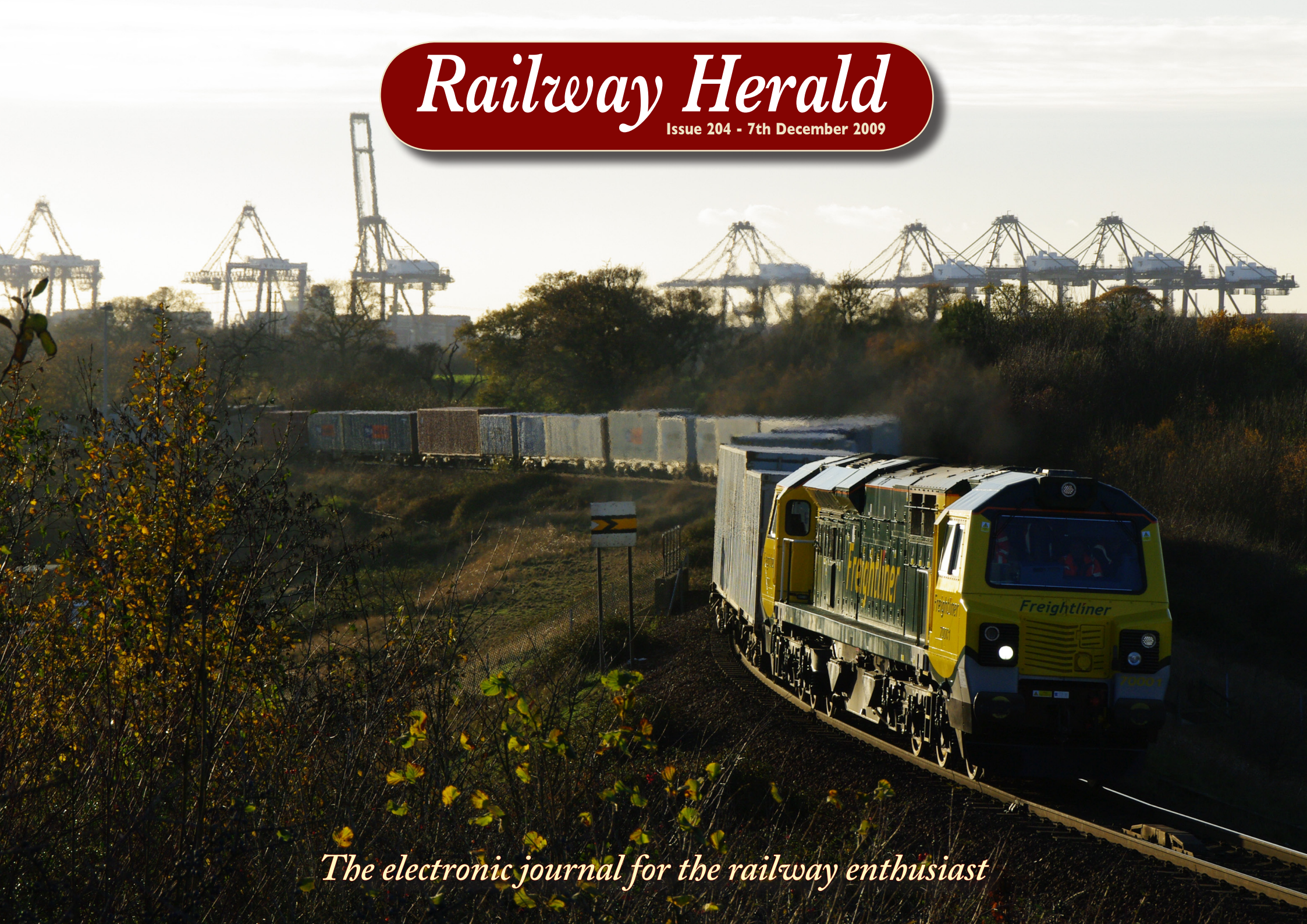
Railway Herald

Issue 204 - 7th December 2009



The electronic journal for the railway enthusiast

Railway Herald

Issue 204
7th December 2009

Editor
Richard Tuplin

Contributing Editor
Brian Morrison

Railtour Editor
John Whitehouse

Advertising Manager
Ken Brunt

All editorial emails should be sent to the editor. To email a member of the team, send your message to firstname.surname@railwayherald.com

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

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

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**

© Copyright Railway Herald Limited 2006-2009

ISSN 1751-8091

Charlie Robbins

PowerHaul locos show their teeth in service

The first two of Freightliner's Class 70 'PowerHaul' locomotives have both worked their inaugural revenue-earning trains in the past week, with No. 70001 heading to Felixstowe Docks and No. 70002 bound for Rugeley Power Station.

Full story on Page 4

In This Issue

c2c Achievements
National Express may have hit the headlines lately for the wrong reasons, but its c2c operation is celebrating for all the right reasons!
Click here to read the story on Page 3

Metro & Light Rail
DB Regio named as preferred bidder for Tyne & Wear Metro operations and Docklands Light Railway awards Beckton upgrade contract.
Click here to read the story on Page 6

Ipswich Infrastructure
Plans are announced for a new curve, which will make it easier to keep intermodal traffic away from the East London area.
Click here to read the story on Page 7

Gifts for Christmas
Stuck for idea's for that last minute present or gift? Then check out our seven-page selection of new and recently released products.
Click here to read the story on Page 27

Elsewhere in this issue

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

17 Toddington's 2807 back in 2010?
After a lengthy restoration from Barry condition, the Toddington-based 2800 Class No. 2807 looks on target to be back in steam in 2010 and an active player in the Gloucestershire Warwickshire Railway's 'GWR 175' gala in May.

Essentials

17 Railtours & Excursions
News from the charter scene, with comprehensive tour listings.

34 Diary
The dates of slide shows and information presentations.

Front Cover Caption:

Class 70 No. 70001 climbs away from Felixstowe Docks on 4th December with the 14.13 Felixstowe to Lawley Street intermodal service. John Day

Reliability and award give cause for celebration at c2c

c2c and Bombardier Transportation have again won a prestigious 'Golden Spanner' at the coveted 'Golden Spanner Awards' organised by *Modern Railways* **magazine and its Industry & Technology Editor, Roger Ford.**

The annual awards recognise improvements in rolling stock reliability across the British rail industry, and are based on statistical data that takes into account the different classes of trains operating throughout the network.

c2c's fleet of class 357 Electrostars were officially recognised as the most reliable trains in the country and also won in their category of new electric trains. The average distance run between any mechanical defects occurring to a c2c Electrostar is 69,521 miles. c2c Managing Director, Julian Drury, said: "We are delighted with the Class 357 Electrostar units, which are delivering Japanese style reliability on Britain's most punctual main line railway. Our maintenance partnership with Bombardier continues to bring improved reliability and availability of our Electrostar fleet". Colin Walton, Chairman, Bombardier Transportation UK, commented: "We are extremely proud of the reliability of our UK trains, which scooped eight out of the 10 Golden and Silver Spanners awarded at this year's event. Our star performers are the Electrostars for c2c".

c2c's fleet of Class 357 Electrostar trains have just clocked-up a total of 50 million miles, representing the fleet of trains travelling around the world over 2,000 times since entering passenger service nine years ago. The achievement was celebrated both at Fenchurch Street station and at East Ham Depot on 30th November, when a special 50 million miles poster was unveiled prior to a visit to the depot where the staff were congratulated, presentations were made and a Class 357 broke through a 50 million mile banner.

On 27th November, National Express c2c and Merseyrail celebrated a new record for train service performance, both companies for the 12-month period ending 14th November 2009, having become the first in the country to achieve a train service punctuality score as high as 96%. This is the first time that a Moving Annual Average of 96% for Public Performance Measure punctuality has been achieved in the rail industry.

▼ Presentation of '50 million miles together' celebratory picture at East Ham c2c Depot on 30th November. From left to right are Dave Winder, Bombardier Fleet Director for London and East Anglia, Tony Smith, c2c's Fleet Manager, Steve Rees, c2c's Engineering Director, Julian Drury, Managing Director of c2c, and Graham Corfield, Bombardier's Head of Fleet Management - South.

▲ 50 million miles having being run by the c2c Class 357 fleet constructed by Bombardier, No. 357035 arrives at East Ham Depot on 30th November, to break a celebratory banner.

▶ Julian Drury, c2c Managing Director, Andrew Munden, Network Rail Route Director, and Bart Schmeink, Merseyrail Managing Director, pose with a 96% punctuality placard at Fenchurch Street on 27th November. Both operators have become the first in the country to achieve train punctuality as high as 96%, the figure set for the 12-month period ending 14th November 2009.
All: Brian Morrison

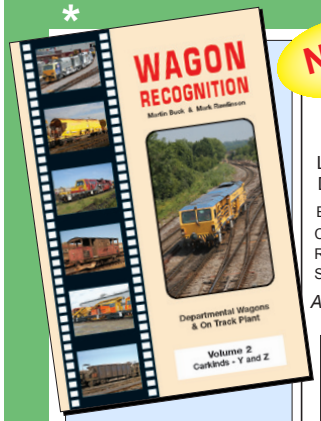
PowerHaul locos show their teeth with first revenue-earning trains

As noted in this weeks Class 70 Report (see Notable Workings), both members of the class have worked their first revenue-earning trains for Freightliner HeavyHaul and Intermodal.

◀ Class 70 No. 70002 entered the history books when it became the first of the class to work a freight service, taking charge of the Portbury to Rugeley Power Station loaded coal service (forward from Bristol Stoke Gifford Yard) on 1st December. The loco approaches Hednesford.
Jeffery Brough

▼ Class 70 No. 70001 followed two days later, seen here on its inaugural working, the 10.06 Lawley Street to Felixstowe Intermodal service, passing Ingatestone on 3rd December.
Charlie Robbins

GREAT GIFTS FOR CHRISTMAS



New

WAGON RECOGNITION

The second book is ***now available***, which follows our very popular Volume 1 on Wagon 'Carkinds' BAA to WIA.

Volume 2 - Carkinds YDA to ZZA

Listed according to 'Carkind', there is a photograph to illustrate each type of Departmental Wagon and On Track Plant machine. Here's what's included:

Ballast Cleaners	Ballast Hoppers	Ballast Regulators	Brake Vans
Cranes	Dynamic Stabilisers	MPVs	Open Wagons
Rail Grinders	Snowblowers	Snowploughs	Rail & Sleeper Carriers
Stoneblowers	Slingers	Tampers	TRAMMs

ALSO, in this edition: **Design Codes** **Operating 'Pool 'Codes**

Softback
245 x 168mm
144pp
162 colour photographs
ISBN : 9780955 827532
£19.95

Special Offers

Wagon Recognition + Loco Review **£35**
Wagon Recognition + Loco Review + Freightmaster **£48**
Freightmaster '5 for 4' Book Subscription **£54**
(Issues 56 to 60 - January 2010 - March 2011 inclusive)
Postage & Packaging £1.50

New

LOCO REVIEW - 2010 Edition

WOW, what a year .... 2009 proves to be one of the busiest and most exciting years ever, with plenty of interesting loco-hauled activity and lots of 'Retro' Class 47 and 56-hauled freight.

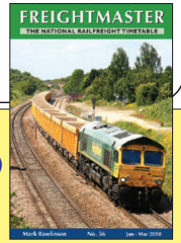
Loco Review is ***now available***, packed with superb photos from the UK's leading photographers, bringing you all the action with superb quality images. Highlights include:

War on Leaves - seasonal RHTT trains on 'leaf-busting' duties.
Snow Patrol - locos at work during the worst Winter for 20 years.
'Tugs at 20' commemorates the **Class 60's 20th Anniversary.**
Showcase illustrates what makes railway photography so rewarding.
Headline News reviews the locos and events making the news past & present.
All Steamed Up looks at *'Tornado'* - the last loco to be built.

Plenty of coverage of all the new **Freight Flows** - **'Retro' traction** provided by Colas Rail on steel trains to Burton on Trent and Boston Docks, Ford's 'Blue Train' to Valencia and **37s** on intermodal trafic. **DB Schenker** unveil their new colour scheme on Nos.**59206** and **66152**, the rise & fall of **Advenza,** new **Class 66/8s** and a **'57 Swansong'**.

Class 57/3s working Cardiff - Holyhead, **67s** on 'Fife Circle' and Taunton - Cardiff shuttles.
Class 37 action, loads more, as it proved so popular last time.
Diversions - the 'Scunthorpe Blockade', freight on the Brigg line.
Traction Diary includes **D1015**'s travels to Inverness, the Kyle and on 'Silver Bullets'.
56303 in green, **31105** in blue, plus the return of **37670**.
87007 in Bulgaria, **86701** and Stobart-liveried **92017**.

Softback
245 x 168mm
224pp
338 colour photographs
ISBN : 9780955 827525
£17.95



FREIGHTMASTER
No.56 (January - March 2010)
Published : 15th January
£13.50

Freightmaster Publishing
158 OVERBROOK, SWINDON, SN3 6AY
01793 - 644957 (Mon-Fri 9am - 6pm)

www.freightmasterpublishing.co.uk

Seven day operational railway moves closer as key routes are identified by Network Rail

Network Rail and the Association of Train Operating Companies, with support from Passenger Focus, has announced an initiative to reduce the need for replacement buses at weekends and at Bank Holidays due to engineering works.

The industry says it aims to keep passengers on trains rather than have their journey interrupted by a bus journey. Achieving this will be a significant step towards the industry's vision of a seven-day railway. Twenty key routes that carry 60% of all weekend passengers have been identified for special attention.

Network Rail and train operators aim to offer a rail journey in almost all circumstances between key stations on these routes. The only exception is when the demands of rail improvement work make achieving this aim impractical. The commitment will be progressively introduced over the next two years. Additionally, a rail route will always be available between London and Scotland.

Anthony Smith, Passenger Focus Chief Executive, said: "We are pleased that Network Rail and the train operators have signed up to our pledge, making a clear commitment to keep passengers on trains wherever possible rather than use buses, and to ensure certain towns and cities are connected by train at almost all times. We have been asked by the Government to monitor this".

The twenty routes identified are Birmingham to York (via Sheffield & Leeds), Plymouth, Southampton (via Oxford and Basingstoke) and Manchester (via Stoke-on-Trent), plus Edinburgh to Glasgow, Leeds to Manchester, London Bridge to Ashford International (via Orpington and Tonbridge), Dartford, East Croydon and London Charing Cross, London Liverpool Street to Shenfield, Cambridge and Stansted Airport, London Paddington to Bristol Temple Meads and Cardiff, London St. Pancras to Sheffield, London Victoria to Gillingham and Brighton and London Waterloo to Weymouth.

▼ **Northern Rail Class 153s Nos. 153317 and 153363 arrive at Workington North station, erected by Network Rail in a matter of days, with a Barrow to Carlisle working on 1st December. Fred Kerr**

More investment for Conwy Valley line

More money is to be spent on strengthening flood defences on the Conwy Valley line, which has been plagued by flooding problems in recent years and has had £6.5 million spent on repairs and improvements since 2004.

It recently re-opened again after being shut for almost two weeks after the latest floods. The planned works will strengthen the river defence between Glan Conwy and Dolgarrog, the tunnel at Ffestiniog and the track along the route. The line from Llandudno Junction to Blaenau Ffestiniog was closed again at the end of November when the region was swamped by 90mm of rain in 24 hours. Some ballast on around three miles of track was washed away, while bridges and culverts were also blocked by trees and debris washed down by the floods. All the damaged track and blocked structures have now been repaired and Network Rail has also finished checking 26 railway bridges along the 27-mile route, finding them in good condition.

Chiltern '168s' run Bridgnorth to Marylebone

▼ **Chiltern Railways Class 168/1 No. 168106 leads classmate No. 168110 into Bewdley on 28th November, working the 07.45 Christmas shopping special from Bridgnorth to London Marylebone. The train, which slotted into the normal operating path from Kiddermister, traversed the link from the Severn Valley Railway onto the main line. Stephen Atkinson**

Metro and Light Rail News

Edinburgh Tram works continue as Constitution Street reopens

Constitution Street in Leith was re-opened for traffic on 2nd December, after being closed for utility works as part of the Edinburgh Trams Project.

The street will remain open until early January to enable traffic to easily access local shops, restaurants and other businesses, as well as for local residents during the festive period. The majority of the utility works in Constitution Street have been completed recently and rather than starting immediately on the tram works themselves, it was felt that it was much better to provide a break for the local community by waiting until after Christmas and Hogmanay.

DLR awards £10 million Beckton upgrade contract

Docklands Light Railway (DLR) has awarded a £10 million contract for capacity upgrades and improvements to its Beckton route to Taylor Woodrow.

The work, which will start this month and be completed by the end of next year, will allow DLR to run three-car trains in pairs on the line instead of the current services that run as pair of two-car sets. Several station improvements will also be made. Taylor Woodrow is in the final stages of upgrading all other parts of the DLR network to enable the operation of six-coach trains, which will obviously increase capacity by 50%. By enhancing the Beckton line, DLR has taken up the final option in its contract with Taylor Woodrow. Once the Beckton works are complete, the longer trains will be able to run across the entire DLR network. As well as the main works contract worth £10 million, DLR has commissioned a further £8.2 million for design and changes needed to trackwork and signalling. Of the total £18.2 million, the Olympic Delivery Authority is providing £10.8 million, the Homes and Communities Agency £5.4 million and the London Development Agency £2 million. The need to introduce the longer trains is in order to keep pace with growing passenger numbers and the demands of the London 2012 Olympic and Paralympic Games. Pairs of three-car trains will run between Bank and Lewisham early next year, followed by a network-wide roll-out when the necessary passenger demand is in place.

DB Regio is preferred bidder for Tyne & Wear Metro

Nexus, which owns, manages and is modernising the Tyne and Wear Metro, has announced that the Preferred Bidder for the contract to operate trains and stations on its behalf is DB Regio (Tyne and Wear) Ltd, which has an operating concession of seven to nine years to begin on 1st April 2010.

Conclusion of the operating concession will meet the final condition applied to Department for Transport funding for the project, resulting in Nexus being able to deliver its four key objectives for the Metro Reinvigoration project. These are to maintain local ownership and control of Metro, meet the conditions to secure more than £300 million capital funding to modernise the system, win significant improvements in service for passengers, and through investment create scores of new jobs in the supply chain, while protecting the existing jobs, pensions and conditions of people who work on Metro now and during the life of the concession.

Nexus will continue to own Metro, will set fares and service specifications directly. Creating the operating concession allows Nexus to unlock more than £300 million in capital funding towards modernisation projects, plus continuing operating subsidy over nine years.

The funding package from Government is still to be agreed but Nexus expects it to be worth around £600 million, which will represent the longest period of financial security Metro has had since it opened in 1980, and allow Nexus to plan the long-term future of the light rail system used by more than 40 million passengers a year.

Ipswich infrastructure upgrade

A major engineering project to enable freight from Felixstowe to avoid the Olympic Games site at Stratford is expected to start next year in Ipswich.

The scheme involves the construction of a tightly curved viaduct to link the East Suffolk line with the route to Norwich at Hadleigh Road bridge. Once built, it will allow more container trains to use the Ipswich to Peterborough route through Bury St Edmunds, which in turn will free up capacity for additional passenger services to London. The only major decision that has yet to be made is whether the new viaduct will be single track, costing £32 million, or double track, which comes in at £47 million.

Although the project has been on the drawing board for at least a decade, it has now moved to the top of the priority list as a result of London hosting the 2012 Olympics. Currently, most freight to and from the North of England and Scotland is routed via East and North London, as there is no link at Ipswich for the alternative option of travelling from Nuneaton and Peterborough. Trains that do follow that route have to be shunted in Ipswich goods yards, and this involves using extra locomotives.

It is understood that the tight curve of the viaduct, known as the Bacon Curve because it will be built through the former Harris bacon plant on the Hadleigh Road industrial estate, will have a speed restriction of 30mph.

▲ **Freightliner Class 66/5 No. 66534 runs through the site of the former LNWR station at Whitmore with the 03.15 Felixstowe to Ditton intermodal on 28th November. The train, despite being diesel hauled, runs via the North London Line. Nigel Capelle**

UK News In Brief

■ A landslip on the line near Gillingham, Dorset, on 29th November, resulted in buses replacing South West Trains' services. Journey times are being extended by up to 40 minutes, and in addition engineering work is affecting trains between Yeovil Junction and Exeter St Davids. Due to extremely restricted parking, passengers are advised not to drive to Gillingham but to either use the replacement buses or alternative railheads as appropriate. Buses will continue to replace trains between Yeovil Junction and Honiton all day on 7th December although Network Rail has advised that it hopes the line will reopen on 8th December, although this is not yet confirmed.

■ A new footbridge and two new platform lifts have been built at Southampton Airport Parkway station as part of the Government's £370 million 'Access for All' initiative. The new footbridge is conveniently located adjacent to the airport terminal, just a one-minute walk from the Arrival's Hall. The bridge will also assist passengers visiting the South Coast region, particularly Weymouth in the run up to the 2012 Olympics. The total cost of the project was £2.9 million, which has been made up by funding from the Department for Transport of nearly £2 million, the balance being made up by £224,000 from South West Trains, £90,000 from Hampshire County Council and around £600,000 from BAA.

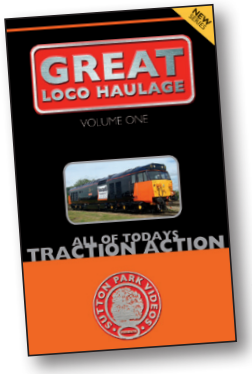
■ DB Schenker's Euro Cargo Rail has filed a complaint against SNCF with France's competition authority over open access to the network. In a statement, it said: "Euro Cargo Rail confirms it has deposited a complaint to the Authority of Competition. It considers that the methods of access to the French rail network hinder the development of competition in the rail freight market". SNCF and the Autorite de la Concurrence have refused to comment.

■ The coming week is likely to see the final operations of RHTT services for the 2009 season, with most sets expected to return to the Network Rail base at York over the coming three weeks.

■ Metro is seeking approval from the Government to spend £20 million on stations at Kirkstall Forge in Leeds and Apperley Bridge in Bradford. Nearly 630 extra car parking spaces would also be created at existing local stations if the plan gets the go-ahead from the Department for Transport. If agreement is forthcoming, the new stations should be open by the end of 2012. Metro believes they would represent a major victory in the fight to keep traffic-choked West Yorkshire on the move The Kirkstall station would be part of a privately-backed redevelopment of a 56-acre former industrial site. It would have a 125-space car park, lift access to platforms and CCTV surveillance.

■ Network Rail's £2.25 million restoration of the Grade II listed arches in the Westgate Road area of Newcastle was formally opened on 4th December. The eight units, which range in sizes between 872 sq ft to 5123 sq ft, provide stylish commercial premises suited to office, retail or showroom uses, located close to Newcastle Central station.

NEW! Great pair of DVDs from Sutton Park Videos



GREAT Loco Haulage Volume 1

Noise ❖ Power ❖ Colour ❖ Variety

Mega Mainline Haulage featuring 14 classes, including freight and heritage, repaints, celebrities and double-headers on tours.
Electric Power with Class 86, 87, 90 and 92 plus the new ETL 86/7s and the new 'Pendolino'-liveried Virgin Mk3 set.
Highlights of a splendid **Mid Hants Railway Gala** with guest Class 37, 56 and 73 locos and resident diesels.
Miscellaneous Specials with 15 classes on empty stock, Royal Train, Convoys, Arrival Wales Service, Refurbished stock and scrap movements.
Heritage Lines express tour for other loco classes with brand new Green Class 31 and 50 repaints and a special multi-class quadruplet.
Absolute loco-hauled magic ~ Yesterday's power still going strong

Each DVD is just £17.50 each or £16.50 each on VHS

GREAT Freight Volume 3

Further exciting volume in this sell out series starts with
Spotlight on Colas Rail with their noisy clagging 47s and 56s
Focus on Class 59s in five liveries on aggregate work, tour and exhibtion ~ awesome power.
Colourful multi-class convoys for storage, repair, galas and a massive movement of two 66s and eight 56s!
Visit **Carnforth Depot Open Day** to see mainly freight diesels.
Au Revoir Advenza review their scrap activities prior to the winding up of the company.
Mega FreightScene with 11 classes, triple and quintuplet headers from ballast to fuel, container to nuclear flasks, test trains, leaf blasters, silver bullets, new workings and DBS Class 92 superstar Bart the Engine!

Each compelling, comprehensive 85-minute DVD comes complete with a detailed factsheet of each working.

Payment can be made by Visa, Mastercard or Maestro by ringing our hotline on 0121 240 7748 (after 6pm) or by cheque/crossed postal order to:
Sutton Park Videos, Dept. RH, 6 Lodge Farm Close, Sutton Coldfield, West Midlands, B76 2TD

Any queries - please call 0121 240 7748 (after 6pm) or email spvlj@blueyonder.co.uk
Website www.suttonparkvideos.co.uk - under reconstruction

Loco-hauled passenger services in Cumbria

As reported in the last issue, Direct Rail Services has stepped in to operate a loco-hauled shuttle service between Maryport and Workington.

The damage to roads and bridges is causing travel disruption, resulting in a surge in demand for rail services. DRS is working on behalf of Northern Rail to provide additional capacity between Maryport, and Workington, in addition to the normal rail services.

As the operation had only worked on one day prior to our publication date, it appears that the initial thought that the set would only be used during the morning and evening peak hours was slightly wrong as over the past five days, it has seen operation all day. A revised diagram is published opposite.

Class 47/8 No. 47832 *Solway Princess* was used on the first two days of operation on 27th and 30th November, with Class 47/7 No. 47790 *Galloway Princess* being used the rest of the week - both Type 4s working in 'top and tail' mode with Class 37/4 No. 37423 *Pride of the Lakes*.

▲ **Class 37/4 No. 37423 and Class 47/7 No. 47790 stand at Workington on 1st December, awaiting departure with the 08.10 service to Maryport. Fred Kerr**

The loco-hauled diagram is:

05.45 Carlisle to Maryport (ECS)
07.00 Workington - Maryport (arr 07.15)
07.25 Maryport - Workington (arr 07.40
08.10 Workington - Maryport (arr 08.25)
08.33 Maryport - Workington (arr 08.48)
09.40 Workington- Maryport (arr 09.55)
10.00 Maryport - Workington (arr 10.15)
10.30 Workington- Maryport (arr 10.45)
10.50 Maryport - Workington (arr 11.05)
11.20 Workington - Maryport (arr 11.35)
11.45 Maryport - Workington (arr 12.00)
12.20 Workington - Maryport (arr 12.35)
12.50 Maryport - Workington (arr 13.05)
13.35 Workington - Maryport (arr 13.50)
14.00 Maryport - Workington (arr 14.15)
14.45 Workington - Maryport (arr 15.02)
15.10 Maryport - Workington (arr 15.25)
15.50 Workington - Maryport (arr 16.05)
16.25 Maryport - Workington (arr 16.40)
17.00 Workington - Maryport (arr 17.15)
17.20 Maryport - Workington (arr 17.35)
17.55 Workington - Maryport (arr 18.10)
18.20 Maryport - Workington (arr 18.35)
18.50 Workington - Maryport (arr 19.05)
19.15 Maryport - Workington (arr 19.30)
20.00 Workington - Carlisle (ECS)

Believed to be correct at the time of going to press

Corrections

London Underground has clarified that the awards it scooped at the annual Railway Interiors Expo 'Innovation & Excellence Awards', as reported in 'Metro & Light Rail News' in Issue 203, were for its new Victoria Line trains.

The first of the new, state-of-the-art Bombardier trains is already in service on the Victoria Line, with further sets to be introduced in the near future. London Underground also won the 'Security' Award for the safety and security features incorporated into the new trains.

Our apologies also go to Ken Brunt and to Keith Helmsley for the editorial mix up with our back cover image last issue. It did prove how observant many of our readers are, with several emails picking out different aspects of the image, everything from the surroundings, lack of third-rail and the wagon type were mentioned to support the fact we got it wrong! Yes we did, for which we apologise. The correct caption for last week's back cover should have read: 'Class 60 No. 60077 powers empty Mendip Rail IIA hoppers through Ruscombe on a Theale-Acton working on 27th November.' The photographer was Ken Brunt.

ATOC launches new station navigation website to help passengers

Elderly and disabled people with mobility problems, parents with young children and passengers with heavy luggage should now find it much easier to get around the rail network following the introduction of a new interactive web guide to stations in Britain, called 'Stations Made Easy'.

In a railway first anywhere in the world, every station in Britain was photographed to give passengers a step by step guide of how to get around when they travel by train. The photographs allow people to pick a route around a station that makes their journey as easy as possible. The guide also shows interactive maps of every station in the country, pointing out where passengers can find all the facilities, such as ticket machines, toilets, taxi points, shops and bars. The new application, run by the Association of Train Operating Companies (ATOC), can be found on the National Rail Enquiries website, which is the most visited travel and transport site in the country with, on average, more than 12 million visits to the site every month.

A total of £1.2 million has been invested in the new guide, which has been paid for by train companies, Network Rail, the Department for Transport and Transport Scotland.

As part of the project, 700,000 photos were taken of over 2,500 stations, an average of seven stations were photographed each day for a year, and thousands of routes were plotted through individual stations. According to the report, unbelievably there are over 44,000 routes identified within London Bridge station alone. Statistics also show that Waterloo station has more passengers a year than Heathrow and Gatwick Airports combined.

ATOC says that train companies are responding to a travelling public that is becoming ever more sophisticated in the way it plans its journeys. In the same way that people use sat navs or Google Earth, it hopes that passengers will use the new application as a step-by-step guide to get them around the stations. To access 'Stations Made Easy', go to the 'Stations and destinations' section of the National Rail Enquiries website and enter a station name, and then click on the 'Stations Made Easy' link. Readers can also, click here to see a short film showing the development of 'Stations Made Easy' and a demonstration of how it works.

New service will be 30% quicker

Passengers across Lanarkshire and the Lothians are set to benefit from an improvement in the service linking Glasgow with Edinburgh, via Shotts, with journey times slashed by up to 33 minutes.

A new hourly service will commence on 14th December, increasing the number of services on the route from 28 to 58. The journey time from Glasgow Central to Waverley will be 63 minutes, compared to the current 96 minutes. The new trains will run between the current hourly all-stops service.

UKRAINE
Diesel and Modern Traction Tour

1 - 14 May 2010

Packed with fascinating visits and superb photo opportunities!

After our very successful 2009 tour, we are again heading to the less visited Eastern Ukraine, visiting lots of depots and five strategic reserves, plus the great Locomotive Works at Lugansk.

Photo runpasts at scenic locations

This is a fully inclusive tour, Kiev - Kiev, using the Dzherelo private train.

Please contact Jim Colley (telephone or e-mail below) for full details of itinerary and price

EERailtours
Birchwood, Shatterford, Nr Bewdley, Worcs. DY12 1TP
E-mail: enquiries@eerailtours.eu
Tel: +44(0)1299 861529 Fax: +44(0)1299 861058
www.eerailtours.eu

£3 million redesign of Didcot to get underway in January

Building work on the £3 million redesign of Didcot Parkway station forecourt will start next autumn — and could last a year and a half!

Oxfordshire County Council has displayed construction plans revealing that the first demolition work will start in January, ahead of building work in August or September.

Flooding risks mean there will be major roadworks on Station Road during the 75-week-long project, which could cause disruption to both commuters and shoppers. Throughout, engineers hope to maintain access for cars, taxis and buses, including rail-replacement services during regular Network Rail maintenance work. The Environment Agency has insisted that the redesigned forecourt must be able to cope with a one-in-100-year storm, plus 30% extra severity in case of climate change. Huge underground tanks will therefore be built beneath the car park to limit water flows into the Cow Lane underpass, but the solution also needs new drainage pipes to be installed under Station Road.

Ex-DRS Class 66/4 undertakes its first Class 378 transfer movement

▼ **Now working with First GBRf, Class 66/4 No. 66402 is unusually stabled in the headshunt on the East London Line at New Cross Gate with two translator vehicles on 3rd December. The movements of Class 378 EMUs have all been in the hands of First GBRf's latest batch of Class 66/7s Nos. 66728 to 66732, however on this occasion, No. 66402 had been used to transfer Class 378/1 No. 378139 from Chart Leacon Depot to New Cross Gate overnight on 2nd December, but due to possession problems was unable to leave the East London Line, finally departing in the early hours of 4th December. Steve Boulton**

◀ Class 57/3 No. 57302 approaches London's newest station at Imperial Wharf on 1st December, with a Bletchley to Eastleigh stock move, conveying two Class 321 EMUs, Nos. 321431 and 321410, for storage. **Stuart Chapman**

◀▼ The new IOA ballast carrying wagons built for Network Rail are becoming more prominent on the system. Here, Class 66/6 No. 66622 passes Elford on 23rd November. **Stacey Thew**

▼ Having recently spent time in Scotland on route learning duties, Hanson Traction Class 47/0 No. 47270 *Swift* is currently outbased at LNWR Crewe for use by Serco on route familiarisation workings around the Midlands and down to Leamington Spa. Here, the loco awaits the road at Crewe's Platform 12 on 30th November to cross the South Junction, bound for LNWR, having run from Washwood Heath to Preston and back to Crewe. **Dave Henderson**

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

Saturday 28th November 2009

Charter operations dominated the workings of the day; Class 67 No. 67028 was on the 'Northern Belle' from Birmingham New Street to Edinburgh, via York, classmates Nos. 67006 *Royal Sovereign* and 67017 *Arrow* were in 'top and tail' mode on UK Railtours' Watford Junction to York, via Peterborough, charter, while DRS Class 37s Nos. 37259 and 37609 were provided for a Birmingham International to Newcastle enthusiast charter, with WCRC Class 47/7 No. 47787 *Windsor Castle* on the rear for ETS purposes. Also heading to York was LMS 'Jubilee' 4-6-0 No. 5690 *Leander* with Class 47/7 No. 47760 on the rear.

Having worked the empty stock from Holgate Sidings to Newcastle for a Newcastle to London charter behind LNER 'A4' Pacific No. 60007 *Sir Nigel Gresley*, Class 47s Nos. 47851 *Traction Magazine* and 47786 *Roy Castle OBE* worked 'light engine' from Heaton to London King's Cross to work the return leg. Also in London and stabled at Clapham Junction was WCRC Class 37/7 No. 37706, which had worked the stock into London Victoria for the Steam Dreams' charter to Worcester Shrub Hill behind LNER 'A4 Pacific No. 60019 *Bittern*.

The evening was not a particular good one for West Coast, when Class 47/7 No. 47787 failed at Newcastle Heaton, prior to providing ETS on the return Newcastle to Birmingham

Operational DB Schenker Class 60s

Loco	Working Area
60009	Tyne Yard
60011	Immingham
60039	Margam
60040	Immingham
60045	Tyne Yard
60049	Peak Forest
60051	Peak Forest
60063	Immingham
60077	Acton Yard
60084	Immingham
60085	Margam
60096	Warrington

Operating from stored pools:

Loco	Working Area
60041	Immingham
60071	Toton
60073	Margam
60091	Immingham

Correct as of 4th December.

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

charter, hauled by DRS Class 37s Nos. 37609 and 37259. A further problem occurred when, having departed from King's Cross with a working to Newcastle, WCRC Class 47/4 No. 47851 came to a halt in Copenhagen Tunnel, after the driver reported that his brake applicator was stuck on. Network Rail dispatched the King's Cross 'Thunderbird', although in the event it was not needed as the crew solved the problem, only for it to reoccur at Alexandra Palace, where No. 47786 on the rear of the train was run-round - arrival at Peterborough being over two hours late. As a result of engineering possessions on the ECML further north, the decision was taken to terminate the train and the passengers returned home via road coach.

Class 60 No. 60073 *Cairn Gorm* was employed on permanent-way duties during the day, working from Westbury to Patchway, Bristol, while No. 60077 *Canisp* was on the Brentford to Acton 'Binliner'. Also working in the London area was No. 60049, which had arrived at Crawley from Peak Forest and returned back to Derbyshire during the late morning. First GBRf hired FGW Class 57/6 No. 57603 *Tintagel Castle* to worked from Old Oak Common to Doncaster and then onto Glasgow Polmadie with FGW Mk3 Buffet car No. 40810. With additional mail trains working for the Christmas post, Class 325s Nos. 325008 *Peter Howarth CBE* and 325004 powered a Sheildmuir to Willesden PRDC additional, via the ECML, during the morning.

Shanks-liveried Class 66/5 Nos. 66522 *east london express* was far from East London during the morning, being employed on coal workings into Longannet Power Station in Fife! Class 66/0 No. 66201 worked onto the Mid-Norfolk Railway as far as Dereham with a MoD service from Haverford West, one of the MNR diesels being used to haul the train over the private line.

Problems ensued for South West Trains during the afternoon when Class 159 No. 159018, working the 17.20 London Waterloo to Yeovil Junction, collided with a landslide around Buckhorn Weston tunnel, resulting in the unit becoming derailed. Due to a points failure at Springhead Junction, Faversham to St. Pancras International services were diverted into London Victoria, giving the opportunity to see Class 395s on revenue-earning passenger operations at the south London terminus, No. 395006 working the 15.32 Faversham to Victoria and 17.00 additional return.

Sunday
29th November 2009

Having arrived at Polmadie Depot the previous day, Class 57/6 No. 57603 worked to Glasgow Works and back to Polmadie during the day. In the south, Class 395 No. 395019 was on an Ashford to Bromley South test trip during the early afternoon.

Monday
30th November 2009

DRS Class 37/4 No. 37423 *Pride of the Lakes* was paired back with Class 47/4 No. 47832 *Solway Princess* again, on the loco-hauled shuttle working between Workington and Maryport. Class 47/0 No. 47270 *Swift* worked from Washwood

▲ **Royal Mail Class 325s Nos. 325008** *Peter Howarth CBE* **and 325004 stand at Peterborough on 28th November, having worked from Shieldmuir RMT and being bound for Willesden PRDC. Jonathan Benton**

▼ **First Great Western Class 57/6 No. 57603** *Tintagel Castle* **stands in Glasgow Works having arrived from Polmadie to collect two Mk1 barrier vehicles on 29th November. Bill Wilson**

Readers Contributions

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

Class 70 Report

▲ Class 70 No. 70001 passes Trimley on 4th December, with the previous night's 22.50 Ditton to Felixstowe intermodal, which the '70' took over at Ipswich. John Day

FLEET REPORT

Loco	Working Area	
70001	Birmingham Lawley Street	(Crew Training)
70002	Bristol Stoke Gifford	(Crew Training)
70003	Newport Docks	(Commissioning)
70004	Newport Docks	(Commissioning)
70005	Newport Docks	(Commissioning)
70006	Newport Docks	(Commissioning)

Workings Information

Class 70 No. 70002 was moved from Stoke Gifford to St. Philips Marsh Depot on 28th November, sandwiched between Class 66/5s Nos. 66506 *Crewe Regeneration* and 66527 *Don Raider*. Classmate No. 70001 continued its occasional trip between Lawley Street and Walsall, prior to venturing out on a loaded test run. No. 70002 became the first member of the class to work a revenue-earning train on 1st December, when it powered a Portbury Docks to Rugeley Power Station (6M55) loaded coal service, via Hereford, forward from Bristol Stoke Gifford Yard. Problems with the rear wagon resulted in an arrival at the power station over 140 minutes late. The loco continued to work the same train for the rest of the week.

No. 70001 got its first chance at escaping from the Midlands on a revenue-earning working, when it headed the 30-wagon 10.06 Lawley Street to Felixstowe intermodal service. The locomotive returned to Lawley Street the following afternoon.

The next four 'PowerHaul' locos Nos. 70003-70006 arrived at Newport Docks on board the *Beluga Fortune* on 3rd December.

Health to Crewe, prior to going on hire to Serco for route learning duties in the Midlands, also taking in Chester and Leamington Spa.

Having exchanged its Mk3 buffet cars, Class 57/6 No. 57603 returned south during the morning, with Class 57/3 No. 57302 *Virgil Tracy* for company, along with Mk3 buffets Nos. 40802 and 40806 sandwiched between Mk2 barrier vehicles. The Virgin '57/3' was detached at Bletchley, while the '57/6' continued to Plymouth Laira.

Class 60 No. 60077 *Canisp* was used on the Northolt to Calvert 'Binliner' overnight, bringing the sight and sound of a Class 60 (albeit in the dark!) back to the Chiltern route. Meanwhile, Classmate No. 60041 hauled the Lindsey to Drax Power Station petroleum flow during the morning.

Having arrived at Corby on 27th November with a loaded steel coil service from Margam, Class 66/0 No. 66140 failed prior to departure. As a result, the 10.40 departure had No. 66178 piloting No. 66140 from Corby back to Margam.

Having recently found long-term employment on the Inverness RHTT diagram, Class 67 No. 67004 *Post Haste* was used on the Edinburgh to Fort William leg of the overnight 'Sleeper' during the early hours of the morning. Wrexham & Shropshire Class 67 No. 67015 *David J. Lloyd* was used to move four Mk3 vehicles to Wabtec Doncaster, running as the 10.30 ECS move from Willesden TMD and returning from Doncaster at 14.50. 'Royal' Class 67 No. 67005 *Queen's Messenger* was used for the morning Allerton wagon movement. Driver training on EuroPorte Class 92 No. 92038 continued, with the loco working 'light engine' from Dollands Moor to Wembley Yard and return during the afternoon.

Tuesday 1st December 2009

Large logo-liveried Class 37/4 No. 37425 *Pride of the Valleys* headed north to Scotland overnight in the consist of an 'Enterprise' working, prior to heading to Aberdeen behind a Class 66 locomotive.

Technical problems on Class 47/4 No. 47832 overnight resulted in a loco-swap on the Cumbrian Coast working, with Class 47/7

▼ Taking temporary refuge in the passing loop at Northway, near Ashchurch, the 10.10 Corby-Margam empty steel train, is unusually double-headed by Class 66/0s Nos. 66178 and 66140 on 30th November, following the failure of the latter locomotive at Corby (see above). John Stretton

No. 47790 *Galloway Princess* taking over the partnership with Class 37/4 No. 37425 *Pride of the Lakes*.

Having arrived from Scotland on 30th November with Class 57/6 No. 57603, No. 57302 worked a Bletchley CS to Eastleigh Works storage move in the morning, conveying Class 321s No. 321431 and 321410, although the latter unit was bound for Doncaster! The '57' worked back to Bletchley with barrier vehicles during the afternoon. West Coast Railway Company used Class 57/6 No. 57601 to work two SRPS Mk1 coaches back from Carnforth to Bo'ness during the day.

Class 60 No. 60040 *The Territorial Army Centenary* was used for the Colnbrook to Lindsey tanks in the morning, while No. 60041 was on the iron ore workings between Immingham and Santon. South Wales-based classmate No. 60038 *AvestaPolarit* was used for the Robeston to Westerleigh petroleum duties. Remaining in the WNTR stored pool, Class 60s Nos. 60035 and 60071 *Ribblehead Viaduct* were both employed on workings from Toton, working to Whitemoor Yard and Crewe Basford Hall respectively.

Colas Rail Class 66/8 No. 66842 returned to Dollands Moor during the late evening, having worked the Ford 'Blue Train' from Dagenham Dock. Class 67s Nos. 67005 and 67028 were back on charter train duties, when they worked the 'Northern Belle' stock to and from Harrogate for a luncheon working.

Class 86/1 No. 86101 *Sir William A Stanier FRS* worked the 10.16 Sheildmuir to Warrington RMT mail service during the morning.

Wednesday 2nd December 2009

Problems hit the South Wales valleys when the Bridgend to Tondu line was closed due to a landslide. WCRC Class 33s Nos. 33207 *Jim Martin* and 33025 *Glen Falloch* worked from Carnforth to Derby with a rake of 10 vehicles.

Working test train duties on the Southern in the morning, DRS Class 37s Nos. 37218 and 37608, were based off Selhurst. Having been stabled at Honeybourne since last week, DRS Class 37s Nos. 37229 *Jonty Jarvis 8-12-1998 to 18-3-2005* and 37688 *Kingmoor TMD* worked to Crewe Gresty Bridge during the afternoon/early evening.

Colas Rail Class 47/7 No. 47749 and Riviera Trains Class 47/4s Nos. 47805 *Talisman* and 47812 worked 'light engine' from Rugby to Derby RTC after spending several days at the Colas Depot. The Colas '47' then took classmates Nos. 47815 *Great Western* and 47839 *Pegasus* 'light engine' from Derby RTC to Crewe, prior to returning to Rugby during the evening. After apparently being declared a failure at Heaton TMD over the weekend, Class 47/7 No. 47787 worked 'light engine' from Heaton to the Siemens depot at Ardwick during the afternoon, running via Hexham, Penrith, Preston and Bolton.

Class 57/3 No. 57302 worked to Eastleigh again during the day, with Class 321/4s Nos. 321418 and 321433 in tow. It returned during the afternoon with Class 321/4s Nos. 321410 and 321429, bound for Willesden PRDC. The EMUs were eventually destined for Doncaster Wabtec works. Classmate No. 57314 operated the daily Holyhead - Cardiff - Holyhead loco-hauled service, while No. 57307 *Lady Penelope* and the Virgin Mk3 set went from Preston to Blackburn ECS during the late evening, prior to working a football special from Blackburn at 23.10, arriving in London Euston at 03.03.

Now in the WNTR pool, Class 60 No. 60073 *Cairn Gorm* was used on the 14.45 Eastleigh Yard to Westbury departmental working. Also in the stored pool, No. 60041 was in use on the Santon ore trains again, while No. 60091 *An Teallach* was also working off Immingham. The operational Class 60 pools now contain just 12 locomotives.

Fastline Freight Class 66/3 No. 66304 was used for route learning duties, operating from Derby Chaddesden Sidings to Didcot Power Station. Class 66/8 No. 66841 remains at Dagenham Dock, having arrived there on 28th September. Ex-DRS Class 66/4 No. 66402 was provided to take Class 378/1 No. 378139 from Chart Leacon to New Cross Gate during the evening.

▼ **A pair of WCRC Class 33s, Nos. 33207** *Jim Martin* **and 33025** *Glen Falloch* **power away from Preston on the West Coast Main Line, with an ECS working from Carnforth to Derby RTC. No. 33025 was later dragged to Shrewsbury by Class 97/3 No. 97304. David Price**

▲ **Working what was believed to be its first train since 2001, Class 92 No. 92032** *César Franck* **leads a crew training run from Dollands Moor to Wembley through Ashford, with classmate No. 92038 on the rear. A technical fault resulted in the train being terminated at Maidstone East. Andrew Wood**

Thursday 3rd December 2009

BR blue-liveried Class 31/1 No. 31106 worked from Exeter Riverside to Didcot Yard overnight on 2nd/3rd December, with a test train, prior to working to Cardiff, then to Crewe via Swindon and Kemble, overnight on 3rd/4th December. Class 37/4 No. 37425 *Pride of the Valleys* worked from Aberdeen Raiths Park to Laurencekirk in the afternoon, prior to heading to Mossend with five pipe wagons in tow. Colas Rail Class 47/7 No. 47739 *Robin of Templecombe*, which has been stabled at Doncaster West Yard for several days, headed south 'light engine' to Brush Traction, prior to working to Leeds Neville Hill during the afternoon with Class 43 powercar No. 43319 in tow. The locomotive then went 'light engine' to Doncaster Yard.

Virgin Class 57/3 'Thunderbird' No. 57302 *Virgil Tracy* travelled north from Doncaster, with the two barrier vehicles used in the movement of the Class 321 EMUs to Eastleigh and Doncaster Works, and Class 90 No. 90024 powered the Garston to Dagenham Docks automotive working during the afternoon. Having moved from Acton Yard to Merehead, DB Schenker Class 59/2 No. 59202 *Vale of White Horse* has been placed into the WFMU stored pool.

Driver training with EuroPorte Class 92s continued, but with two locomotives, Nos. 92032 *César Franck* and 92038 in action in 'top and tail' mode on a rake of eight loaded Metronet ballast wagons, which had been moved to Dollands Moor the previous day. The working is reported to be the first movement for No. 92032 in almost nine years. Unfortunately, the Wembley-bound run only reached Maidstone East, before a problem with No. 92032 occurred, resulting in the train returning to Dollands Moor.

Friday 4th December 2009

Class 37/4 No. 37425 headed back into the Highlands overnight, appearing at Inverness in the morning, having arrived from Mossend. The '37' later worked the weekly tanks to Lairg, prior to working back to Mossend. Class 37s Nos. 37688 and 37229 worked from Crewe to Norwich, via Wembley, with Class 90s Nos. 90001 and 90026 in tow.

Colas Rail Class 47/7 No. 47739 worked 'light engine' from Doncaster to Gloucester to move a wagon from Gloucester Yard to the Colas Depot at Rugby. WCRC Class 47s Nos. 47786 and 47826 worked in 'top and tail' mode from Carnforth to Norwich, prior to a NENTA tour the following day. Elsewhere, WCRC Class 47/7 No. 47787 worked 'light engine' from Ardwick Depot to Carnforth in the evening, after attention to its wheelsets.

Freightliner used Class 66/6 No. 66623 *Bill Bolsover* to move the High Output Ballast Cleaner (HOBC) powercars and ballast cleaner from Taunton Fairwater Yard to Plasseur & Theurer's works at Ealing. Freightliner Heavy Haul's Nos. 66564 and 66565 have both been transferred to the Intermodal pool to replace Nos. 66573 and 66574, which are to be stored and are currently located at Midland Road, along with Nos. 66580 and 66581 *Sophie* (also stored). Colas Rail's Class 66/8s Nos. 66842 and 66841 (the latter 'dead in tow') worked the Dagenham Docks to Dollands Moor Ford 'Blue Train' during the afternoon.

The usual pair of Class 67s are once again back onto the FGW loco-hauled service today, in the form of Nos. 67016 and 67017. Royal No. 67005 *Queen's Messenger* had charge of the Garston to Dagenham Dock automotive working during the afternoon.

Class 97/3 No. 97304 moved 'light engine' from Derby RTC to Shrewsbury Coleham Depot with WCRC Class 33/0 No. 33025 in tow during the afternoon.

UK Steam & Modern Traction Railtour Listings

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

8th December			
Steam Dreams	60019	London Victoria-Stratford-Shenfield-Ely & return	
10th December			
Steam Dreams	34067	London Victoria-East Croydon-Redhill-Guildford-Oxford & return	
12th December			
Past Time Rail	tbc	Cotton Mill Express: via Huddersfield and Copy Pit	**Cancelled**
Pathfinder Tours	Various	Westbury-Trowbridge-Bath Spa-Barnt Green-Birmingham NS-Lawley St-Nuneaton-Kettering (DBS59/2)-Toton Centre-Pye Bridge-High Marnham (Hanson56/DBS60 tnt)-Shireoaks-Sheffield-Toton (DBS60)-Lichfield City-Birmingham New St (DBS59/2)	
Rail-Blue Charters	55022	Barrow Hill-Buxton-Warrington BQ-Barrow Hill	**Cancelled**
Railway Touring Co.	60007	Cambridge-Ely-March-Peterborough-York & return	
Statesman Rail	tbc	Kettering-East Midlands Pky-Langley Mill-Chesterfield-Sheffield-Swinton-Moorthorpe-Pontefract-York-Newcastle upon Tyne-Edinburgh & return	
Steam Dreams	34067	London Victoria-East Croydon-Redhill-Chichester & return	
Torbay Express Ltd	6024	Bristol Temple Meads-Bath Spa-London Paddington & return	
Torbay Express Ltd	tbc	Bristol Temple Meads-Kingswear & return	**Cancelled**
UK Railtours	2xDBS 67	London KX-Peterborough-Leeds-Skipton & return	
Vintage Trains	5043	Tyseley Warwick Road-Coleshill Parkway-Tamworth-Burton upon Trent-Langley Mill-Chesterfield-Pontefract-York & return	
13th December			
Torbay Express Ltd	tbc	Bristol Temple Meads-Kingswear & return	**Cancelled**
Torbay Express Ltd	tbc	Liverpool Lime Street-St. Helens Jct-Manchester Victoria-Rochdale-Todmorden-Wakefield Kirkgate-Castleford-Church Fenton-York & rtn	
Railway Touring Co.	60007	Downham Market-Cambridge-Hitchin-London King's Cross (-Cambridge-Ely-Downham Market-Kings Lynn)	
15th December			
Steam Dreams	34067	London Victoria-Clapham Jct-Staines-Ascot-Reading-Salisbury & rtn	
17th December			
Steam Dreams	34067	London Waterloo-Woking-Sherborne & return	
19th December			
Past Time Rail	6201	TBC-Chester (break/rev) & return	**Cancelled**
UK Railtours	6201	(London Euston-Northampton-Rugby-)Bescot-Stafford-Stoke on Trent-Alsager-Crewe-Chester-Crewe-Stafford-Bescot-& return	
Hastings DEMU	1001	Hastings-St.Leonards Warrior Square-Battle-Robertsbridge-Etchingham-Wadhurst-Tunbridge Wells-Kensington Olympia-Shepherds Bush & return	
Steam Dreams	60019	London King's Cross-Stevenage-Cambridge-Norwich & return	
Rail-Blue Charters	2xDRS 47	Barrow Hill-Derby-Sheffield-Barnsley-Carlisle & return	**Cancelled**
Pathfinder Tours	DBS 66 & 40145	Swindon-Kemble-Stroud-Cheltenham Spa-Birmingham New St-Stafford-Crewe (DBS 66)-Preston-Lancaster-Carnforth-Bentham-Hellifield-Skipton-Keighley-Leeds(40145) & return	
Pathfinder Tours	40145	Leeds-Church Fenton-York-Knaresborough-Harrogate-Leeds	
Railway Touring Co.	60007	London KX-Peterborough-York-Durham-Newcastle (& return)	

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

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

The Week Ahead

by John Whitehouse

Although not as busy as recently, the coming week has a good selection of tours, with pride of place being Pathfinders' 'Pie Bridge Pieman' from Westbury on 12th December.

This is the traditional pre-Christmas 'Spin & Win', which heads for Nottinghamshire and South Yorkshire. Its route north is via Cheltenham Spa to New Street, Nuneaton and Corby with a DBS Class 59/2, where it will detach. A Hanson Class 56 is booked to be coupled at the rear of the train in the Birmingham area, and this will now take the train forward to Melton Mowbray and Toton, where with a DBS Class 60 will draw the train forward over the depot's locomotive arrival line. The '60' will remain with the train as it continues north with the Hanson '56' again in charge along both the Erewash Valley and Robin Hood lines to Shirebrook, and onwards onto the old Lincoln line for a visit to High Marnham. After reversal, the train returns to Shirebrook and then continues through Worksop, Sheffield and Chesterfield, back onto the Erewash valley line as far as Trowell Junction, where it diverges onto the Nottingham line to return to Toton via the rarely used Lenton Curve. At Toton the DBS '60' comes off the train, and a Hanson Class 47 is attached at the front to pilot the Class 56 back to Birmingham, via Lichfield City and the Cross City line. The Class 47/56 pairing will be removed at New Street, and the DBS Class 59s will again take over for the return to Westbury. Quite a tour. The other modern traction charters that are operating concentrate on the Christmas market, and consist of a Statesman working from Kettering, via the Erewash Valley and Chesterfield, to York, while UK Railtours has its traditional visit to the Dickensian Festival at Grassington, from King's Cross through to Skipton.

There is also plenty of steam activity. One of the highlights will be the 'Torbay Express' working from Bristol Temple Meads to Paddington with 'King' 4-6-0 No. 6024 *King Edward I*, rekindling memories of the high-speed runs of the 'Bristolian' back in BR days. The train is steam-hauled throughout, as is Vintage Trains' 'White Rose', which takes 'Castle' 4-6-0 No. 5043 *Earl of Mount Edgcumbe* from Tyseley Warwick Road to York, running via Burton-on-Trent and the Erewash Valley to Chesterfield, and then onwards through Pontifract.

We are then left with the result of this week's match between Steam Dreams and the Railway Touring Company, which is a thrilling 3-3 draw! Steam Dreams set the pace with tours to Ely on 8th December, with 'A4' Pacific No. 60019 *Bittern*, and to Oxford on the following day with Battle of Britain Pacific No. 34067 *Tangmere*, concluding on 12th December, again with *Tangmere*, to Chichester. All three tours originate at London Victoria. RTC do not get going until 12th December with 'A4' No. 60007 *Sir Nigel Gresley* at the head of the 'Christmas White Rose' from Cambridge, via Ely, to York. The 'catch-up' happens on Sunday 13th December with two tours, the first featuring 'Princess Royal' Pacific No. 6201 *Princess Elizabeth* on 'The York Yuletide Express' from Liverpool Lime Street, which is booked to traverse the Calder Valley route; rare, if not a first, for a 'Princess'? Finally, RTC has a rare steam departure from Downham Market. It was originally billed to start from King's Lynn, the company's hometown, with *Sir Nigel Gresley* to King's Cross, with diesel-haulage on the return. The problem at King's Lynn appears to be a combination of platform congestion and gauging, in that stock is stabled by First Capital Connect at the station over weekends, and No. 60007 is out of gauge for the remaining platform capacity.

It certainly appears as if the Erewash Valley is the place to be with all three tours using the line at some point, and in the case of 'The Pie Bridge Pieman', twice.

You can view the long-term line-up of railtours by visiting our dedicated railtours section of our website - log on to www.railwayherald.com

Ups & Downs by John Whitehouse

■ UK Railtours has announced provisional details of its planned 'Purbeck Tornado' on 16th June next year, which is scheduled to be operated by the new A1 class Pacific No. 60163 *Tornado* throughout between London Victoria and Swanage. This will be another 'first' for *Tornado*, as well as re-enforcing Swanage's credentials as a main line charter destination. As for No. 60163, this will be one of 40 main line excursions already in the diary for 2010.

■ Railway Touring Company's 20th December outing to Southampton Docks from London Waterloo with No. 34067 *Tangmere* has been postponed, and a new date is awaited.

West Coast confirms Cambrian operations for 2010 season

West Coast has confirmed that its Cambrian operation will be running again next year, with trains working on Mondays through to Fridays between 26th July and 3rd September.

Mondays, Wednesdays and Fridays will be through to Pwllheli, while Tuesdays and Thursdays will go as far as Porthmadog only. Machynlleth will again be the base, with Tywyn and Barmouth also being pick-up points. Traction is yet to be announced, but West Coast is obviously confident that the EMTRS issue has been resolved.

The company has also confirmed that its 'Scarborough Spa Expresses' will run, operating on Tuesdays, Wednesdays and Thursdays between 20th July and 2nd September, plus August Bank Holiday Monday. Again, the locomotive pool will be announced in due course.

The booking line for all of the 2010 trains is now open on 0845 1284681.

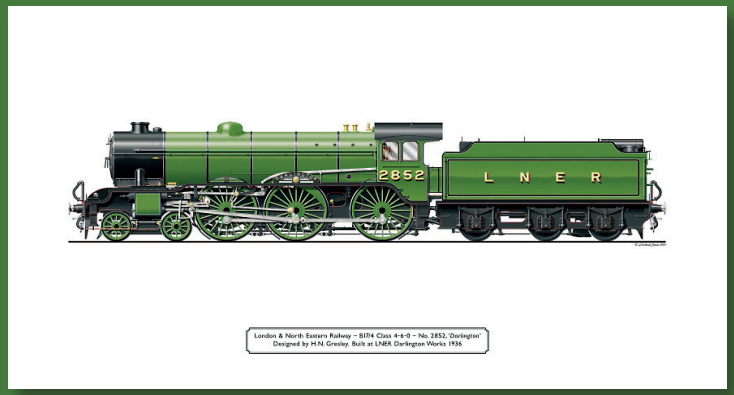
▲ An interloper deep in Great Western territory! LNER 'A4' Pacific No. 60019 *Bittern* stands at Swindon in lovely autumn sunlight awaiting access to the single line to Kemble while working Steam Dreams 'The Cathedrals Express' from London Victoria to Worcester Shrub Hill on 28th November. **Nathan Williamson**

Lincoln Christmas Market as popular as ever

Extra services to Lincoln's popular Christmas Market from 3rd to 6th December were arranged, including two steam-hauled trains and the 'Venice-Simplon Orient Express'.

Many extra visitors were expected to make their way to Lincoln, for the four day event, on several additional trains. Capacity was further increased by the addition of extra carriages on normal routes and four HST services running from Nottingham to Lincoln. Lincoln's Christmas Market brings around £10 million into the local economy each year.

Limited Edition Prints of LNER B17/4 'Footballers'
Only 100 of Each 'Footballer' has been produced



The prints show each member of this sub-class in as built condition – in LNER livery.
• Scale: 6mm/ft (Print size 450mm x 250mm) • **100** signed & numbered • **£20** (free p&p)

LOCOS IN PROFILE • EXTREMELY DETAILED • LIMITED EDITION PRINTS BY RICHARD GREEN

Further details: www.locos-in-profile.co.uk

DRS Class 37s Nos. 37609 and 37259 ease into Nantwich station for a scheduled stop with the 'Jorvic Growler' charter from Birmingham International to York on 28th November. **Nigel Capelle**

LNER 'A4' Pacific No. 60019 *Bittern* passes the now redundant High Street Signal Box at Lincoln as it heads the 'Cathedrals Express' back to London on 3rd December. **Andrew Graves**

Restoration of Toddington 2800 class approaches completion

Cotswold Steam Preservation Ltd (CSPL) has recognised for some time that the driving wheel tyres on its GWR 2800 class 2-8-0 No. 2807 were thin.

As recently as 1998, an inspection by Halcrow confirmed that although the tyres would not be suitable for main line use, they should give a good life on a heritage railway with restricted speeds, although some with steeper gradients may not accept the tyre thickness. A decision was made early this year to re-tyre the driving wheels after two seasons of use, using the income from steaming fees to finance the work.

In the last few months CSPL has become aware from a number of sources that opinions have changed, and that even on heritage railways the thickness of the driving wheel tyres on the loco would probably not be acceptable. At a board meeting, it was concluded that the only option was to re-tyre the driving wheels before entering service on any railway.

The biggest problem was thought to be the delay in acquiring the tyre blanks, but fortunately it transpired that South Devon Railway Engineering already had correct size tyre blanks in stock. These have been made available, and South Devon Railway Engineering has confirmed that it can carry out the work during late January and February next year.

The locomotive should now be ready for testing at the Llangollen Railway during next April, and return to its Toddington base in time for the 'GWR 175 Gala' at the end of May. In addition, the '2800' will be set for a long period of running with no known major maintenance requirement for the duration of the first boiler ticket.

Contents Page

Passenger services could be back in Oswestry during 2010, after group merger

Passenger trains could return to Oswestry in 2010, if plans by the Cambrian Heritage Railways Project are successful.

The prospect follows an agreement between members of the Cambrian Railways Society and Cambrian Railways Trust who voted almost unanimously to work towards unifying the two groups at an EGM at Oswestry on 20th November. A newly created umbrella body, Cambrian Heritage Railways Ltd, will deliver the project. The development has been co-ordinated by the Cross Border Tourism Development Group on behalf of Shropshire Council, with the intention of seeing a fully operational heritage railway operating out of Oswestry within the next five years.

Benefits of the merger are obvious when it is realised that the Trust has a yard full of coaches, while the Society has several locomotives. Other benefits will include reduced administration costs and the sharing of expertise and resources. It is now hoped that passenger services will run on Sundays in the middle of Oswestry next year, it being planned to use a restored section of platform outside the station building, with trains running the length of the old platform down to Middleton Road Bridge, a distance of almost half-a-mile.

Trains will be operated by 0-4-0 diesel locomotives *Telemon* and *Scottie*, with passengers accommodated in the restored LMS brakevan No. M732435. The trains will complement the free-to-enter Cambrian Railways Museum, which houses a collection of artifacts from across the former Cambrian Railways system. Also on site is the restored, fully functioning Oswestry South signal box, renovated in 2005/6.

Joint ticketing will be available with the existing steam and DMU services at Llynclys. Volunteer efforts are currently being directed at Oswestry, preparing the site for regular trains. This includes vegetation clearance and upgrading trackwork. Any offers of assistance will be gratefully appreciated.

Visit www.cambrianrailwayssociety.co.uk or call Ken Owen on 07802 880 263.

GCR mini diesel gala for early January

Four main line diesels are expected to be in action on the Great Central Railway (GCR) main line mini gala on 9th/10th January.

Visiting Class 50 No. 50007 *Sir Edward Elgar* and an ex-Irish Railways steam-heat van appearing in train formation for the event. The other motive power lined up for the weekend are 'Peak' No. D123, Class 27 No. D5401 and Class 20 No. D8098.

A special timetable will apply and the ex-Irish Railways steam heat van will be marshalled in the train formation to provide warmth. Despite the intensive timetable and added attractions, enthusiasts can beat any post-Christmas 'wallet squeeze' as the normal Great Central train fare of £12 for a full day adult runabout applies and £7 is all that is needed for a full day child runabout.

All day breakfasts will be available from the griddle car on some trains. There will also be three steam-hauled return trips on both days. As usual, all locomotives and attractions appear subject to availability.

▼ **BR Standard 4MT 2-6-0 No. 76079 is seen west of Glaisdale on the Esk Valley line with the 13.20 'NYMR Santa Special' service from Grosmont to Lealholm on 5th December, with Class 25 No. D7628 assisting at the rear of the train. Nick Wise**

WORTH VALLEY

Steam trains...
through the heart of Brontë Country
Keighley & Worth Valley Railway

Mince Pie Specials 2009/10
Trains run daily from Boxing Day 2009 to 3rd January 2010 inclusive
Complimentary mince pie for every passenger
• Real Ale Buffet Car on Train •
• Trains and Stations Decorated •
• Seasonal Tableaux - not to be missed •
Tel. No. 01535 645214
for FULL details
www.kwvr.co.uk

		D	D					★
Oxenhope	d	0900	1015	1100	1230	1400	1530	1700
Haworth	d	0905	1020	1106	1236	1406	1536	1706
Oakworth	d	0908	1023	1109	1239	1409	1539	1709
Damems	r	0913	1028	1113	1243	1413	1543	1713
Ingrow M	d	0916	1031	1118	1248	1418	1548	1718
Keighley ⇌	a	0925	1040	1125	1255	1425	1555	1725

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

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

WORTH VALLEY

Steam and Heritage Diesel trains throughout the year
Keighley • Ingrow West • Damems • Oakworth • Haworth • Oxenhope
Keighley & Worth Valley Railway, The Railway Station, Haworth,
KEIGHLEY, West Yorkshire BD22 8NJ

2010 . . . MARKING 40 YEARS SINCE THE FILMING OF *THE RAILWAY CHILDREN*
For up to the minute information and more details on all the events listed here visit www.kwvr.co.uk

Wensleydale adds £700,000 into the local economy

A major new report has revealed that the privately-run Wensleydale Railway is bringing £700,000 into the local economy every year, in addition to providing 24 full-time jobs and a host of volunteering opportunities.

The study, commissioned by Hambleton and Richmondshire District Councils, Yorkshire Forward and North Yorkshire County Council, looked into the contribution the railway makes to the region. Train users, visitors, businesses and key stakeholders were asked for their views on the service that links Leeming Bar to Leyburn. The current impact of the railway was assessed, along with how much greater the benefits will be with the proposed developments of the railway to extend the line to Northallerton.

The railway's spending generates over £220,000 worth of business locally, and over £360,000 regionally. Added to this is the spending by visitors to the railway giving a total contribution to the local economy of £700,000 a year. On top of that, the railway tries to use local businesses as much as possible.

Ian Sesnan, Chairman of the Wensleydale Railway plc, welcomed the report saying: "We have always thought that we must be making a big impact on the local economy, but it is only when you see it documented that you realise how much. All of this is achieved with no subsidy from the public purse".

He also said that plans to expand both to Northallerton and westwards will increase the benefits even more. Estimates show that by 2013 up to 42 local and 67 regional jobs could be supported by the railway. The study notes that once the Wensleydale Railway is connected to Northallerton station on the East Coast Main Line, additional community benefits will be achieved as links to key services, particularly schools, doctors and the Friarage Hospital, are made.

The railway is close to announcing its preferred route for the re-opening into Northallerton station and will shortly be consulting on its medium term plans for other extensions.

▼ **GWR 'King' 4-6-0 No. 6024** *King Edward I* **heads south through Brockhampton towards Cheltenham en route from the Severn Valley Railway to Bristol, via Newport, on 1st December in preparation for a forthcoming main line tour. David Brooks**

Exciting steam and diesel programme announced by Pontypool and Blaenavon

The Pontypool and Blaenavon Railway (PBR) has announced its events list for 2010, along with news of a guest locomotive, GWR 5600 class 0-6-2T No. 5643 that has been hired for the opening of the one-and-a-half-mile extension from Furnace Sidings to Blaenavon High Level station on 1st April, courtesy of the Furness Railway Trust.

Although the'5600' is not the first of the class to work at the railway, No. 5643 has a special place in the history of railway preservation in the Eastern Valley as it was initially obtained from Barry Scrapyard to form the centre piece of a preservation scheme called the Eastern Valley Railway Company.

The scheme never took off and the loco moved on, but the company formed the basis of what is now the Pontypool and Blaenavon Railway. In addition to working the opening special, the 0-6-0T will haul trains for the whole weekend, including 'Easter Bunny' specials on 4th and 5th April. Steam takes a break during the rest of the week as diesel running, using the railways home-fleet, is the order of the day with each day having a different class in action. Closing off the opening week is a new addition to the railway's events list, a Spring Steam Gala, featuring not only No. 5643 but the Bagnall 0-4-0ST No. 19, courtesy of the Bodmin and Wenford Railway, and the railway's own RSH Austerity 0-6-0ST No. 71515 making its public début. The engine will be the main motive power throughout the year as it is due to remain at the PBR through to October at least.

Diesels also make an appearance during the year, with several running days that in some cases will also feature 3CEP EMU No. 1198 when Class 73 electro-diesel No. 73128 is in operation. The annual diesel gala has been moved from the end of July to the 17th and 18th of the month, and should hopefully feature Class 37/0 No. 37023 if its restoration has been completed by then. With the line now running into Blaenavon and the new extension featuring sections as steep as 1 in 28, this will be a chance for the diesels to show their mettle.

The end of September event 'Southern Region with Altitude' features the line's Southern stock and will also be a celebration of the 50th Anniversary of the 3CEP. The following weekend 3rd/4th October is another celebration of 50 years, this time of the Class 37s, featuring all three of the railways '37s' in action. On World Heritage Day, 26th June, the railway will be joining in the celebrations in Blaenavon as it celebrates 10 years as a World Heritage Site, and dependent on work being complete on Class 37 No. D6916, it is due to be named Blaenavon World Heritage at High Level station during the day.

Rounding off a the year's programme is a 'Ghost Train Weekend' on 30th/31st October, building on the success of this years 'Ghost Train' event. For more details of all the events, either phone the Railway Shop on 01495 792263 or visit the website on www.pontypool-and-blaenavon.co.uk

The Swanage Railway held a 'Three Bulleid Pacifics' day on 29th November.

▲ **No. 34067** *Tangmere* **arrives at Corfe Castle in wet conditions working a Swanage Railway service from Norden.**

▶ **Two un-rebuilt Battle of Britain locomotives side by side at Swanage. No. 34067** *Tangmere* **has just been detached from a double-headed special and waits as No. 34070** *Manston* **works the train into the platform.**
Both: Peter Milford

With the snow capped mountains and a wind farm in the background, and the late afternoon sun of St Andrews Day catching the loco, Class 66/6 No. 66624 heads south past Bannockburn with a Longannet to Ravenstruther working of empty 'HHAs' on 30th November. **Jim Ramsey**

◀ Merseyrail Class 507 No. 507014 departs a sunny Sandhills and heads for Kirkby on 25th November.

◀▼ Class 150/2 No. 150203 and an unidentified Class 153 pause at Manchester Victoria on 28th November, having arrived on a local service.

▼ Arriva Trains Wales Class 150/2 No. 150262 awaits departure from Chester on a shuttle service to Crewe on 28th November.

All: Robert Jefferys

Class 37/4 No. 37423 *Spirit of the Lakes* **curves past Flimby Wind Farm at Siddick as it works the 11.20 Workington - Maryport shuttle service in 'top and tail' mode with Class 47/7 47790** *Galloway Princess* **on 1st December.**
Fred Kerr

Welcome to our Gifts for Christmas supplement for 2009.

The approach to the festive season invariably brings the question of gifts and ideas of what people can buy for Christmas. Over the course of the year, a wide range of new products appear from a variety of publishers and manufacturers, and it is hoped that through the following pages, it may help some of our readers to provide answers to friends and family. The majority of items have been reviewed by the *Railway Herald* team and our unbiased reviews are included here. Other items that have either just been released, or where it could present a biased view, have not been reviewed but are listed separately.

Railway Herald welcomes products for review from all publishers and manufacturers; simply contact the editorial office for further details and information.

New and non-reviewed products

The Tornado Story

Published by RH Publishing
DVD ❖ 60mins ❖ £10.95 *(post free)*

Originally released in late May this year, The Tornado Story looks at the background to one of the biggest projects in recent railway history.

The first half of the DVD looks at the 'A1s' in service with British Railways in the 1960s, before moving to an overview of the construction phases, including an interview with Mark Allatt from the A1 Locomotive Trust.

The second half concentrates on the testing (both on the Great Central Railway and the National Network) together with featuring every main line run from January to April 2009, also included is the first daytime crossing of the Forth Bridge.

Not just main line content, the programme features the locomotive at Barrow Hill Open Day and also working on the North Yorkshire Moors Railway.

This programme is available from the publishers and from the A1 Steam Locomotive Trust.

Arcs & Sparks

Published by Locomaster Profiles
DVD ❖ 115mins ❖ £19.95 *(post free)*

A brand new release from Locomaster Profiles is this cab-ride DVD with EDs in 'top and tail' mode on the first of two FirstGBRf charity railtours.

Filmed on-board the 'Caterham Corps' train, the video starts with the departure from London Victoria with Class 73/2 No. 73212 on diesel power bound for Bromley North, then via the Crayford Spur, Woolwich and Greenwich to London Bridge, before heading to Hayes via Lewisham, then to North Downs, Caterham and Tattenham Corner.

With the camera now in the cab of No. 73213, the train works from Tattenham Corner to Richmond via the LUL District Line, with the locomotive running on its diesel engine from Kensington Olympia.

The final leg takes the viewer into the cab of Hasting Diesels Ltd's 'Thumper' No. 1001, for the final leg back to London Victoria, under its own power!

The video, at almost two hours presents an overview of the day and was produced with the full co-operation of First GBRf. Additionally, part of the profits from the sale of the DVD will go towards the 'Help for Heroes' charity - so two good reasons to buy this DVD!

Other recently released titles

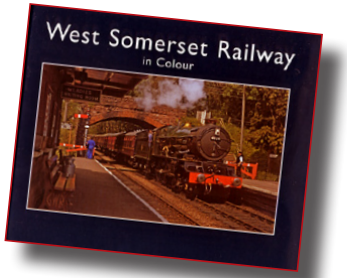
Private Lines : The Collection
Cartoons by 45726
A collection of railway orientated cartoons from the pen of 45726 as published in Today's Railways UK *and* Modern Railways *magazines, with commentary from Ian Walmsley and the Forward by Roger Ford.*
Ty Mawr Publications ❖ 96 pages ❖ £7.99

Railwaymen: The organisation and staffing of an Edwardian railway.
This book, written by Maisie Robson, looks at the different roles involved in the operation of railways during the Edwardian era.
King's England Press ❖ 106 pages ❖ £8.99

Blood, Iron and Gold (Hardback)
How the railways transformed the world.
From Panama to the Punjab, Tasmania to Turin, Christan Wolmar describes the vision and determination of those pioneers who developed railways that would one day span continents.
Atlantic Books ❖ 373 pages ❖ £25

Contact details for purchasing items can be found on the page 32 of this supplement

Recently Released Books



WSR In Colour

Published by Ian Allan Publishing
80 pages ❖ Hardback ❖ £14.99

Two of the first three images inside the covers of this book are not what one would have expected - a Class 66 in EWS livery and a Class 37 in 'Dutch' livery on a commercial freight - but they show the wide variety that can be had from the WSR.

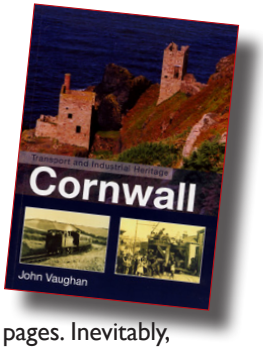
As the UK's largest standard gauge preserved railway, with many thousands of visitors each year - often to enjoy the sight of unusual visiting locomotives - there are plenty of photographic location opportunities and the book visits many of them.

Without exception, the use of digital format has been used to effect, although there are occasions when the post-processing is intrusive and the results are a trifle flat or 'artificial'. In addition, the captions are rather poor, being too short and uninteresting. But, for your reviewer, the two main 'negatives' are the lack of any credit for either photographer or author/editor of the book, and the inclusion of advice of what camera was used, but not the lens or settings employed. This latter information, especially, would have been so much more valuable and there is little point without it.

A good potential but one that is sadly unfulfilled. **MJS**

Cornwall

By John Vaughan
Published by Ian Allan Publishing
192 pages ❖ Softback ❖ £14.99 *(post free)*



In the world of publishing, finding a new approach for a series is not easy. Also, putting together sometimes disparate themes or subject matters is equally challenging, and can be disruptive.

In this new series, the publishers have come up with a creation that attempts to satisfy both, by juxtaposing and exploring the 'Transport and Industrial Heritage' of a county.

Cornwall is perhaps the ideal and logical place to start, being both the southernmost county in Great Britain and one that was riddled with industrial and architectural legacy, and was in at the birth of our railways. John Vaughan is a well-renowned and respected author on both the county and railways and is, therefore, a logical choice to open the series. Apart from tourism, virtually every part of the county's life is covered, with transport elements being far more than mere railways, and an immense amount is packed into the 192 pages. Inevitably, with such a wide subject matter, the author can only scratch the surface in the space available, but he provides pertinent information to entertain and educate the reader. Old photographs are complemented by the author's own more recent views, and these are in apposite sections and are instructive in themselves. Shipping and railways receive a greater volume of pages, as is only fair due to the continuing importance to the county; and the whole, in a vertical A5 format, is both an interesting exposition of the county's value and history, and a very useful accompaniment for the reader's own exploration. **MJS**

Steam in England - Classic colour photography of R.C. Riley

Published by Ian Allan Publishing
160 pages ❖ Hardback ❖ £30.00

Containing some 200 colour photographs taken from 1956 to the end of main line steam in 1968, this excellent tribute to the work of the late Dick Riley has been compiled by Rodney Lissenden.

During a period when nearly all railway photographers were using black and white film, Dick Riley's extensive collection of 35mm colour transparencies, taken principally on the Western and Southern Regions, but also on the London Midland and Eastern Regions, as well as many industrial sites, have been extensively published over the years in magazines and books, but those now used in this 160-page all-colour album are, to the reviewer, all new to print.

There are two or three pages that stand out as being different, but of equal quality and variety as the main sections, that being a page depicting the various Western locomotive nameplates, and the several pages of industrial steam that split the topics up, while retaining continuity

The reproduction quality, as one would expect from the Ian Allan stable, is to a very high standard with very clean and crisp edges between colours, equally an accolade to the photographer as well.

One title that is almost certain to become a classic. Highly recommended. **BM**

Other recently released titles

Regional Steam
Around the Britain
Railway Herald's *very own Brian Morrison presents his 40th railway title, following on from the popular 'Turning the Clock Back' sections,regularly featured in the magazine. Regional Steam covers each of the six regions of the country, with black and white imagery, all taken by the author between 1951 and 1959. A descriptive map accompanies each region, clearly showing the area under review. The book features a wide variety of motive power as well as locations within each area. A number of classic shots are included of routes no longer in existence, along with those that have changed out of all recognition in recent years! A superb photographic collection for anyone with an interest in the steam era.*
RH Publishing ❖ 128 pages ❖ £12.95

Eastleigh 100
Celebrating 100 years of a railway works
This publication, written by Fred Kerr, looks back over the past 100 years of train building, maintenance and overhauls within Eastleigh Works. The book tells the story of how Eastleigh developed as a railway town and progresses the story through the steam era. The role played by the works in building stock for an electrified Southern network is described, accompanied by numerous historic photographs. The story is brought right up to date by looking at the diesel and electric period, followed by the run-down, closure and re-opening of the works. Also included are colour photographs documenting the final years of mainline steam around Eastleigh, including some rare visitors!
RH Publishing ❖ 96 pages ❖ £8.95

Steam Power

By Brian Soloman
Published by Voyageur Press
192 pages ❖ Softback ❖ £12.99 *(post free)*

Steam Power is one of those smaller books that is packed full of information and pictures.

It is very much American focused with around 80% of the book dealing with either narrow or standard gauge steam across the United States.

It examines the history of railways going right back to the early days and also including a useful explanation of the Whyte Classification System, the method by which the arrangement of leading, driving and trailing wheels are classified.

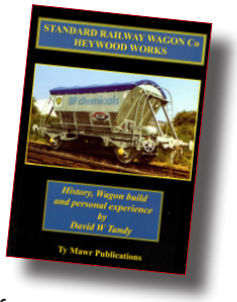
Throughout the title, each section has a very pleasant range of imagery that appears well chosen with a variety of landscape as well as close-up views, together with people and detail pictures.

The last chapter in the book deals with steam in Europe, featuring a range of locomotives and railways including the Bluebell and Welsh Highland lines.

A nice book, but one which is perhaps a 'nice' addition, rather than a 'must-have' or definitive reference title. **RT**

Standard Rly Wagon Co.

By David W. Tandy
Published by Ty Mawr Publications
128 pages ❖ Softback ❖ £14.99



This title presents a detailed study of the railway wagons and designs produced by the Standard Railway Wagon Company at Heywood.

The company itself dates back to 1963, when the first wagons were built at the works and this book, written by David Tandy who worked in various positions for the company, concluding with Chief Designer, a role that the author held until the closure of the plant in 1992.

For the wagon enthusiast and any modeller wanting information on wagon types and details specifically during the 1965-1992 period, this book is a must. The different wagon types built from 1965 onwards are covered with detail on the customer, the expected operation of the vehicles and technical information, in a number of cases backed up by detailed design drawings.

Being A5 size the book is also highly convenient and easy to browse through and uses a clear design and layout. **RT**

M&GN In Colour

Published by M&GNJR Society
36 pages ❖ Softback ❖ £6.95

The most notable difference with this book is the fact that it is published by a society, rather than one of the normal book publishers.

The book is an all-colour album of the Midland & Great Northern lines, the earliest images of which, date from 1936, although most pictures are from the late 1950s onwards.

A selection of locations, together with mainly steam traction is featured, although the odd diesel in the shape of a Brush Type 2 (later to become Class 31) or a First Generation DMU does make an appearance.

The title is superbly put together and the detailed caption information makes for interesting reading. It is the first of a proposed series of books, and hopefully the remainder will reach the high standard with which Volume 1 has been produced. All images are crisp and sharp, well composed and, in the reviewers opinion, well selected. **RT**

Welsh Highland Railway
Volume 3 : Ain't no stoppin' us now!

By John Stretton
Published by Silver Link Publishing
192 pages ❖ Softback ❖ £12.99 *(post free)*

The Welsh Highland Railway in North Wales continues to expand and develop, and with the route now open almost all the way to Porthmadog, with just one stage to go, as the sub-title of this books says, there really "Ain't no stoppin' us now!"

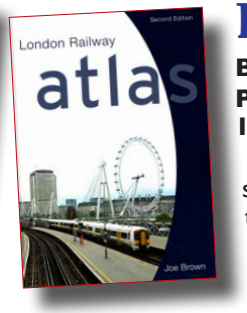
The author has a clear passion for the line, evidenced not only by the fact that this is the third past and present on the railway (each title equally as good as the previous one) but also by the style and quality of the writing, both in the Introduction and in the captions.

The book takes the reader on a journey from the line's northern terminus of Caernarfon, where the previous standard gauge line provides a unique contrast, southwards through Waenfawr and Rhyd-Ddu and onto the newly-opened section to Beddgelert and Hafod-y-Llyn (the temporary terminus) and onwards to Porthmadog. As someone who has travelled over the line this year, the book provides a clear insight into the WHR of years ago.

All images are black and white, the reproduction of which is to a high standard. **RT**

London Railway Atlas

By Joe Brown
Published by Ian Allan Publications
104 pages ❖ Hardback ❖ £16.99



Along similar lines to the Great Britain Railway Atlas' produced by Ian Allan Publishing's OPC imprint, the London Railway Atlas takes a detailed look at all National Rail, London Underground, Docklands Light Railway and Croydon Tramlink lines within, as the title suggests, the London area.

The reader can obtain an idea of the history behind each of the routes as the opening dates, together with any notes are all detailed. All colour coded, heavy lines are used to indicate routes that remain open today, while a lighter fainter style is used for abandoned lines.

The whole book provides a fascinating insight into the railway history around the Capital and also goes to show how routes have changed and been developed over the years, the Docklands Light Railway being a prime example - with the old docks lines and sidings being shown around the new modern light rail system.

For any railway historian, researcher or just the individual that wants to find out more about London's railways, this books is definitely recommended reading. **RT**

Detailed Steam Locomotive Prints

By Richard Green, published by Locos In Profile
High Quality Graphics ❖ £20-£28

The high-quality locomotive prints from Locos In Profile are the ideal gift or present to a railway enthusiast - and equally are the perfect item to fill that empty looking space on the wall!

Each print is a numbered limited edition, and the detail that is contained has to be seen to be believed - see the publishers website for further examples of the close-up detail. Each locomotive type is researched, and the print is based upon the original engineering drawings, but as these are not always correct, Richard Green checks them thoroughly against photographs along with published facts about the class.

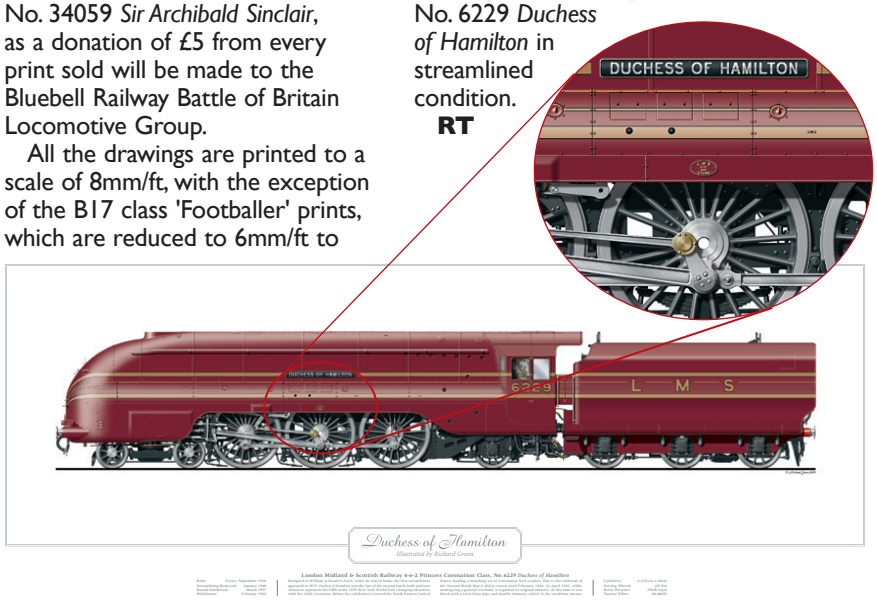
For some of the prints, their purchase also helps the owning society or assisting group, as in the case of the Rebuilt Battle of Britain No. 34059 *Sir Archibald Sinclair*, as a donation of £5 from every print sold will be made to the Bluebell Railway Battle of Britain Locomotive Group.

All the drawings are printed to a scale of 8mm/ft, with the exception of the B17 class 'Footballer' prints, which are reduced to 6mm/ft to make the printing cost effective for the smaller runs.

A variety of locomotives are now available from Locos In Profile,

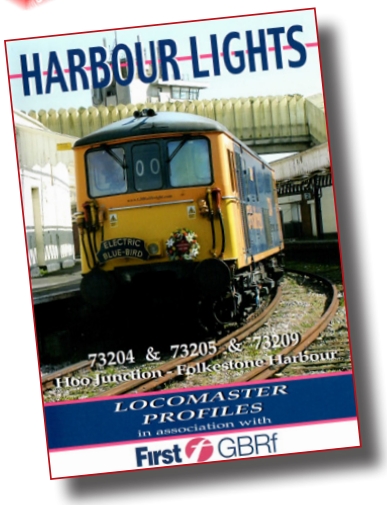
including *Sir Nigel Gresley* (in 1959 condition), *Mallard* (in 1938 condition), P2 *Cock o' the North* and all 25 'Footballers'. Locos In Profile has also produced five different 'Duchess' prints featuring No. 46232 *Duchess of Montrose* (in BR Green), No. 46245 *City of London* (in BR Red with LMS lining), No. 6233 *Duchess of Sutherland* (in LMS red), No. 6234 *Duchess of Abercorn* (in LMS red with a double chimney) and recently released No. 6229 *Duchess of Hamilton* in streamlined condition.

RT



Harbour Lights

Published by Locomaster Profiles
DVD ❖ 110mins ❖ £19.95 *(post free)*



Another cab-ride video from Locomaster Profiles and, yet again, one that isn't the daily run of the mill.

A 'light engine' cab ride might, in some circles, not be seen as exciting, but throw in not one, but three Class 73 locos, some running on the 'EDs' diesel engines and a trip down the now closed Folkestone Harbour branch, and the programmes has the makings of 110 minutes of good entertainment - and entertainment is provided with a decent route and some diesel running. The locos depart from Hoo Junction and travel via Rochester, Chatham and Sittingbourne, then onwards through semaphores at Canterbury East, through Dover Priory and along the base of the White Cliffs of Dover to reach Folkestone Harbour. The sound of the 'EDs' climbing out of the harbour on the return trip, on diesel-power definitely provides added interest to the DVD.

The return working takes the locos via Dover, Deal, Ramsgate, Margate and Faversham, before heading back to Hoo Junction.

The middle of the programme also includes a selection of locomotive classes and special trains that have visited the Folkestone Harbour branch in recent years. Narrated by David Maxey in his usual style, the DVD is an ideal record of the Kent and Kent Coast routes. **RT**

Loco Review (2010 Edition)

By Martin Buck,
Published by Freightmaster Publishing
224 pages ❖ Softback ❖ £17.99

The Loco Review books have become an established series, and the latest edition just published, continues the high quality trend that has been set previously.

Loco Review looks back over the past 12 months at the highlights from the loco-hauled world and is packed full of information and superb photographs.

The book starts with the 2008 'Sandite' season, with a round-up of the locomotives used and supplemented with images of the same. This is then brought up to date by reviewing the 2009 season operations. The title goes on to cover the bad weather experienced at the start of 2009, with several excellent images of trains in the snow, before looking at developments in the railfreight market during the year, including new flows and the demise of Advenza Freight.

From here, focus turns to loco-hauled passenger workings in the South West, Wales and Scotland, before looking at freight diversions over the summer (including North London and Scunthorpe) then it is onto locomotive repaints and namings, and a focus on Class 37 and 60 operations before going back to mark the 20th anniversary of the proposed closure of the S&C line, and concluding with loco-hauled charters, steam operations, including *Tornado*, and a look at Freightliner's brand new Class 70s.

Very highly recommended and a copy of this title should be in all enthusiasts Christmas stockings.

RT

Recently Released Books

British Railway Signalling Development in colour

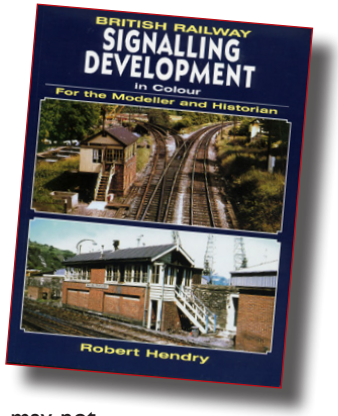
By Robert Hendry
Published by Ian Allan Publishing
96 pages ❖ Softback ❖ £14.99

Signalling can be a fascinating subject, especially for those of a mechanical and/or engineering bent.

The history of the need for and the rise of mechanical signalling systems in the second half of the 19th century is intriguing in itself, but perhaps not surprisingly, with the competitive nature of the railways at that time and since, the various models and styles of signals and their controlling boxes differed widely and not just for locational diktats.

Firstly taking the country in regional order - GWR, SR, LMSR and LNER - the author then moves to Scotland, Ireland, single-line working and the Ravenglass & Eskdale Railway, before a brief final look at some modern innovations.

Throughout, after introducing the reader to the sphere of the subject and basic principles, the book is a collection of colour illustrations of both the inside and outside of signalboxes, displaying the varying styles and systems. The captions are lengthy and full of pertinent information and, although the images may not fire the average enthusiast, the collection will certainly interest and educate the target audience. **MJS**



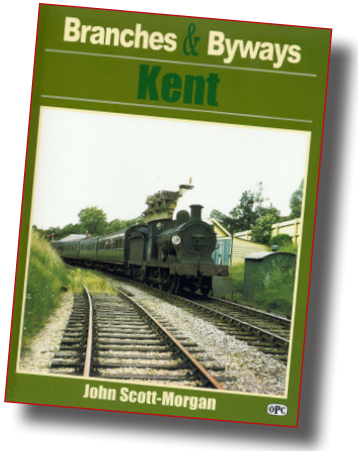
Branches & Byways - Kent

By John Scott-Morgan
Published by Ian Allan Publishing
112 pages ❖ Hardback ❖ £19.99

Publishers and editors are constantly looking for new approaches and/or themes. One such from Ian Allan is the series entitled 'Branches & Byways', which is building into an interesting collection. This latest, by a well-established railway author, covers the 'Garden of England' and the once ubiquitous branch and secondary lines network in Kent.

The book looks at relevant lines one-by-one - with an Index of illustrated locations at the close - and incorporating the Canterbury & Whitstable Railway. In common with the Liverpool & Manchester and Leicester & Swannington routes, the C&WR was one of the earliest in the country, opened in the early 1830s. However, like so many pioneers, some of those first lines sustained an early demise, not least due to infrastructure designs and changing circumstances. Like the L&SR, a narrow bore tunnel was a perennial problem and, for the C&WR, the diminution of importance of Whitstable Harbour was also a contributory factor.

A relatively short Introduction precedes the chapters, which each have their own textual 'history'. The internal monochrome illustrations are pertinent, from a wide source and well reproduced. They show an equally wide variety of views and, for anyone from the area, they will be a fascinating glimpse of what has gone before. However, for those living further away from the county, there will probably be less of an appeal and this is not helped by the rather depressing cover shot, the mournful overall green of the design being something of a turn off! **MJS**



Railway Blunders & The Greatest Railway Blunder

By Adrian Vaughan
Published by Ian Allan Publishing
Both 160 pages ❖ £12.99/19.99 *respectively*

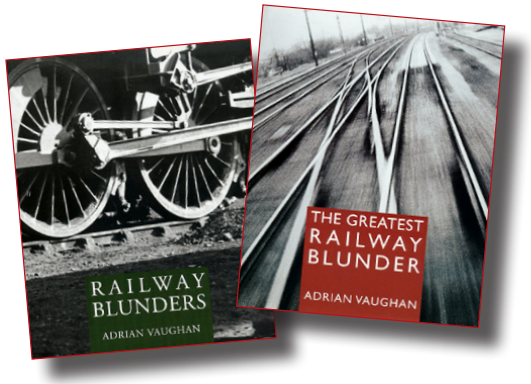
Adrian Vaughan is a well-known railway author of slightly more academic subjects and these two new books are no exception.

Railway Blunders considers the many and various mistakes made on our railways, from the earliest days right through to the 21st century. There are no fewer than 50 'chapters', each considering a particular aspect, such as the locomotives, brakes, bridges/tunnels, lines, designers, etc, and although only a few pages are dedicated, the kernel of the subject is presented. Brief background canvas is given before highlighting the relevant subject, and the whole is leavened with photographs. As an ex-professional railwayman, the author has had experience 'within' the system and is able to comment on the effect on those at the 'sharp end', and it is sometimes extraordinary what they have been asked to accept! Many of the illustrations are interesting in themselves, e.g. the two Class 31s after the Cricklewood debacle and all are superbly printed on fine paper. For your reviewer's taste, the fare is too little of too much and the author seems to relish in failure and disaster.

By comparison, in The Greatest Railway Blunder he sharply focuses the spotlight on what he considers the greatest folly - the Privatisation of 1994. The title gives away his feelings and there will be those who dispute the assessment, but even the most ardent supporter of the new status would not pretend it to have been an unadulterated success!

The book begins with the statement that "The privatisation of British Rail in 1994 returned the railway to its primitive early-19th century roots!" No doubt where he is coming from then! From there, we are at the beginning in 1825, before we are brought through the years to the fateful decision of John Major, and its repercussions. To be fair, the author uses his own railway career as litmus for the wreckage as he sees it, but even that could be said to have coloured his views. Obviously, politics came into play in a big way and the recital of some of this will appear academic in the extreme to many at this distance in time. Also, the event was not such a black and white affair as the author would lead us to believe.

The two books are interesting and not without merit, but sadly, in your reviewer's opinion, they fall short of their aim. **MJS**



The Leader Project

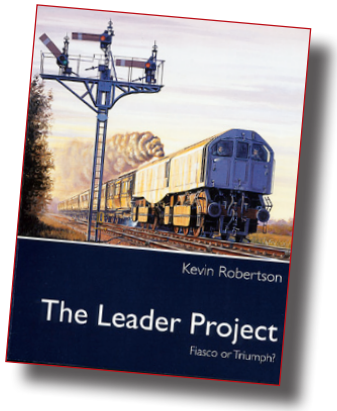
By Kevin Robertson
Published by Ian Allan Publishing
160 pages ❖ Hardback ❖ £12.99

Ever since I saw a photograph of No. 36001, the only 'Leader' to run on the main line, I have been fascinated by it, the Class and Bullied's vision for it.

Kevin Robinson has been similarly intrigued by the design and has already written books on it. These, however, have not been a close enough distillation of information, some of which has surfaced since his earlier productions. Thus we have here as near to a definitive narrative as is probably likely at this distance in time.

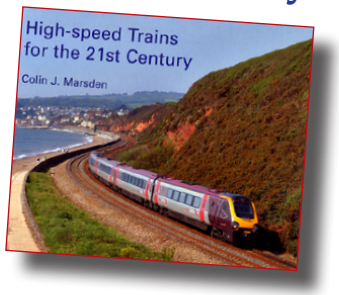
The sub-title of this latest publication is 'Fiasco or Triumph', but he does not attempt to answer this conundrum for you. Instead, he presents facts, figures, information, quotes from people involved, etc, and allows the readers to make up their own minds. This approach is wise, and adds to the tenor and quality of the book, which is enlivened by numerous photographs and drawings of other types that Bullied and his team were considering at the same time. With the story being told chronologically, it is fascinating to follow the trains of thought and even the 'machinations' that led to the final result, and to see how the Leader was perceived and performed. The illustrations are comprehensive through the process to final withdrawal, and include shots of Nos. 2 and 3 along the way. Surely, there can hardly be a photograph of the type that is not contained herein!

The author's storytelling style is straightforward and logical, while incorporating ancillary events en route, but his grasp of the facts and the English language makes for a very readable account and one that carries the reader with interest and at good pace. It is often the case that books on one's favourite subjects are disappointing by not fulfilling hopes and expectations. This is certainly not the case here and the book is to be welcomed and the author congratulated. **MJS**



High-speed Trains for the 21st Century

By Colin J. Marsden
Published by Ian Allan Publishing
80 pages ❖ Hardback ❖ £14.99



I am a firm believer that the title of a railway book should give some indication of what is inside the covers. Whilst the title of this one is not inaccurate, I do feel that it is slightly misleading.

When receiving the book for review, I falsely imagined it (despite the cover picture of a Voyager) to be mostly devoted to the much-loved HSTs but, with only four pages featuring the Class 43s, it proved to be very different. Once over that hurdle, the book does fulfil its promise, taking us from '91s' to the very latest Japanese 'Javelins'.

The HSTs begin the story, shown in their most modern liveries, followed by the '91s', Eurostars, Voyagers and Super voyagers (perhaps too many!), Class 222s, Pendolinos, the ill-fated Adelantes and, finally the Javelins.

After the excitement and potential in the 1970s, with the HST and APT sets, it was to be nearly two decades before the next steps were taken. Through this volume we see what has transpired and it forms a sort of story to date, before the advent of the next generation.

The majority of the images - all in colour - are by the author, with the rest coming from skilful photographers. The views (and liveries) are many and varied, many full page and there are some really attractive portraits; and each are accompanied by full and informative captions. This format of picture book is not to everyone's taste, but those who envoy savouring quality colour images of our modern scene will find plenty to enjoy. **MJS**

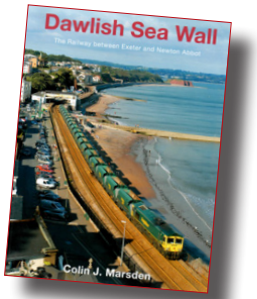
Dawlish Sea Wall

By Colin J. Marsden
Published by Ian Allan Publishing
80 pages ❖ Hardback ❖ £14.99

If a book on the scenic stretch of railway around Dawlish and Teignmouth was to be written by anybody, odds on it would be this author!

The title delivers what it promises, and forms a pleasant mix between reading matter and imagery, being far from a simple photo album style book.

Exeter St. Davids to Newton Abbot and Aller Junction is the section covered, and each part of the route starts with a written history of the line, with the addition of sections covering the popular Dawlish carnival and airshow, together with the inclement weather that this stretch of line is susceptible to.



Overall the book is recommended and gives interesting reading and viewing, and the design is fresh and clear. It is also very pleasing to see the inclusion of archive photos, especially from the broad gauge era. The only criticism being little variation from the standard front-three quarter style of photography. **RT**

Publishers Contact Details

A1 Steam Locomotive Trust
http://www.a1steam.com

Ian Allan Publications
http://www.ianallanpublishing.com

Locomaster Profiles (01753 545888)
http://www.locomaster.co.uk

Locos In Profile (01634 362735)
http://www.locos-in-profile.co.uk

LocoTrack
http://www.locotrack.co.uk

M&GN Joint Railway Society
http://mandgn.co.uk

RH Publishing (01904 500175)
http://www.rhpublishing.co.uk

Silver Link Publications (01536 330588)
http://www.nostalgiacollection.com

Ty Mawr Publications (01904 500175)
via RH Publishing or eBay Shop

Books by Atlantic Books, King's England Press and Voyageur Press are available from most booksellers including Waterstones and Amazon.com

Brush Traction - Diesel & Electric Locomotives 1940 - 2008

By George Toms
Published by Venture Publications
112 pages ❖ Hardback ❖ £35.00

In the annals of modern railway motive power, Brush Traction is a hallowed name.

Not only is it one of the few remaining railway workshops in Great Britain, with a long and venerable history, but also many of the locomotives built there over the past half-century have become well loved and/or fondly remembered. Class 31s and 47s have a special place in our railway canon, as have Nos. D0260 *Falcon*, HS4000 *Kestrel* and even 10800, unofficially named *Hawk*. These and many more are encapsulated in this first volume, taking the story from the earliest days to the company's involvement with the design and construction of the Class 56s.

The author worked for the company for just short of that same half-century, and he has long taken an interest in and fascination for the railway products of the company. He has researched the archives and the history for many years and in this new book - truly a labour of love for him - he has attempted to provide the reader with a definitive story.

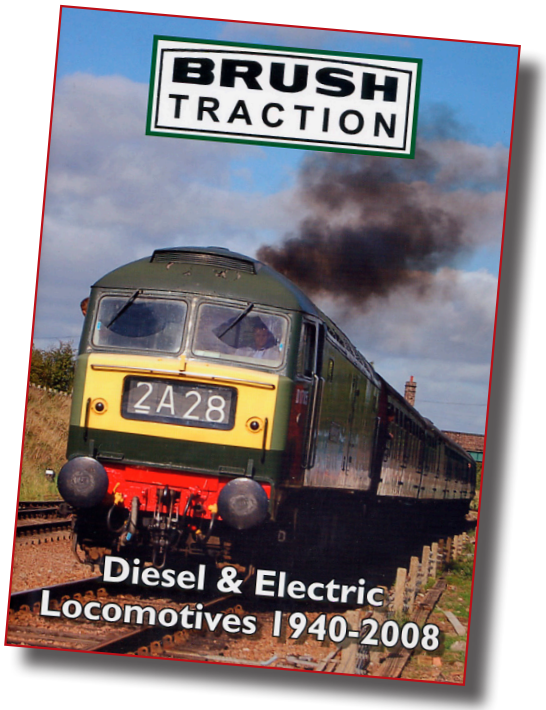
Beginning with a very brief 'pre-history', the story begins in earnest in 1940. The tale is told in chronological order of Brush's register of locos as far as possible, and this aids comprehension and appreciation in equal part.

Not everyone is aware of the company's impressive involvement in our railway history and the author's inclusion of joint efforts, equipment and sub-contracting is welcome. Factors outside of the company's 'four walls' - sometimes global, such as the oil problems of 1973 - are also included and are highly pertinent.

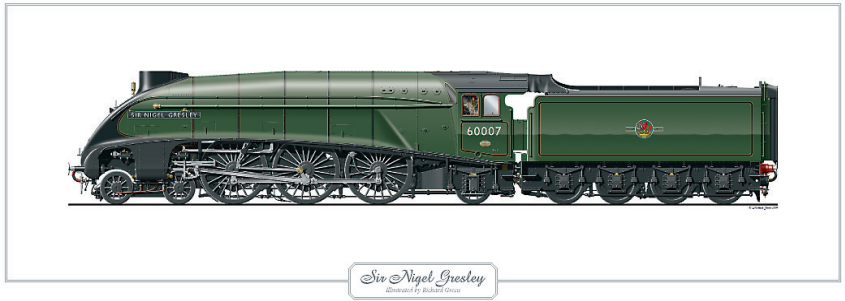
With over 300 A4 pages, within hard covers, this first volume is indeed a magnum opus and there is surely little else that could be added. The illustrations, including some in colour, are liberally scattered, where appropriate, throughout the book and are from a selection of well-known photographers. All are well reproduced on quality art paper.

At £35 this book is definitely not one of the cheapest, but the quality and the care taken with the story give superb value for money. It is a fascinating read and one that will entrance and satisfy diesel and electric aficionados.

An excellent production, your reviewer eagerly looks forward to second volume, talking the build histories from the mid-1980s and including the 60s and 90s. **MJS**



Limited Edition Print Commemorating the 50th Anniversary of No. 60007 *Sir Nigel Gresley's* Post War Speed Record



The print shows 60007 in the condition it achieved 112mph on 23rd May 1959
• Scale: 8mm/ft (Print size 720mm x 305mm) • **350** signed and numbered • **£28** (FREE p&p)

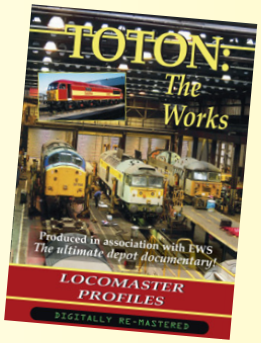
LOCOS IN PROFILE • EXTREMELY DETAILED • LIMITED EDITION PRINTS BY RICHARD GREEN

Further details: www.locos-in-profile.co.uk

TOTON: The Works

The ultimate depot documentary!

Now available on DVD ...



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

With only one Class 66 in the country, this DVD provides an historic glimpse into how the depot used to maintain the 'old order' of classes 08, 31, 37, 47, 56, 58 and 60. Not only has the programme been digitally re-mastered, but this DVD also includes is a 25 minute bonus feature of previously unseen footage. If you've ever wondered how a major diesel depot works, this programme has all the answers - and more!

This 115-minute DVD is available now priced at £19.95 (post free) from the address below. Alternatively you can call us on our CREDIT CARD HOTLINE on 01753 545888.

LOCOMASTER PROFILES
Freepost (SL2253), Langley, Slough, Berkshire, SL3 6BP.

7th December 2009

North Yorkshire Moors Railway (Northallerton)
Northallerton Cricket Club, Farndale Avenue, Northallerton.
Christmas Evening. Meeting starts at 19.30. Admission £1.50. Contact Ian McInnes on 01642 767233 for details.

RCTS (Ashford)
The Elwick Club, Church Road, Ashford.
Branch AGM and followed by 'The Marsh Line Route' by Kent Community Rail and Transport Officer. Meeting starts 19.30. Contact southeast@rcts.org.uk for details.

RCTS (Port Sunlight)
The Lever Club, Greendale Road, Port Sunlight.
'Yet More American Wanderings' by Gordon Davies. Meeting commences at 19.45.

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

RCTS (Sheffield)
St Matthews Church Rooms, Carver Street, Sheffield.
'The South Yorkshire Joint Railway - Part 2' by Bob Gellatly. Meeting starts at 19.30.

Stepehenson Locomotive Society
The Friends Meeting House, Mount St., Manchester.
'The Sierra Leone Rly Museum Project' by Steve Davies. Starts 14.00. Contact the Secretary on 0161 928 2461 for details.

Stephenson Locomotive Society
Kidderminster Railway Museum, Kidderminster. Christmas Event. Starts at 14.00. Contact the Society secretary on 01242 582152 for further details.

York Railway Circle
The Library, Archbishop Holgate's School, Hull Road, York.
'Main Line Steam in 2009' by Karl Jauncey and Dave Richards. Meeting starts 19.30. Contact Robin Patrick by e-mail at locopatrick@aol.com for details.

8th December 2009

Abergavenny and District Steam Society
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny
Meeting details to be announced, presented by Gerald Davies. Meeting commences at 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ntlworld.com for details.

Monmouthshire Railway Society
Room LL1, UWCN, Allt-Yr-Yn Ave, Newport, South Wales.
'The Paul Riley Collection; 1961 - 1966' by Tony Bowles. Meeting commences at 19.30. Admission: non-members £3.

Permanent Way Institution (Croydon & Brighton)
Matt MacDonald House, Sydenham Road, Croydon, CR0 2EE.
'The Tram Train Concept' by Tim Kendall. Starts 17.45. Contact Martin Cresswell on 07815 968245 for further details.

RCTS (Nottingham)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham.
'Tales Behind the Slides' by Bob Goodman. Meeting starts at 19.30.

RCTS (Scunthorpe)
The Star Public House, Rochdale Road, Ashby.Branch AGM plus Members' Night - Slides and Prints. Meeting starts at 19.30.

Scottish Rly Preservation Society (Lanarkshire)
Vestry Hall, Holy Trinity Church, Avon Street, Motherwell. 'Managing Railway Holidays' by W. Stuart Sellar. Contact the Secretary, Fred Landery on 01698 457777 for further details.

Tewkesbury Rly Society
YMCA, Church Street, Tewkesbury. DVD Presentation 'The USA and Beyond' by Julian Stanley. Meeting commences at 20.00.

9th December 2009

Oxfordshire Rly Society
Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LN. 'Annual Bumper Film Show' by Alan Willmott. Starts 19.30. Visitors welcome £4.

Permanent Way Institution (London)
7th Floor District Room, 55 Broadway (LUL HQ), London.
'Christmas Event - London's Built Railway Heritage' byJim Cornell. Meeting starts 18.00. Contact Shazma Mahmood-Shakoor on 07921 943820 for further details.

RCTS (Cardiff)
Old Church Rooms, Park Road, Radyr.
'48 Year Wander aound Britain witha Camera' by David Walker. Starts 19.30. Contact the Secretary at noelinda@noel65.fsnet.co.uk for further details.

RCTS (Hitchin)
Hitchin Christian Centre, Bedford Road, Hitchin. Members' Evening. Meeting commences at 19.30.

Stephenson Locomotive Society
YMCA, Bridge Street, Guildford.
'British Railways in the Nationalisation Years' by Gordon Pettitt. Contact the Secretary on 01372 379216 for details. Starts 19.30

Swiss Railways Society (London)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross Station).
Christmas Quiz. Meeting starts at 19.00. £2 donation. Contact Ron Dawes on 020 8660 3532 for details

10th December 2009

Continental Railway Circle (London & The Home Counties)
St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ
'Balkan Memories' by Les Folkard. Meeting commences at 19.15. Admission £2.00. Contact Adrian Palmer on 01932 850624 for further details

Permanent Way Institution (Birmingham Branch)
The Function Room, The Old Joint Stock, Birmingham
Quiz and Social Evening. Doors open at 17.45 for 18.15 start. Contact the Secretary, Ian Wardle on 07824 410961 or by e-mail at ian.wardle@;networkrail.co.uk.for further details.

Permanent Way Institution (North Wales Branch)
The Town Crier Inn, City Road, Chester.
'The Great Orme Tramway' by Neil Jones. Meeting commences at 18.30. Contact the Secretary, Lynne Garner on 07771 672274 or by e-mail at lynne.garner@networkrail.co.uk for further details.

Permanent Way Institution (York Branch)
Park Inn, North Street, York,.
'Eat Coast Main Line - Hitchin Grade Separated Junction' by Neil Kelsall. Doors open at 17.30 for 18.00 start. Contact the Secretary, Martin Fairbrother on 07802 657839 or by e-mail at m.fairbrother@btinternet.com for further details

RCTS (Brighton Branch)
Brighthelm Church and Community Centre, North Road, Brighton.
Members' Slides with the Theme - The End of the Line. Meeting commences at 19.30.

RCTS (Newcastle Branch)
The Brunswick Methodist Hall, Newcastle.
'Another Christmas Quiz' by Jim Sedgwick. Meeting commences at 18.30. Contact the Secretary at jimbrick@fsmail.net for further details.

RCTS (Shipley Branch)
Saltaire Methodist Chapel, Saltaire Road, Shipley.
'On Our Way to London 1947 - 1961' by Barry Atkinson. Meeting commences at 19.30.

Stephenson Locomotive Society
United Reform Church Hall, Mowbray Road, New Barnet, Hertfordshire.
'Preserved Steam in Australia and Sweden' by Brian Lewis. Meeting commences at 19.30. Contact the Secretary on 0208 368 6200 for further details.

11th December 2009

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

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.

▼ Class 57/6 No. 57601 heads through Holytown station on 1st December, as it returns SRPS Mk1 FOs Nos. 3115 and 3096 back north from Carnforth to Bo'ness. Kenny Marrs

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

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

12th December 2009
Cornwall Railway Society
The Community Centre, Foundry Row, Redruth. 'Current Railway Operations & Developments in the West Country' by Tim Maddocks. Meeting starts at 18.30. Contact the Secretary, Derek Buttivant on 01637 860627 for further details

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

14th December 2009
Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln.
'Picture Postcard Railway Rambles' by Stephen Gay. Meeting commences at 20.00. Contact the Secretary on 01522 705365 for further details

Locomotive Club of Great Britain (Bedford Branch)
St John's Church Hall, St John's Streeet, Bedford MK42 0DL Christmas Special. Meeting commences at 19.30. Contact the Secretary on 01525 750149 for further details.

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

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

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

RCTS (Oxford Branch)
West Oxford Democrats Club, 1 North Street, Osney.
Members' Slides, Sausage Rolls and Mince Pies. Meeting commences at 19.30. Contact the Secretary at murraylewis@hotmail.co.uk for further details.

Severn Valley Railway (Wolverhampton Branch)
Old Wulfrunians Club, 253A Castlecroft Road, Castlecroft, Wolverhampton, WV3 8NA.
'Local Engine Sheds' by Alan Longdon. Doors open at 19.00 for 19.30 start.

Southern Electric Group (Sussex Branch)
The Deall Room, Southwick Community Centre. 'Party Night and Members' Pictures'. Meeting starts at 19.30. Donation of £2 requested. Contact the Branch Secretary, Bruce Cakebread on 01273 462094 or by e-mail at b.cakebread@ntlworld.com for further details.

Stephenson Locomotive Society
New Trinity Parish Hall, Saltcoats, Ayrshire. 'Rail travel 'Down under' 1982-83' by Hamish Stevenson. Meeting commences at 19.30. Contact 01294 822303 for details.

15th December 2009
Permanent Way Institution (West Yorkshire Section)
The Pullman Room, The Cosmopolitan Hotel, 2 Lower Briggate, Leeds LS1 4AE.
'Rail Management Magazine' by Sim Harris. Starts 18.30 Contact the Secretary, Martin Wooff on 07747 760949 or by e-mail at abcts@daelnet.co.uk for further details.

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

RCTS (Merseyside, Chester and North Wales Branch)
'Observation at Warrington Bank Quay 09.45 to 16.00. Contact Geoff Morris on 01244 376808 or by e-mail at geoffreymorris@tiscali.com for further details.

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

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

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

16th December 2009
RCTS(Eastleigh Branch)/Mid Hants Railway
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Christmas Meeting with Refreshments'. Meeting commences at 19.45.

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

Severn Valley Railway (South East Branch)
Wenlock Arms, 26 Wenlock Road, Islington, London N1 7TA.
'Running a Railway, not a Building Site' by Nick Ralls. Meeting commences at 19.30.

17th December 2009
RCTS (Darlington Branch)
The Scout Building, Widdowfield Street, Darlington.
'Lets Test Our Knowledge' by Jim Sedgwick. Meeting commences at 19.00. Contact the Secretary at jimbrick@fsmail.net for further details.

18th December 2009
Great Western Society (Oxford Branch)
Pauling Human Sciences Centre, 58 Banbury Road, Oxford.
Festive Evening and Members' Slides. Meeting commences at 19.30.

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

21st December 2009
RCTS(Chester Branch)
The Town Crier, City Road/Station Road, (opposite station entrance), Chester.
Members' Night - 30 Slides or Digital View of their Choice. Meeting commences at 19.45.

RCTS (Maidenhead Branch)
Cox Green Community Centre, Highfield Lane, Cox Green.
'American Railroads in the Sixties' by Roger Greatrex. Meeting commences at 19.30.

RCTS (Shenfield Branch)
Shenfield Parish Hall, 80 Hutton Road, Shenfield. Branch AGM and Members'Slides with Seasonal Fare. Meeting commences at 19.30.

RCTS (Northampton Branch)
Weston Favell Parish Hall, Booth Lane South, Weston Favell.
'Railways of Burton-on-Trent including the Brewery Systems' by Mark Ratcliffe. Meeting commences at 14.00.

22nd December 2009
RCTS (Woking Branch)
The Wheatsheaf Ember Inn, Chobham Road, Woking. 'Railways of the Isle of Man' by Geoff Brockett. Meeting starts at 19.30.

17th December 2009
Breconshire Rly Society
R.A.F.A.Club, The Struet, Brecon Members Evening - Slides, videos etc. Meeting starts at 19.30. Contact the Secretary, Arthur Robinson on 01982 560219 for further details

4th January 2010
North Yorkshire Moors Rly (Northallerton)
Northallerton Cricket Club, Farndale Avenue, Northallerton. AGM & Peter Rodgers' Quiz Evening. Starts 19.30. Contact the Secretary, Ian McInnes on 01642 767233 for further details.

5th January 2010
Locomotive and Carriage Institution
LUL Headquarters, 55 Broadway, St James's Park, London. 'Level Crossings' by John Tilley. Starts 18.00. Contact Stuart Smith at smithstuart@btinternet.com for further details.

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

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 67 No. 67017 heads off Grosvenor Bridge and round the curve towards Stewarts Lane with the 08.45 London Victoria to Bicester North VSOE special on 1st December. Stuart Chapman

Magazine Information

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

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

Advertising in Railway Herald
We welcome advertisements from any industry, business or organisation connected in some way, shape or form with the railway movement. A rate card is available from our advertising manager. Please email advertising@railwayherald.com for further details. Discounts can be offered on advertising plans covering a longer period and advertisements do not need to appear in consecutive issues. All artwork must be received by mid-day on the Friday, prior to publication on a Monday. Advertising on the Railway Herald website is also available at competitive rates. Please contact our advertising manager for details.

Reading the magazine
Railway Herald would advise all readers to view the magazine using the very latest version of Adobe Acrobat Reader (AAR). This software is available to be downloaded free of charge from http://www.adobe.com or click on the button below. If you are viewing this PDF document on a corporate system, you should contact your system administrator for details about upgrading to the latest version of Acrobat Reader. We do not guarantee that the document will view correctly on any other software.

Get ADOBE® READER®

Copyright, printing and distribution
The content, design and style of this PDF file, referred to as 'this issue of Railway Herald magazine' is protected by copyright. All photographs remain the copyright property of the stated photographer. Readers are permitted to print copies for their own reading or to provide to friends/colleagues. But being a complimentary magazine, Railway Herald must not be sold by any means, printed or electronic. All of our back issues are freely available from http://www.railwayherald.com and our PDF files may be passed onto interested parties in either a printed or electronic format.

first class
67017