts 19.45. Contact the Secretary on 01454 324230 for further details.

**Meon Valley Loco Society**

St Peter's Church Hall, Free Street, Bishops Waltham. 'Talyllyn Railway 60th Anniversary' by Alan Inder. Starts 20.00. £2 Admission. Contact John Barrowdale on 02392 640951.

**RCTS (Ashford)**

The Elwick Club, Church Rd, Ashford. 'The Bluebell Railway 1960 to 2010' by Gerald Siviour. Starts 19.30.

**RCTS (Birmingham)**

Christ Church Community Hall, Burney, Ward End. 'All Aboard the Pines Express Part 1' by Chris Youett. Starts 14.00.

**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.



**Permanent Way Institution (Croydon & Brighton)**

Mott MacDonald House, Sydenham Road, Croydon CR0 2EE. 'The Impact of Climate Change' by John Dora. Starts 17.45. Contact Martin Cresswell on 07815 968245.

**Permanent Way Institution (Lancaster, Barrow & Carlisle)**

Railway Hotel, adjacent to Preston Station. 'Refurbishment of Arnside Viaduct' by Stephen Townley. Starts 18.00. Contact Philip Bull on 07964 103202 or at bullnet98@aol.com for further details.

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

John Dalton Building, Manchester University. 'Northern Hub' by Graham Botham. Starts 18.00. Contact Rob Cummings on 07798 858784 for further details.

**RCTS (Merseyside, Chester & North Wales)**

'Observations at Stafford' Contact Alan Turton on 01606 854227 or at alan.christine@daisytally.fsnet.co.uk for further details.

**RCTS (Nottingham)**

Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'The GC Reunification Project' by Nigel Harris. Starts 19.30.

**Scottish Rly Preservation Society (Motherwell)**

Vestry Hall, Trinity Church, Avon Street, Motherwell. 'SRPS Grand Challenge Quiz' Questionmaster Angus Rex. Starts 19.30. Contact Fred Landery on 01698 457777 or at fred.landery@srps.org.uk for details

**9th November 2011 Basingstoke & District Railway Society**

Wote Street Club, New Road, Basingstoke RG21 7NG. 'Down Memory Lane' by Colin Brading. Starts 20.00. Contact the Secretary on 01256 819401.

**Oxfordshire Rly Society**

Seacourt Day Centre, Seacourt Road, Oxford OX2 9LD. 'A Broad Gauge Journey from Bristol to Cornwall' by Canon Brian Arman. Starts 19.30.

**RCTS (Cardiff)**

Old Church Rooms, Radyr. 'Images of Steam in the West Country (including the Somerset & Dorset)' by Terry Nicholls. Starts 19.30.

**RCTS (Hitchin)**

Hitchin Christian Centre Bedford Road, Hitchin. 'From Lanzhou to Lhasa' by Andy Davis and 'Southern Miscellany' by Richard Golding. Meeting commences at 19.30.

**Stephenson Loco Society**

Y.M.C.A., Bridge Street, Guildford, GU1 4SB. 'The Railways of Singapore' by Gerry Nichols. Starts 19.30. Contact 01372 379216 for details.

**Swiss Railways Society (London)**

The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. (near Kings Cross station) 'Ticino' by Neil Wheelwright. Starts 19.00. £3 donation requested. Contact Ron Dawes on 0208 660 3532 for details.

**10th November 2011 Bath Railway Society**

Bath Green Park Station Meeting Room. 'The Isle of Wight Railways' by John Gulliver. Starts 19.30. All Welcome. Contact Kevin Plummer (Evenings) on 01225 312564 for details.

**Continental Rly Circle**

St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ 'New Zealand Railways' by Mike Lane. Starts 19.15. Admission £2. Contact Adrian Palmer on 01932 850624 for further details.

**Grantham Rly Society**

St. Wulfram's Church Hall, Church Street, Grantham, NG31 6RR 'As it is Now and The Good Old Days' by Ken Horan. Starts 19.30. £2 Admission. Contact Phil Mason on 01476 407569 for further details.

**Locomotive Club of Great Britain (St Albans)**

United Reform Church, Watford Road, Chiswell Green, St Albans. 'Railroading Across the Western United States & Canada' by John Day. Starts 19.30. Contact the Secretary on 01442 251540 (after 18.00) for details.

**Permanent Way Institution (North Wales)**

The Town Crier Inn, City Road, Chester. 'East London Line Construction' by Ed Gardiner. Starts 18.30. Contact Lynne Garner on 07771 672274 or at lynne.garner@networkrail.co.uk for further details.

**RCTS (Newcastle)**

The Brunswick Methodist Hall, Newcastle. 'Railwaymen and Steam' by Mike Carrier. Starts 19.30. Contact jimbrick@fsmail.net for details.

**11th November 2011 Altrincham Electric Rly Preservation Society**

Altrincham Methodist Church Hall, Barrinton Road, Altrincham, WA14 1HF. 'Lancashire & Yorkshire Railway Locomotives Part 1' by Paul Shackcloth. Starts 19.30. Admission £3. Contact Andrew Macfarlane on 0161 928 9394 for further details.

**Cambridge University Railway Club**

William Thatcher Room, Fitzwilliam College, Cambridge. 'Settle and Carlisle Railway' by Colin Fisher. Starts 20.30. All Welcome. Contact the Secretary, Tom Corker at secretary@curc.org.uk for details.

**GCR Leicester Area Grp**

St Bartholomews Church Hall, Church Lane, Quorn. 'South African Steam in the 60's, 70's & 80's' by Ron White. Starts 19.30. Contact John Calton on 07714 546163 for details.

**Great Western Society (Swindon)**

Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon SN3 1JE. 'The Summer of '95' by Joe Turner followed by Railway Infrastructure in Preservation & Network Rail' by Jon Reeves. Starts 19.30. Contact 01793 495976 for further details.

**RCTS (Edinburgh)**

Quakers Meeting House 7 Victoria Street, Edinburgh. 'NRM Steam Operation - the Support Role' by Rob Tibbits. Starts 19.30. Contact the Secretary at evanwilliams@talktalk.net for further details.

**Shropshire Rly Society**

The Gateway, Chester Road, Shrewsbury. 'G.W.R.Lines in South & Mid Wales' by Tony Icke. Starts 19.30.

**Stephenson Loco Society**

The Mining Institute Lecture Theatre, Neville Hall, Westate Road, Newcastle upon Tyne. NE1 1SE. 'The G5 Project' by Dr Michael Wood. Starts 19.00. Contact the Secretary on 01434 688946 for further details.

**12th November 2011 Irwell Vale Railway Photographers**

Irwell Vale Village Church, Irwell Vale, Rossendale. 'Steam and Diesel in View' by Mike Taylor. Starts 19.30. £3 Donation. Contact Mike Taylor on 01282 436653 or at mick.t@btinternet.com for further details.

**RCTS (Exeter)**

Conference Room, Great Western Hotel, Exeter. 'A Railway Year' by Gavin Morrison. Starts 19.00.

**14th November 2011 Driffield & East Yorkshire Rly Society**

The Sidings, Middle Street South, Driffield YO25 6PX. 'DVD and Slide Show'. Starts 19.30. £2 Donation. All welcome. Contact the Secretary on 01377 254068 or at eric2marshall@aol.com for further details.

**Lincoln Railway Society**

St Hugh's Church Hall, Harewood Crescent, North Hykeham, Lincoln LN6 8JG. 'AGM & Photo Competition'. Starts 20.00. All welcome. Admission £3. Contact 01522-705365 or email graham@the-st.fsnet.co.uk for details

**RCTS (Croydon)**

Small Hall, East Croydon United Reformed Church, Addiscombe Grove, Croydon. 'Controlling the South Eastern' by Brian Garvin. Meeting commences at 19.30.

**RCTS (Ipswich)**

Bridge Ward Social Club, 68 Austin Street, Ipswich. 'Steaming through Britain' by Graham Briggs. Meeting commences at 19.30.

**RCTS (Sheffield)**

St Mathews Church Rooms, Carver Street, Sheffield. 'Steam in the East Midlands around 1960' by Peter Groom. Starts 19.30.

**Southern Electric Group (Sussex)**

Deal Room, Southwick Community Centre, Southwick. 'The Photographs of the Young Andrew Marshall' by Andrew Marshall. Starts 19.30. £2 Donation. Contact Bruce Cakebread on 01273 462094 for further details.

**Stephenson Loco Society**

Lauriston Hotel, 15 South Crescent Road, Ardrossan, KA22 8EA. 'Minor Railways & Industrial Lines in North Ayrshire or There About' by Roger Griffith. Starts 19.30. Contact 01294 822303 for further details.

**York Railway Circle**

The Library, Archbishop Holgate's School, Hull Road, York YO10 5ZA. 'A History of Railway Preservation' by Bob Gwynne. Starts 19.30. £2 Donation. Contact Robin Patrick on 01904 412232 or at locopatrack@aol.com for further details.

**15th November 2011 RCTS (Cambridge)**

Abbey Meadows Community Wing, Primary School Galfrid Road, Cambridge. 'Carlisle - A Railway Mecca and Football Outpost' by Colin Briggs. Starts 19.30.

**RCTS (Cheltenham)**

The Victory Club, Burlington House, Lypiatt Road, Cheltenham. 'American Wanderings' by Gordon Davies. Starts 19.30. Contact paulandpauline@garey.fslife.co.uk for further details.

**Back Issues**

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**Rear Cover Caption**

**GBRf Class 66/7 No. 66723 Chinook passes through Heworth station, near Gateshead, on 29th October, with a rake of a empty biomass hoppers en route from Drax Power Station to Tyne Dock. Allan McKeever**

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