

Railway Herald

Issue 250 - 13th December 2010



The electronic journal for the railway enthusiast

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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

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Turning The Clock Back : Stafford

Following on from a first look at this busy inter-section on the West Coast Main Line, that was featured back in March 2008, Brian Morrison delves into the archives once more for another selection of images from rail activity around Stafford in the 1950s.

Read more on
Page 29

Christmas Editorial Break

Because of the Christmas and New Year period, *Railway Herald* will be taking an editorial break, with our weekly magazine returning to normal with Issue 252 on

Monday 17th January 2011

There will, however, be an issue published during the week commencing **2nd January 2011**, presenting a brief round-up of news and events from the Christmas period. The Imaging Centre will continue to be moderated during our festive break.

Elsewhere in this issue

12 News in Pictures

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

18 Preservation News

NYMR provides a steam service through the snow, fund raising starts for the Class 502 EMU, Gloucestershire and Warwickshire Railway rolls out everything that can work for Christmas Diesel Day, and BR Standard 4MT No. 80080 to move to Bury

In This Issue

54th Pendolino arrives

The first of four new Class 390 Pendolino sets, built by Alstom in Italy, has arrived in England, being delivered to Liverpool for commissioning.

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

Moor Street 'bays' return

The recently reinstated bay platforms at Moor Street, officially returned to service in early December, with the first working being steam!

[Click here to read the story on Page 4](#)

Light Rail & Metro News

End of the Chesham shuttle as direct services commence, and could there be more period closures on the London Underground?

[Click here to read the story on Page 8](#)

EXCLUSIVE Reader Offer

Railway Herald and Silver Link Publishing have joined to provide readers with an exclusive offer on two of the latest Past & Present books.

[Click here to read the story on Page 6](#)

Essentials

13 Railtours & Excursions
Including comprehensive listings.

Front Cover Caption:

Colas Rail Class 47/7 No. 47749 *Demelza* and one of the Colas track vehicles make a colourful contrast to the frosted and snow-powdered bushes and trees in the cutting above Freeman's Marsh, Hungerford, on 8th December 2010. **Tony Bart**

First of four new Pendolino sets arrives at Liverpool, but may not be used by passengers until 2012



The first of four new 11-car Pendolinos to be delivered by Alstom arrived in England on 6th December, being 'dragged' from Dollands Moor to Merseyside by Colas Rail.

The set was brought by rail from Italy to the Liverpool Traincare Centre at Edge Hill, where a six-month programme of testing and commissioning will now begin.

The new 11-car train is part of the Pendolino extension programme to provide 106 new carriages to the current fleet operating on the West Coast Main Line. As part of this, Alstom are to build four new trains and will lengthen 31 of the 52 existing trains currently in service from nine to 11 cars by the end of 2012, providing over 7,000 extra seats in all. Each 11-car Pendolino is 265 metres long and can carry 589 passengers. The integration of the additional carriages into the existing trains is due to begin at Liverpool

in April 2012, while the other three new 11-car sets are to be delivered for testing at the Liverpool site in January, August and December 2011. Virgin Rail Projects, part of the Virgin Rail Group, has won the contract for commissioning the new sets and additional coaches, to the point where they are ready to enter traffic. All four of the 11-coach trains are likely to be placed in warm store once commissioning is complete, pending the start of the new West Coast Main Line franchise in 2012, when they will enter service. The question being asked, however, is why they are not being made available by default to the current WCML franchisee, Virgin Trains.

The answer, in part, dates back to 2008 when Virgin told Government Ministers that it could not reasonably justify the cost of adding them to its fleet without a franchise extension. Then, like now, there

has been no agreement reached between the two parties. A Virgin Trains spokesman said that the company had submitted a proposal to the Department for Transport (DfT) that included bringing these trains in more quickly, but that proposal was rejected.

A DfT spokesman confirmed that the trains would be made available for lease by any train operator that wanted to increase the service it provides, but any such lease would only operate until April 2012 at the latest, when the sets will be required by the new West Coast franchise.

The DfT statement that says any operator may lease the sets is not strictly feasible, as the number of possibilities is limited to those that have a requirement to run 11-coach trains on a journey that is totally under the electrified network, which means that only two TOCs become realistic possibilities - Virgin Trains and East Coast! Sources



▲ The new Class 390s reach the parts that other '390s' do not! The first of the new Pendolinos, No. 390054 passes Borough Green, on the third rail network, in the early hours of 6th December, being hauled from Dollands Moor. **Patrick Seale**

◀ The set is pictured at Liverpool Edge Hill. **Alstom**

▼ Colas Class 66/8 No. 66845 hauls No. 390054 along a rather foggy Trent Valley route on the WCML on 6th December. **John Whitehouse**

close to the East Coast TOC have told *Railway Herald* that it is still the intention to operate at least one of the sets on the East Coast route. Even this could cause difficulties however, as East Coast services operate with nine-car trains, and the longer nine-coach Class 390s could well dictate the services operated and the stopping pattern en route. One of the key requirements to operate any train on the National

Rail network is a safety case. At present there are no rail operators with a safety case to operate an 11-coach Class 390, although it is believed that the addition of such to the Virgin Trains nine-coach Class 390 safety case is unlikely to present any major problems. The bigger issue could be adding the sets to East Coast operations, as the company currently has no safety case in place for a Class 390.



Birmingham Moor Street station's bay platforms return to service after over 20 years out of use

After a gap of 23 years, trains are once again using the bay platforms at Birmingham Moor Street station.

Often regarded as the Cinderella of Birmingham's stations when compared to nearby New Street and Snow Hill, it has now, to carry on the fairy tale comparison, been found to be the one which fits the 'slipper' and with Prince Charming (otherwise known as Chiltern Railways) an exciting future awaits!

Chiltern has ploughed £14 million into the regeneration of the line through to Snow Hill, and has also invested heavily with its Birmingham Alliance partners in regenerating the entire station, which has been faithfully restored in the best Great Western tradition. Indeed, it is a joy to the eye, and for any time

traveller it would be difficult to establish at first glance whether they had arrived in the 1930s or 2010 especially on 11th December, as passengers would have seen GWR 5700 class Pannier No. 9600 standing at the buffer stops at the head of a 'chocolate and cream' rake of coaches, with GWR 'Castle' No. 5043 *Earl of Mount Edgcumbe* simmering at the business end! The Pannier had, in fact, become the first steam locomotive to enter the bay platforms since their reinstatement and the 'Castle' was to haul the first public departure a short while later.

The first passenger train to use the bay platforms operated the previous day, when Chiltern Class 168 'Clubman' No. 168113 departed at 12.33 with a special working to Leamington Spa, carrying

local dignitaries and representatives of the media, following a short ceremony on the station concourse. Chiltern Railway's Chairman, Adrian Shooter CBE, said: "The completion of the regeneration of Moor Street station and the opening of the new platforms is a major milestone towards the launch of Chiltern Mainline. We believe that the launch of Mainline will transform travel along our route, meeting the needs of both existing and new customers across the West Midlands".

Chiltern Mainline is a project to reduce journey times, introduce new trains and provide additional capacity, and increase the number of platforms. A two-hour service started between Moor Street and Marylebone on 12th December, and there is an aim to further reduce



▲ The first passenger service to use the newly commissioned bay platforms at Birmingham Moor Street, was Class 168 No. 168113, which operated a special for invited guests to Leamington Spa on 10th December.

◀ The first public passenger service occurred on 11th December, when Chiltern Railways and Vintage Trains operated a steam charter to London Paddington. Here, GWR Pannier No. 9600 becomes the first steam locomotive to arrive at the reinstated bay platforms with the ECS. **Both: John Whitehouse**

this to 100 minutes as part of the Mainline project. Another significant feature of Mainline will be a new line from Bicester to Oxford, plans for which are currently with the planners, with an anticipated opening in 2013.

The other notable feature is the introduction of locomotive-hauled stock on the Birmingham route, which will be introduced progressively at the timetable changes of May and December 2011. From 12th December however,

Chiltern are operating two peak hour locomotive-hauled turns featuring Class 67s and DVT, which are timed at 05.46 from Moor Street and 06.53 from Banbury, returning from Marylebone at 16.33 and 18.06 respectively.

With the Government talking of longer train operating franchises in the future, it can look at Chiltern as being a perfect example of what can be achieved by giving a train operating company ample time to develop its routes.



NXEA revives 'The East Anglian' name for new express service

National Express East Anglia Class 90 No. 90008 was named, The East Anglian at London Liverpool Street on 13th December by Anthony Smith, Chief Executive of Passenger Focus, to mark the start of the new December timetable.

The new timetable includes over 4,000 extra seats and increased capacity on many services into Liverpool Street as part of NXEA's Service Improvement Plan. One of the key upgrades will see a new faster

07.40 service from Norwich calling at Diss and Ipswich only, arriving in London at 09.24. This train and the 17.00 return from London are being named 'The East Anglian' thereby restoring a tradition of calling the key business train of the day to and from Norfolk and Suffolk by this name.

Among the improvements are the provision of additional seats on many morning and evening 'peak' trains between Norwich, Chelmsford and London Liverpool Street, as well as an improved 'off-peak' service from

Ipswich and key intermediate stations to and from London. There are more stops at Stratford, faster 'off-peak' services between Harwich and London, changing at Manningtree, and a new hourly service between Ipswich and Saxmundham will operate.

◀ Having prepared the immaculate Class 90 No. 90008 for its naming ceremony, Crown Point apprentices and NXEA Fleet Manager Chris Nesbitt pose with the presentation plate at the naming on 13th December. **Brian Morrison**

Eurotunnel celebrates its first 20 years

▼ On 1st December, Eurotunnel celebrated 20 years since the breakthrough of the tunnel in an unusual, but effective event, held at the French Portal, involving absailers painting the Eurotunnel logo onto two white canvases located on either side of the running tunnels, while a medley of national anthems were played. Watching the spectacle were over 100 invited guests, including Englishman Graham Fagg and Frenchman Phillippe Cozette, the two individuals who 20 years to the day famously shook hands deep beneath the Channel after the first breakthrough of the tunnel boring machine. The Channel Tunnel was inaugurated by HM The Queen and President Mitterrand on 6th May 1994. **Sim Harris/Railnews**



Gloucestershire Warwickshire Railway

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90% of the network will be open over Christmas says Network Rail

Network Rail says passengers can look forward to a good service on the railways over the Christmas period, from 24th December to 3rd January inclusive.

Over 90% of the network will be unaffected by maintenance and improvement works, and there will be 10,247 more trains and 2,566 fewer buses in operation than last Christmas. However, there will be significant service changes due to major works at Reading, Birmingham, Blackfriars and Liverpool Street, as nearly 5,000 workers complete almost £50 million of improvement works.

The major works that are taking place at Reading involve a new bridge being wheeled and jacked into place in preparation for the major rebuilding work that will be taking place over the coming years to provide additional platforms and reduce congestion and delays to services. The extent of the work will mean First Great Western's main line services bound for London Paddington will be diverted, adding 40 minutes to journey times. On the Thameslink route, significant work is taking place on the new station at Blackfriars, and Thameslink services will terminate at King's Cross St. Pancras or London Bridge.

On the north side of London, Olympic work at Stratford and Old Hill means most services will terminate at Stratford, rather than running through to Liverpool Street. Passengers are advised to change onto the Underground. Also, some suburban routes around Birmingham will be disrupted while a massive new road bridge is wheeled and jacked into place.



▲ Engineering work between Shrewsbury and Wolverhampton necessitated a lengthy diversion for Wrexham and Shropshire services on 20th November. Having operated from Wrexham to Shrewsbury along the booked route, the trains then headed north to Crewe and then south along the WCML to Wolverhampton! The unique DB Schenker-liveried Class 67 No. 67018 Keith Heller departs Crewe on the 11.23 Wrexham-London Marylebone service. **Geoffrey Dingle**

ORR will monitor disruption information

The Office of Rail Regulation (ORR) has warned that there are now no excuses for poor passenger information during the disruption as it sets out plans to scrutinise performance this winter.

ORR will be sending specialist teams out across Britain's rail network to assess standards of passenger information during disruption - examples of successes will be published to encourage and share best practice, as well as any evidence of those who consistently fail to meet required standards.

The decision to send out teams has been agreed with Network Rail and train operating companies, which have committed to providing timely, correct and consistent information to passengers during disruption

as part of a code of practice. They have spent the past year implementing new systems, technology, processes and training to deliver required, and necessary, improvements.

The ORR says passengers have said, time and again, that the information they receive during disruption is both important and in need of significant improvement. Passenger Focus' National Passenger Survey has previously shown that only around a third of passengers are satisfied with the way delays are handled.

The announcement came on the back of the latest train performance figures to be released, which saw 86.3% of trains arriving on time between 17th October and 13th November compared with 90.3% for the same period last year.

■ Newport Council has demanded talks with Network Rail as a result of an increasing number of complaints over the new station that was created through a £22 million improvement project. Network Rail says that feedback has been positive, but the local council says that there are a growing number of complaints about everything from the lifts not working, lack of signage and an information desk, and that WH Smith and the cafe are two far away from the main platforms to be of any use.

■ Eurostar has taken a commercial decision to cease offering its free rail travel offer within Belgium. Previously, passengers travelling from London to Brussels could simply change onto any domestic service at Brussels Midi and continue to any Belgium station by simply showing their Eurostar ticket. The free travel offer has been replaced by a similar offer for Holland, although travel is not permitted on the Thalys link between Brussels and Amsterdam.

■ The Government has confirmed that it will not make significant cuts to grants that help increase the use of rail. As part of the Strategic Freight Network programme, it was confirmed that £19

million would be allocated each year for the next three years - a reduction of just £1 million. In Scotland, however, the picture is not as rosy, as the funding available will be cut from £10.3 million in the 2010-2011 period to £2.9 million in the period 2011-2012.

■ China has set a new speed record for rail. Its bullet train has hit a top speed of 302mph during a test run between Beijing and Shanghai on the new route between the two cities, which was built at a cost of £21 billion.

■ London Midland is to fit a new energy consumption metre that will allow it to pay for each train's actual energy consumption. Interfleet Technology at Derby will be responsible for the processing, reporting and analysis of the usage data, before passing it to Network Rail's Billing Department.

■ In a correction to last week's issue, we acknowledge the spelling error of Bulleid on Page 25. Equally we would confirm that on Page 23, we were writing about aisles, not isles! Finally, thanks to those readers who pointed out that the headline on Page 18 should not have had apostrophes. We were, of course, just testing!



▲ Direct Rail Services Class 20/3 No. 20309 leads classmate No. 20308 and Class 66/4s Nos. 66431 and 66432 on a Stowmarket to Crewe Gresty Bridge 'light engine' move on 8th December, following the end of the RHTT 2010 season. **Carl Westwood**

New wagons for Preston bitumen flow

VTG Rail UK has delivered the first tranche of tank wagons for Total Bitumen, the first 26 tank wagons of a batch of 30 for the company now being on site to replace its previous fleet of bitumen wagons.

The new vehicles will allow bitumen to be transported more efficiently because of their innovative design. The wagons feature a bespoke heating system of external heating coils, which are more modern in design than the traditional internal heating system. A major benefit of the external system is that it makes it far easier to clean the interior of the tank wagon when required, and there is no risk of a steam leak into hot bitumen. The wagons run on the latest TF25 bogies that require less routine maintenance and are lighter than previous models, allowing an extra tonne of payload per wagon and offering reduced track access charges. The wagons will be used to transport bitumen from Total's oil refinery in Immingham to the bitumen processing and distribution plant in Preston.

150 year old viaduct restored

The 1860-built Grade 2 listed railway bridge spanning the River Soar at Mountsorrel has been restored to its former glory, with a £30,000 programme of works by Lafarge, which has restored and repointed the crumbling brickwork and removed the failed rendering.

With a span of 90ft the structure is regarded as one of the finest examples of a brick built, single span bridge in the country.

Today, it remains in use for rock transport but with the track long disused a motorised conveyor now takes granite from Mountsorrel quarry to the railhead at Barrow-upon-Soar. Lafarge Aggregates & Concrete UK, transport around 1,200 tonnes per hour along the two-mile route.

Metro and Light Rail News



Chesham to the Capital, now off-peak as well

London Underground Ltd (LUL) trains from Chesham now run directly into Central London.

The change follows the new Metropolitan Line timetable that enables LUL to run more of the new, air-conditioned, longer trains that came into service in August. Previously, travelling to and from Chesham during off peak periods required a change at Chalfont & Latimer, but now have an interchange free journey to and from the Capital.

Angela Back, the Metropolitan line General Manager, said: "This is great news for customers travelling to and from Chesham outside of the rush hour. By eliminating the need to change at Chalfont & Latimer, they will have a quicker and more convenient journey into and out of Central London. It will also mean that we are able to introduce more of the new walk-through air-conditioned trains that started serving part of the Metropolitan Line earlier this year. The new trains are made up of eight cars, which

cannot be separated, and are therefore unable to serve the bay road at Chalfont & Latimer station, which the Chesham shuttle, made up for four carriages, previously served. The new timetable allows LUL to run longer trains in and out of Chesham, all day, every day".

The changes do not affect the peak-time services, and allow two trains per hour running directly between Chesham and Central London throughout the day. Two trains per hour now run between Amersham and Central London, instead of the previous four. The two trains per hour service provided by Chiltern Trains (one train per hour on Sundays) is unaffected, so the total number of trains from Amersham to Central London has fallen from six to four per hour, and from five trains to three per hour on Sundays.

▲ **On the last day of the Chesham shuttles, 'A' stock driving car No. 5090 stands at Chesham with a shuttle to Chalfont & Latimer.**

Kim Rennie

Transport for London to consider total shutdowns rather than overnight work

Transport for London is considering replicating a three-week shutdown at Paddington earlier this year, as it seeks to minimise costs and the inconvenience to passengers caused by Tube upgrade work.

It is examining the case for block closures of lines, which it believes could be used to carry out work more speedily and efficiently than weekend closures. Procedures required to shutdown and then restart an operational railway on Friday and Sunday nights mean several hours of working time are typically lost during weekend possessions.

In a report to the TfL board meeting on 8th December, Transport Commissioner, Peter Hendy, said that a block closure was

successfully implemented during the three-week closure of a section of the Circle and Hammersmith & City lines in July and August. This allowed Crossrail work on the Paddington Integrated Project to be undertaken while London Underground lengthened platforms, installed energy efficient conductor rail, replaced track and improved drainage on the sub-surface Tube lines.

The preference for longer block closures forms part of TfL's emerging strategy to reduce the number of line closures, while proceeding with complex upgrade work on London Underground lines. The new sub-surface signalling contract, due to be awarded in February 2011, has required bidders to demonstrate how they will limit closures.

Meanwhile, talks are underway with Northern Line signalling contractor, Thales, on a new upgrade programme to be announced early next year, which does not rely on closures. The Northern Line upgrade is now expected to be completed by 2015. Mr Hendy said he now expects the Jubilee Line upgrade to be delivered by spring 2011. There is increasing confidence that London Underground will be able to run trains in passenger service using the new transmission based train control signalling system seven days a week across much of the line by the end of 2010. Under the Public-Private Partnership, the line upgrade was scheduled for completion in December 2009.

Oyster users failing to 'touch-out' is netting Transport for London over £5 million a MONTH!

The total cost to passengers using Oyster Cards in London and, for whatever reason, failing to 'touch out' at the end of their journey reached over £50 million for the first 10 months of this year.

If passengers fail to touch

their card against one of the Oyster readers at the end of their journey, the system will charge up to £4 extra, giving a flat maximum fare of £6 the equivalent of travelling from Central London to Zone 6.

Transport for London said: "Any customer who

believes that they have been incorrectly charged for their National Rail journey should contact the Oyster Helpline."

Automatic refunds will be arranged by TfL for passengers who are unable to touch in and out correctly due to service disruptions.

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▲ From the start of the winter timetable, Chiltern has introduced two 'peak-hour' loco-hauled diagrams, one from Banbury using the ex-Cargo-D Mk3s and one from Birmingham using a Wrexham & Shropshire set. Having worked the inaugural 16.33 loco-hauled service from Marylebone, Mk3 DVT No. 82301 (with Class 67 No. 67012 *A Shropshire Lad* on the rear) is pictured at Birmingham Moor Street on 13th December, beside the iconic Selfridge store. It will stable overnight here, prior to working back to London the following morning on the 05.46 departure from Moor Street, the Wrexham & Shropshire driver lodging overnight in Birmingham.

▼ Class 67 No. 67019 approaches Lichfield Trent Valley with an additional Willesden-Shieldmuir mail working, comprised of Cargowaggons, on 8th December. **Both: John Whitehouse**



First Capital Connect names Class 313 after the Capital

A rare, possibly unique, event took place on 9th December, when the naming of a train took place at an underground station.

Class 313/1 No. 313134 *The Hackney Empire*, now part of the First Capital Connect (FCC) fleet, was renamed *City of London* at Moorgate by the newly-appointed Lord Mayor of the City of London, Alderman Michael Bear. The occasion was to celebrate the new FCC winter timetable, that is providing 3,800 more seats on peak hour trains to and from Moorgate as well as the earlier extra capacity on King's Cross services.

The name was previously carried by Class 87 No. 87005.



▲ An immaculate Class 313/1 No. 313134 in First Capital Connect livery, stands at Moorgate on 9th December, prior to being named *City of London*. **Brian Morrison**

▼ The Lord Mayor of the City of London, Alderman Michael Bear, names No. 313134 at Moorgate, accompanied by Sharon Grant of London Travelwatch. **Brian Morrison**

▼► Neal Lawson, Managing Director of FCC and Alderman Michael Bear pose alongside a specially commissioned piece of 3D art outside Moorgate station. **FCC**



DB Schenker invests in new bogie wagons

DB Schenker has received a new fleet of 12 wagons from manufacturer WH Davis, to be used on rail freight services for Tarmac.

Each capable of hauling over 75 tonnes, the wagons are to be put into immediate operation for the transportation of aggregate around London and the South East.

The wagons are unique in design, in that they have a body that is placed much higher than conventional base discharge wagons. This enables the aggregate to be discharged onto a mobile conveyor system for unloading into areas with limited space. The

result is that product can be delivered into terminals within the heart of major urban cities, where it is used in the construction industry.

Given the nature of the aggregates to be transported, including marine dredged aggregates, this is the first vehicle of its type to be designed using stainless steel, which will extend the life of the vehicle. They also include modern and efficient track friendly TF25 bogies from Axiom Rail that reduce noise pollution as well as track impact.

▼ The new aggregate wagons, TOPS code HLA. **DB Schenker**



Transport operators look to ECML franchise

Two of the UK's biggest bus operators, Stagecoach and First Group, have both confirmed that they are looking at bidding for the East Coast franchise.

Stagecoach, a 49% shareholder of the Virgin Rail Group, said the joint company is likely to bid for both the East and West Coast routes when

the next round of franchise bidding opens, while FirstGroup confirmed it was 'very likely' that the company would bid for the ECML operation, a franchise it has lost out on twice before. Stagecoach also added that it saw the West Coast as one of its premier business assets and would prioritise that route.

Major change to rail franchising on the cards

Passengers will be the beneficiaries of a proposed radical shake up of the railways that could reduce running costs by up to £1 billion per year and lead to better and more efficient train services, according to Transport Secretary, Philip Hammond.

Sir Roy McNulty has identified the potential savings, which can apparently be achieved without cutting services, after the Government commissioned him to investigate the industry's value for money. Sir Roy found that the key to making these savings is much closer working and alignment of incentives between train operators and Network Rail, and strong leadership across the industry.

Alongside its response to Sir Roy's interim findings, the Government has confirmed plans to reform the rail franchising system to make franchises longer, more flexible and more responsive to the needs of passengers while providing better value for taxpayers. Philip Hammond said: "Incentives on the railway have become blurred and interests misaligned, to the detriment of efficiency, value for money and passenger satisfaction. At present Network Rail answers to its regulator, not to its customers, the train operators. Meanwhile, train operators have no interest in Network Rail's costs, since any increases or decreases are passed straight through to the Government. This situation cannot be allowed to continue. All the players in the industry need to be pulling in the same direction in the interests of passengers and taxpayers".

Sir Roy McNulty's final report, which is jointly sponsored by the Office of Rail Regulation (ORR), will be delivered in April

next. However, the Government believes that its initial findings deserve immediate action, and while solutions will vary across the network, it is recognised that there will continue to be some functions that can only be discharged by a single national body acting as custodian of the network.

In parallel with the value for money review, the Government has also been consulting with the industry on plans to reform the rail franchising system, and has confirmed that it will be pressing ahead with plans to make franchises longer with less detailed specifications and greater incentives for operators to act efficiently and invest in the improvements passengers want. Franchises will typically run for 15 years providing performance levels are maintained. Operators will get greater commercial freedom to innovate in the way they deliver and greater incentive to make investments that benefit passengers. Details of the new franchising model will now be further developed alongside plans for wider industry reform.

The West Coast Main Line franchise, currently operated by Virgin Trains, will be the first to be let under the new franchise model. It will begin in April 2012 and run until the planned opening of a new high-speed line in 2026. This will be followed by the presently nationalized East Coast franchise, which will be let for a new 15-year term in late 2012. The Greater Anglia franchise, run by National Express East Anglia, will also be let as a new-style longer franchise in 2013, and other franchises will be replaced with new, longer terms as and when they expire in future years.

Honiton station upgraded in £1.4 million project

The second phase of the £1.4 million programme to improve Honiton station has started.

When completed in spring next year it is scheduled to feature a new enlarged

booking hall, new toilets and a retail unit, for which expressions of interest have already been received.

Both platforms will also be equipped with accessible ramps, and there will be

additional cycling facilities equipped with shelters, and CCTV. The project is financed by South West Trains, Devon County Council, Network Rail and the National Station Improvement Programme.

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'Class 60 Journal' features the diminishing 'Tugs' working a variety of trains; stone / steel / iron ore / engineers / ECS, plus the heavy petroleum trains, which have been their saviour!

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'Freight Flows' details all the new major flows GBRf on West Highland 'Alcan' alumina traffic 'large' pipes from Hartlepool to Georgemas Jct....DBS 'Stobart' train / derailment of 66048 Sheerness Scrap Metal....Ribblehead Timber....DBS Wagonload 'Review'....launch of the Bristol 'Boozeliner'.... plus, a special portfolio on Fastline ('RIP'), the Boston steel and the mothballing of Redcar steelworks and associated 'Blast Furnace' & Limestone trains.

'Golden Oldies' is another opportunity to celebrate some 50th 'Golden' Anniversaries this time, guest photographer Peter Tandy provides some great photos of Class 33 'Cromptons' in action, while the author dips into his small archive for some Class 37s.

'GWR 175' commemorates the 175th Anniversary of the Great Western Railway with some stunning images of GWR steam, plus the re-painting of Class 57/6 No.57604 'Pendennis Castle'.

'Loco Gallery' features Classes 31, 43, 56, 57, 59, 66, 67, 86, 87, 90, 92 plus Class 20s on 'S' stock moves along with DRS '20's & '47's substituting on local DMU services in East Anglia....55022's historic run to West Wales....D1015 + 40145 on their epic 'never to be repeated' visit to Cornwall....a good selection of Class 73s, and much, much, more....

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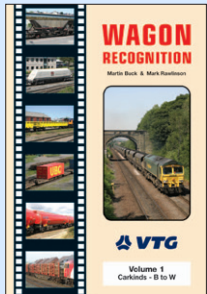
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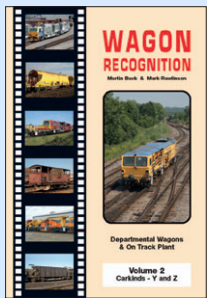


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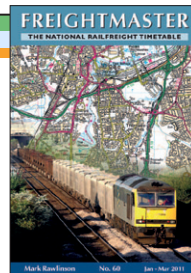
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The News In Pictures



◀ Two unusual sights in one! Not only is the combination of a DRS and WCRC Class 37 unusual, but the sight of a pair of '37s' on snowplough duties north of Inverness, while not rare, is certainly not an everyday event. With the recent heavy snow falls, Network Rail hired Class 37/4 No. 37423 from DRS and Class 37/5 No. 37676 from West Coast Railway. The pair are pictured heading west out of Achanalt, on the Kyle of Lochalsh line on 9th December. **David Ross**

◀▶ CBS Outdoor UK has teamed up with Switzerland Tourism to introduce a long-term, fully wrapped train advertising campaign on behalf of Switzerland Tourism. All four carriages of Class 319/2 No. 319215 have been wrapped in order to target commuters travelling from Brighton and Bedford, including key stops at both Gatwick and Luton Airports. The campaign will run for one year, and is the first time that a wrapped train campaign will run for this length of time. **CBS**

▶ Gatwick Express Class 460 No. (4600)05 heads northwards through Horley on 4th December, with a Gatwick Airport to London Victoria service. From the start of the winter timetable, most of these trains are diagrammed for Class 442 EMUs, with all bar two Class 460s being withdrawn and placed into store. The two remaining sets are likely to be used on London to Brighton services for a short period. **Neil Mewes**



UK Steam & Modern Traction Railtour Listings

13th December 2010

Steam Dreams 60163 Hedge End-Haslemere-Guildford-Clapham Jct-Bromley-Sevenoaks-Maidstone-Ashford-Hastings-Tonbridge-Bromley-Clapham Jct & return

15th December 2010

Steam Dreams 44932 Woking-Chertsey-Staines-Clapham Jct-Stratford-Broxbourne-Ely & return

16th December 2010

Railway Touring Co. 60007 Norwich-Thetford-Brandon-Ely-March-Peterborough-Grantham-York & return

17th December 2010

Steam Dreams 44932 Ashford-Tonbridge-Sevenoaks-Bromley South-Staines-Reading-Oxford & return

18th December 2010

Railtourer 2xWCRC 47 Cleethorpes-Scunthorpe-Doncaster-Berwick-Edinburgh Waverley & return
 Railway Touring Co. 60007 & 60019 London King's Cross-Stevenage-Grantham-York-Newcastle Central & return
 Statesman Rail tbc Kettering-Langley Mill-Chesterfield-Swinton-Doncaster-Edinburgh Waverley & rtn
 Vintage Trains 5043 Tyseley Warwick Road-Coleshill Parkway-Tamworth HL-Burton-York & rtn
 Hastings Diesels Ltd Hastings 1001 Hastings-Battle-Wadhurst-Tonbridge-Kensington Olympia-Shepherds Bush & rtn
 UK Railtours tbc Ely-Cambridge-Royston-Potters Bar-Kew-Chertsey-Woking-Winchester & return

21st December 2010

VSOE 35028 London Victoria-Guildford-London Victoria
 Railway Touring Co. 44932 London Victoria-Bromley South-Maidstone East-Rye-Hastings-Crowhurst-Battle-Tunbridge Wells-Sevenoaks-Swanley-London Victoria
 Steam Dreams 45305 London King's Cross-Stevenage-Cambridge-Ely-Thetford-Norwich & return

22nd December 2010

Steam Dreams 45305 & 44932 London Victoria-Bromley South-Dover-Canterbury West-Ashford-Tonbridge & rtn
 Steam Dreams 44932 & 45305 London Waterloo-Twickenham-Chertsey-Guildford-Redhill-Weybridge-Waterloo

30th December 2010

Railway Touring Co. 5690 & 44871 Manchester Victoria-Bolton-Shap-Carlisle-Hellifield-Bolton-Manchester Victoria
 UK Railtours GBRf 66/7 Woking-London King's Cross-Hitchin-Kings Lynn Yard-Middleton Towers-Ely West Curve-March-Wansford-Yarwell Mill-Peterborough-King's Cross-Woking

8th January 2011

UK Railtours tbc London Euston-Birmingham International-Bescot-Wolverhampton-Wellington-Welshpool-Machynlleth-Tywyn-Barmouth & return

22nd January 2011

UK Railtours tbc London King's Cross-Doncaster-Hellifield-Carnforth-Lancaster-Preston-Wigan North Western-Manchester Victoria-Rochdale-Todmorden-Hebden Bridge-Brighouse-Doncaster & return

29th January 2011

Pathfinder Tours DBS 66 & 2xHanson 31 Bristol Temple Meads-Cheltenham-Birmingham Intl.-Bescot-Crewe Independant Lines-Sandbach-Altrincham-Chinley-Hope Valley-Sheffield-Westthorpe RR Loop-Deepcar-Tinsley Yard-Aldwarke Exchange Sidings-Rotherham Central-Chesterfield-Derby-Washwood Heath Through Siding-Birmingham New St-Barnt Green & rtn
 & DBS 60

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.

Programme of UK charters from PTG Tours, with Class 50s as motive power

PTG Tours is probably best known for its European Tours, especially to Portugal, which is where it started back in 1998.

However, some of the more longer-toothed observers will probably know PTG better as the Portuguese Traction Group, which pioneered overseas tours, particularly to enjoy the unique opportunity of travelling behind the Portuguese Railway's equivalent of the UK's Class 50s, the 1800 Series that was in traffic until 2001. After the demise of these locomotives, PTG has become a major operator specialising in rail-based holidays. Being ABTA-bonded also means that it can provide a full package of both travel and accommodation.

The fact that PTG is entering the UK market is perhaps not as significant as it first seems, as through its proprietor Paul Spracklen, the company also own Class 50 No. 50026 *Indomitable* (of which more later) and has close links with the Class 50 Alliance (CFA). With the latter's fleet soon to be back to main line condition and looking for work, a tie up with PTG is a logical move. The upshot is two weekend tours in 2011, plus a couple of 'really would like to do' itineraries in 2012.

As an added bonus, following a deal with Virgin Trains, there is the prospect of a pair of 'Hoovers' at the head of the VT Mk3 loco-hauled stock, the so-called 'Pretendalino' which is going to add extra spice to the workings, which commence on 18th & 19 June with 'The Edinburgh Hopscotch' from King's Cross, Potters bar, Stevenage, Peterborough, Grantham and York to Edinburgh Waverley, or if you wish to stay on board, a reuniting of a pair of 'Hoovers' with one of their ancestral homes, Glasgow Central. The tour returns next day, retracing its route from Glasgow Central to Edinburgh Waverley, and then back as outwards to King's Cross. A pair of CFA Class 50s are earmarked, most likely Nos. 50044 *Exeter* and 50049 *Defiance*.

Next is 'The Snowdon Ranger', booked for 3rd & 4th September 2011, featuring a pair of CFA Class 50s from London Euston, picking up at Watford Junction, Milton Keynes Central, Northampton, Rugby and Stafford, for a visit to North Wales. The train sets down at Conwy, Bangor and Holyhead. for a range of options, one being a trip on the Welsh Highland and Ffestiniog Railways. The return working on 4th September has the train

working back from Holyhead to Llandudno Junction, prior to a trip down the scenic Conwy Valley line to Blaenau Ffestiniog, where it will catch up with passengers who have taken 'the narrow gauge option'. The train then returns to Llandudno Junction, and continues south via Chester (reverse), Wrexham, Shrewsbury and Wolverhampton to Euston.

As for 2012, the 'wish list' has a trip bound for the English Riviera, with a London Paddington to Paignton working noted, because it is a long time since a Class 50 undertook this once daily task, and later on the first weekend in October a return to Newquay, 25 years after *Indomitable* had charge of the last scheduled locomotive-hauled working into the Cornish resort.

Returning to No. 50026 *Indomitable*, the future is taking shape, with current work on the traction motors leading to an anticipated load bank test in March, after which is a planned move to the Swanage Railway for some gentle running-in, prior to being an integral part of the Diesel gala there scheduled for 7th - 9th May. The Class 50 is also expected to feature on other heritage lines throughout the year, ahead of a main line return in 2012.

by John Whitehouse

The Week Ahead

While the intensity of charter operations over recent weeks is now beginning to wane, there remains a good number of tours coming up both before and after Christmas.

Steam Dreams has a packed programme of trains on the run up to Christmas, with no less than five workings over the next two weeks. The highlight will be the 'Black 5' pairing of Nos. 44932 & 45305 on the 22nd December 'White Cliffs Christmas Luncheon Circular' from Victoria, which unusually takes the anti-clockwise route from Ashford via Folkestone, Dover and Canterbury West, back to Ashford and Victoria. The proposed evening train has, however, been cancelled. The run up to Christmas commences on 13th December,

▼ **Gresley-designed A4 class Pacific No. 60007 Sir Nigel Gresley has a busy period of main line activity leading up to Christmas. On 1st December, the 'A4' passes Sydney Gardens, Bath, bound for Bristol Temple Meads. Roger Marsh**



with the last outing of *Tornado* in experimental BR apple green for the time being, which is another luncheon charter starting at Hedge End, and then heading a figure of eight itinerary via Petersfield, Guildford, Woking, Staines, Bromley, Maidstone East, Ashford, Hastings and Tonbridge back to Clapham Junction, and then to the set-down points as outwards. Two days later is a 'Christmas Carol' special from Woking, via Staines and Broxbourne, to Ely, followed by an 'Oxford Carols' on 17th December from Ashford International. Both trains were booked for Battle of Britain Pacific No. 34067 *Tangmere*, subject to the locomotive being available, but the latest we have is that the Ely excursion will definitely be hauled by 'Black 5' No. 44932, and

will most likely work the Oxford train as well. But Mr. Bunker is not without optimism, so if there are reports of something resembling a 'Spam Can' dashing along the southern end of the West Coast Main Line early next week, expect something other than a 'Black 5' on the Oxford outing!

A 'Black 5' is also certain for the Norwich trip on 21st December, but as No. 44932 is booked to replace *Tangmere* on RTC's 'Sussex Belle, Tyseley-based No. 45305 will now move south to cover this turn from King's Cross, via Royston and Cambridge, as well as the following days 'White Cliffs Luncheon Circular'.

Pick of Railway Touring Company's pre-Christmas programme has to be its 'Christmas

Tynesider' on 18th December, which is booked for 'A4' Pacific No. 60007 *Sir Nigel Gresley* throughout from King's Cross to Newcastle, setting down also at York and Durham. For the return, diesel-haulage is scheduled to York, where 'A4' No. 60019 *Bittern* will be waiting to return the train to London. It is a busy week for No. 60007, as two-days earlier it heads RTC's 'Yuletide York Express' from Norwich, via Thetford, Ely and March, to York and back. A 'Sussex Belle' from London Victoria, via Ashford, to Hastings concludes the RTC pre-Christmas programme, which now features No. 44932 working outwards through Bromley South and Maidstone East, and returning via Battle, Tunbridge Wells, Sevenoaks and Swanley.

In the period between Christmas and New Year, there is a 'Cumbrian Mountain Express' to look forward to on 30th December. The route is from Manchester Victoria to Carlisle, outwards via Bolton, Preston and Shap, with a return south over the S&C. Motive power is scheduled for Nos. 44871 and 5690 *Leander*.

Two other steam-hauled workings are booked to operate prior to Christmas, with Vintage Trains leading the way to York with GWR 'Castle' No. 5043 *Earl of Mount Edgcumbe* from Tyseley Warwick Road. The remaining steam-hauled charter for 2010 is a VSOE British Pullman Christmas Luncheon trip around the Surrey Hills from Victoria on 21st December featuring a rejuvenated Merchant Navy Pacific No. 35028 *Clan Line*.

UK Railtours 'Orton Towers' on 30th December is the pick of the

non-steam tours, which hopefully will provide a rare chance to sample Class 20 traction. John Farrow has been at pains to emphasise that the appearance of Class 20s on the charter is not guaranteed, but he is hoping that a pair will be spare on the day at Peterborough. If not, a pair of GBRf Class 66s will be used on a tour that heads straight into the heartland of Railway Touring Company - Kings Lynn! 'The Orton Towers' works north from Woking, via Cambridge, to visit the Middleton Towers branch near King's Lynn. If available, the Class 20s, which are on long-term loan to GBRf from DRS specifically for the London Underground contract, will join the train at King's Lynn Yard. The locos will also be involved in taking the train onto the Nene Valley Railway, and also a later leg from King's Cross to Ferme Park. Also from UK Railtours is a charter from one Cathedral city to another on 18th December, the destination being Winchester Cathedral for Christmas carols, with the train originating at Ely, and operating via Cambridge and Royston.

The Hastings DEMU will also be in action on the run up to Christmas, working the 'Olympia Express' on 18th December from Hastings to Kensington Olympia for the International Horse Show, and Shepherds Bush for Christmas shopping opportunities.

The remaining two modern traction tours both head for Edinburgh, with Railtourer working north from Cleethorpes, while Statesman Railtours heads out of Kettering and via the Erewash Valley and Sheffield, to York, and then the ECML to Edinburgh.

Ups & Downs

by John Whitehouse

■ DRS traction features throughout on Pathfinder's 'Norfolk Broadman' on 5th March from Crewe to Norwich, which is booked for a pair of DRS Class 20s for most of the day. The locos are scheduled to work the outward run as far as Ely, setting out from Crewe, and picking up at Stafford, Wolverhampton, Birmingham New Street, Nuneaton and Leicester, before heading east via Nottingham, Sleaford and Peterborough. A DRS Class 37 will take over from Ely to Norwich, setting down at Wymondham for the Mid-Norfolk Railway, with the Class 20s again in charge throughout on the way back, this time routed via the Ely West Curve, Peterborough, Stamford and Melton Mowbray.

■ As a consequence of the horrendous weather that hit the central belt of Scotland during last week, and also due to problems extracting the stock from a snowed and iced-up Barrow Hill, Rail Blue Charters took the precautionary decision to postpone its planned 'Royal Scot' from Euston to Glasgow scheduled for 11th December. They hope to announce a new date soon, which is likely to be in February or March next year.

■ 'The Jacobite' season for 2011 has been announced

by the West Coast Railway Company. Trains will operate on weekdays from 16th May until 28th October, with weekend running also from 25th June until 28th August. The itinerary remains the same, Fort William to Mallaig and return, with a short stop at Glenfinnan. Early indications are that trains will be hauled from a pool including 'K1' Mogul No. 62005 and 'Black 5' 4-6-0 No. 45231 *Sherwood Forester*, the latter working the first half of the season prior to being replaced by No. 45407 in August for the remainder of the 2011 operations. The West Coast booking line is now open for the 2011 trains and advance booking, particularly for the high season, is recommended.

■ Vintage Trains has announced a 'St Valentine's Express' on 12th February, which offers a four-course meal while working a circular itinerary around the East Midlands. The train originates at Tyseley Warwick Road, and also picks up at Coleshill Parkway. It then runs via Nuneaton, Leicester, Castle Donnington, Burton-upon-Trent and Tamworth High Level. This replaces the planned 'Steel City Circular' working scheduled for the same day, which has been cancelled due to engineering work affecting part of the planned route.

Steam Dreams expands in 2011, with new origin points

Aylesbury joins the railtour map on 31st March next year, when Steam Dreams commence a 'Cathedrals Express' from the town to Norwich.

The train will also pick up at Princes Risborough, High Wycombe, Beaconsfield and Gerrards Cross, with haulage scheduled for the AI Steam Locomotive Trust's No. 60163 *Tornado*. New ground is also broken a few weeks later on 13th April, when Steam

Dreams set out from Basingstoke for a day out at Lincoln. The train, which is a replacement for the cancelled working to Lincoln last week due to the adverse weather, also picks up at Reading, Maidenhead, Slough, Hampstead Heath, Finsbury Park, Potters Bar and Stevenage, and then works north via Peterborough and Spalding. The return will run via Newark and then over the East Coast Main Line back to Peterborough.

Meanwhile, Steam Dreams has also taken the difficult decision to cancel the planned evening 'Christmas Party' circular from Waterloo on 22nd December, due to the risk of the train being affected by bad weather, which the advance forecast has threatened. With a projected arrival back in Waterloo at around 22.45, any delay could result in an unacceptably late return. The 'White Cliffs' circular, earlier in the day, will run as advertised.



GWR supreme for inaugural departure

▲ One of the footplate crew looks back as GWR 'Castle' No. 5043 *Earl of Mount Edgcumbe* gets the inaugural public passenger train underway from newly reinstated bay platforms at Birmingham Moor Street. The train worked through to London Paddington. **John Whitehouse**

'Train of Hope' heads for Shap and the Settle & Carlisle line

On Saturday 1st October next year, a very special train is due to ease out of Crewe heading for Carlisle, picking up at Warrington Bank Quay, Wigan North Western and Preston.

With 'Royal Scot' 4-6-0 No. 46115 *Scots Guardsman* providing the motive power, the northbound run will be over Shap, with the return taking on the equally challenging climb to Ais Gill on the Settle & Carlisle.

Why is it so special? Simply because the train is being run to raise awareness and funds for the children's cancer charity, CLIC Sargent. The charity offers support to children and their families during the time they are receiving treatment, either at

home or in hospital, as well as aftercare.

Operating under the heading of 'The Train of Hope', it is being organised by five Manchester-based Virgin Trains drivers led by John Young, and supported by Gary Nuthall, Alan Moss, Steve Griffin and John Chadwick. In addition to organising the train, they are looking to organise an on-line raffle, and are seeking donations of items to be included in the auction.

They have already amassed a considerable amount of support, which can be best appreciated by visiting the official website at www.trainofhope.co.uk, which also provides details of other events that are being planned over the coming months.



LNER A4 class No. 60007 *Sir Nigel Gresley* steams past Offord Darcy Church, with the Railway Touring Company's 'Lindum Christmas Fayre' charter on 5th December. **Adrian Perks**



GWR 'Castle' No. 5043 *Earl of Mount Edgcumbe* passes Moreton Cutting, east of Didcot, on the Great Western Main Line, with a Birmingham Moor Street to Paddington charter on 11th December, to celebrate the reopening of the bay platforms at Moor Street, 20 years after they closed. **Ron Cover**

Preservation News In Brief

■ The Gloucestershire Warwickshire Railway will be offering some relief to any over indulgence at Christmas with its traditional Diesel Gala on 27th December, followed by 'The Christmas Cracker' Steam Gala over the following two days, when it is the intention to have every locomotive that can work, work. Trains will also be operating from Boxing Day through to 3rd January 2011, which because of the landslip at Gotherington, will be operated by both steam and diesel locomotives in 'top & tail' mode from Toddington to Gotherington station, which is not affected by the landslip.

Betton Grange group accept nameplates from Ken Ryder

▼ Ken Ryder, the former owner of 'Hall' class 4-6-0 No. 5952 *Cogan Hall*, is shown with representatives of its new owners, 6880 Directors David Huntbatch and Quentin McGuinness, officially handing over the nameplates for the locomotive to the Betton Grange Society at Llangollen. The nameplates were ordered soon after *Cogan Hall* was purchased by Mr Ryder, the plates having been cast at the foundry in Swindon Works before it was closed. The locomotive is not expected to carry them for several years, but it is the new owners' intention for restoration of the 'Hall' to commence upon completion of No. 6880 *Betton Grange*, currently being assembled in the Llangollen Railway's workshops. **6880 Betton Grange Society**



Steam keeps going through the snow covered North Yorkshire Moors



Despite heavy snow affecting services on the Middlesbrough to Whitby branch, the NYMR continued to operate a service.

◀ SR 'S15' 4-6-0 No. 825 stands at Levisham on 4th December, with a 'Santa Special' service waiting to return to Pickering.

▼ LMS 'Black 5' No. 45212 departs from Pickering with a 'Santa' service to Levisham, while BR Standard 4MT 2-6-0 No. 76079 waits with the lunchtime diner service.

Both: Philip Benham



Friends of the 502 group start fund-raising scheme

The Friends of the 502 Group have begun a new fund-raising scheme - '£5.02 for the 502'.

It is now more than 30 years since the '502s' were withdrawn from main line BR service, and over 20 years since a unit performed in preservation. The aim of the Friends' scheme is two-fold – not only to raise funds for the Group, but also to raise awareness of the unit.

Although the 502 is still officially part of the National Collection, the National Railway Museum has placed it on long-term loan to the Group with a view to eventual transfer to a Class 502 Trust, which will secure its future.

To allow as many people to contribute as possible, the Group is looking for both individual donations of £5.02 and subscribers to give £5.02 each month by Standing Order.

Duncan Reed, Chairman of the Friends of the 502 Group, said: "The numbers of the unit's cars are 28361 and 29896, so if we receive a

donation of either £283.61 or £298.96 this will be recorded with a brass plaque fitted to the respective car, detailing the donor's name and the date of the donation." However, every single donor will receive a certificate detailing their name and donation amount, while subscribers will also automatically be given membership of the Group for as long as their donations continue (minimum 12-month duration).

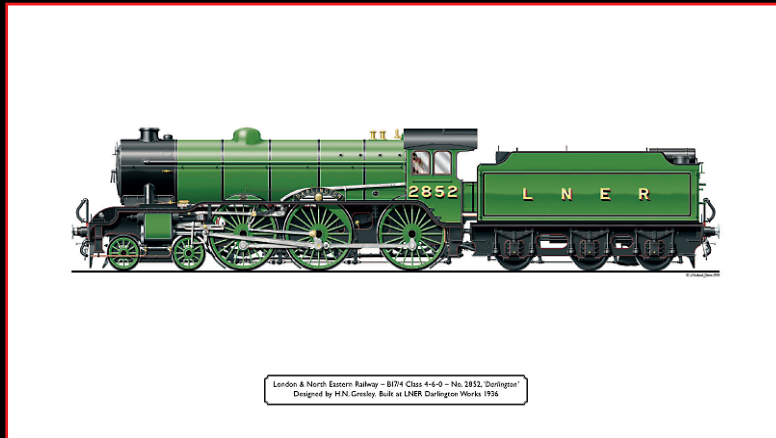
The Group would also be happy to receive corporate donations from companies, for which recognition will be given in the form of a link from the website, and a listing in the quarterly newsletter. For individual donations, payment can be made via <http://www.class502.org.uk/donate> or cheques (made payable to the 'Friends of the 502 Group') can be sent to the Group Treasurer. A Standing Order form is also available to download and print off from the website.

For more information, visit the dedicated website at <http://www.class502.org.uk>.



▲ Andrew Barclay 0-4-0ST No. 1964 heads a 'Santa Special' working on the Chasewater Railway on 7th December. **Ken Bull**

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PRCLT's Standard 4MT tank to move to Bury on twelve-month loan in 2011

The PRCLT's West Shed will be looking a little empty early in the New Year, as recently restored BR Standard 2-6-4T No. 80080 heads to the East Lancashire Railway.

The locomotive is expected to move by the middle of next month to commence a 12-month placement at Bury, with an option for a further 12-months thereafter.

Also due out at the same time is the

boiler of *Duchess of Sutherland*, which will be going to Crewe for overhaul. The recent bad weather has delayed the move, as deep snow has prevented the crane reaching Swanwick Junction.

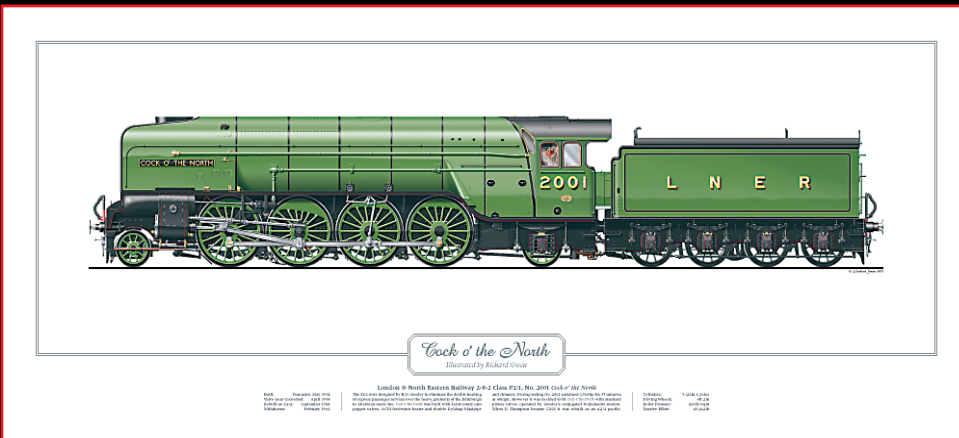
Even with the 'Duchess' out of traffic, look out for continued railtour activity from PMR Tours during the absence of No. 6233. Something 'Big and Maroon' may well feature somewhere along the line! Planning for next year's tours is well advanced.

The early bird catches the shed shot!

◀ Shortly after 06.00 at Llangollen shed on 12th December, LMS 'Black 5' No. 44806 *Kenneth Aldcroft*, BR Standard Class 4MT 2-6-4T No. 80072 and GWR 2800 class 2-8-0 No. 3802 are being prepared for Santa Special duties. **Fred Kerr**



Extremely Detailed Limited Edition Prints by Richard Green



LNER 2-8-2 Class P2/1, No. 2001 *Cock o' the North*

The print shows *Cock o' the North* in original condition as it entered service in 1934

LOCOS IN PROFILE

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Class 25 No. D7612 heads an engineers train across Laverton Viaduct on 30th November, in connection with the construction of the northern extension. Contrary to first impressions, the wagons were not loaded with snow! **Paul Fuller**

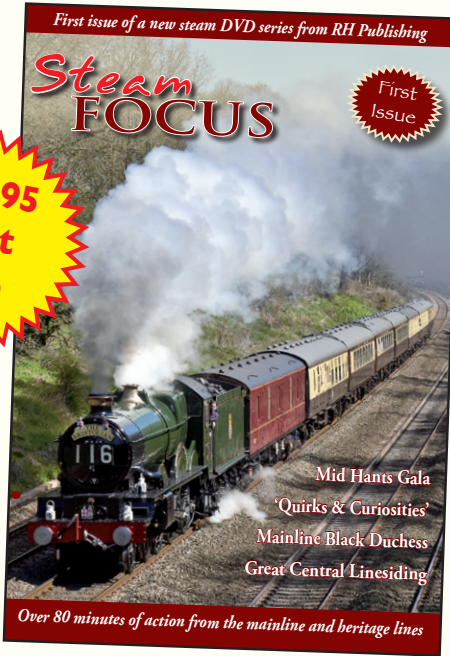


BR Standard Class 4MT 2-6-4T No. 80072 stands at Llangollen Goods Junction on 12th December, as it heats its stock while waiting to reverse into Llangollen station, prior to working one of the 'Santa Special' services. **Fred Kerr**

Steam FOCUS

The first issue of Steam Focus DVD magazine, looks at action from the first half of 2010, as well as some of the more notable events during 2009. Featuring the East Lancs, Ffestiniog, Great Central, Llangollen, Mid-Hants and North Yorkshire Moors Railways, plus main line action from across the country, including *Mallard* moving to Shildon, 60009 *Union of South Africa* on the Highland Main Line, *Duchess of Sutherland* in black livery and much more. 90 minutes running time

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Issue Two will be released in February 2011

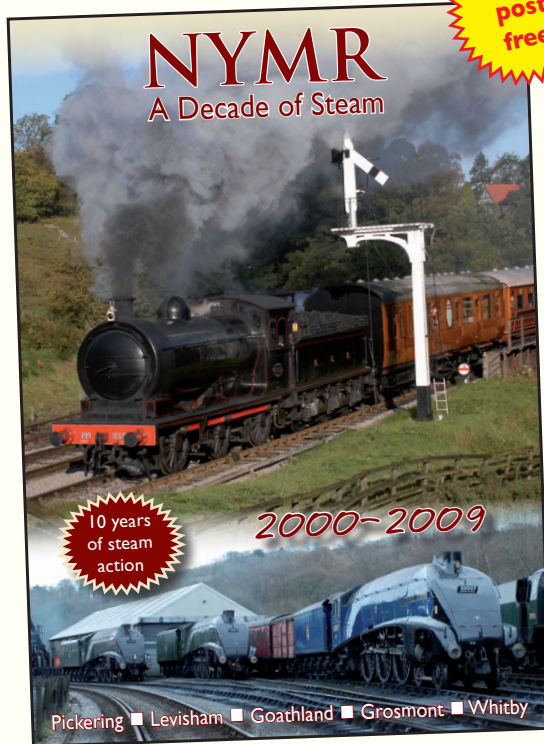
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NYMR A Decade of Steam

Charting the locos in action on the NYMR between 2000 and 2009, this DVD features over 35 different steam locos at work.

The engines featured include GWR 'City' No. 3440 *City of Truro*, and tanks Nos. 4277 and 6619. SR 'S15' No. 825, 'Terrier' No. 32678, 'West Country' and 'Battle Of Britain' Pacifics Nos. 34028 *Eddystone*, 34081 *92 Squadron* and 34101 *Hartland*. LMS 'Black 5s' Nos. 44767 *George Stephenson*, 45212, 45407, LNWR 'Super D' No. 49395 and S&D 7F No. 53809. LNER A4s Nos. 60007 *Sir Nigel Gresley*, 60009 *Union of South Africa*, 60019 *Bittern*, A1 No. 60163 *Tornado*, A2 No. 60532 *Blue Peter*, V2 No. 60800 *Green Arrow*, B1 No. 61264, K4 No. 61994 *The Great Marquess*, K1 No. 62005, Q6 No. 63395 and J15 No. 65462, plus BR 'Britannia' No. 70013 *Oliver Cromwell*, Standard 4MTs Nos. 75014, 75029 and 76079, and WD No. 90775.

The viewer also has the ability to turn the narration off, leaving the viewer to enjoy the pure sounds of steam.



100 minutes running time

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Regional Steam

Brian Morrison, takes a look back at steam action from the 1950s around the country, region-by-region in this, his 50th book.

Regional Steam is a 128-page printed book including over 200 high quality, black & white photographs.



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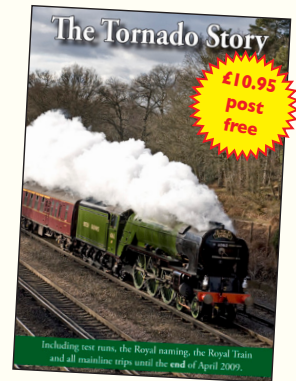
Eastleigh 100

The book describes how the London & South Western Railway's works at Eastleigh came about and its development over the intervening years. In addition, ex-Eastleigh fitter, Ron Cover, gives us an insight into day-to-day operations.

The Tornado Story

The building, testing and first operations of *Tornado* feature on this DVD, filmed in co-operation with the A1 Steam Locomotive Trust.

Archive film of the 'A1s' in the 1960s is included, together with the Royal naming and all mainline runs up to the end of April 2009. *Tornado's* visit to the Barrow Hill LNER weekend and the NYMR in 2009 also feature.



60 minutes running time

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An unidentified Clas 395 arrives at a snowbound Rainham with a service to St Pancras International on 3rd December. **Richard Green**

Network Rail Class 97/3 No. 97304 *John Tiley* passes a snow-covered landscape at Colton South Junction, heading towards York on 7th December, with an overhead line inspection train. **Paul Braybrook**





With the Howgills providing a scenic backdrop, Class 185 No. 185109 heads south on the West Coast Main Line on 8th December, as it passes Docker, south of Shap. **David Price**



Complete with the new style LED headlights (including the recently fitted headlight and camera on the centre window panel) Class 73/1 No. 73138 is pictured in 'top and tail' formation with Class 31/1 No. 31233 at Barnes on 13th December, with a Derby RTC to Selhurst test train working. **Stuart Chapman**



On 27th November, Arriva Trains Wales operated an extra loco-hauled service in connection with the Rugby match taking place at Cardiff. Here, unbranded Class 57/3 No. 57313 powers past Hardwicke Grange, north of Shrewsbury, with the 11.08 Holyhead to Cardiff Central service. Arriva-liveried classmate No. 57315 was on the rear. **Mark Miller**

TURNING THE CLOCK BACK

Stafford in the 1950s

Following on from his first look at Stafford, which was featured in Issue 124, back in March 2008, Brian Morrison presents a further selection of views, many of which are previously unpublished, of this important intersection on the West Coast Main Line.

His first visit to Stafford was for a few hours on 7th August 1956. A total of 23 exposures were made of the various traffic, and these included 17 different classes! Motive power variety today is still reasonable, and the station remains busy with Pendolinos and Voyagers and Class 170 Turbostars and Class 350 Desiros on the majority

▼ A highlight of the day on the WCML at this time was the appearance of the 'Royal Scot', usually with a gleaming 'Duchess' Pacific at the head of all-maroon coaching stock. Unfortunately on this day, while the coaches looked fine, a rather grimy No. 46228 *Duchess of Rutland* tended to spoil the effect!
Brian Morrison



of passenger workings, and most types of the prolific Class 66s, together with Class 90s and Class 92s on the freight.

He next stopped off for a short period two years later on 11th August 1958 on my way to Crewe and Shrewsbury. The motive power did not seem to have altered very much, except for the beginnings of the considerable change that was to come with diesels taking over from steam – photographs in the previous article including the Prototype 'Deltic'.

Having a lineside photographic permit in those days, he was allowed to climb onto a tank wagon in the shed yard on the first occasion to gain some height, and to film from the main signalbox on the second!

► Following the failure at Stafford on 7th August 1956 of 'Jubilee' 4-6-0 No. 45552 *Silver Jubilee* that was acting as pilot for this heavy Euston-Liverpool Lime Street express, unrebuilt 'Patriot' 4-6-0 No. 45520 *Llandudno* was required to carry on alone, seen here departing northwards.



▼ Fairburn 4MT 2-6-4T No. 42151 departs on the same day, heading the 2.20pm semi-fast service to Manchester Piccadilly.

▼ Class 4F 0-6-0 No. 44332 heads south away from Stafford, with a rake of empty coal wagons, bound for its home base of Burton-on-Trent..





▲ Hauling 15 coaches, some from Porthmadoc, Pwllheli and Llandudno, the southbound 'Welshman' restarts from Stafford, powered by 'Black 5' 4-6-0 No. 45147 leading 'Royal Scot' 4-6-0 No. 46112 *Sherwood Forester*. The train was scheduled to arrive at Euston at 6.25pm.

◀ One of only four named 'Black 5' 4-6-0s, No. 45156 *Ayrshire Yeomanry*, heads north through Stafford on the day, hauling a mixed freight for St Rollox.

▼ Stanier 5MT Mogul No. 42950 heads north through the station, hauling a mixed freight from Wolverhampton to Crewe South, and passes Fowler 4MT 2-6-4T No 42347 waiting for a road to the shed after arriving with a local train from Birmingham New Street.



13th December 2010

Driffield & East Yorkshire Rly Society

The Sidings, Middle Street South, Driffield, YO25 6PX. 'North Yorkshire Moors and East Lancashire Railways 1995' and annual photo comp. Starts 19.30. £2 donation requested. Contact 01377 25068 for details.

Lincoln Railway Society

St Hugh's Church Hall, North Hykeham, Lincoln. 'Railroad Heaven, The Railroads of Colorado' by Graham Lightfoot. Meeting commences at 20.00. Entrance fee £3. Contact the Publicity Member on 01522 705365 or at graham@the-st.fsnet.co.uk for further details

Southern Electric Group (Sussex Branch)

Deall Room, Southwick Community Centre. Party Night and Member's Pictures. Meeting starts at 19.30. Donation of £2 requested. Contact the Secretary, Bruce Cakebread on 01273 462094 or at b.cakebread@ntlworld.com for further details.

Stephenson Loco Society

Taylor's Hotel, 68 Byres Road, Kilwinning, KA13 6JU. 'Belgian Coastal Trams Plus' by Ian Duncan. Meeting commences at 19.30. Contact the Secretary on 01294 822303 for further details.

14th December 2010

8E Railway Association

The Gladstone Club, Station Road, Northwich, CW9 5RB. AGM followed by 'Chester B&W - Part 2' by Jon Penn. Meeting starts at 19.45. Contact Paul Tench on 07790 486735 for details

Abergavenny & District Steam Society

Upper Room, The Hen and Chickens, Flannel Street, Abergavenny. TBC. Start 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ntlworld.com for further details.

Great Western Society (Bristol)

BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG. 'Schnee, Dampf-und Schmalspurbahnen' by Robert Heron. Starts 19.45. Contact the Secretary on 01454 324230 for further details.

SRPS (Lanarkshire)

Holy Trinity Church, Avon Street, Motherwell, ML1 3AA. 'Members' Evening'. Meeting commences at 19.30. A donation is requested. Contact Fred Landery on 01698 457777 for further details.

Stephenson Loco Society

Fox Covert In, High Leven, Nr. Yarm. 'Hidden Treasures' by Ted Parker. Starts 19.30. Contact the Secretary on 01642 313451 for further details.

16th December 2010

Breconshire Rly Society

R.A.F.A.Club, The Struet, Brecon. Members Evening - Slides, Videos, etc. Meeting commences at 19.30. Members only. Please contact the Secretary, Arthur Robinson on 01982 560219 for further details and all membership enquiries.

Ffestiniog Railway Society (White Rose)

Oxford Place Methodist Centre, Oxford Place, Leeds LS1 3AX. 'Christmas Slide Show'. Meeting commences at 19.30. £2 donation. Contact the Secretary on 01904 331973 for further details.

Locomotive Club of Great Britain (North West)

St David's Social Centre, 249 Wargrave Road, Newton-le-Willows, WA12 8EW. 'Round the Regions' by Alf Storey. Meeting commences at 19.30. £2 minimum donation suggested. Contact the Secretary, Neville Bond on 01925 226473 or email lcgb.nw@blueyonder.co.uk for further details.

17th December 2010

Great Western Society (Taunton)

Village Hall, Stoke St Mary, Nr Taunton. 'Footplate Days' by David Butcher. Starts 19.30. Contact 01823 334188 for further details

19th December 2010

Barrow Hill Engine Shed Society

Roundhouse Lecture Theatre, Barrow Hill, Chesterfield. Christmas Social Evening. Starts 19.30. Admission £2. Contact the Secretary at beardspaul@aol.com for details.

20th December 2010

GCR Society (Spinkhill)

The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB. 'A Spinkhill 10th Anniversary Christmas Cracker'. Starts 19.30. Contact Frank Greaves on 01909 473927 for details

21st December 2010

Locomotive Club of Great Britain (Bedford)

St John's Church Hall, St John's Street, Bedford. Christmas Special. Starts 19.30. Contact the Secretary on 01525 750149 for further details.

Merry Christmas and a Happy New Year to all our readers

3rd January 2011

NYMR (Northallerton)

Northallerton Town Cricket Club, Farndale Avenue, Northallerton. Peter Rodgers' Quiz Evening. Starts 19.30. Admission £1.50. Contact Ian McInnes on 01642 767233.

4th January 2011

Locomotive & Carriage Institution

55 Broadway, London. 'Reading Re-Modelling Scheme' by Sean Murray. Starts 18.00. Contact Stuart Smith at smithstuart@btinternet.com

Southern Electric Group (South Hampshire)

Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Tramway Events in Belgium 2010' by Mike Russell. Starts 19.30. Admission £2. Contact John Goodrich on 02380 670028.

Weston super Mare Railway Society

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

6th January 2011

Great Central Railway Society (Sheffield)

The Harlequin, 108 Nursery Street, Sheffield S3 8GG. 'Great Central Locomotive Liveries' by John Quick. Starts 19.30. Contact Ken Grainger on 01142 540275 for further details.

SRPS (Edinburgh)

Quaker Meeting House, 7 Victoria Terrace, Edinburgh, EH1 2JL. 'Rail Freight - Keeping the Wagons Moving' by Arran Aird. Starts 19.30. Donation requested. Contact Dr Peter Howell on 0131 334 5232.

8th January 2011

Bournemouth Rly Club

'All Purpose Room', Winton Methodist Community Centre, Alma Road/Heron Court Road, Bournemouth. 'Alpine Railway Journeys in Switzerland' by David Mead. Starts 14.30. Admission £2. Contact Martyn Thresh at thresh@ntlworld.com for details.

Cornwall Rly Society

Community Centre, Foundry Row, Redruth. 'A Photographer's Favourites' by Peter Salmon. Starts 18.30. Non-members £2.

10th January 2011

Lincoln Railway Society

St Hugh's Church Hall, Harewood Crescent, North Hykeham, Lincoln LN6 8JG, Capturing the Present and Recreating the Past' by Jason Cross. Meeting starts 20.00. Entrance £3. Contact 01522-705365 or email graham@the-st.fsnet.co.uk for details.

Southern Electric Group (Sussex)

Deall Room, Southwick Community Centre, Southwick. 'The History & Development of Railways in France' by Michael Bunn. Starts 19.30. £2 Donation. Contact Bruce Cakebread on 01273 462094 for further details.

York Railway Circle

Archbishop Holgate's School, Hull Road, York YO10 5ZA. 'Off the Main Line & Colour Rail 1960's' by David Tillotson. Starts 19.30. Contact Robin Patrick on 01904 412232.

11th January 2011

8E Railway Association

The Gladstone Club, Station Road, Northwich, CW9 5RB 'Mainline Steam 2010' by Karl Jauncey & Dave Richards. Meeting commences at 19.45. Contact Paul Tench on 07790 486735 for further details

Great Western Society (Bristol)

BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG. 'Swindon Works - The Golden Years' by Brian Arman. Meeting commences at 19.45. Contact the Secretary on 01454 324230 for further details.

SRPS (Lanarkshire)

Holy Trinity Church, Avon Street, Motherwell, ML1 3AA. 'A Railway Photographic Miscellany' by Bob Avery. Meeting commences at 19.30. A donation is requested. Contact Fred Landery on 01698 457777 or at fred.landery@srps.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.

▼ The 07.22 Freightliner Intermodal service from Crewe to Thamesport passes through a cold New Eltham station on 9th December, powered by Class 66/5 No. 66538. Brian Morrison



Warwickshire Rly Society

The Lamp Tavern, Barford Street, Highgate, Birmingham. 'African Miscellany' by Mike Lane. Contact Don Taggart on 01746 710676 for further details.

**12th January 2011
Basingstoke & District Railway Society**

Wote Street Club, New Road, Basingstoke RG21 7NG. 'Steam in the Iberian Peninsula in the 1970s' by Ian Foot. Starts 20.00. Contact the Secretary on 01256 819401 for further details.

Oxfordshire Railway Society

Seacourt Day Centre, Seacourt Road, Oxford OX2 9LD. 'From Beeching To... Where?' by Brian Newey. Meeting commences at 19.30.

Swiss Railways Society (London)

The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. 'Members' Slides'. Starts 19.00. Donation of £2 requested. Contact the Secretary, Ron Dawes on 020 8660 3532 for further details.

13th January 2011

Bath Railway Society
Bath Green Park Station Meeting Room, Bath. 'Building the G.W.R. Through Bath' by Andrew Swift. Meeting commences at 19.30. Contact Kevin Plummer (evenings) on 01225 312564 for further details.

Continental Rly Circle

St Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. 'World Travels - Thailand/Malaysia/Java 1972, Cuba 1981, Mozambique/Rhodesia/Angola 1971' by Ivor Harding. Meeting commences at 19.15. Admission £2. Contact Adrian Palmer on 01932 850624 or a akpalmer@talktalk.net for further details.

Friends of the West Highland Lines

Partick Burgh Hall, Burgh Hall Street, Glasgow. 'Stranraer to Ayr Line Support Association' by Richard Carr. Starts 19.30. Visitors welcome. £2 donation. Contact Duncan Wilson at duncanwilson1955@hotmail.com

Locomotive Club of Great Britain (St Albans)

United Reform Church, Watford Road, Chiswell Green, Nr St Albans. 'More British Transport Films' by Alan Willmott. Starts 19.30. £2 Donation.

14th January 2011

Altrincham Electric Rly Preservation Society
Altrincham Methodist Church Hall, Barington Road, Altrincham, Cheshire WA1 1HF. 'Fifty Years of the Crich Tramway Museum' by Mike Crabtree. Starts 19.30. Admission £3, Members Free. Contact the Secretary, Andrew Macfarlane on 0161 928 9394 for further details.

Great Western Society (Swindon)

Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon SN3 1JE. 'Journey from Tebay to Carlisle over Shap 1964-67' by Trevor Young & Pete Tough. Starts 19.30. Contact 01793 495976 for details.

Shropshire Rly Society

The Gateway, Chester Street, Shrewsbury. 'Steam Across the Rockies' by Tony Harrison. Starts 19.30. £3 Donation. Contact 01743 243295 for further details

15th January 2011

Great Western Society (South West)
Parish Centre, Church End Road, Kingskerswell, Torbay. 'Railways through the Rockies' by Terry Nicholls. Starts 18.30. Contact 01803 336329 for further details.

Irwell Vale Railway Photographers

Irwell Vale Village Church, Irwell Vale, Rossendale. 'North Union Remembered' by Ray Farrell. Starts 19.30. Admission £3. Contact Mike Taylor on 01282 436653 for details.

17th January 2011

Great Central Railway Society (Spinkhill)
The Angel Hote 26 College Road, Spinkhill, Sheffield S21 3YB. 'Members' Evening. Starts 19.30. Contact Frank Greaves on 01909 473927 for further details.

**20th January 2011
Ffestiniog Railway Society (White Rose)**

Oxford Place Methodist Centre, Oxford Place, Leeds LS1 3AX. 'Members Slide Show'. Starts 19.30. Contact 01904 331973 for details.

Locomotive Club of Great Britain (North West)

St David's Social Centre, 249 Wargrave Road, Newton-le-Willows, WA12 8EW. 'Scandinavian Narrow Gauge' by John Owen. Starts 19.30. Contact 01925 226473 for details.

Marlow & District Railway Society

Bourne End Community Centre, Wakeman Road, Bourne End, SL8 5SX. 'Railways on the Western Front' by Kim Winter. Starts 20.00.

21st January 2011

Great Western Society (Taunton)
Village Hall, Stoke St Mary, Nr Taunton TA3 5DE. '1960s Steam' by Steven Rogers. Start 19.30. Contact 01823 334188 for further details.

26th January 2011

Basingstoke & District Railway Society
Wote Street Club, New Road, Basingstoke RG21 7NG. 'AGM and The Life and Work of Frank Hornby' by John Hollands. Starts 20.00. Contact the secretary on 01256 819401 for further details.

27th January 2011

Stevenage Loco Society
The Community Arts Centre, Roaring Meg Retail Park, London Road, Stevenage SG1 1XN. 'Return to the Big Country' by John Day. Starts 19.45. Admission £2. Contact the Treasurer on 07803 046076 or at alan.pitt@lineone.net for details.

28th January 2011**Great Central Railway (London)**

The Exmouth Arms, 1 Starcross Street, Euston, London NW1 2HR. 'Belgian Trams' by Alan Pearce. Meeting commences at 19.30. Contact Richard Butler on 01525 372487 for further details.

Great Western Society (North West)

St Hilda's Clubroom, Slater Street, Latchford, Warrington WA4 1DN. 'Vulcan Works' by Keith Naylor. Starts 19.30.

Shropshire Rly Society

The Gateway, Chester Street, Shrewsbury. 'Steam in Africa' by Mike Squire. Starts 19.30. Donation of £3 requested. Contact the secretary on 01743 243295 for details.

1st February 2011**Locomotive & Carriage Institution**

55 Broadway, London. 'Rail Vehicle Collection' by Anthony Coulls. Starts 18.00. Contact the Secretary, Stuart Smith at smithstuart@btinternet.com for further details.

Southern Electric Group (South Hampshire)

Eastleigh Railway Institute, Romsey Road, Eastleigh. 'The Railways of Yorkshire' by Steve Bigley. 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. 'The Wheels of Industry' by Ian Chancellor. Starts 20.00. Contact the Chairman, Lionel Jones on 01934 628289 for further details.

2nd February 2011**Warwickshire Rly Society**

The Lamp Tavern, Barford Street, Highgate, Birmingham. 'Poland, Hungary, Czechoslovakia' by Roger Crumblehome. Contact Don Taggart on 01746 710676 for further details.

3rd February 2011**SRPS (Edinburgh)**

Quaker Meeting House, 7 Victoria Terrace, Edinburgh, EH1 2JL. 'USA - Kansas City Southern Railroad' by Kenny Williamson. Starts 19.30. Contact Dr Peter Howell on 0131 334 5232 for further details.

Great Central Railway Society (Sheffield)

The Harlequin, 108 Nursery Street, Sheffield S3 8GG. 'Manchester to Marylebone by the GCR' by Ken Grainger. Starts 19.30. Contact 01142 540275 for further details.

7th February 2011**North Yorkshire Moors Railway (Northallerton)**

Northallerton Town Cricket Club, Farnedale Avenue, Northallerton. 'Sugar & Steam' by Roger Darbyshire. Starts 19.30. Contact, Ian McInnes on 01642 767233 for details.

8th February 2011**8E Railway Association**

The Gladstone Club, Station Road, Northwich, CW9 5RB. 'Archive 50s & 60s Steam' by Colin White. Meeting commences at 19.45. Contact Paul Trench on 07790 486735 for details.

Great Western Society (Bristol)

BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG. AGM followed by '50 Years of the Great Western Society' by Frank Dumbleton. Starts 19.45. Visitors welcome. Contact 01454 324230 for further details

SRPS (Lanarkshire)

Holy Trinity Church, Avon Street, Motherwell, ML1 3AA. 'Isle of Man Revisited' by Ian Hastie. Starts 19.30. Contact Fred Landery on 01698 457777 for further details

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

Wote Street Club, New Road, Basingstoke RG21 7NG. 'Wanderings in 1960's Yugoslavia' by Blake Paterson. Starts 20.00. Contact 01256 819401 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

Rear Cover Caption

Class 171 No. 171724 approaches Riddlesdown Viaduct on 30th November while working the late running 11.34 departure from Uckfield to London Bridge.
Ken Brunt

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Merry Christmas
and a Happy New Year to all