The Railway Herald

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Front Cover

A scene that will change in 2009 as conversion of the route to Metrolink begins. Class 142 No. 142013 heads towards Oldham Mumps with a train bound for Manchester Victoria.
Neil Bradley

Rear Cover

Despite the sub-zero temperatures, several dedicated souls braved unheated stock to give Class 20 No. D8142 a fitting send off after 14 years at the Llangollen Railway The locomotive runs round on its final journey at Carrog. **Tez Pickthall**

Publication

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

Submissions

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

Good quality scans of colour slides and prints are also acceptable. Currently there is no financial payment made for photographs published in *Railway Herald*. Where possible we always try to use news photographs taken within the production week of the publication date.

Website

Our website contains all the back issues of the magazine.
www.railwayherald.co.uk

National Rail Timetable

The entire UK National Rail Timetable is now available as a PDF download from the Network Rail website.

Produced in the same fashion as the printed version and ordered by table number, the current timetable is available by clicking here.

The railway by-laws and information for enthusiasts are also available online from the Network Rail website, by clicking here.

Newsdesk

Will Brunel's railway make a World Heritage Site?

Hopes that the Great Western Railway between Paddington and Bristol Temple Meads would be made a World Heritage Site have been diminished now that the Government has commenced a consultation that could lead to a complete block on sites that feature on the 'tentative list', which includes Bristol's submission, making it through to the next stage of the process.

The GWR between London and Bristol was authorised by Parliament in 1835 and was opened in stages from both ends from 1838 onwards. Its construction was entirely the conception of Isambard Kingdom Brunel. Part of the proposed site includes Temple Meads Station, with other stretches of the railway in Bath and Swindon. Giving it World Heritage status would have put it on the same footing as the Taj Mahal, Stonehenge and the Tower of London!

Multi-million pound transport scheme delayed

The second phase of a multi-million pound scheme at Chichester station designed to boost public transport use in the city area has been delayed.

West Sussex County Council was originally expecting to submit a formal application for planning permission to the district council last month, but the project manager in the County Highways Department has told the council that the authority need to acquire some land in the area from Waitrose – whose supermarket is located next to the station area – before the scheme can go ahead. The second phase of the public transport interchange scheme includes proposals for the construction of a new bridge over the River Lavant, creating a new access to the station car park. The project, which has three phases, costing over £3 million will eventually provide an integrated transport 'hub' at Chichester station. The first phase, costing £390,000, has just been completed and involved demolishing an redundant café building at the station forecourt and implementation of improvements to cycle storage facilities, the taxi rank and pedestrian crossings on the forecourt. The second phase includes modifications to the nearby multi-storey car park access road so it can be used as the main access to the station car park next to the Waitrose supermarket. The third phase will involve the design and construction of six bus bays and a building to act as a waiting area on the north forecourt of the station.

Arriva unveils new look to Virgin Class 57

▼ ***Reliveried Class 57/3 No. 57314 in its recently applied Arriva livery stands at Cardiff Central, heading the 16.18 Cardiff - Holyhead special in Platform 1 on 8th December. On the rear was No. 57315.*** **Phil Bidwell**

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Major upgrade work at Glasgow Central in late December

Major improvement work will affect Glasgow Central services for four days from 26th to 31st December.

First ScotRail is providing replacement bus services to minimise disruption. The improvements relate to the completion of Glasgow Central signalling works and platform renumbering and commissioning of the new West of Scotland signalling centre at Cowlairs. Also over the Christmas period Network Rail will undertake track improvements in Ayrshire and Tayside, will work near Haymarket on the Airdrie-Bathgate Rail Link and prepare for the Paisley corridor track renewals work.

In addition planned track improvements at Hilton Junction, near Perth, for the same 26th-31st December period will also affect some services to and from Inverness, Aberdeen, Ladybank and Dundee, with replacement buses in some areas.

There will be track improvement work between Ardrossan and Kilwinning that will affect services on the Largs line in the New Year, and a bus service will replace trains between Largs, Ardrossan and Kilwinning on 2nd/3rd January – and finally Dundee–Aberdeen services will be replaced by buses on 3rd/4th January and throughout every weekend in January, except Saturday 31st January and Sunday 1st February due to enhancement work near Laurencekirk.

David Simpson, Route Director for Network Rail in Scotland commented: "The work we are undertaking at Glasgow Central will improve reliability of the rail network in the west of Scotland. We have invested over £85 million in recent years upgrading the signalling at Central station, and its integration with our new signalling centre in Cowlairs is a key step in the ongoing improvements to the network. In Perth and Kilwinning, we are carrying out renewals and upgrades, which will bring further improvements to reliability. Christmas is the quietest period of the year for rail travel, so it makes sense that we carry out our major improvement work during this period."

Network Rail releases Route Utilisation Strategy for Wales

Four new through platforms at Cardiff Queen Street station and an additional Valley Lines platform at Cardiff Central in addition to a 33% increase in capacity for Valley Line trains are among the enhancements put forward in Network Rail's route utilisation strategy (RUS) for Wales.

Published following a 12-week consultation on draft proposals, the RUS outlines a plan to strengthen rail links throughout Wales, while improving reliability and reducing journey times. It also analyses population, employment and housing forecasts and predicts that rail usage could increase by over 30% by 2019. The main proposals include boosting links between north and south Wales, mid-Wales and the East Midlands and significantly increasing the number of train services that can run through Cardiff and south-east Wales. The strategy covers more than 900 route miles of railway and parts of the border region in England. Approximately 15% of these route miles are heavily used, with around half located within 30 miles of Cardiff. Proposed enhancements in South Wales include line speed increases on the relief lines between Newport and the Severn Tunnel junction, doubling the frequency of passenger services between Cardiff and Maesteg by carrying out enhancement work at Cardiff Central, as well as the construction of a passing loop near Tondu on the Maesteg branch, and upgrading the central route through Cardiff to increase the number of services from 12 trains an hour to 16 to address long term capacity issues. Network Rail also wants to make better use of the City line - running between Radyr and Cardiff via Ninian Park - by increasing line speed and providing more track capacity in the Cardiff Canton area.

This would make the line more suitable for long-distance higher speed services. Additional platforms could be built at Caerphilly, Pontypridd and Barry to increase the number of services and reduce journey times.

To improve rail links between north and south Wales, a major study is currently underway to assess how journey times can be shortened, as well as increasing the number of services. This will build on the introduction of Arriva's north-south express service next month. Network Rail is taking forward a signalling scheme to relieve capacity at a pinch-point near Abergavenny and plans enhancements at Shrewsbury to increase platform capacity and make connections easier for passengers.

In North Wales, the RUS also puts forward a case for redoubling of the line between Wrexham and Chester to provide greater capacity for the growing north-south passenger demand. The RUS will now be submitted to the rail regulator, who has 60 days to consider the

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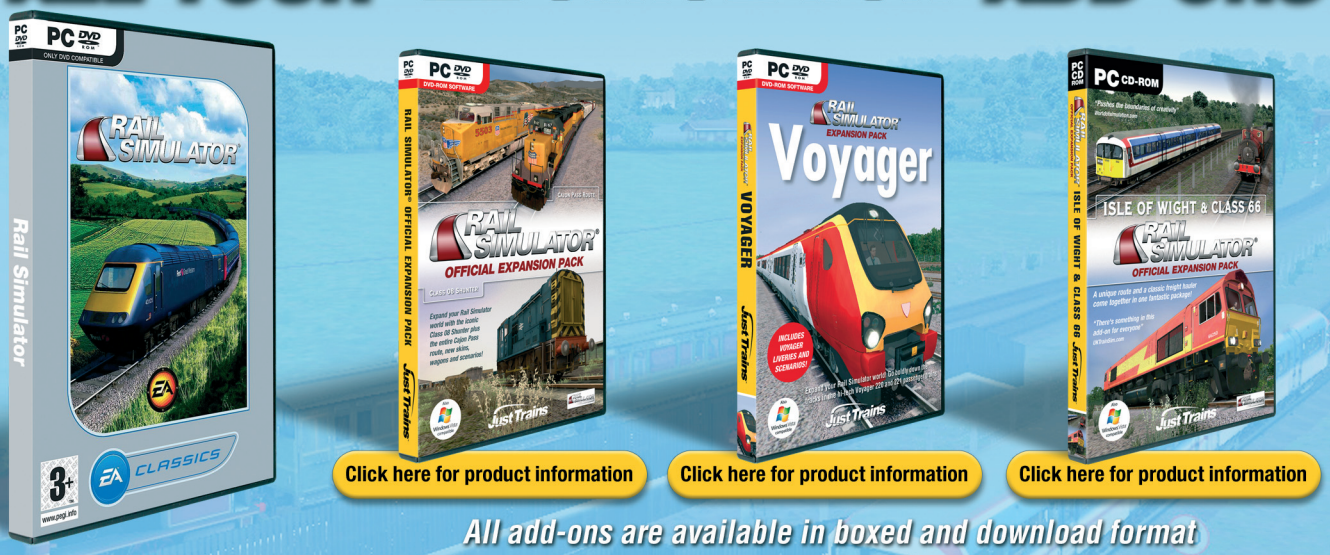

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Stourbridge Parry People Mover delayed

London Midland has advised that the introduction of the Parry People Mover, the Class 139 light rail vehicle planned to run on the Stourbridge Town-Stourbridge Junction branch line, has been delayed.

The new vehicle, which will replace the Class 153 diesel that currently operates on the line, was due to go into service with effect from 14th December, when the new London Midland timetable starts. London Midland Managing Director, Steve Banaghan, said: "The delay is disappointing, but everything that can be done to ensure the success of the vehicle is being done. London Midland, Porterbrook and Network Rail have been working hard with the Parry organisation over the last year to bring the vision of this new technology to reality. Everything is very close to completion, but in order to ensure that the vehicle can complete the final stages of testing and training fully, it has been decided to defer the date of its introduction".

The single-car Class 153 used on the service at the moment is due to be redeployed on other routes operated by London Midland, and this will still go ahead from 14th December. A bus will operate the Stourbridge branch services until the Parry People Mover is ready to go into service.

Two Parry People Mover vehicles are to be provided under a contract worth over £700,000 to Porterbrook. The vehicles are due to be operated in service by Parry People Movers under contract to London Midland; the Parry company directly employs the drivers and conductors working on the service, which will operate a high frequency timetable, seven days a week - as well as maintaining the vehicles at its Stourbridge depot.

Nelson Hub

A £4.5 million transport hub has opened in Nelson.

The new interchange, off Railway Street and Broadway, connects the town's bus and railway stations and offers advice to walkers and cyclists. The council hopes that the new facility will bring more people to Pendle and inspire motorists to make further use public transport.

The new facility includes a covered concourse leading to 10 bus stands, a direct link to the railway station and a new passenger lift

Over 250,000 extra services Nationwide for 2008/09

Various news items have been published in *Railway Herald* from train operating companies about their new December timetables. – and they are still arriving.

However, the Association of Train Operating Companies (ATOC) has now issued an overall document that shows the remarkable number of changes that are coming into force across all of the National Rail operating companies. Overall, the train operators will be running 265,000 more trains a year from 14th December, when the new timetable starts. Many services will be speeded up and longer trains will be run.

The new timetable provides for 20,728 trains running every weekday, an increase of 3.4% on last year; Saturday trains increase by 5.2% and Sunday trains by 7.6%, totaling 20% more trains than the last comparable timetable of BR services in 1996.

In addition, four new stations will be opened during the currency of the timetable at Aylesbury Vale Parkway, Corby, East Midlands Parkway and Laurencekirk, and eight additional towns and cities will be linked by direct train to London for the first time for many years; Alsager, Atherstone, Corby, Ivybridge, Kidsgrove, Lincoln, Rugeley and Stone.

Northern Rail is to introduce 100 extra services every weekday as part of its new December timetable. The new timetable has revised timings for 1,300 services across the North-West of England, with an improved frequency of services on some routes as well as the extra trains. Highlights include more services on the Hope Valley line between New Mills Central and Manchester, a new hourly service for all stations between Manchester Piccadilly and Manchester Airport, extension of the current Manchester-Macclesfield to Stoke service, opening up new journey opportunities for passengers travelling between Congleton, Kidsgrove and Stoke, a new semi-fast service between Manchester and Bradford, new journey opportunities between Manchester and Leeds via Brighouse and Dewsbury, changes to services between Manchester and Blackpool North, which means an increase to two trains every hour between Manchester and Preston, a half-hourly off-peak service between Alderley Edge and Manchester, and a new peak time through service between Manchester Airport and Southport.

... but Southeastern looks ahead to the 2009/10 period

Southeastern has announced that from December 2009, there will be two high-speed Class 395 trains an hour to North Kent calling at Stratford, Ebbsfleet, Gravesend, Strood, Rochester, Chatham, Gillingham, Rainham, Sittingbourne and Faversham, and also two trains an hour to East Kent, one calling at Stratford, Ebbsfleet, Ashford, Canterbury West, Ramsgate, Broadstairs and Margate, and the other calling at Stratford Ebbsfleet, Ashford, Folkestone West, Folkestone Central and Dover.

The North Kent trains will go to Faversham rather than terminating at Sittingbourne and they will not call at Higham. The East Kent trains will not call at Sandling, Wye, Sturry or Minster. The new timetable will mean that the 'Javelins' will provide good connections at Strood to and from Maidstone, and also at Faversham for East Kent and at Ashford with other mainline services.

This is a change from the original Department for Transport (DfT) specification as over the last two years extensive customer research has been conducted looking at current and future demand and validating assumptions behind the original timetable specification. The majority of the timetable in December 2009 will be as per the DfT specification, which was based on consultation during 2003-2005.

Example journey times for the new timetable will show Ashford to London in 37 minutes compared with the current 88 minutes, Canterbury to London in 61 minutes instead of the current 109 minutes and Folkestone Central to London in 63 minutes instead of the 100 minutes it takes today. Passengers from Sandling, Wye Sturry and Minster to London, however, will have to change at Ashford to connect with high-speed services, but there will still be a timesaving to be had. For example the journey from Sandling will take around an hour compared to an hour and a half now.

The Sulzer Quintet heads north

▼ ***Moving en-mass from Southall to Carnforth, Class 47/7 No. 47769 Resolve hauls Class 47/7 No. 47760, Class 33/0 No. 33025 and Class 47/4 No. 47851 past Stafford on 4th December.*** **Brad Joyce**

▲ *On 27th November, Class 37/0 No. 37194 opens up at Wandsworth Road while moving a 'stoneblower' machine from Ashford to Crewe.* **Wayne Radford**

"Tickets please!" York barriers cause opposition

Opposition is growing to a National Express East Coast (NXEA) plan to install ticket gates at York station.

The company agreed to provide the barriers at eight of its principal stations in its successful franchise bid, and says gates will reduce fraudulent travel and increase security. However, their installation will lose the through route across the station to and from the National Railway Museum, the footbridge being much preferred as the distance is shorter and avoids having to go via Leeman Street, which involves a road tunnel beneath the station that is narrow for pedestrians and busy with traffic.

A report on the plans in the local paper has provoked an immediate response calling for opposition to any such planning application, and a suggestion that the footbridge across the station could be a right of way.

Installation of gates would also give a problem to open access operator Grand Central, as it does not have ticketing facilities at York station and passengers purchase tickets on the trains.

Recession bites as industry jobs come under threat

Two leading companies in the rail industry have indicated that jobs could go in the near future.

Bombardier has warned Crewe Works staff that up to 45 jobs could be lost at its facility, mainly because the National Rail fleet is becoming younger and that in consequence there is a reduced demand for refurbishment of older rolling stock.

However, Bombardier says that it regards the plant as strategically important and will strive to win more work. Spokesman Neil Harvey said: "If we can do that then things may improve, but we have to make the site profitable. We have given notice to 45 of our staff that their jobs are at risk. The market for the work done at Crewe is falling, but it doesn't necessarily mean all those staff will be made redundant as the company will try to reduce the number of jobs lost by retraining and redeployment where possible". A 30-day consultation with staff, which ends on 16th December, is now under way.

Meanwhile, the Transport Salaried Staffs' Association (TSSA) has revealed that EWS has told the union that it intends to axe 500 jobs because of the economic downturn. Gerry Doherty, General Secretary of the TSSA said slumps in the steel and car production industries were a major factor in the jobs cuts and that a 90-day consultation period had now started with the freight carrier.

The TSSA is now pressing for urgent talks with EWS and the Government to demand what ministers will do to help mitigate job losses and the future of the freight rail industry. EWS has been gradually slimming down its staff across the country for several years and the latest round of job losses could see the nationwide number of staff that the company employs fall below the 5,000 mark.

Chief Executive appointed for London Crossrail

Rob Holden, who supervised construction of the £5 billion Channel Tunnel Rail Link, is to be appointed Chief Executive of Crossrail, the £16 billion project to build main line rail tunnels under Central London.

His appointment is probably the clearest signal yet that the project will be funded and that construction will start soon. Mr Holden is the most senior rail industry leader with experience of building long tunnels under urban areas. He was also in the running to be the new chairman of Network Rail, and it is understood that he accepted the Crossrail job only after being assured that it would be fully funded. The Government is expected to announce that it has reached agreement with City business leaders over their contribution to the cost of Crossrail, which is due to open in 2017.

The Department for Transport and Transport for London will contribute £5.7 billion. There will be a 2p supplement on the business rate in London and separate contributions from BAA, the airports operator, Canary Wharf and the City of London. BAA said last month that it would contribute £230 million.

The most expensive part of the project is the 26 miles of tunnelling, mainly between Paddington and Canary Wharf. Up to 24 trains an hour are scheduled to run in each direction through the twin tunnels.

❖ National Express East Coast (NXEC) is offering a bargain £5 fare to thousands of its passengers to mark its first birthday tomorrow, 9th December. A minimum of 100,000 tickets will be available at the special price for Standard Class, one-way travel in the New Year between key destinations served directly by NXEA trains. Those taking advantage of the offer will also be able to use a special voucher to claim a £1 discount when buying a sandwich and a bottled soft drink or tea or coffee together on board the train. NXEA says it wants to mark its first birthday by saying thank you to its passengers by offering them this very special low-price fare. The £5 promotional fare is available exclusively online via a dedicated web address, www.nationalexpress.com/birthday and went on sale on 5th December, lasting until, 15th December. Travel on the discounted tickets is available, subject to availability, from 5th January until 27th February 2009.

❖ An original watercolour by transport artist Jonathan Clay of 'Patriot' 4-6-0 No. 45548 *Lytham St Annes* was auctioned by Sheffield Railwayana Auctions on 6th December. The painting was kindly donated to the Patriot New-Build Project by Jonathan Clay, and the proceeds from the auction will go directly towards creating the new Patriot No. 45551 *The Unknown Warrior* that is under construction.

❖ The Department for Transport has published the formal invitation to tender for the supply of the next generation of Thameslink trains. The fleet will be for outer and inner suburban services, the latter having Standard Class only and likely to have metro style seating similar to the Class 378s for the East London Line. Exact numbers of each type are still being determined by the DfT, as plans for the service are not yet firm, but manufacturers are being told to expect to supply roughly 110 units. The four pre-qualified bidders are Alstom, Bombardier, Hitachi and Siemens, and the trains are due for delivery between 2012 and 2015.

❖ The plans to transform Peterborough station are still going ahead. Concerns had been growing that the current 'credit crunch' may have slowed down the momentum of the £50 million refurbishment plans, which include a complete overhaul of the current structure, including a new west side entrance, and the surrounding area to create a new gateway to the city. However, no decision has yet been taken on the future of the popular Great Northern Hotel, which stands just yards from the station.

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Welcome to winter!

Winter has reached most parts of the United Kingdom over the past few days with snowfalls being recorded in both the high lands and low lands.

Thankfully good preparation and good communication between Network Rail and the Met Office has resulted in very few problems for the National Network.

There have been a few smaller local issues, but nothing that has caused major disruption.

In Scotland, the winter operation plan has been in place although the snowploughs at Inverness have yet to be deployed.

▲ EWS Class 66 No. 66102 exits Horseshoe Curve on the descent from County March Summit to Bridge of Orchy with 08.23 Mossend - Fort William on 3rd December. **Paul Armitage**

▶ On the Settle & Carlisle line, Northern Rail's Class 158 No. 158817 forms the 08.53 Carlisle to Leeds service, pictured arriving at Horton in Ribblesdale on 4th December. The railway kept running, but local roads were at a standstill! **Rod Smith**

Could Tunnel fire regulations be changed?

Eurotunnel has said that it wants changes to key firefighting rules after concluding that the current regulations actually worsened the Channel Tunnel truck shuttle fire on 11th September.

The present rules laid down by the Franco-British Inter-Governmental Council (IGC) on tunnel operation say that as soon as a fire breaks out, air must be forced down the tunnel. The rule is intended to safeguard anyone trapped by the fire, although in the September incident, all the staff and lorry drivers were safely evacuated to the service tunnel between the two running tunnels within five minutes. The forced air then fanned the flames, extending the damage to a length of 800 metres. As already reported, repairs are estimated to cost over £40 million.

Also, Eurotunnel wants a relaxation in the stipulation that any cross-Channel passenger train must be capable of being divided in two and driven separately out of the tunnel for safety reasons, to allow a much wider range of trains to use the facility than are currently able to, to reach London from the continent. It is maintained that the present rule makes no sense and no Eurostar has ever been split in two in an emergency since the tunnel opened in 1994.

If the changes are accepted, any future train using the tunnel would still be likely to need modifications to meet he strict rules on fire safety of onboard electrical equipment, but it would increase the chances that Air France would be able to use the new Alstom-built AGV on proposed new high-speed services between Paris and London. Deutsche Bahn might also be able to adapt some trains for the cross-Channel service it is expected to introduce.

Bus link secured for Stratford International

The Government has agreed to a free bus service between Stratford International and Stratford regional station in time for the start of domestic services on the Channel Tunnel Rail Link in December next year.

Ministers have been forced to act to avoid a situation where passengers travelling on the new Southeastern 'Javelin' trains arrive in the middle of a building site for the Stratford City retail development!

Plans to build a travelator between the two stations were dropped by London and Continental Railways in 2006, after the link was considered as too expensive.

The Docklands Light Railway extension to Stratford International is due to open in July 2010, providing rail services between the two stations, but this leaves an eight-month gap without any adequate means for passengers to make connections.

The new shuttle bus will provide a free service to Southeastern ticket holders between the two Stratford stations, which will operate until the Stratford City retail development provides a permanent walking route between the two, currently planned for early 2011.

Funding blow for Edinburgh South

The prospect of reopening Edinburgh's South Suburban railway line looks to have suffered a major blow after the Scottish Government ruled out any money for the project.

Campaigners want to reopen the route, which closed to passenger trains in 1962, and links Gorgie, Morningside and Craigmillar with Waverley and Haymarket stations, but Transport Minister, Stewart Stevenson, said spending money on the scheme would not be the best use of "scarce resources". And there was a further setback when Network Rail said that reopening the line would cause "significant disruption" to existing services.

The Scottish Government is expect to announce a number of major transport projects, including plans for the new Forth Road Bridge, in its strategic transport review this week. Backers of the project say the money for it could be raised through a combination of funds from the city council and the private sector, indeed private firm E-Rail says it has already attracted £8.5 million from landowners along the proposed route. Lothian MSP, Gavin Brown, said: "There is a strong case for such a passenger service – much of the infrastructure is already in place and there is a substantial funding contribution lined up from the private sector." However, a report by consultants Halcrow, claim that the traditional South Sub route is not viable and that a £38 million route from Newcraighall to Edinburgh Park would be preferable. The Transport Committee has instructed that a number of further options now be explored."

▼ *South West Trains, Class 450 No. 450042 crosses moored boats and yachts on the River Hamble, near Bursledon, while forming the 10.36 Portsmouth & Southsea to Southampton service on 6th December.* **Chris Wilson**

Network Rail completes last piece of £9 billion WCML upgrade

The last piece of work on Network Rail's five-year £9 billion upgrade of the London-Scotland West Coast Main Line was completed on 7th December at Rugby, heralding a step-change in the frequency and speed of train services from next weekend.

The result will allow over 1,000 extra trains every week with some journey times slashed by up to 30%. Freight users will enjoy a 70% increase in capacity, while weekend passengers travelling to Manchester, Liverpool and Birmingham will also have shorter journey times and more services. Although the new timetable shows many improvements in the level of services on the route, it will be a gradual ramp-up to the introduction of the full timetable.

The 50% increase in services to Manchester and Birmingham and the almost doubling of services at the weekends will be introduced immediately - over 1,000 trains in all per week - there will be a phasing in of the new services over a six-week period as time is allowed for the new timetable to bed in.

A further 100+ services will be introduced gradually over the next six weeks, with the last tranche on 26th January 2009. The work completed includes:

- Changes to all 13 major junctions on the route, including a significant bottleneck at Rugby, enabling trains to travel at up to 125mph.
- Laying more than 36 kilometres of new track through the Trent Valley, meaning that four tracks now run nearly all the way from London to Crewe.
- 174 new or altered bridges.
- 53 new or extended platforms at the likes of Milton Keynes and Manchester Airport.
- Replacing over 800 points.
- Line speed improvements across the whole line, including between Preston, Carlisle and Motherwell and between London Euston and Wembley.
- Putting up over 11,000 structures and laying over three million yards of rail, ballast and sleepers.

▼ ***The annual additional mail trains to move the Christmas mail have commenced operation and on 8th December, the ACLGs Class 87 No. 87002* Royal Sovereign *powers south through Lichfield Trent Valley with the 10.12 Sheildmuir to Willesden PRDC.*** **John Whitehouse**

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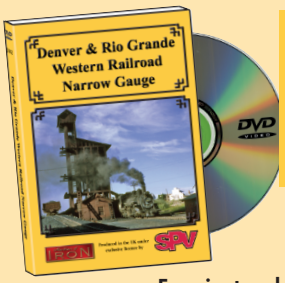

Denver & Rio Grande Western Railroad Narrow Gauge

Enjoy these vintage views of the Denver & Rio Grande Western narrow gauge freight trains on the Alamosa to Durango, travel to Silverton by passenger train and see the last regular freight train to operate on the Farmington branch. You will go inside the Alamosa roundhouse, watch shop crews rebuilding steam locos and see the Durango steam Facilities and yard as they were during regular service. These film from the 1960s show the narrow gauge steam trains that carried pipe and supplies to the Farmington oil fields, lumber that was cut along the line and tank cars of oil from the Gramps loading facility at Chama. Watch the two sections of an eastbound two engine freight climb the 4% grade of Cumbres Pass. This program will take you back to the time when steam powered freight trains were in regular service on the Denver & Rio Grande Western narrow gauge in Colorado and New Mexico.

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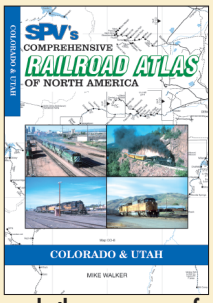

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UK Steam & Modern Traction Railtour Listings

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

		9th December
Steam Dreams	30777	London Waterloo-Clapham Junction-Woking- Salisbury & return
		10th December
Railway Touring Company	60019	East Croydon--Swindon-Bath Spa & return **Cancelled**
		11th December
Steam Dreams	60007	London Victoria-Redhill-Guildford- Oxford & return
		13th December
Past Time Rail	76079	Manchester Victoria- Stalybridge-Huddersfield-Hebden Bridge-Copy Pit-Blackburn (break)-Darwen-Bolton-Manchester Victoria
Past Time Rail	6024	Bristol TM-Taunton-Exeter SD- Paignton-Kingswear & return
Pathfinder Tours	tbc	Ealing Broadway-Slough-Reading-Didcot P'ky-Oxford-Banbury-Coventry-B'ham Int-(EWS Class 59)- Crewe Basford Hall (EWS Class 92)-Warrington BQ-Wigan Wallgate-Southport (FL 66) (break)-Bolton-Manchester Victoria-Stockport-Northwich-Middlewich-Crewe B'fd Hall (EWS Class 60)-Bescot-B'ham Int (FL 86/6 or 90) & return (EWS 59/2)
Railtourer	2xWCRC 47	Scarborough-Seamer-Malton-York-Leeds-Wakefield-Retford-Peterborough-March-Thetford-Norwich (break) & return
Railway Touring Company	45407	(Mill Hill-St. Albans-Luton-Bedford-Kettering-Melton Mowbray-Leicester)-Leicester- Nuneaton-Walsall-Stafford-Crewe-Chester (break/rev) (& return)(now steam from Leicester)
Steam Dreams	34067	London Victoria-Leatherhead-Dorking-Chichester & return
UK Railtours	2xEWS 67	London KX-Potters Bar-Peterborough- Durham & return
Vintage Trains	5043	Birmingham Snow Hill-Warwick Parkway- Kensington Olympia & rtn
		14th December
Railway Touring Company	45407	Liverpool Lime Street-St. Helens Jct-Manchester Victoria-Rochdale-Wakefield Kirkgate-Normanton-Church Fenton-York & return
		16th December
Steam Dreams	34067	London Victoria-East Croydon-Guildford- Winchester & return
		18th December
Steam Dreams	30777	London Waterloo-Woking- Sherborne & return
		20th December
Past Time Rail	45407/76079	Manchester Victoria-Copy Pit-Manchester **Cancelled**
Past Time Rail	6024	Newport-Bristol TM-Taunton-Exeter SD- Paignton-Kingswear & rtn
Past Time Rail	6024	Cardiff Central- London Paddington & return **Cancelled**
Pathfinder Tours	D1015	Swindon-London Liverpool Street-Cambridge-Acle-Great Yarmouth

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

BLACK Charters expected to operate as booked. **RED** Tours cancelled by the operator
GREEN Tours postponed to a future date by the operator **BLUE** Provisional excursion
WCRC West Coast Railway Company
(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

The Week Ahead

Following a hectic spell of activity last week with three tours operating, Steam Dreams has a repeat dose this week with another trio of trips, commencing on 9 December from London Waterloo to Salisbury with 'King Arthur' 4-6-0 No. 30777 *Sir Lamiel* making a welcome return to southern metals.

Two days later, and 'A4' No. 60007 *Sir Nigel Gresley* is in action between London Victoria and Oxford, and finally on 13th December, No. 34067 *Tangmere* completes the line-up by heading a London Victoria to Chichester working.

Meanwhile, Past Time too, will be busy with two charters on 13th December, commencing with No. 6024 *King Edward I* on its 'Yuletime Torbay Express' from Bristol Temple Meads to Kingswear and return. In the north, the operator has another 'Cotton Mill Express' on the anti-clockwise circuit from Manchester Victoria via Standedge, Huddersfield, Copy Pit and Blackburn. Ian Riley's No. 76079 should feature.

The other 'Riley machine', No. 45407, is booked for the Leicester to Chester leg of the Railway Touring Company's 'Chester Yuletide Express', which originates at Mill Hill Broadway and takes the Midland mainline to Kettering, and then via Corby and Melton Mowbray. The steam section is scheduled to operate via Nuneaton and Sutton Park to reach the WCML at Stafford. The return is diesel-hauled, as No. 45407 has further work for RTC the following day, when it is due to head the first of two 'York Yuletide Expresses' from Liverpool Lime Street to York. The train is steam-hauled throughout, and calls at St Helens, Manchester Victoria and Rochdale, before continuing via the Calder Valley, Leeds and Church Fenton to York.

Vintage Trains has its new pride and joy, 'Castle' 4-6-0 No. 5043 *Earl of Mount Edgcumbe*, in action on 13th December, when it is booked to work a special from Birmingham Snow Hill throughout to Kensington Olympia and back. This looks like Vintage Trains' last steam run of the season, as unusually, it has no dining trains or the customary 'end of the year jolly' to banish those post Christmas cobwebs!

For modern traction, Pathfinder leads the way with a rare loco-hauled visit to Southport as part of its traditional pre-Christmas 'Spin 'n' Win' tour. The tour originates at Ealing Broadway with EWS Class 59/2 traction through to Birmingham International, at which point a Class 92 will take over for the run to Crewe, where EWS gives way to Freightliner with one of the latter's Class 66s onwards via Wigan Wallgate to Southport for a short break. The train then returns to Crewe, via Manchester Victoria, Stockport, Northwich and Middlewich with Class 60 haulage, before continuing back to Birmingham International in the company of either a Freightliner Class 86/6 or Class 90. The return to Ealing Broadway will again be in the hands of the EWS Class 59/2 as outwards. UK Railtours conclude its 2008 season on 13th December with a visit to Beamish from London King's Cross through to Durham. EWS Class 67s or 90s should feature. Also in action will be Railtourer, from Scarborough through to York, Leeds, Wakefield and Retford and onwards to Norwich. Expect to see WCRC Class 47s at the helm.

◀ ***LNER 'A4' Pacific No. 60007 Sir Nigel Gresley, well away from its more usual home on the North Yorkshire Moors Railway, powers along the Berks & Hants route at Shrivenham on 3rd December with the 'Cathedrals Express' charter from London Victoria - Bath.***
Ken Brunt

▲ *Battle of Britain Pacific No. 34067* **Tangmere** *creates a smoke screen as it heads the Cathedrals Express to Lincoln, past the site of Tempsford station on the East Coast Main Line on 5th December.* **Alastair Wood**

Royal Scot first mainline trip with Steam Dreams?

As this issue closed for press, it was looking likely that Steam Dreams may have secured the inaugural mainline outing of the second preserved 'Royal Scot' 4-6-0 No. 6100 *Royal Scot* on 22nd February from London to Cambridge and Norwich.

The locomotive is controversially due to be out-shopped in LMS-maroon livery without smoke deflectors, and with the name carried across the smoke-box door. It is understood that it is due to spend several months of the year at Bressingham Museum, where it was based for many years, and so mainline opportunities may not be many.

Steam Dreams' early 2009 season programme is also taking shape with No. 60163 *Tornado* earmarked for two Valentines' Day workings, following which it will be entertaining No. 70013 *Oliver Cromwell* for a short season, which includes a St. Davids Day working to Cardiff, followed by outings to Bath and Bristol on 2nd April, Salisbury (via Epsom and Havant) on 13th April and another return working between Liverpool Street to Norwich on 23rd April.

The locomotive is due to return north on 9th May with 'The Palatine', which was originally planned for July this year, when the route was to be via the Midland mainline and the Hope Valley.

▲ *In superb lighting conditions, recently returned to steam, GWR 'Castle' 4-6-0 No. 5043* **Earl of Mount Edgcumbe** *heads Vintage Trains' Dorridge to Melton Mowbray 'Christmas Market' special at Washstones Level Crossing, near Frisby-on-the-Wreake, Leicestershire on 7th December.* **Steve Philpott**

❖ Past Time has been forced to cancel its 20th December 'Capitals United Express' due to resourcing issues with train operator EWS, which advise that it cannot deal with two steam workings on the same day, despite, as Past Time point out, having had both the specification and deposit since September. Instead, the 'Yuletide Torbay Express' on the same day has been extended and will now start and terminate at Newport, picking up as usual at Bristol Temple Meads, Weston-super-Mare, Taunton and Exeter St Davids. The 'Torbay' the following day will operate as advertised from Bristol Temple Meads. Both 'Torbays' will now be hauled by No. 6024 *King Edward I*.

❖ The Severn Valley Railway has plans for a through railtour from Bridgnorth via Lincoln to Doncaster on 14th March, as a reverse positioning special for 'A4' Pacific No. 60007 *Sir Nigel Gresley*, following its appearance at its Festival of Steam Gala the previous weekend.

❖ DRS Class 20s lead Spitfire into 2009, when on 7th February there is a tour from Birmingham International to Carlisle, picking up at Birmingham New Street, Wolverhampton, Stafford, Crewe and Warrington Bank Quay, worked by the Type 1s throughout. The routing has still to be confirmed. Edinburgh is the destination on 7th March, with a pair of WCRC Class 37s from Preston, Wigan, Bolton, Manchester Victoria, Huddersfield, Leeds and York. Spitfire is offering a discount on fares booked more than four weeks in advance.

▲ *Rail-Blue Charters final excursion of the year ran on 6th December and took Class 40 No. 40145 from Shrewsbury to Lincoln. The train curves through Gainsborough Lea Road on the outward journey.* **Nigel Capelle**

Hanson 56 for Pathfinder

Pathfinder has confirmed that its 30th December 'Settle & Carlisle' charter from Birmingham New Street to Carlisle is booked for haulage by a Hanson Class 56/3 throughout, which have recently been proving their reliability on the daily steel flow from Immingham Docks to Washwood Heath.

The train operates from Derby, and has a range of pick-up points between Burton-upon-Trent, Birmingham New Street, Shrewsbury and Crewe, ahead of a daylight run over the Settle & Carlisle.

After a short break at Carlisle, the return will be on the WCML via Penrith and Shap.

Past Time announces first run with new 'A1' north of the border

Past Time Rail has secured an important first in promoting the use of new A1 class pacific No. 60163 *Tornado* north of the border for the first time.

It happens on 28th February when the 'A1' takes over the 'Auld Reeckie' tour from diesel traction at York for the northbound run to Edinburgh, which will witness an 'A1' on the Royal Border Bridge for the first time since - when? The tour sets out from Peterborough and calls at ECML stations through to York. Seven days later, and it works south from Edinburgh to York on Past Times' 'The North Briton', which previously had worked north diesel-hauled from Leeds, also picking up at York, Darlington, Durham and Newcastle-upon-Tyne. It is interesting how the East Coast route is opening up for steam charters at a time when the West Coast is retracting due to the enhanced Virgin Trains' timetable.

However, before *Tornado* is let loose on the ECML, there is the matter of all those who congregated at Folkestone Harbour in April this year to witness the supposed last rites of the steeply graded branch from Folkestone East to the Harbour station. Those present thought they were witnessing the end of an era, but here we are nearly 12 months later and Past Time are taking Bulleid Pacific No. 34067 *Tangmere* down there again, even providing the passengers and gathered onlookers with a 'dummy departure', a feature of the recent Kingfisher operations, allowing everyone to get the opportunity to witness the unique atmosphere of a Battle of Britain taking on the fearsome 1 in 30 gradient from a standing start.

The train runs on 24th January from London Victoria, outwards via Ashford and returning via Canterbury, where a short break will be taken, and Faversham. It is understood that Past Time hopes to operate further trains to Folkestone Harbour, which would be a very welcome addition to the charter schedules for 2009. Past Times' next outing on 7th February also features classic traction in the shape of 'Royal Scot' No. 46115 *Scots Guardsman* from Manchester Victoria to Carlisle, outwards via Bolton, Blackburn and the Settle & Carlisle.

The return is via Shap to Carnforth, and then diesel-hauled back to Manchester Victoria. Meanwhile, the popularity of 'The Cotton Mill Express' is certainly confirmed by Past Time's ongoing commitment to the brand, as evidenced by its plans to run one such train each month throughout 2009. The route advertised is the anti-clockwise run from Manchester Victoria via Huddersfield to Blackburn via Copy Pit. But, if last weekend's clockwise working from Manchester Victoria to Blackburn and then Huddersfeld proves popular, further such workings could find favour. As per the favoured format, Ian Riley's Nos. 76079 and 45407 are in line to provide the traction. Look out also for further workings to Buxton following the success of the tour on 30th November.

Dates for the well proven 'Torbay Expresses' in 2009 have also been announced, with the train from Bristol Temple Meads to Kingswear booked to run each Sunday from 5th July to 27th September.

▼ *'A4' Pacific No. 60019* **Bittern** *crosses Fareham Creek with the 'Bath Christmas Market' charter from Haywards Heath on 6th December.* **Chris Wilson**

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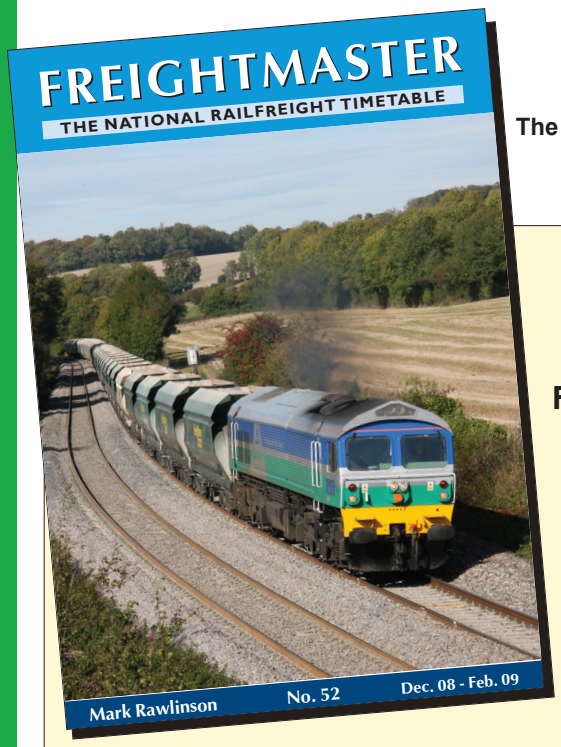

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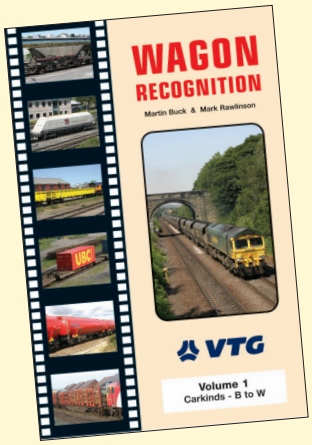

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▲ *DRS Class 37/0s Nos. 37229 and 37194 power a RHTT service from Carlisle to Nunthorpe, pass Newport East Jcn, Teesside, on 2nd December. The coming week is likely to see the final booked workings of several of the operations.* **Steve Philpott**

▼ *Class 37/0 No 37259 & Class 37/6 No 37606 'top & tail' an ultrasonic test train away from the Isle of Sheppey and cross Queensferry Bridge on 29th November. The train started out from Hither Green at 07.10 and travelled around the Kent coast and suburban Surrey and terminated at Woking. The vehicles were Nos 99666, 6264, 99550 & 977983.* **Brian Morrison**

◀ *EWS Class 66/0 No. 66109 skirts along a ridge, with with a snow covered Wild Boar Fell to its left, as the locomotive makes steady progress up the final stretch to Ais Gill summit on 6th December.* **Rod Smith**

▼ *With the 2,278ft high Penyghent rising in the background, Class 66/7 No. 66728* **Institution of Railway Operators** *heads north on a rare clear sunny day, as the locomotive's two coolant fans howl away on full speed while powering a loaded Doncaster-Kirkby Thore Gypsum train. The working powers towards Selside on 'the long drag' on 6th December.* **Ian Tunstall**

▲ *The 18.04 Southern service from London Victoria to Tattenham Corner, led by Class 456 No 456014 departs from Clapham Junction on 2nd December, the exposure being 1/125th second at f2.8 at 6,400 ISO.* **All: Brian Morrison**

The marvels of night photography in the 21st century

With Railway Herald's background as a photographic news magazine, we are always watching the development of new technology that can enhance imagery and especially that technology which can make possible situations that were previously very difficult or almost impossible.

Not very long ago, night photography required a tripod and/or a flashgun, neither of which are welcome on station platforms – and recording a moving train would have resulted in a blurred image. The latest digital camera technology, especially from Nikon, means that the photography at night of a moving train in a lit station is now as easy as taking the same image in daylight.

For good results, colour film speeds were anything from 64ASA to a maximum of 200 ASA. In digital parlance, ASA is now termed as ISO, but both are similarly rated. The new Nikon D700 Digital Single Lens Reflex (DSLR) allows images to be recorded at up to 6,400 ISO with very little 'noise' (called 'grain' on film cameras) as these photographs show.

What must be emphasised is that very little editing has taken place with these images and nothing that has reduced noise. As a reader, what you can see is just about exactly what came from the camera. All were shot in the Nikon NEF RAW format.

The following images were all taken by *Railway Herald's* own Brian Morrison, on a Nikon D700, with a Nikkor 14-24mm f2.8 lens.

▼ *Platform 2 at Clapham Junction is not as well lit as the majority, and the exposure here at 3,200 ISO was 1/60th @ f4, the slow shutter speed being allowed as London Overground Class 313/1 No 313115 had terminated, forming the 17.13 service from Stratford Low Level via Willesden Junction.*

▲ *Illuminated by the quite bright station lighting, the taking speed for Class 450 Desiro No. 450109 passing through Platform 3 at speed on the same evening was 3,200 ISO and the exposure 1/200th @ f3.5. The unit is working an ECS move to Waterloo.*

▼ *Entering Platform 4 a few minutes later, Class 458 Juniper No (45)8021 enters the station forming the 17.09 South West Trains service from Reading to Waterloo. Also with the camera set for 3,200 ISO, the exposure allowed in this case was 1/250th sec @ f3.5.*

NRM exhibits placed on loan to Leighton Buzzard

The Leighton Buzzard Railway has taken delivery of a diesel locomotive and two wagons, which have been placed on long-term loan by the National Railway Museum, York.

The locomotive was built in 1937 by Ruston & Hornsby at Lincoln (Works number 187105), and was one of the first of a type that was in production until 1963, of which almost 1,400 examples were made. The "skip" tipping wagons came from Robert Hudson of Leeds, and are similar to the hundreds used in the Leighton Buzzard sand industry. The locomotive and wagons were originally used on the railway system at Naburn sewage works, on the outskirts of York.

When this work ceased, they were acquired by the nearby National Railway Museum, and loaned to the British Railways plant nurseries at Poppleton, which had a short 2ft gauge line. By 1999, they had returned to store at the Museum. Since then, the locomotive has been overhauled by members of the Boys' Brigade in York, and with its wagons will play an important role in the working museum displays at the railway's Stonehenge Works in 2009.

The Leighton Buzzard Railway has had another item from the National Collection in its care since 1990 - the armour-plated, petrol-engined locomotive No. LR3098, built in Bedford for the First World War battlefields, and of the type used on Leighton Buzzard sand trains until the 1950s.

Meanwhile, the Leighton Buzzard Railway is inviting local people to share their family memories of 1919, for an exhibition to mark the 90th anniversary of the railway in 2009.

Elf, one of the Railway's most popular steam engines, has returned to Page's Park shed after a major overhaul of both boiler and mechanical parts. During the winter, it will be refitted with the items that had been removed and stored on site, such as the cab, boiler cladding, chimney, air brake equipment etc. All being well, the locomotive will be back in service during the 2009 season.

Baldwin loco to visit WHR(P) for May gala event

A Baldwin locomotive of the type synonymous with the Welsh Highland Railway is to return to the line in 2009. Baldwin 4-6-0PT No. 778, which is based at the Leighton Buzzard Railway, will visit the Welsh Highland Heritage Railway in Porthmadog for its gala event during the early May bank holiday weekend.

It will be the first time that a Baldwin has operated in this part of Wales since 1936, when sister engine No.590 last hauled trains on the original Welsh Highland. The Baldwin 4-6-0PT locomotives were originally built in Philadelphia for service in the trenches of the First World War. After the war, many were purchased for use on narrow gauge lines around the UK and further afield, including No.590, which worked on the Welsh Highland Railway. No.778 actually worked in India after the war ended, and was one of a pair brought to the UK in the 1980s. It has been restored by the Greensand Railway Museum Trust to its original 1917 condition and will be making its first trip away from its home base.

James Hewett, Chairman of the Welsh Highland Heritage Railway, said: We are delighted to host this historic visit. The original WHR Baldwin locomotive featured in so many pictures of the old Welsh Highland that the type has become closely associated with the line. This type of locomotive, which has a special place in the hearts of many narrow gauge fans, and the high quality restoration of No. 778 has enabled us to see an example of the type in service once again".

The gala event – called 'Spirit of the Welsh Highland' – also sees the launch of the WHR Heritage Train. The newly restored Welsh Highland Buffet Car and a replica of the long vanished Ashbury corridor coach No. 25 will take their place alongside two other original Welsh Highland Railway carriages for the first time.

◀ ***No. 13* Kissack *draws into the delightful Santon station on the Isle of Man Steam Railway with the 12.20 Douglas to Port Erin Service on 30th October.***
Stuart Chapman

Moseley Railway fleet increase from Armley Mills

The Moseley Railway Trust has announced that agreement has been reached with Leeds Museums & Galleries at Armley Mills for the transfer of a number of railway assets.

Among these is the 1918-built 'Tin Turtle'. This 2ft gauge petrol locomotive No. 1369 was built by the Motor Rail & Tramcar Company works, but was delivered too late for the First World War. It is of the 'Protected' type, which offered some limited protection against enemy fire. The loco spent its working life at Knostrop sewage works, near Leeds, before being preserved. The locomotive has been in the care of the Moseley Railway Trust for more than 10 years, and was restored to working order as part of the 'Salvage Squad' TV series in 2003.

The locomotive was formally handed over to the ownership of the Moseley Railway Trust during the MRT's open day at its Apedale site on 9th November this year. Other locomotives that will be transferred to the MRT are a Hudswell Clarke diesel that worked at Calverton colliery, and two 18" gauge Greenbat battery locomotives that were used at mines in Derbyshire. A number of wagons will also be transferred.

Corris Railway prepares to mark 150th Anniversary

The Corris Railway has been busy putting together various events to mark the 150th Anniversary of the Corris, Machynlleth & River Dovey Tramroad, which will take place in 2009.

Demonstration gravity trains will operate on 1st April, while another part of the history of the line will be commemorated on 11th/12th April with horse worked freight trains operating alongside the Easter passenger services. Meanwhile, in May, there is a one-off event, which the railway hopes may become a regular part of the Corris year if it is successful. The historic one-off is the formal opening of the new carriage shed at Maespoeth Junction and the formal launch of the Southern Extension appeal which will eventually have trains running between Corris and Tan y Coed.

The new event is Kerr day, in which the steam locomotive No. 7 will take on the identity of Kerr from the children's book 'Hugh Goes Sliding' that Christopher Awdry wrote specially for the Corris. Midsummer Modellers Day at Maespoeth Junction is on 21st June, when all rolling stock will be accessible for modellers who wish to get 'close up and personal' with camera, tape measure and drawing materials. Maespoeth is only accessible by trains from Corris.

Funding blow for Lynton & Barnstaple Railway

The Lynton and Barnstaple Railway has reported that it will not get funding from the South West Regional Development Agency for its expansion.

North Devon MP Nick Harvey said: "This is a blow. The extension of the railway is a major flagship and capital investment project for North Devon. Other funding streams will be available, but we had hoped the RDA would lead the way".

▲ *On 7th December, the North Yorkshire Moors Railway dining service 'The Moorlander' heads south from Grosmont to Pickering at Moorgates, near Goathland, with SR S15 Class 4-6-0 No. 825 at the helm.* **Nick Wise**

DMU gala weekend at Midland Railway in 2009

The Midland Railway Centre at Butterley will be using its DMU fleet to good effect during the early part of 2009, with units being diagrammed on most weekends through to the end of March, which will see a full-blown DMU Gala on 28th & 29th March.

The heritage fleet of first generation DMUs is popular with visitors and economical to operate during the early season when demand is slow. Also, the Railway will be staging a diesel gala on 25th & 26th April.

In the meantime the 'Santa Season' offers something for everyone with steam-heat Class 46 No. D182 in action on the two remaining weekends prior to Christmas, along with the planned diagramming of BR Standard Class 5MT 4-6-0 No. 73129 on 13th/14th December and Class 9F 2-10-0 No. 92214 on 20th/21st December.

▼ *The Embsay & Bolton Abbey Railway normally operates industrial locomotives, which are working the Santa Trains this year with the support of visiting 6400 Class 0-6-0PT No. 6435 which is on loan from the Bodmin & Wenford Railway. On 6th December, industrial tank* **Monkton No 1** *departs from Bolton Abbey with one of the two trainsets that operated this year's 40-minute timetable.* **Fred Kerr**

Beattie Steam-Up at Bodmin this Christmas

The only two surviving 0298 class Beattie 2-4-0 well tanks, built for the London & South Western Railway in 1874, will again be in action on the Bodmin & Wenford Railway at its 'Winter Steam-Up' on 27th/28th December, the line's final special event of the season.

The two 'Beatties' will be joined by a third locomotive of Cornish pedigree, ex-Great Western 4575 class 2-6-2T No 5552. The two veterans of the Victorian steam age survived in service from the late 19th Century until 1962, hauling clay trains on the line between Wadebridge and Wenfordbridge, to which work they were ideally suited.

One of the locomotives, No 30587 (LSWR No 0298), is part of the National Railway Museum collection and is now based on the Bodmin & Wenford Railway, under whose auspices it was returned to working order in late 2002. It is a very popular engine and is steamed regularly for special trains and events, and occasionally makes short visits to other heritage railways and steam centres.

At the 'Winter Steam-Up', No 30587 will be joined by classmate No 30585, from the Quainton Railway Centre. Both engines are restored in British Railways black livery, which they carried in their later years working out of Wadebridge shed, and it will be the last opportunity to see them both in steam together for a while, as No 30585 will be returning 'home' early in the New Year.

The Bodmin & Wenford Railway is making a very special offer over the New Year, which many will find particularly attractive, youngsters being able to travel FREE all day! The offer can be used on both New Year's Eve and New Year's Day, the final two days of the current operating season, when the line will be operating its standard Blue timetable.

All that is required is that each child is accompanied by at least one fare-paying adult, the special offer tickets being valid for as many trips as you like during the course of the day. Advance booking is not required.

Richard Jones, General Manager of the B&WR said: "We pride ourselves on being a great family attraction, so the opportunity for children to travel free on both New Year's Eve and New Year's Day should not be missed, and we hope as many people as possible will decide to visit us and take up this offer."

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Santa Claus is coming to town!

◀ *With Christmas rapidly approaching, the vast majority of heritage railways are now firmly into the Santa Special season. On 7th December, GWR Pannier Tank No. 9681 stands at Norchard station on the Dean Forest Railway, at the start of services.* **Jason Shirley**

▼ *Later the same day, visiting LMS 'Jinty' 0-6-0T No. 47279 leaves Leekbrook Tunnel on the Churnet Valley Railway, with the first Santa & Steam service from Kingsley & Froghall.* **David Gibson**

▲ *On 5th December, a photo charter was organised on the ELR by Matt Allen and Warwick Falconer, with local assistance from Nigel Valentine, using visiting 'K4' 2-6-0 No. 61994* **The Great Marquess**. *Here, the loco draws its freight out of Ramsbottom sidings into the station platform.* **Fred Kerr**

SOUTH CHINA STEAM PHOTO TOUR

19 MARCH - 10 APRIL 2009

ANOTHER INTERESTING STEAM PHOTO TOUR TO INDUSTRIAL AND EXOTIC LOCATIONS!

After a very successful tour of North China, we are this time heading to the interesting South, which, whilst not having the huge mines of the North, offers some lovely scenic lines, as well as the more usual industrial locations.

Some of the lines are home to the now rare QJ type locos, which we should see still at work. Some time will also be spent enjoying the spectacular NG Shibanxi Railway, with coal, mixed freight and passenger services into the remote villages in the hills.

Please contact Jim Colley for full itinerary and prices for this fascinating tour.

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The latest Locomaster DVD re-release…

DAY ROVER

47 236 + 47 375 Longbridge-Swindon & Return

This *'Wired for Sound'* re-issue on DVD not only features some classic Class 47 nostalgia, but also a large slice of railway history. This cab-ride programme was filmed on board Railfreight Distribution's 6V27 Longbridge to Swindon automotive service in July 1997. The locos are 47 236 + 47 375 and the outward journey is via Bromsgrove, Cheltenham and Kemble. At Swindon, a consignment of Rover car components are collected to form the 4M08 return working to Longbridge which is routed via Didcot, Oxford, Banbury and Solihull. The train recesses in Washwood Heath yard where the locos are swapped for another pair of Tinsley Type 4s – 47 285 + 47 286. There's a stirring finale as the two RfD 47s tackle the famous Camp Hill incline before arriving in the Rover sidings at Longbridge.

This programme features the highlights of the 200-mile circular trip with the views from the cab accompanied by the once-familiar Sulzer sound. Most of this programme is now but a memory – RfD, Rover, the Tinsley 47s – and of course the trains themselves. This DVD has been completely re-mastered to include a completely new commentary to reflect the many changes since the journey was filmed. Savour both history and classic traction action in one nostalgic 110-minute programme.

DAY ROVER will be available on DVD from mid-December priced at £19.95 (post free) from the address below. Alternatively you can pay by credit or debit card by calling our Credit Card Hotline on 01753 545888

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Visit our website at www.locomaster.co.uk

Diary

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

Details should be sent via email to ***editor@railwayherald.co.uk*** and should include a brief outline of the event, including the speakers name if appropriate, date, time and location, together with contact details (either telephone, web or email). *Railway Herald* cannot accept any responsibility for any inaccuracies or events which are amended, cancelled or postponed. Information, such as advance programmes and club meeting line-ups can also be sent through the post to the editorial address.

1st December 2008

RCTS (Port Sunlight)
The Lever Club, Greendale Road, Port Sunlight. Members' Slides 30 per member on first generation Diesel & Electric Multiple Units. Meeting commences at 19.45.

2nd December 2008

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. Christmas Social Evening with Refreshments. Meeting starts19.45. Contact Roger Hart on 01474 8333320 for further details

Locomotive & Carriage Institution
London Underground Limited HQ, St. James Park Station, London. 'Barrow Hill Roundhouse' by Mervin Allcock, Project Manager. Meeting starts 18.00 Contact Stuart Smith, on smithstuart@btinternet.com for further details.

Locomotive Club of Great Britain (Bedford Branch)
St John's Church Hall, St John's Street, Bedford. 'Scotland Part 3' by Chris Banks. Meeting starts 19.30.

Locomotive Club of Great Britain (Nth London Branch)
Wood Green Labour Club, 3 Stuart Crescent, Wood Green, London N22 5NJ. Annual Branch Quiz. Meeting starts at 19.30.

Permanent Way Institution (Darlington & North East)
Railway Athletic Club, Brinkburn Road, Darlington. 'Settle and Carlisle Railway' by Robert Welsh, Network Rail. Meeting starts at 19.00 Contact Dave Lugsden on mobile 07825 766328 or e-mail David.Lugsden@Networkrail.co.uk.

Permanent Way Institution (Wessex Section)
The Freemantle Club, Waterloo Road, Southampton.
'The Bluebell Railway Northern Extension' by Chris White, Bluebell Railway Infrastructure Director. Meeting starts at 18.00. Contact Eddie Gosling on 01252 614558 or e-mail e.gosling@ntlworld.com for further details.

Permanent Way Institution (West Yorkshire)
The Pullman Room, The Golden Lion Hotel, 2 Lower Briggate, Leeds LS1 4AE. 'Confessions of a Railway Rambler' by Jane Ellis. Meeting starts 18.30. Contact Martin Woofe on mobile 07747 160949 for details.

RCTS (Watford)
St Thomas's United Reformed Church, Langley Road, Watford. Members Slides, Sausage Rolls & Mince Pies. Meeting commences at 19.30.

Southern Electric Group (South Hampshire Branch)
Eastleigh Railway Institute in Romsey Road, Eastleigh. 'The Southern Electric 1909-1969' by Ted Goodman. Meeting starts at 19.30. Entrance fee £2

Yeovil & District Railway Society
Yeovil Sports & Social Club, Johnson Park, Yeovil.
'Annual Quiz & Buffet'. Meeting commences at 19.30. Contact Roger Marsh on 01935 814367 or www.ydrs.org.uk for details.

3rd December 2008

Basingstoke & District Railway Society
Wote St. Club, New Road, Basingstoke. 'The 1952 Harrow & Wealdstone accident' by Peter Tatlow. Meeting commences at 20.00 Contact 01256 326096 for further details. Visitors welcome.

Burton Railway Society
Marston's Social Club, Shobnall Road, Burton-upon-Trent.
'Steam on Cine in the 1950s and 1960s' by Mike Clemens. Contact Mark Ratcliffe on 01283 221537 for further details for further details. Meeting commences at 19.30

Permanent Way Institution (Thames Valley)
Sussex House, Reading.
'Old Commercial Cine Films of Railway Civil Engineering Works' by Frank Banfield. Meeting starts at 17.45. Contact Peter Simmons, e-mail peter181102@yahoo.co.uk for further details.

RCTS (Ipswich)
St Thomas Church, Back Room, Bramford Lane, Ispwich.
;Branch Annual General Meeting followed by Members Slides & Seasonal Refreshments. Meeting commences at 19.30.

Stephenson Locomotive Society
Hayes Village Hall, Hayes Street, Hayes, Bromley. 'The Modern Railway - Out and About in the United Kingdom' by Bernie Holland. Meeting commences at 19.30. Contact the local secretary on 0208 289 9935 for further details.

4th December 2008

Great Central Railway Society (Rotherham)
The Three Horseshoes, Bawtry Road, Wickersley.
'Members Evening – slides or digital' with buffet. Meeting starts at 19.00. Contact the secretary on 0114 254 0275 for details.

Irish Railway Record Society
The Exmouth Arms, 1 Starcross Street, London NW1 2HR
'Locos of the Great Southern Railway' by Michael McMahon. Meeting commences at 19.00.

Permanent Way Institution (Bristol & West of England)
Arup Auditorium, 63 St Thomas Street, Bristol.
Annual Inter Section Quiz. Meeting commences at 18.00. Contact Phil Harrison on 0117 9765432 or e-mail philip.harrison@arup.com for details.

Permanent Way Institution (South & West Wales)
Kings Hotel, High Street, Newport. Annual Inter Section Quiz Meeting commences at 18.00. Contact Andy Franklin on 0207 557 8664. mobile 07824 410782 or e-mail Andy.Franklin@networkrail.co.uk.

Permanent Way Institution (Thames Valley)
Kings Hotel, High Street, Newport. Annual Inter Section Quiz. Meeting commences at 18.00. Contact Peter Simmons, e-mail peter181102@yahoo.co.uk for further details.

RCTS (Milton Keynes)
CIU Workingmens Club, London Road, Stony Stratford
'Christmas Evening with Members' Presentation' Meeting starts19.30.

Scottish Railway Preservation Society (Edinburgh Group)
Quaker Meeting House, 7 Victoria Terrace, Edinburgh. Members' Slide Evening followed by Seasonal Refreshments. Meeting commences at 19.30. Contact Dr Peter Howell on 0131 334 5232 for details.

Stephenson Locomotive Society
St John Ambulance Centre, Sandes Avenue, Kendal 'Preservation Aims and Progress at Kirkby Stephen East' by Stainmore Railway Company Ltd. Meeting commences at 19.15. Contact the local secretary on 01539 720706 for further details.

5th December 2008

Gloucestershire Warwickshire Railway (Birmingham Area)
Northfield Library, Church Road, Northfield, Birmingham.
'Twenty years of mainline steam' by Malcolm Ranieri. Doors open 19.00 for 19.30 start.

Permanent Way Institution (Edinburgh)
The Scots Guards Club, 2 Clifton Terrace, Opposite Haymarket Station, Edinburgh. Technical Visit. Meeting starts 18.00. Contact Nicola Topping on 0141 555 4290, mobile 07919 127995 or e-mail nicola.topping@networkrail.co.uk. for further details.

Permanent Way Institution (Irish Section)
Royal Hotel, O'Connell Street, Dublin. Winter General Meeging. Meeting starts 14.00. Contact Tara O'Rourke on 00353 87 2943562 or e-mail tara.orouke@irishrail.ie for further details.

RCTS (Bristol)
St Peters Church Hall, Church Road, Filton. 'Images of European Steam - Vintage & Sound Cine Film' by Terry Nicholls. Meeting commences at 19.30

Stephenson Locomotive Society
Settlement Centre, Union Street, Middlesbrough. 'Doncaster Locomotive Works 1949-1955' by Bill Glasspoole. Meeting commences at 19.00. Contact 01642 321205 for further details.

6th December 2008

Locomotive Club of Great Britain (Main Club)
Victory Services Club, near Marble Arch. Christmas Reunion.
Main Speaker Mark Allatt on 'A1 60163 *Tornado*'.

RCTS (West Riding Branch)
Visit to Crewe Basford Hall commencing at 11.00 plus Christmas Drinks. Contact the branch secretary, Malcolm Riley on 01274 589488 or mobile 07887 908501 for further information.

Stephenson Locomotive Society
The Friends Meeting House, Mount Street, Manchester.
'The Class 185 Introduction Project' by Paul Staples. Meeting commences at 14.00. Contact the Secretary on 0161 928 2461 for further details.

▲ *Pausing at a foggy Manchester Victoria are West Coast Railway Company Class 37/5 No. 37676 Loch Rannoch and Class 37/0 No. 37248, while working the return leg of the 'Christmas Cracker' charter for Spitfire Railtours on 29th November. The train was returning to Poole from Blackpool.* **Neil Bradley**

8th December 2008

Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln. 'A preservation miracle in medium format' by Simon Hopkins. Meeting commences at 20.00. Contact 01522 705365 for details.

Permanent Way Institution (London)
10th Floor Restaurant, 55 Broadway (LUL HQ), London. Christmas Quiz by Peter Lugg. Doors open 17.30 for 18.00. Contact Paul Gammage, e-mail pjgammage@aol.com for further details.

RCTS (Northampton)
St Crispin Social Club, Berrywood Road, Duston.
Branch Annual General Meeting followed by Christmas Entertainment. Meeting commences at 19.30.

RCTS (Sheffield)
St Mathews Church Rooms, Carver Street, Sheffield.
'The South Yorkshire Joint Railway' by Bob Gellatly. Meeting commences at 19.30.

Stephenson Locomotive Society
New Trinity Parish Hall, Saltcoats, Ayreshire.
'Was it on or was it off? A Tale of Cab Signalling' by Robin Nelson. Meeting commences at 19.30. Contact the Secretary on 01294 822303 for further details.

Southern Electric Group (Sussex Branch)
The Deall Room, Southwick Community Centre (short walk from Southwick Railway Station) '50 Years of Taffy's Travels' by Peter Jones. Meeting commences at 19.30. A donation of £2 is requested. Contact the Branch Secretary on 01273 504791 for further details.

York Railway Society
Archbishop Holgate's School, Drama Studio, Hull Road, York. 'Main line steam in 2008' - DVD presentation by Karl Jauncey and Dave Richards of PSOV. Meeting commences 19.30. Contact Robin Patrick on 01904 412232 for further details. Visitors £2 entrance fee.

9th December 2008

Abergavenny and District Steam Society
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny
Quiz with a Difference by Terry & Mary McCarthy. Meeting commences at 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ntlworld.com for further details.

Great Western Society (Bristol Group)
BAWA, 589 Southmead Road, Filton.
'A Bit of Argy-Bargy - The 2007 PTG Tour of Argentina' by Dave Winter. Meeting commences at 19.45.

Monmouthshire Railway Society
Room A28, UWCN, Allt-Yr-Yn Avenue, Newport.
'History of Monmouthshire Canal' by P.Hughes. Meeting starts 19.30. Entrance £3 non-members.

Permanent Way Institution (Lancaster, Barrow & Carlisle)
Railway Hotel, adjacent to Preston Station Carnforth Visitor Centre. 'Nottingham Royal Centre Crossover Replacement' by Philip Bull, Parsons Brinkerhoff, Manchester. Doors open 17.30 for 18.00. Contact Philip Bull on mobile 07920 702614 or e-mail Bullp@pbworld.com for details.

RCTS (Scunthorpe Branch)
The Star Public House, Rochdale Road, Ashby, Scunthorpe.
Branch Annual General Meeting & Members' Night - Slides and Prints - Your Choice. Meeting commences at 19.30. Presenters to contact the Secretary.

RCTS (Merseyside, Chester & North Wales Branch)
Observation at Warrington Bank Quay 09.45-16.30. Contact Geoff Morris on 01244 376808 or e-mail geoffreymorris@tiscali.co.uk for further details.

RCTS (Nottingham)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham.
'Colwich Motive Power Depot' by John Meredith. Starts at 19.30.

Internet Links
Further contact details for the clubs and societies listed can be obtained from our website by clicking here.

Should your club or society event be listed here? If so then please e-mail the Editor with the appropriate details, including the name of the society or group, venue and meeting details.

Scottish Railway Preservation Society (Lanarkshire Group)
Vestry Hall, Holy Trinity Church, Avon Street, Motherwell.
'Steam in Switzerland and Eastern Europe' by Alistair MacClean. Meeting commences at 19.30. Contact Fred Landery on 01698 457777.

10th December 2008

Grimsby & Cleethorpes Railway Group
RAF Association Club, Alexandra Road, Cleethorpes.
'The GN(I): A Rhapsody in Blue' by Ken Grainger. Meeting starts 19.30. Contact the secretary on 01724 341358 for details.

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