Railway Herald

Issue 207 - 11th January 2010

The electronic journal for the railway enthusiast

Railway Herald

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11th January 2010

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

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Paul Braybrook

Let it snow, let it snow, let it snow!

As Britain is gripped in the midst of one of the coldest winters for several years, *Railway Herald* features an extended Weekly Pictorial section looking at the Nation's railway network under the cover of snow, from Scotland to the South.

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Front Cover Caption:

With the temperature no higher than -8 degrees, Class 92 No. 92001 leaves Abington with an engineers' trip to Mossend on 7th January. Paul Armitage

DB Schenker Class 66 derails in extreme weather conditions

The first southbound working of a Stobart Rail service by DB Schenker became derailed at Carrbridge on the Highland Main Line on 4th January.

Having originated from Mossend Yard, the train had travelled north in the morning and was working south from Inverness on its return journey when the accident happened around 16.00. The station at Carrbridge was littered with containers and wagons from the train, as can be seen in the accompanying photographs. Many, if not all of the containers that remain in good condition have now been removed by road.

Thankfully both members of the crew escaped with only minor injuries, one of whom was treated at the scene of the accident by paramedics.

The cause of the accident is not yet known and re-railing operations have taken all of the past week, indeed rail services between Inverness and Aviemore remain suspended as this issue of *Railway Herald* closed for press.

Until 3rd January, the service was being operated by Direct Rail Services between Grangemouth and Inverness, but the change in contracts led to DB Schenker outshopping Class 66/0 No. 66048 in Stobart Rail colours shortly after the Christmas holidays.

View more images and video footage of the derailment

▶ **DB Schenker Class 66/0 No. 66048 is pictured on 6th January embedded in the snow and trees alongside Carrbridge station. Breakdown cranes from both Bescot and Margam are now in attendance.**

▼ **During happier times, and just two hours before the derailment, No. 66048** *James the Engine* **stands in Inverness Milburn Yard, prior to departure south on 4th January.**

▶ **The mangled remains of several curtain-sided Stobart Rail-branded containers can be seen in this view at Carrbridge on 6th January. Several of the intermodal wagons were also damaged in the accident. All: Trevor Roots**

London Midland Trent Valley patronage increases by 25%

London Midland has announced that the number of passengers travelling between the Trent Valley and London Euston on the Trent Valley line has increased by almost 25% during 2009, despite the recession.

The service between London and Crewe was introduced in 2008, and stops at stations including Nuneaton, Rugby, Lichfield Trent Valley, Stafford, Stoke-on-Trent and Stone, the latter having a rail service for the first time in more than five years, replacing buses and bringing a direct connection with the Capital.

Other smaller stations to benefit from the direct service to London include Alsager, Kidsgrove and Atherstone.

S&C stations win awards

It has been another good year for awards for the Settle & Carlisle Railway, as following Settle station being voted 'Small Station of the Year' in September 2009, Garsdale station has now won the 'Craft Skills Award' at the annual National Railway Heritage Awards.

Secretary of State for Transport, Lord Andrew Adonis, presented the award to Clive Farringdon of Network Rail in recognition for the careful restoration of Garsdale station, including the waiting rooms (with a display of the history of the station) and provision of toilet facilities. Replica drinking fountains were also installed, and a major talking point is the bronze sculpture of Ruswarp, Graham Nuttall's collie, the celebrity dog that 'signed' the petition against the closure of the line in the 1980s, and who stayed by his master's side for nearly three months over winter after Graham died when out walking in the mountains.

The restoration project was led and mainly funded by Network Rail, with support from other organisations including the Railway Heritage Trust and the Friends of the Settle Carlisle Line. A second phase, covering the parking and access road, has already been planned.

▲ **The new bridge span is seen in place at Blackfriars station on 27th December. This will allow the track to be slewed later this year so that through services can use the temporary east side platforms, while the current west side of the station is refurbished. Bill Turvill**

New Thameslink Bridge slid into place

The successful installation of a 350-tonne, 22-metre, concrete and steel section of bridge as an integral part of the London Blackfriars station redevelopment over the Christmas period marked a significant milestone in Network Rail's £5.5 billion Thameslink programme.

The new section of bridge was specially designed and built on six-metre high trestle towers in a compound to the east of the site to keep the station open for as long as possible. The strengthened bridge, which took just over 100 hours to install by 50 engineers, will now enable the tracks to be moved from the west to the east side of the station for its future and revised track alignment when that aspect of the work is completed and brought into use near the end of this year.

The old bridge section was de-constructed and removed from its position between Platforms 4 and 5 at the north of the station by an 800-tonne mobile crane. Two hydraulic rams then slid into place the new section of bridge from the east side site compound. Before the bridge slide could take place, it was necessary to conduct important enabling work, which involved disconnecting the signalling, temporarily shifting communications cables running under the bridge from the west to the east, and removing track and ballast. All these elements were then reinstated and reconnected when the bridge slide was completed.

Welcome to the first issue of Railway Herald in 2010

Happy New Year (if a little belated) to all our readers.

After the Christmas break, the editorial team are suitably refreshed and raring to go ... well we're back anyway!

The New Year period is generally the point where we undertake a refresh of the magazine or the website, but with both having been completed in the past 12 months, thoughts have turned to how we progress with the title over the coming year.

As a team, we have a number of thoughts and ideas on how we move forward, but in a world where we produce *Railway Herald* for you, the readers, it is obviously a very one-sided view. Hence, we have launched 'Your Opinion Counts'. Further details on this short project are available below, so please do take just two minutes and help us to understand what you want and enjoy.

We hope you continue to enjoy and read the magazine over the coming year.

Your Opinion Counts

We need as many readers as possible to spare us two minutes of their time and tell us how they use the magazine, what they would like to see and any thoughts they have about *Railway Herald* in general.

Simply **click here**, to complete the short survey. It is totally anonymous and doesn't record any information about who you are. If you read the magazine or use the website in anyway, then your opinion matters.

If you know other people who read *Railway Herald*, then please encourage them to visit www.railwayherald.com and complete the survey as well. The more views and opinions we have then the better we can make the magazine.

Your opinion counts - so make it known!

Back Issues CD-ROM

After numerous requests, we have now released a CD-ROM containing all the back issues of *Railway Herald* and *Railway Herald Worldwide*, together with all supplements.

Priced at £5, it can be ordered by calling 01904 500175 or on-line. **Click here** for further details

▲ During the period of problems for Eurostar, Nos. (37)3232 and (37)3231 work an ECS test train westbound just east of Lenham loops on 20th December. **Jonathan Makepeace**

Eurostar hits back at delay criticism from Eurotunnel

Following criticism from Eurotunnel for not evacuating passengers from the five trains that broke down in the Channel Tunnel on 18th December, Eurostar issued a press statement.

In it the company says: 'We believe that recent news reports of a statement from Eurotunnel concerning the events of last weekend require clarification. Whilst the circumstances in the trains delayed in the tunnel were obviously uncomfortable and distressing, passengers' safety was not compromised at any time. We are concerned that Eurotunnel has misunderstood the nature of the Independent Review, which has the backing of both British and French Governments as well as the IGC and will establish the truth once and for all. In our view they should allow the panel of experts to get on with the Review and let the facts speak for themselves. The remit of the review is much wider than just the evacuation of passengers from the tunnel and looks at all of the circumstances both before and after the 18th and 19th December.'

The IGC is the Inter Governmental Commission, which is the Channel Tunnel's supervisory body, jointly appointed by the British and French Governments.

National Rail Enquiries website receives a make-over

The popular transport website, National Rail Enquiries www.nationalrail.co.uk has been revised to make it easier for passengers to find train times, good value fares and to buy the best tickets online.

Services available on the new website include Your Travel Centre, which users can personalise to store details of favourite journeys and show the next available trains to their selected destinations on a Departure Board, in addition there is now information on delays and disruptions to services updated as they happen and with no time delay.

New study commissions for North-East passenger service to Ashington

New studies have been commissioned to try and make progress on the campaign to restore passenger services on the currently freight-only line between Newcastle and Ashington, the county of Northumberland's most heavily populated area, and an aspiration of local politicians and rail campaigners for almost 20 years.

Services would depart from Newcastle station and travel through Northumberland Park, providing an interchange for the Tyne and Wear Metro, and there is potential for stations at Seaton Delaval, Newsham and Bebside in Blyth, Bedlington, Ashington and the Woodhorn visitor attraction. Despite a consultants study confirming that the service was feasible, and some visits by Government ministers to see the scheme for themselves, little progress has been made. Now Northumberland County Council has commissioned the new studies to further investigate the potential for re-opening the line. The first is to be carried out by Network Rail, which will examine the upgrades required to the existing line to accommodate an hourly passenger service, and a second by independent consultants in partnership with the council and the Department for Transport, will assess the current likely demand for a new passenger service. The studies will be funded by the County Council and the Association of North East Councils and will start this month.

This fresh action follows a report by the Association of Train Operating Companies that highlighted the scheme as one of 14 across the country that should go ahead to improve rail links and serve a million extra passengers.

Moving trains and moving lights on Berwick's Royal Border Bridge

There are plans to illuminate the Royal Border Bridge at Berwick-on-Tweed in a similar way to Scotland's Forth Bridge.

The aim is to give the 28-arch structure, which was opened by Queen Victoria in 1850, a night-time illumination scheme to help commemorate the 150th anniversary of the death of its designer, rail engineer Robert Stephenson. County councillors are being recommended to formally support the project by agreeing up to £10,000 in revenue funding. The scheme has been drawn up by a Berwick History Society working group and a Glasgow-based firm of architects, and involves using energy-efficient LED-based lights to illuminate the underside of the arches, with the lights changing colour to follow trains crossing the structure at night.

Private sponsorship is also being sought for the scheme in order to reduce the requirement for taxpayers' money to be used. The working group hopes to have the bridge illuminated by March, in time for the 160th anniversary of its opening.

Capital funding has been pledged from The Railway Heritage Trust, which has agreed £60,000, and One North East through the Northumberland Strategic Partnership.

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

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Waterloo International could finally open again

The five platforms at disused Waterloo International station could finally be prepared for use by South West Trains next year and the concourse filled in.

Eurostar's last train left the station in November 2007 and the platforms have been out of use ever since. The site is now controlled by BRB (Residuary), a company controlled by the Department for Transport (DfT), and it is said that maintenance and security at the empty station costs taxpayers an incredible £2 million a year. Platform 20 was converted for use by South West Trains' services in 2008, and new connections were made between Platforms 19 and 20, but the facilities have yet to be used.

For three years MPs of all parties have regularly tabled parliamentary questions to find out what the intention of the DfT for the station might be.

Now the Transport Minister, Chris Mole, has given a written answer that says: "Network Rail has been instructed by the Office of Rail Regulation to undertake the works necessary for Waterloo International station to be used by domestic train services from December 2011."

The work will include a new deck above the sunken former Eurostar concourse, known as the 'orchestra pit', which will allow level access to Platforms 20 to 24, and the integration of the former international platforms could be the beginning of a larger-scale redevelopment of the entire station, with a new concourse at ground level, extended platforms and high-rise commercial development above.

▼ **There was a minor incident at Ashford International on 8th January. Class 395 No. 395010 was slowly approaching to attach to No. 395012, but the former unit had not had its nose retracted, ending up with a dented nose cone, as can be seen below. No. 395010 later returned to Ashford Depot for attention. This was the scene shortly after the low-speed collision with both Hitachi personal and British Transport Police present. Andrew Wood**

Access improvements completed at Dalmuir and Motherwell stations

'Access for All', the Department for Transport £370 million fund to improve access at stations across Britain to enable step-free access to the disabled, the elderly, those with pushchairs, and passengers with heavy or awkward luggage, has now been completed at Dalmuir and Motherwell after a £7 million programme of investment.

A new footbridge with three lifts spanning all five platforms has been completed at Dalmuir, while a new footbridge and lift to the one inaccessible platform at Motherwell has also been installed. ScotRail are in the process of installing automatic entrance doors throughout Motherwell station to complement the work. As well as improvements to Dalmuir and Motherwell, 'Access for All' is also funding much sought-after step-free enhancements to Cupar station, where work is scheduled to commence in the spring to create a step-free route between both platforms, the ticket office and the car park.

DRS Class 20 locos called into 'Thunderbird' duty to rescue Class 315

◀ **Class 315 No. 315854, working the 20.25 Chingford to London Liverpool Street, brought problems to the East Anglian network during the evening of 6th January, when it brought the overhead line down at Hackney. The unit was eventually towed into London Liverpool Street by DRS Class 20/3s Nos. 20301 and 20304, where it is pictured on the morning of 7th January. Nigel Hutchison**

UK News In Brief

■ Work on Huyton station is starting this month as part of a refurbishment scheme funded by Merseytravel and the National Stations Improvement Programme (NSIP). The work includes a new canopy on the Liverpool-bound platform, a new waiting shelter on the Wigan-bound platform and a new toilet. Improvements will also include modernisation of the outdated subway, better lighting, state-of-the-art CCTV and installation of a new seating area. Other Merseytravel stations to benefit from the Government's NSIP are Liverpool Central, Hall Road, Hooton, Meols, Rock Ferry and Waterloo.

■ Chiltern Railways has applied to the Secretary of State for Transport for statutory powers to upgrade the Bicester to Oxford line, in order to run fast and frequent trains between Oxford and London Marylebone.

■ Passengers on the 14.00 NXEA service from Norwich to London Liverpool Street on 29th December had to leave the train at Stratford because of planned work to the overhead cables by Network Rail, and were advised to catch London Underground services to complete their journeys. But with hundreds of passengers trying to exit the platform at the same time and trying to access stairways to the Underground, it resulted in a situation that some passengers described as 'frightening'. The Office of Rail Regulation has confirmed that it is investigating the incident. A spokesman for the British Transport Police said: "I can confirm that BTP officers attended Stratford station between 18.00 and 21.00 on 29th December, to assist staff with managing passengers and to maintain public order. There were no individual incidents of note involving any passengers".

■ The Strathclyde Partnership for Transport (SPT) investment programme to maintain the fabric of Glasgow's 113-year-old Subway system continues, and following an extensive survey of the condition of the station buildings, a list of urgent and essential repairs has been drawn up. The remedial work involves 14 Subway stations and is necessary to extend the life of the buildings, and includes roofing, pointing and glazing repairs. A £219,000 contract has been awarded to cover the work, which is due to start this month and is to be phased over two years. It is 30 years since the last major overhaul of the Subway system. Time and weather have taken their toll, and all the station buildings, apart from the recently rebuilt Partick Interchange and the Broomloan Depot, are now in need of some repairs.

■ A First Great Western 'Pacer' from Barnstaple to Exmouth collided with a stationary South West Trains Class 159 awaiting departure in Platform 1 at Exeter St Davids on 4th January. A FGW spokesman said it was normal practice for two trains to use the same platform at the same time. The Exmouth-bound train was carrying 12 passengers, five of whom were taken to hospital with minor injuries, including whiplash. The driver was unhurt. There were nine passengers on board the London-bound train but all were uninjured. The Train Accident Investigation Board instigated an inquiry into the incident.

▲ Class 37/5 No 37684 sits on the back of an Allelys trailer in a layby on the A441, just north of Redditch, on 28th December, awaiting completion of its delivery to Booths, Rotherham. It was removed from Margam prior to Christmas for delivery to the scrapyard. **Stephen Tucker**

Four friends form masterplan to revitalise Bishop Auckland station

Four friends have got together with a scheme to spruce up Bishop Auckland station.

Michael O'Neill, his wife Kelly and friends Benjamin Key and Jill Ellison, are to form a voluntary group called The Bishop Auckland Station Trust, which will help to upgrade the ageing station and its facilities.

They hope to reopen the waiting room to include tourist information, install vending and ticket machines, open toilet facilities, including an area for baby changing, and provide a public telephone. Bike hire facilities, a new station clock, floral displays, hanging baskets, and a floral 'Welcome to Bishop Auckland' sign are also proposed.

Both Northern Rail and Network Rail are supportive, Bishop Auckland Town Council has also expressed an interest in the group, and the Bishop Auckland MP has written to the group expressing support for the proposals. The Weardale Railway, which leases buildings on the side of the station entrance from Northern Rail as office space, also hopes to work alongside the group in the future.

Barnetby bridge replacement causes local problems

Demolition of a 1912-built railway bridge just outside Barnetby station resulted in the village being split in two for the Christmas period, causing inconvenience for both residents and businesses.

Network Rail announced last month that the old bridge would be demolished and replaced, but as engineers worked round the clock to complete the job within 72 hours over the Christmas holidays, many locals were forced to take a five-mile detour to visit relatives or meet for a festive drink, the Railway Inn at Barnetby reporting that its takings had plummeted by £500 over Christmas Day and Boxing Day alone, with residents unable to reach her pub by foot.

However, a spokesperson for Network Rail, said: "It is ridiculous to say we have inconvenienced people's Christmases when we have gone to every length to minimise disruption. We have provided shuttle buses for residents wishing to cross the village and even delayed the start of the works until 13.00 on Christmas Day at the request of the local pubs. The fact is these repairs had to be carried out and the Christmas period was chosen to have as little impact as possible on public services. Residents and businesses were provided with information well in advance of the works so they had time to plan accordingly".

▼ The 97-year-old bridge at the east end of Barnetby station was replaced over the Christmas holiday. This was the scene on Christmas Day morning, the last of the rails being cut in readiness to remove the old structure. **Richard Young**

◀ Seven of the Class 56 locomotives stored at Healey Mills are shortly to be moved off site, having been sold for scrap. Present on 13th December however, were (left to right) Nos. 56116, 56056, 56119, 56072, 56055, 56053 and 56075, while on the back row (left to right) are Nos. 56041, 56068, 56110, 56079, 56033, 56134, 56048 and 56099. **Neil Scarlett**

◀▼ Europorte2's Class 92 No. 92038 *Voltaire* passes Ashford on 17th December, working a Dollands Moor - Wembley - Dollands Moor First GBRF/Europorte driver trainining trip, formed of loaded MLA ballast tippers. **James Bartlett**

▼ As Serco drivers are taking over the track inspection duties later in the year from DRS, a series of route learning runs are currently being made. Here, Class 73/2 No. 73201 *Broadlands* passes Bexley on 8th January, with four ex-Virgin Mk2 coaches on the 09.28 Selhurst to Selhurst working, via Clapham Junction, Nunhead, Canterbury East, Folkestone Central, Ashford, Maidstone East, Shortlands Junction, Nunhead and return. **Bill Turvill**

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

Saturday 19th December 2009

Operational problems overnight after yet further cable thefts from between Taunton and Bridgwater, resulted in the southbound 'Sleeper' from London Paddington to Penzance being noted departing from Taunton shortly after 06.00, running a mere four hours late and arriving at its destination around 10.00.

A lack of Class 60s resulted in the morning Westerleigh to Immingham petroleum service being operated with Class 66s Nos. 66199 and 66011, while another pair, Nos. 66140 and 66059 were on the Theale to Robeston tanks. 'Royal' Class 67s Nos. 67005 *Queen's Messenger* and 67006 *Royal Sovereign* were unusually employed on a 'Northern Belle' working from London Victoria to Southampton Docks. WCRC Class 47/4 No. 47786 *Roy Castle OBE* hit problems again when it was declared a failure around Driffield, while working a Bridlington to Edinburgh charter. The train was later noted heading north through Newcastle being piloted by Class 47/7 No. 47804, which had previously been on the rear of the working.

DBS Class 60 No. 60084 *Cross Fell* was in charge of the Lindsey to Jarrow tanks in the morning.

Sunday 20th December 2009

Problems hit one of the morning London King's Cross to Leeds services, which was worked by 'Thunderbird' Class 67 No. 67026 forward from Peterborough. Class 57/6 No. 57602 *Restormel Castle* worked back north to London with the 'Night Riviera' overnight on 20th/21st December, while classmate No. 57603 *Tintagel Castle* was heading in the opposite direction.

Monday 21st December 2009

Five Class 60s currently comprise the operational pool, with Nos. 60045 *The Permanent Way Institution*, 60051 and 60084 based at Immingham, No. 60049 at Peak Forest and No. 60096 at Warrington, the latter working the Liverpool Bulk Terminal to Fiddler's Ferry coal circuit.

Class 66s Nos. 66082 and 66044 were noted passing Newport Alexandra Dock Junction in multiple on a steel working bound for Llanwern, closely followed by Nos. 66111 and 66070 on the Robeston to Westerleigh petroleum working.

Having worked south 'light engine', Colas Rail Class 66/8 No. 66841 worked the morning Dollands Moor to Dagenham Dock Ford 'Blue Train'. Electric Traction Limited's No. 86702 *Cassiopeia* worked a Warrington to Sheildmuir mail working, comprising Class 325 EMUs Nos. 325004, 325009 and 325013, returning with the 16.17 'Postal' from Sheildmuir to Warrington. The Virgin Class 57s on the FGW diagram remained as Nos. 57303 *Alan Tracy* and 57315, Class 67s Nos. 67016 and 67017 Arrow remain on the DB Schenker-powered loco-hauled diagram, while the Cumbrian Coast loco-hauled services were in the hands of Class 47/4 No. 47501 *Craftsman* and Class 57/0 No. 57008 *Telford International Railfreight Park* June 2009 until technical problems on the '47' resulted in Class 37/4 No. 37423 *Spirit of the Lakes* taking over.

Class 73s Nos. 73107 *Spitfire* and 73201 *Broadlands* worked 'light engine' from Eastleigh Works to St. Leonards, while DRS Class 37/0 No. 37229 *Jonty Jarvis 8-12-1998 to 18-3-2005* worked from Crewe to Norwich, via London, with Class 90 No. 90009 in tow after servicing at Crewe IEMD. Meanwhile Class 60 No. 60084 has been placed into the stored pool, with No. 60039 re-entering traffic at Warrington, although allocated for exam!

Tuesday 22nd December 2009

Class 97/3s Nos. 97302 and 97304 worked 'light engine' during the day from Shrewsbury Sutton Bridge Junction to Barrow Hill, via Derby. First GBRf Class 66/7 No. 66732 *GBRf The First Decade 1999 – 2009 John Smith - MD* and ex-DRS Class 66/4 No. 66402 were used to 'top and tail' Class 378/1s Nos. 378145 and 378146 from Ashford Chart Leacon to New Cross Gate Depot. Also working 'light engine' were Class 47/7s Nos. 47739 *Robin of Templecombe* and 47749 *Demelza*,

Operational DB Schenker Class 60s

Loco	Working Area	Loco	Working
60009	Immingham	60074	Immingham
60049	Peak Forest	60096	Warrington

Correct as of 11th January.

▼ **With most of its Class 60 fleet in store apparently pending possible refurbishment, DB Schenker has begun using pairs of Class 66 locomotives on its heavyweight fuel trains to and from Westerleigh Terminal, near Bristol. On 19th December, Nos. 66111 and 66070, both clearly overdue a visit to soapy water(!), were captured passing Huntingford, Gloucestershire, with a loaded 'Murco' petroleum tanks working from Robeston Refinery. Glen Batten**

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which moved from Dagenham Dock to Ashford.

Colas Rail Class 66/8 No. 66842 moved from Washwood Heath to the company's depot at Rugby for stabling over the festive period. Meanwhile, Class 66/4 No. 66412 worked overnight from Cardiff Tidal to Tyne Dock with empty scrap wagons.

Wednesday 23rd December 2009

ETL's Class 86/7 No. 86702 was once again in action between Willesden and Shieldmuir, this time hauling Class 325s Nos. 325007, 325013 and 325009. The AC Locomotive Group's Class 87 No. 87002 *Royal Sovereign* was not being left out and headed south with the Warrington RMT to Willesden PRDC mail units. First Great Western's second loco-hauled diagram with Class 57/3s Nos. 57315 and 57303 encountered another bad day, when a major air leak on the first coach brought the train to a stand blocking the main line. The set was finally dumped in Yatton loop. The problem was obviously repaired, as the set later worked ECS to Taunton to pick up the booked diagram with the 16.16 service to Cardiff.

Having moved from Dagenham yesterday, Class 47/7s Nos. 47739 and 47749, together with Riviera Trains Class 47/7 No. 47769 *Resolve*, headed north from Ashford to Rugby. Also returning to their home base were DRS Class 57/0 No. 57009, Class 47/4 No. 47802 *Pride of Cumbria* and Class 37/0 No. 37059, which worked from Norwich Crown Point to Crewe Gresty Bridge, and First GBRf Class 66/4 No. 66402, plus Class 73/2s Nos. 73213 and 73212, which headed to Wembley from Tonbridge for the Christmas Break.

The final consist heading home for Christmas was WCRC Class 47/0 No. 47245, with Class 47/4 No. 47826, Class 37/7 No. 37706 and Class 47/7 No. 47760 plus empty stock in tow from WCR's London base at Southall to Carnforth.

First GBRf Class 66/7 No. 66730 headed south from Derby to Chart Leacon Depot, with Class 378/1 No. 378150 sandwiched between its barrier vehicles.

Christmas Eve 2009

Further problems with the First GBRf loco-hauled for First Great Western occurred when heating problems on the stock apparently caused its replacement by a Class 142! It is notable that there have been very few stock problems with the DB Schenker Class 67-powered set, which utilised Cargo-D stock, as a opposed to the Riviera Stock used on the '57' diagram.

Class 87 No. 87002 headed back south from Sheildmuir, bound for Willesden PRDC. DB Schenker Class 37/4s Nos. 37401 (Aberdeen)

▲ Electric Traction Limited's Class 86/7 No. 86701 *Orion* passes Elmsfield on Christmas Eve with the previous nights 23.30 Warrington to Sheildmuir 'Postal', which failed just north of Preston due to brake problems with one of the Class 325 units. Class 66/0 No. 66110 was provided at the rear for brake force reasons with it going forward at 75mph, finally getting underway again around 13.00 on Christmas Eve. Its late arrival in Scotland would have resulted in an after Christmas delivery for the items on board! Mark Bearton

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**

and 37425 *Pride of the Valleys/ Balchder y Cymoedd* (Inverness) remain in Scotland for use on snowplough duties. A further change around in the Class 60 fleet has No. 60039 withdrawn and replaced by No. 60009 working out of Immingham.

Having been stabled at Taunton since early December, Class 66/8 No. 66844 worked onto the West Somerset Railway at Bishops Lydeard to join Class 57/3s Nos. 57303 and 57315, prior to the '57s' working all three locos and the Mk2 stock to Eastleigh for the Christmas break, there being no loco-hauled First Great Western services other than the 'Sleepers' out of Cardiff during the Christmas/New Year period due to engineering work.

The northern end of the East Coast Main Line had problems when Class 91 No. 91112 and Mk4 set failed with a total lack of power in the Alnmouth area. It was rescued by Class 67 No. 67019 from Newcastle, which hauled the set through to its London King's Cross destination.

The previous evening's loco-hauled 'Postal' encountered problems en route while powered by ETL Class 86/7 No. 86701 *Orion*. Class 66/0 No. 66110 was eventually dispatched to provide assistance from the rear of the train. Classmate No. 86702 was heading north as well during the day with a Willesden PRDC to Sheildmuir 'Postal'.

Christmas Day 2009

A quiet day as would be expected, with a limited London to Brighton service operating, along with the usual Gatwick Express services. Engineering work around Colchester provided employment for both DB Schenker and First GBRf traction.

Boxing Day 2009

Class 60 No. 60009 was used as the Crewe Basford Hall shunter, while classmate No. 60049 was at Peak Forest, having arrived with empty aggregate hoppers. Class 66s Nos. 66009, 66047 and 66053 were all employed on engineering duties between Chinley and Hathersage in the Hope Valley.

Tyne Dock remained home to three Metronet-liveried Class 66/7s, Nos. 66718 *Gwyneth Dunwoody*, 66720 *Metronet Pathfinder* and 66721 *Harry Beck*, which had been stabled for the Christmas period.

Sunday 27th December 2009

Having been based at Tyne Dock over the Christmas Break, Class 66/7 No. 66720 headed south with a loaded coal service for Drax, while Class 60 No. 60045 was provided to power the Jarrow tanks from Lindsey Oil Refinery.

In preparation for the restart of services, the usual Sunday First GBRf convoy from Peterborough to Doncaster produced Class 66/7s Nos. 66703 *Doncaster PSB 1981 - 2002*, 66706 *Nene Valley*, 66707 *Sir Sam Fay Great Central Railway*, 66723 *Chinook* and 66731.

Monday 28th December 2009

Class 60s Nos. 60009 and 60045 were both employed on Jarrow petroleum workings from Immingham, while No. 60049 was working between Tunstead and Oakleigh, No 60051 was providing the motive power for the Lindsey to Westerleigh tanks, and finally No. 60096 was still employed on the Fiddler's Ferry coal circuit from Liverpool. Class 60 No. 60085 MINI Pride of Oxford has been transferred to the stored pools and moved to Toton, while Class 59/2 No. 59204 *Vale of Glamorgan* remains stabled at Warrington. Class 57/3 No. 57316 worked 'light engine' from Willesden to Bidhops Lydeard before being used to move four Mk2 coaches from Bishops Lydeard to Eastleigh. Class 31/1 No. 31106 worked a test train around the Southern Region, which included a visit to Waterloo.

Class 66/0 No. 66048 has been outshopped from Toton in Stobart livery and with the *James The Engine* name on the cab sides and on the ends and moved to Bescot. In Scotland, Class 37/4 No. 37425 worked an additional freight from Aberdeen to Mossend, but did not get far before failing and having to be rescued by the Aberdeen 'Sleeper' loco.

Tuesday 29th December 2009

Class 37/6 No. 37608 and Class 47/7 No. 47790 *Galloway Princess* were provided by DRS to work the Cumbrian Coast loco-hauled diagram, while Class 20/3s Nos. 20301 *Max Joule 1998 – 1999* and 20304 worked 'light engine', with Class 47/7 No. 47712 *Pride of Carlisle* from Crewe to Barrow Hill in preparation for the charter on the following day.

Class 87/0 No. 87002 was once again in action on the 'Postal' services, working from Willesden PRDC to Warrington RMT during the morning, while ETL's Class 86/7 No. 86701 worked from Shieldmuir to Warrington with three Class 325 units in tow. Class 60 No. 60096 got a break from visiting Fiddler's Ferry

▼ Returning West Coast Railway coaches to Carnforth from Southall for the Christmas period, Class 47/0 No. 47245 leads Class 47/4 No. 47826, Class 37/7 No. 37706 and Class 47/7 No. 47760 on the Down Main at Ruscombe, near Twyford.
Tony Callaghan

Class 70 Report

▲ Freightliner Class 70 No. 70006 is pictured on a 'light engine' test run from Crewe to Carnforth after cab heating modifications. The location is Acton Bridge on 6th January. **T. Houghton**

FLEET REPORT

Loco	Working Area	
70001	Leeds Midland Road	(Modifications)
70002	Crewe Basford Hall	(Crew Training)
70003	Leeds Midland Road	(Modifications)
70004	Leeds Midland Road	(Fitter Training)
70005	Crewe Basford Hall	(Crew Training)
70006	Crewe Basford Hall	(Crew Training)

Workings Information

Freightliner's Class 70 fleet was stopped over the Christmas period as the result of a minor fault that needed rectification.

On 18th December, No. 70001 was working between Felixstowe and Lawley Street, while Nos. 70002 and 70005 were at Crewe Basford Hall, Nos. 70003 and 70006 were at Bristol Stoke Gifford Yard and No. 70004 remained on fitter training at Midland Road Depot, Leeds. On 20th December, No. 70003, on the regular Portbury to Rugeley Power Station coal workings, was declared a failure at Stourbridge Junction on the outward run, and as a result the train travelled south the following day with Class 66/5 No. 66547 piloting the '70'.

On 21st December, No. 70006 was hauled north from Bristol Stoke Gifford to Crewe Basford Hall by Class 66/6 No. 66622. On 22nd December, No. 70002 was back at Bristol and working to Rugeley Power Station.

On 30th December, No. 70003 headed east from Crewe behind Class 66/6 No. 66604 bound for Midland Road Depot, Leeds, while also heading for Midland Road was No. 70001 behind Class 66/5 No. 66570 from Lawley Street.

Class 66/5 No. 66528 moved No.70002 from Bristol Stoke Gifford Yard to Crewe Basford Hall on 1st January, the first Class 70 movement of the year. By 3rd January, Nos. 70001, 70003 and 70004 remained at Leeds Midland Road, while Nos. 70002, 70005 and 70006 were at Crewe Basford Hall. The latter locomotive, worked a 'light engine' trip from Basford Hall to Stafford and return on 5th January.

Power Station, when it headed to Ironbridge from Liverpool.

Stobart Rail-liveried Class 66 No. 66048 reached Carlisle, before departing for Mossend behind Class 92 No. 92036 *Bertolt Brecht*. Class 37/4 No. 37423 *Pride of the Lakes* worked 'light engine' to Inverness, for snowplough duties and to replace large-logo liveried Class 37/4 No. 37425, which failed yesterday and remained in Platform 1 at Aberdeen station with its freight vehicles attached overnight. The train, including the '37', was finally hauled south behind Class 66/0 No. 66043.

Wednesday 30th December 2009

Class 20/3s Nos. 20301 and 20304 worked Rail-Blue Charters' Barrow Hill to Hastings train with Class 47/7 No. 47712 on the rear for heating, the latter no doubt being put to good use with the 03.59 departure time from Barrow Hill!

Class 37/5 No. 37667 moved from Carlisle to Perth overnight to take up snowplough duties on the southern end of the Highland Main Line, joining Class 37/4 No. 37401 in 'The Fair City', while Class 92 No. 92041 *Vaughan Williams* was used to removed the overnight 'Sleeper' ECS from Glasgow Central to Polmadie.

Electric Traction Limited's Class 86/7s were following each other up (or should that be 'down'!) the WCML this morning, with both locos working separate trains from Willesden PRDC to Warrington RMT, prior to No. 86701 continuing to Shieldmuir and its classmate heading back south.

DBS Class 37/4 No. 37401 worked 'light engine' from Perth to Aberdeen, while on the South Coast, Class 37/6 No. 37603 and Class 37/0 No. 37218 worked the Willesden to Dungeness and return 'flasks' service.

Thursday 31st December 2009

Unusually, the unique-liveried Freightliner Heavy Haul Class 66/5 No. 66522 *east london express* was paired with classmate No. 66545 on the Tilbury to Leeds Intermodal service, while also double-headed was the Felixstowe to Ditton Intermodal, which had Nos. 66588 and 66533 'dead in tow' at the helm as it passed South Kenton. First GBRf went one better, when the 13.35 Felixstowe to Peterborough Intermodal had Class 66/7s Nos. 66714 *Cromer Lifeboat*, 66710 and 66723 on the front!

DRS Class 47/7 No. 47790 was paired with Class 57/0 No. 57008 on the Cumbrian Coast 'Floodex' services during the day. Having worked the Hastings charter yesterday, Class 20/3s Nos. 20301 and 20304, plus Class 47/7 No. 47712, headed to Norwich 'light engine'. 'Royal' Class 67s Nos. 67005 and 67006 were paired up to work the Warrington Arpley to Stanton Grove (Liverpool Docks) and return 'Enterprise', while Class

87 No. 87002 was on a Shieldmuir to Willesden PRDC train.

Friday
1st January 2010

The year started with five Class 60s in the operational pools, Nos. 60009, 60059 *Swinden Dalesman* and 60071 *Ribblehead Viaduct* at Immingham, No. 60049 at Peak Forest and 60096 at Warrington Arpley. Class 90 No. 90029 *The Institution of Civil Engineers* continued its operation on Virgin Train's WB64 set diagram, while DRS Class 47/7 No. 47712 *Pride of Carlisle* and Class 47/4 No. 47832 *Solway Princess* were both stabled at Norwich Crown Point for 'Thunderbird' duties.

Saturday
2nd January 2010

Snow duty locomotives are now stabled strategically across Scotland. DBS Class 37/4 No. 37401 remains at Aberdeen, with classmate No. 37425 *Pride of the Valleys/Balchder y Cymoedd* at Inverness, along with DRS Class 37/4 No. 37423 *Spirit of the Lakes*, while Class 37/5 No. 37667 is stationed at Perth.

DRS Class 66/4 No. 66413 worked the final Grangemouth to Inverness train of the DRS/Stobart Rail contract, prior to the traffic moving to DB Schenker from 4th January, and Class 73s Nos. 73201 *Broadlands* and 73107 *Spitfire* worked 'light engine' from St. Leonards to Eastleigh Works. Class 60 No. 60071 was employed on the Westerleigh to Lindsey petroleum working. The train brought the cross-country route to a standstill after dragging brakes on one of the discharged petroleum tanks required fire brigade assistance. The train finally passed Ashchurch nearly six hours late! Having been stabled at Eastleigh during the Christmas break, the coaching stock for First Great Western loco-hauled passenger service returned to Taunton after some delay with Class 66/8 No. 66844 leading Class 57/3 No. 57303 *Alan Tracy* with classmate No. 57315 on the rear!

Sunday
3rd January 2010

An East Coast HST set encountered problems prior to departure from Inverness with the morning service to London King's Cross. DRS Class 37/5 No. 37667 was dispatched from Perth to assist. In the event, although initially cancelled, the train was reinstated as a 13.00 Inverness to Edinburgh working, which the Type 3 powered through to Perth, where Class 67 No. 67025 *Western Star* took over. Staying in Scotland and Class 37/4 No. 37423, now fitted with RETB, worked to Kyle of Lochalsh on snow clearing duties, before returning to Dingwall and heading to Georgemas Junction. Class 57/3 No. 57304 *Gordon Tracy* was called into duty to rescue Class 390 Pendolino No. 390035 *City of Lancaster*, which failed at Lockerbie. The train was dragged to Preston, where it terminated over 180 minutes late. Having spent Christmas at Rugby, Colas Rail Class 66/8s Nos. 66841 and 66842 headed south 'light engine' from the company's depot at Rugby to Ashford

Monday
4th January 2010

The new bridge girders for the North Yorkshire Moors Railway's bridge replacement project between Grosmont and Goathland were moved by DB Schenker from Middlesbrough Goods to Grosmont, along with one of the Kirow cranes, by Class 66/0 No. 66157.

Class 66/0 No. 66048 *James the Engine* recently outshopped in Stobart Rail livery, headed the first

▼ Following a fault with the HST set that morning, the southbound 'Highland Chieftain' on 3rd January was retimed as the 13.00 Inverness - Edinburgh with DRS 37/5 No. 37667 providing the traction from Inverness. The train is pictured on arrival at Perth with Class 43/2 Nos. 43318 and 43307 in tow, where the Type 3 was removed in favour of Class 67 No. 67025. Graeme Eadington

▼ **Class 66/0 No. 66041 leads the South Wales breakdown train through Holytown station on the 5th January working from Carlisle to Mossend then Carrbridge having earlier worked up from Margam. Kenny Marrs**

DB Schenker/Stobart Rail service from Mossend to Inverness, running over an hour late due to a points failure at Mossend. As reported in the news pages, the locomotive derailed at Carrbridge on the return working.

As a result of the bad weather, loco-hauled mail trains (both as booked and additional) continued to operate. Class 87 No. 87002 *Royal Sovereign* was used on the 06.40 Willesden to Warrington RMT working, Class 86/7 No. 86701 *Orion* headed south on the 16.17 Shieldmuir to Warrington, with classmate No. 86702 *Cassiopeia* powering the 16.26 Willesden to Shieldmuir.

Class 20/3s Nos. 20301 *Max Joule 1958-1999* and 20304, which have been recently stabled at Norwich, were used to work five Mk3 vehicles to Ilford, presumably for tyre-turning, prior to returning to Stowmarket. Class 66/7 No. 66730 worked from Chart Leacon Depot, Ashford, to New Cross Gate Depot with Class 378/1 No. 378148 in tow.

Class 73/2 No. 73201 was used to work a rake of Mk2 vehicles from Eastleigh Works to Selhurst Depot, and in Scotland, Class 37/6s Nos. 37610 and 37611 were used on testing duties in place of the booked HST on the New Measurement Train. Class 56/3 No. 56311 worked from Washwood Heath to Boston Docks for the Colas Rail steel working, while Class 92s Nos. 92043 *Debussy* and 92038 *Voltaire* worked the regular Europorte 2 training run from Dollands Moor to Wembley as far as Kensington Olympia, where the pair were turned back.

Tuesday 5th January 2010

After the derailment yesterday evening at Carrbridge, Class 66s Nos. 66139 and 66200 *Railway Heritage Committee* moved the Bescot breakdown crane to Warrington, to enable it to move north to Mossend on an Enterprise service, while classmate No. 66041 worked the Margam crane northwards. The previous evening's sleeper from Inverness worked to Edinburgh via Aberdeen. However, plans to operate the same way overnight on 5th/6th January failed after the Inverness to Aberdeen route was closed to traffic due to severe snowdrifts. Attempts using Class 37/4 No. 37423 to clear the route failed, and the Sleeper spent the night in Inverness!

Services between Selby and Hull were disrupted after a First Trans Pennine Express Class 170 collided with a car on a level crossing at Hemingborough. The car driver managed to escape prior to the collision, but was unable to move the vehicle. Elsewhere on the East Coast, the weather was causing major operational problems with most of the East Coast Glasgow to London services commencing from Edinburgh, in addition to which further problems arose when Class 91/1 No. 91110 lost its pantograph around Biggleswade, resulting in the 'Thunderbird' being called out.

Class 86/7 No. 86702 worked south on the early morning Shieldmuir to Willesden postal service, while classmate No. 86701 was heading north from Warrington to Shieldmuir with another rake of Class 325s. DRS provided Class 66/4s Nos. 66424 and 66425 for today's Crewe to Bridgewater 'flask' train, the pair later returning north.

With the recommencement of the loco-hauled Cumbrian Coast 'Floodex' following the New Year break, Class 47/4 No. 47501 *Craftsman* and Class 57/0 No. 57008 *Telford International Railfreight Park 2009* worked the trains. Classmate No. 57004 was used on the Carlisle to Chirk timber train, while Colas Rail Class 47/7 No. 47739 *Robin of Templecombe* worked north from Rugby to Washwood Heath, prior to heading to Boston Docks with the return steel empties the following day.

Class 66/7 No. 66732 *GBRf The First Decade 1999-2009 John Smith-MD* worked north along the Midland Main Line to Derby with barrier vehicles from Tonbridge. Its expected southbound return working was cancelled. Class 66/8 No. 66841 worked the first Dagenham Dock to Dollands Moor Ford 'Blue Train' of the year.

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.

16th January 2010			
Vintage Trains	86259	Crewe-London Euston (break/rev) & return	**Cancelled**
22nd January 2010			
Vintage Trains	4965	Tyseley Warwick Road-Coleshill Parkway-Nuneaton-Loughborough-Burton on Trent-Coleshill Parkway-Tyseley Warwick Road	
VSOE	35028	London Victoria-Guildford-London Victoria	
23rd January 2010			
UK Railtours	2xDBS 67	London Euston-Watford Junction-Milton Keynes Central-Rugby-Stafford-Crewe-Wiagn NW-Blackburn-Clitheroe-Hellifield-S&C-Carlisle-Shap-Preston-Crewe & return	
30th January 2010			
UK Railtours	2xDBS 67	Woking-Staines-Mill Hill Broadway-St.Albans City-Luton Airport Pky-Bedford-Kettering-Wichnor Jct-Lichfield Chord-Basford Hall-Shrewsbury-Telford Railfreight Depot-Wellington-Oxley-Stafford-Rugeley-Walsall-Lifford Curve-Water Orton-Kettering & return	
Railway Touring Co.	46115	Lancaster-Preston-Wigan North Western-Bolton-Manchester Victoria-Huddersfield-Sowerby Bridge-Hebden Bridge-Copy Pit-Blackburn-Darwen-Bolton-Manchester Victoria-Bolton-Wigan North Western-Preston-Lancaster	
6th February 2010			
Railway Touring Co.	34067	London Victoria-Clapham Junction-St. Albans-Bedford-Kettering-Market Harborough-Leicester-Melton Mowbray-Oakham-Corby-Kettering & return	
13th February 2010			
UK Railtours	2xDBS 67	London Paddington-Newbury-Exeter St. Davids-Plymouth-Par & return	
Railtourer	2xWCRC 47	Doncaster-Bath Spa & return (*full details to follow*)	
Railway Touring Co.	34067	London Paddington-Reading-Newbury-Westbury-Trowbridge-Bath Spa-Bristol Temple Meads & return	
VSOE	35028	London Victoria-Guildford-London Victoria	
14th February 2010			
Steam Dreams	60163	London Victoria Bromley-Tonbridge-London Victoria	
Steam Dreams	60163	London Victoria-Guildford-London Victoria	
19th February 2010			
Statesman Rail	2xWCRC 47	Birmingham International-Wolverhampton-Stafford-Stoke on Trent-Macclesfield-Stockport-Manchester-Bolton-Horwich Parkway-Preston-Shap-Carlisle-Beattock-Carstairs-Crianlarich-Fort William	
UK Railtours	2xDBS 67	London KX-Darlington-Shildon-Bishops Auckland-Stanhope & return	
VSOE	35028	London Victoria-Guildford-London Victoria	

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.

You can view the long-term line-up of railtours by visiting the railtours section of our website - click here or visit www.railwayherald.com

The Week Ahead

by John Whitehouse

There is a scarcity of railtour action to herald in the new decade, so instead of just covering the week ahead we will look forward until the end of the month. In fact the first tour of the year was booked for 9th January, which was a VSOE British Pullman luncheon working from Victoria via Guildford with No. 35028 *Clan Line*.

Two of the remaining three tours booked to operate this month are organised by UK Railtours, commencing on 23rd January with the aptly named 'Settle and Carlisle Winter Wonderland' from London Euston, which is booked via the West Coast Main line and then via Blackburn and the Settle & Carlisle. The return is via Shap. This is followed seven days later by 'The Wellington Boot' that originates at Woking, and travels via the Midland Main Line to Trent Junction, where it takes the line to Stenson Junction and then heads south via Wichnor Junction to Lichfield. Here the train takes the chord to the Trent Valley route, and then onwards to Bashford Hall and the Shrewsbury line, in order to reach its destination at the new Telford International Railfreight Park at Donnington. It returns via Cannock Chase and the Lifford Curve, following reversals at both Wellington and Stafford, and then onwards through Water Orton and Nuneaton to regain the MML and home.

The final tour for this month is also on 30th January, and is Railway Touring Company's 'Cotton Mill Express', which resurrects the brand, first promoted by the now defunct Past Time Rail. RTC has brought about some changes, in that the train now starts at Lancaster with 'Royal Scot' 4-6-0 No. 46115 *Scots Guardsman*, and picks up at Preston and Bolton en route to Manchester Victoria. From there the route remains as before, over Standedge to Huddersfield (where it also picks up) and then Calder Valley and Copy Pit to Blackburn and back to Manchester Victoria via Darwen and Bolton. What happens next is interesting, as the tour then does part of the circle again, having dropped off Bolton passengers at the end of the first circuit, and those for Huddersfield during the second circuit. After Blackburn second time around, it will then proceed directly to Preston and Lancaster to complete the day. That's Kings Lynn ingenuity for you!

▼ **The inaugural main line working of 'Black 5' No. 44871 found it paired with Ian Riley's other 'Black 5' No. 45407** *The Lancashire Fusilier*. **The pair storm past Greenholme on the climb to Shap on 30th December with a Manchester Victoria to Carlisle 'Winter Cumbrian Mountain Express' charter. Mark Walker**

Ups & Downs by John Whitehouse

■ Lack of bookings is cited as the reason Vintage Trains has cancelled their 16 January 'Help for Heroes' working, booked for Class 86/2 No. 86259 *Les Ross* from Crewe via Birmingham New Street to Euston and back. The loss of this train is a great pity, as the proceeds were to go to an excellent cause. Hopefully the WCRC equivalent on 27 March featuring Nos. 46115 *Scots Guardsman* and 70013 Oliver Cromwell double-heading over the S&C will compensate. Both companies are to be congratulated for continuing the support for 'Help for Heroes'.

■ The cold weather experienced since Christmas may well put a blight on early season bookings as a tour which should have sold well for Vintage Trains, their evening excursion around the Midlands with No. 4965 *Rood Ashton Hall* on 29 January, has not and is now postponed to the (hopefully) milder days of mid-March and will be re-launched as part of their spring programme. The proposed new date is Friday 19 March.

■ The CFPS says that its proposed joint charter with the Diesel Traction Group to Cornwall will go ahead over the 15th/16th May, powered by 'Whistler' No. 40145 and 'Western' No. D1015

UK Railtours announces 2010 steam additions to the charter programme

Steam has not been a regular feature in UK Railtours programme in the past, although when it has it, it has always been somewhat different. Going back to the Hertfordshire days 'The Downsman' specials with *Tangmere*, offered an affordable option to the VSOE British Pullman luncheon trains.

However, that is to change, as of 2010 steam will feature more strongly in its programme, the commitment being underlined by the recruitment of Paul Blowfield to the UKR team to deal with its steam operations. Paul's pedigree goes back to being instrumental in the return of steam onto Southern electrified lines back in the 1980s. Since then he has been involved with charter trains with old Hertfordshire brand with FM Rail.

The programme itself shows plenty of enterprise, and currently consists of five trains in late spring, commencing with 'The Scarborough Flyer' with 'A4' No. 60019 *Bittern* from King's Cross to York and Scarborough on 29th April. This is steam hauled back to York, where modern traction takes over for the return to London. *Bittern* also features on 22nd May, on the 'East Coast Diversion', which commences with DBS Class 90 haulage from King's Cross to York, where No. 60019 then takes over for a meander around eastern England. The tour follows the route of the ECML and then Doncaster, before diverging to run via Gainsborough Lea Road to Lincoln and Spalding before rejoining the ECML at Werrington. The Ely line is taken at Peterborough, and the tour returns to King's Cross via Ely, Cambridge and Hitchin. The ECML also features with the 'Merchant Venturer' on 29th May, when instead of 'A4' traction, a Merchant Navy in the shape of No. 35028 *Clan Line* is set to show its paces on the route. This charter is booked for steam haulage throughout from King's Cross to York and back.

Clan Line also features on tour along South Western metals on 8th May, and for many may be the jewel in their crown of tours. Entitled 'The Somerset & Dorset', it employs No. 35028 for most of the tour, which originates at Waterloo and runs initially to Yeovil Junction, via Woking, Basingstoke and Salisbury. At Yeovil Junction *Clan Line* will be serviced, and the train will continue to Weymouth, via Maiden Newton, with diesel traction. The return should be a dream for Merchant Navy fans, as No. 35028 is scheduled to haul the train throughout from Weymouth, running via Poole, Bournemouth, Southampton and Basingstoke back to Waterloo. Without doubt, a classic 'Southern' day out! The final tour in the current programme is still being finalised, but the plan is to take the 'A1' Pacific No. 60163 *Tornado* from London Victoria to Swanage on 16th June.

Swanage is also the destination for the 'Purbeck Conqueror' tour on 27th March, which is booked to feature a pair of GBRf Class 73s throughout from Waterloo. Outwards the train takes the direct route via Surbiton, Woking, Basingstoke and Southampton, while the return is routed via Havant, Liss, Guildford, Cobham and Hampton Court.

In addition, there is the typical varied programme of new tours that we have come to expect from John Farrow. These range from a visit to Stockport (and Tatton Park) on 10th April, to a trip to Wroxham for the Norfolk Broads on 14th May. Sandwiched between these there is an Okehampton trip on 17th April that includes the Dartmoor Railway, and a visit to Eastleigh on 22nd April to see the 'Queens' (the Cunarders, that is) as both Queen Mary and Queen Victoria will be in Southampton that day. Over the May Day Bank Holiday weekend, they go to the Spalding Flower Festival on 1st May, followed by Llandudno on 3rd May.

▶ **In a timeless winter scene, Gresley 'A4' Pacific No. 60019 *Bittern* leaves a perfect white steam trail in the still air as it passes the manual signal box at Wymondham, on the Ely to Norwich line, with Steam Dream's 'Christmas Cathedrals Express' working from London King's Cross to Norwich on 19th December. Don Brundell**

A warming tale of commuter heaven

So, you have just completed a hard day at the office, the Christmas shopping has still to be done and the weather is awful. You rush to the station thinking 'I'll try for the early train', except when you finally battle your way onto the concourse you find London Victoria wedged with humanity, and you know that it is not going to happen. More to the point, 'when will I get home' becomes your uppermost thought.

The departures board tells you with words such as 'cancelled' and 'delayed' that the commute home is going to be a long, exasperating and unpleasant experience. But is it? Did you notice that different looking train slip into the station, the one with the funny looking coaches with doors which do not slide, but open outwards - and the people heading for that train have smiles, not grimaces on their faces. Men with overalls and blackened faces wander around looking important, and so they are, because unbeknown to you they are your ticket home.

A man with a jaunty gait and strange black rims around his eyes wanders over; "anyone for Swanley or Maidstone East?" he enquires. 'Yes, I'm for Maidstone East' you hear yourself say, stealing yourself for the 'tough luck, mate' response you expect. Instead, the man says." do you want to come with us, we have some spare seats which you are welcome to use", pointing towards that funny looking train that by now is issuing strange puffing type sounds from the front and seems to be leaking an awful lot of what looks like steam. 'Hah!' you think, 'the heating systems already knackered judging by all that steam', but, it has to be better than just standing here wishing ill on the departure board. So you step forward to follow the man, and find you are now one of a throng who are heading for this train.

And you climb aboard. It is warm. 'Funny that', you muse, 'didn't expect heat'. You look round, no plastic. Where plastic should be in your scheme of things there is wood, and instead of looking at a seat back you face your fellow sufferers, sorry commuters, across a table. and the seats, instead of being like sitting on a piece of cloth covered wood, are really comfy and the cushion moulds itself around you and you begin to relax.

With the Southeastern rail system grinding to a halt because of the snow that is falling, you are grateful for somewhere warm and comfy to spend the evening, when suddenly, with a jerk, the coach lurches forward. This surprises you - a train moving. You peer out of the window, and sure enough you are on the move, and at a steady pace too. Out of the station, the train maintains good progress as it climbs towards Grosvenor Bridge, in so doing overtaking a packed commuter train on the parallel tracks, whose passengers look over at you with in a mixture of incredulity and envy.

And onwards you go, passing through many increasingly more snow-bound stations that were beacons of light in a black evening. You notice passengers huddled in corners against the developing snowstorm, and also men with cameras. 'What goes on here', you wonder, as a wisp of steam drifts past your window. 'The heating', you think, 'must be on its last legs, hope it doesn't peg out before Maidstone.

It is then that you realise there is something missing - trains! Since Victoria you haven't seen one. The snow is getting deeper, you haven't seen another train, and here you are in some weird coach on a train where the heating is going to pack up any moment allegedly taking you home. At this point you realise that you maybe have read too much science fiction, that you have not been hijacked into a parallel world and that the coffee actually tastes like coffee.

And all the time men in oversized luminous orange coloured safety clothing keep wandering about talking about water stops and coal consumption. The heat inside the coach is making you drowsy, and you actually drop off for a short while, being wakened by the cry for all Swanley passengers to make their way forward to leave the train. For a second, panic, 'where am I'; then reality returns, and you remember you are on this strange train going home.

Soon, it is your turn to move forward as Maidstone East is approaching. Further up the train the carriages become even quainter, with tables laid for a silver service meal. You notice the bottles of wine. The occupants are happy, enquiring did you enjoy your ride home behind *Tornado*? '*Tornado*, what are they talking about' you think, as you ease through the coach. 'It's only snow, not a tornado' you mutter under your breath.

Then suddenly the cold hits you. The platform is covered in snow and it's very cold. You become aware of some hiatus at the end of the platform, and curiosity takes over. Gradually through the drifting steam and falling snow you notice the word 'British Railways' and a strange ethereal orange glow. The sound of someone shovelling furiously, followed by the 'whish' of the shovels contents being delivered to the appropriate place. A man in overalls and blackened face leans out of a cab window; you recognise him, he was on the platform at Victoria. Then you see a number, 60163, and a bit further along a plate, on which is written in cast letters *Tornado*'. Then the penny drops. So what if Santa's sleigh on that night looked a bit more like a Peppercorn A1 Pacific? Who cares, you are nearly home, and this is Commuter Heaven! Delivered by steam!

Fact, not fiction: on 21st December, Steam Dreams' operated two steam-hauled specials featuring No. 60163 *Tornado* on a circular route in the South East. The first was a luncheon train, and the later dining train also celebrated Steam Dreams' 10th anniversary as a railtour operator. Adverse weather in the South East had disrupted transport in the region all day, but the luncheon train ran without a hitch, and to time. The evening train was booked into Victoria just after 17.30, in the midst of the rush hour; only on 21st December the rush hour was going nowhere fast because the weather was closing in causing widespread disruption. But Tornado was going somewhere and for the benefit of around 150

LNER A1 Pacific No. 60163 *Tornado* **passes Bickley Junction on 21st December, bound for London with the 'White Cliffs Circular Lunch'. Richard Walker**

commuters for Swanley and Maidstone who were invited aboard, as well as the booked passengers for the tour, 21st century steam succeeded where the modern day railway failed. Indeed, when the commuters were leaving the train many did not realise that they had indeed been hauled by steam. It proved to be a media triumph for both Steam Dreams and the A1 Locomotive Trust, as the story was widely reported both locally and nationally.

From an operating viewpoint, the fact that an 11-coach steam-hauled special can get in and out of Victoria at rush hour with the minimum of fuss is a tribute to all involved. Given the chaos that evening, and that it gave a clean pair of heels to every other train in the area speaks volumes (except for the sluggish EMU that caused *Tornado's* 20-minute late return to London Victoria). In many ways it typifies a Steam Dreams' operation; the company has been operating throughout its first 10 years in one the harshest environments for charter trains, London and the South East. The aim is not to be seen, allowing its trains to pass through the busy commuter belts leading to and from the Capital without hindering anyone or anything. This policy has worked, and as a consequence the company is well respected within the railway community for professionalism and enterprise.

This train was also special as Steam Dreams was celebrating 10 years of running the 'Cathedrals Expresses', the brainchild of founder Marcus Robertson. He guided the business through difficult times, always confident of the product. Reflecting over the past 10 years, we asked him four questions; his best and worst moment, what he would have done differently and greatest regret. His best moment was the poignancy of the Bryan Dudley Ward Memorial Train. Bryan Dudley Ward was a most respected footplate inspector with EWS, whose untimely death was universally acknowledged by the industry, and Marcus remembers the moment the train slowed for Bryan's ashes to be placed into the firebox of BR Standard Class 5 No. 73096, which was hauling the special working.

Marcus describes his worst moment was also a footplate experience, when a steam pipe burst on Merchant Navy Pacific No. 35005 *Canadian Pacific* while working a 'Cathedrals Express'. Fortunately the train had been halted due to the reporting of an oil discharge from the locomotive, as had the incident happened while the locomotive was in motion, the consequences would have been potentially far more serious. As the then head of the Strategic Rail Authority, Richard Bowker was also on the footplate at the same time, the consequences were potentially dire. Best move, he adds with enthusiasm, was bringing in Graeme Bunker as Managing Director, while the thing best done differently was being far more businesslike from the onset. Comments typical of Marcus, whose commitment, enterprise and willingness to listen has created a fine company offering a very good product, which is proven time and time again by well loaded trains. Well done Marcus and Graham, happy anniversary Steam Dreams, and here's to the next 10 years.

▼ **Prior to working an evening dining/commuter train, Peppercorn Pacific No. 60163** *Tornado* **passes through Ashford International on 21st December, with Steam Dreams' 'Cathedrals Express' circular tour of Kent entitled the 'White Cliffs Christmas Luncheon'. Julie O' Connor**

SR Battle of Britain Pacific No. 34067 *Tangmere* **approaches Kemsing on the Maidstone East line, while working the 'Sussex Belle' charter in wintery conditions on 22nd December. Jon Nye**

STEAM celebrate 175th anniversary of the GWR

STEAM, the Museum of the Great Western Railway, is hosting a series of celebrations between March and December to coincide with the 175th anniversary of the Great Western Railway.

Among the highlights is a visit by the BBC's Antiques Roadshow programme on 22nd April, while Thomas the Tank Engine will mark his own 65th birthday by visiting the museum for the first time in three years on 22nd/23rd May. The following month the Swindon Borough Council-run museum celebrates its own 10th birthday, where there will be lots of activities for all the family, and on 21st August Pete Waterman will be among a host of guest speakers at the GWR 175 Gala Dinner, followed on 28th/29th August by a Workers' Weekend, an opportunity for former railway workers and their families to reminisce about the history of the Great Western Railway.

From 1st May to 31st December, a special exhibition, Lights, Camera, Action!, exploring the role of the railways in early film will be on show, while on 11th/12th September, the Swindon Railway Festival takes place with Pete Waterman OBE present, together with roadshows from Hornby and Bachmann.

The programme is subject to change and special admission prices apply to some events. Please check the STEAM website, http://www.gwr175.net, before making a special journey.

Gordon Highlander given a secure future and moves to ELR

Martin Walker has completed the purchase of 'Deltic' No. D9016 *Gordon Highlander*, **from DRS and the loco has now moved to its new home on the East Lancashire Railway.**

Both 'Deltics', the other being No. 55022 *Royal Scots Grey*, were used at the railway's theme day on 9th January, which included one train double-headed by both locomotives.

The aim of the owners is to see both locomotives back running on two engines.

▼**Class 55 'Deltics' Nos. D9016** *Gordon Highlander* **and 55022** *Royal Scots Grey*, **with Class 37/4 No. 37418 on the rear for train heating purposes, power through Burrs Country Park on 9th January, bound for Rawtenstall. Fred Kerr**

▼ **BR Standard 7P Pacific No. 70013** *Oliver Cromwell* **passes Woodthorpe on the Great Central Railway with the 14.15 Loughborough - Leicester North service on 3rd January. Simon Kerry**

K&ESR appeal to restore luggage van

The Kent & East Sussex Railway is starting an appeal to raise £35,000 to restore South Eastern & Chatham Railway passenger luggage van No. 132.

The 90-year-old vehicle transported the remains of Nurse Edith Cavell in 1919 following her execution by the Germans, and two months later supplied carriage for the remains of Captain Charles Fryatt, who had attempted to ram a German U-Boat during the war, but failed and was also executed.

Then in November 1920, it was used for a third time to take The Unknown Warrior, who was killed in the First World War to his well known grave in Westminster Abbey.

Volunteers hope to have the restoration complete by 10th November 2010, exactly 90 years after it carried The Unknown Warrior. Apart from the mechanical work to be done, the van will be fitted with a catafalque draped with the Union Jack (a decorated wooden framework that supports the coffin of a distinguished person during a funeral or while lying in state) together with educational displays about the historical journeys it made.

The appeal is supported by the Western Front Association.

CHINA 2010

TWILIGHT OF STEAM TOUR
22 March - 11 April 2010

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

CHINA NARROW GAUGE TOUR
9 October - 23 October 2010

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

Reed Railway Photo: John Raby

Please contact Jim Colley for Itineraries

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

Mid-Suffolk Christmas Specials

101 years after the first passenger train ran in service on the Mid-Suffolk Light Railway, passengers have been able to dine on board.

During December, the railway introduced its 'Strictly for Adults' version of its Santa Specials. The line's vice-Chairman, Roger Gregory, reports: "We have to limit the number of adults accompanying each child on our regular Santa Specials, which has caused some disappointment to our visitors. Now that the restoration of M.S.L.R. coach No. 13 has been undertaken, we have increased capacity and a First Class compartment, complete with Great Eastern table. Our adult Santa vistors are plied with hot mince pies, coffee and mulled wine as they travel between Brockford and North Pole Halt".

▲ Hawthorne Leslie 0-4-0ST No. 3, built in 1926 for the Falmouth Docks & Engineering Company (FD&E), takes charge of a typical Christmas scene as it departs from North Pole Sidings with a Santa Special working. **Keith Froom**

▼ FD&E Co. 0-4-0ST No.3 on shed at Brockford Sidings on the Mid Suffolk Light Railway on 20th December, after finishing its Santa Special work for the day. **Lawrie Rose**

▲ Class 37/4 No. 37418 stands at Bury, prior to working the snow clearance trip to Ramsbottom. ELR

East Lancashire Railway helps commuters get home

The heavy snow showers in and around Bury on 5th January caused travel chaos throughout the area.

Although normally closed during the week at this time of year, the East Lancashire Railway decided to operate a free diesel shuttle service between Bury Bolton Street, Summerseat and Ramsbottom stations to assist in getting commuters home, who were struggling on the roads, and also as the local bus services had been suspended as a result of to the extremely poor road conditions.

Once it had been established that sufficient staff and volunteers were available to operate the service, Class 37/4 No. 37418 was sent up the line to Ramsbottom to clear snow from the tracks, following which an hourly passenger service commenced at lunchtime, departing Bury at half-past the hour from 12.30 until 18.30, returning on the hour from Ramsbottom between 13.00 and 19.00. A total of seven return shuttles were operated on Tuesday afternoon and thanks to assistance from the local media, word of the snow service was spread quickly, allowing more than 120 passengers to take advantage of the trains, with many positive comments being received by staff on board.

A number of passengers also made donations towards the costs of running the service, for which the railway is grateful.

ELR General Manager Andy Coward said: "Thanks to the hard work and dedication of staff and volunteers who came in under very difficult conditions, we were delighted to be able to operate the snow trains between Bury and Ramsbottom as our way of assisting the local community at what has been a trying time for everyone. More than 120 people travelled on the train on Tuesday and the reaction from the general public to the trains was marvellous".

LMS 'Jinty' No.47279 departs Oakworth station on the Keighley & Worth Valley Railway on 9th January with a service to Oxenhope. Steaming Around Yorkshire

GWR 'Dukedog' 4-4-0 No. 9017 *Earl of Berkeley* **makes a glorious sight as it approaches Horsted Keynes with the 14.00 departure from Sheffield Park on New Year's Day. Graham Wright**

◀▲ BR Standard 4MT 2-6-4T No. 80105 departs from Bo'ness on 2nd January, with the 13.30 service to Kirkhall. **Andrew Wood**

▲ GWR 2800 class 2-8-0 No. 3802 waits in Llangollen Goods Siding on 20th December, to shunt the stock of one of the two Santa Trains operated by the Llangollen Railway into Llangollen station. **Fred Kerr**

◀ Industrial 0-6-0T No. 24 *Rolvendon* banked by Terrier 0-6-0T *Bodiam* climbs Tenterden Bank on 19th December. **Gary Packer**

Great Western Prairie Tank No. 5164 powers effortlessly towards Bewdley at Northwood Lane on 3rd January, with a Bridgnorth to Kidderminster service on the Severn Valley Railway. **Ellie Boskett**

Let it snow, let it snow, let it snow!

Class 170/4 'ScotRail Express' Turbostar No. 170470 passes Lathallan, east of Polmont, with a Glasgow Queen Street to Edinburgh Waverley shuttle on 28th December.
Ian Lothian

▲ Electric Traction Limited Class 86/7 No. 86701 *Orion* passes a very cold Cartland on 24th December, with a trio of Class 325 EMUs on a late running postal working to Shieldmuir. **Kenny Marrs**

▼ The 11.24 Northern Rail service from Newcastle to Carlisle approaches Hexham station, led by Class 156 No. 156460 on 6th January. **Allan McKever**

▼ Grand Central's Class 180 No. 180112 passes Hart, just outside Hartlepool, on 19th December with the 09.29 Sunderland to King's Cross service. **Paul Francis**

A shortage of motive power for a southbound mail train on 7th January, found DRS Class 37/6 No. 37601 working from Sheildmuir to Willesden with one of the overnight postal services, pictured at Preston. **Mark Ainsworth**

▲ Framed by the arch of the bridge while slowing for the scheduled stop at Crossflatts on 7th January, Class 333 No. 333003 forms a Skipton to Leeds service.

◀▲ With the winter sun low in the sky, First TransPennine Class 185 No. 185132 passes Copmanthorpe on the approach to York with a service from Manchester Airport to Middlesborough on 6th January. **Both: Paul Braybrook**

◀ The extension of the Christmas Mail train programme into January as a result of the weather problems, has seen many of the postal services hauled by electric locomotives including ETL Class 86/7 No. 86702 *Cassiopeia,* photographed passing Euxton on 8th January on a Shieldmuir - Willesden PRDC working. **Fred Kerr**

As the sun sets at Bolton Percy, south of York, on 18th December, a pair of CrossCountry Class 220 units head towards Leeds, passing a First Trans-Pennine Class 185 and leaving blizzard conditions in their wake. **Robin Patrick**

▲ Class 158/9 No. 158908 creates a mini-snowstorm as it whips up freshly-fallen snow near North Ferriby in East Yorkshire, while working a Hull-Sheffield service on 7th January. **Richard Young**

▶▲ A rarely seen view is the approach to Thoresby Junction signal box. Here, Class 66/7 No. 66707 has just 'got the road' while performing a 'run-round' manoeuvre, having arrived from West Burton Power Station. **Karl Brailsford**

▶ Class 150/0 No. 150007 is about to pass under Edstone Aqueduct in Warwickshire with a Stourbridge Junction to Stratford-upon-Avon service on 7th January. **Peter Tandy**

▲ Class 395 No. 395024 arrives in St Pancras International with a late running train from Dover due to blizzard conditions on route in the Whitstable area on 7th January. **Graham Lightfoot**

▼ Freightliner Class 66/5 No. 66501 *Japan 2001* pilots Class 90 No. 90041 past Willesden Junction on 7th January, with the Felixstowe-Ditton intermodal service. **Kim Rennie**

▼ London Underground fared well with the bad weather conditions. A westbound District Line D Stock approaches Elm Park, with a c2c Class 357 approaching in the distance. **Kim Rennie**

◀ On 8th January, the Network Rail New Measurement Train HST passes over Winterbourne Viaduct, heading towards Swindon. **Roy Hutchinson**

▼ A lucky shot for the photographer with just about perfect timing on behalf of the drivers! Freightliner Class 66/6 No. 66603 passes Worting Junction, leading the 10.00 Cardiff Wentloog-Southampton intermodal as Class 31s Nos. 31105 and 31465,with classmate No. 31459 on the rear, head in the opposite direction having just crossed the flyover with the 09.00 Woking to Derby Serco working on 18th December. **Chris Wilson**

▲ On 7th January, the First Great Western loco-hauled diagram, ironically with two Arriva-liveried Class 57/3s in 'top and tail' mode providing the power, No. 57316 approaches Yatton with a Taunton to Cardiff service. **Roy Hutchinson**

◀▲ BR Blue-liveried Class 31/1 No. 31106 at Pontarddulais with the 04.16 Shrewsbury to Shrewsbury test train, via Gwaun Cae Gurwen and Llandeilo Junction, on 6th January. On the rear of the train is Class 31/6 No. 31602 *Driver Dave Green*. **Phil Trotter**

◀ Class 221 No. 221125 pulls away from Taunton with one of many late-running Cross Country services to Plymouth on 9th January, passing Class 66/6 No. 66618, which was shunting High Output Ballast Cleaner and Track Relaying Train sets within Fairwater Yard. **Brian Garrett**

First GBRf Class 73/2 No. 73206 *Lisa* pushes a Network Rail de-icing coach through Tunbridge Wells on 6th January.
Steven Hatch

▲ Hitachi Class 395 EMU No. 395011 approaches Singlewell on 19th December, with the 12.53 Margate to St Pancras International Southeastern high-speed service. **Jonathan Makepeace**

◀▲ The southeastern routes out of London were badly hit by snow in the few days before Christmas. Here Class 375/8 No. 375815 stands at Tonbridge on 18th December, forming the 06.10 from Ramsgate to London Cannon Street, which it is believed terminated at Orpington due to weather related operating problems. **Roy Hutchinson**

◀ An eight-car Electrostar set headed by Class 375/8 No. 375804 arrives at Staplehurst station on 18th December, with a very late-running Charing Cross to Ramsgate service. **Gavin Smith**

11th January 2010

Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln. 'Steam on Cine in the 1960s' by Michael Clemens. Starts 20.00. Contact Secretary on 01522 705365 for details

RCTS (Ipswich)
Bridge Ward Social Club, 68 Austin Street, Ipswich. 'Latin Rails' by Ray Schofield. Starts 19.30. Contact ipswich@rcts.org.uk for details.

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

Severn Valley Railway (Wolverhampton)
Old Wulfrunians Club, 253A Castlecroft Road, Castlecroft, Wolverhampton, WV3 8NA. AGM followed by 'Chiltern Railways, Then and Now' by Ian Baxter. Doors open at 19.00 for 19.30 start.

Southern Electric Group (Sussex)
Deall Room, Southwick Community Centre. 'The Brighton Atlantic Project' by David Jones. Meeting commences at 19.30. Donation of £2 requested. Contact the 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, Ayreshire. 'Ayreshire Steam in the 1950s and 60s' by Bill Hamilton. Starts 19.30. Contact the Secretary on 01294 822303 for further details.

Wrexham Rly Society
St Mary's Catholic Club, Regent Street, Wrexham. 'Sixties Steam on Cine' by Colin White. Meeting commences at 19.45. Admission £2.

York Railway Circle
The Library, Archbishop Holgate's School, Hull Road, York. 'A to Z of Yorkshire Transport' by John Holroyd. Starts 19.30. Contact Robin Patrick by e-mail at locopatrick@aol.com for details.

12th January 2010

Abergavenny and District Steam Society
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny TBA by Colin Boocock. Meeting commences at 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ntlworld.com for details.

Great Western Society (Bristol)
BAWA, 589 Southmead Roadm Filton, Bristol. 'The Weston, Clevedon & Portishead Light Railway' by Paul Gregory. Meeting starts at 19.45. Contact 01454 324230 for details.

Permanent Way Institution (Edinburgh)
The Scotts Guards Club, 2 Clifton Terrace, opposite Haymarket Station, Edinburgh. Quiz and AGM. Meeting commences at 18.00. Contact the Secretary, Alan Morrison on 07834 507497 or by e-mail at alan.morrison@atkinsglobal.com for further details.

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

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

RCTS (West Riding)
Saltaire Methodist Chapel, Saltaire Road, Shipley. '30 and 40 Years Back' by John Holroyd. Meeting commences at 14.00. Contact the Secretary at bigmal.w.b.r.rcts@talk21.com for further details.

The 8E Railway Association (Northwich)
The Gladstone Club, Station Road, Northwich, CW9 5RB. 'PSOV Mainline Steam 2009' by Karl Jauncey and Dave Richards. Meeting commences at 19.45. Contact Paul Tench on 07790 486735 for details.

13th January 2010

Basingstoke & District Railway Society
Wote St. Club, New Road, Basingstoke. 'East African Steam Safari' by Norman Hogg. Meeting starts at 20.00. Contact the Secretary on 01256 326096 for further details.

Bromsgrove Rly Club
St Godwalds Church Hall, Aston Fields, Bromsgrove. 'Travels with my £21 Cine Camera' by Mike & Audrey Flavel. Starts 19.45. Contact Dave on 01527 873800 for further details.

Locomotive Club of Great Britain (Dorking)
Friends Meeting House, Butter Hill, South Street, Dorking, RH4 2LE. 'Travels Around South America (part 2)' by Donald Wilson. Meeting commences at 19.30.

Oxfordshire Rly Society
Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LN. 'Sir William Siemens and the Electric Railway' by Dr Willem D.Hackman. Meeting commences at 19.30. Visitors welcome £3.

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

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

Stephenson Locomotive Society
YMCA, Bridge Street, Guildford. 'From Banker to Train Driver' by Alan Nicholls. Starts 19.30. Contact the Secretary on 01372 379216.

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

14th January 2010

Continental Railway Circle(London & The Home Counties Branch)
St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ 'Sri Lanka, India and Pakistan 1976' by Richard Awde. Starts 19.15. Admission £2.00. Contact Adrian Palmer on 01932 850624 or by e-mail at akpalmer@talktalk.net.

Locomotive Club of Great Britain (St Albans)
United Reform Church, Watford Road, Chiswell Green, St Albans. 'Before Beeching & Behind the Scenes' by Dave Baker. Starts 19.30.

Monmouthshire Railway Society
Room A28, UWCN, Allt-Yr-Yn Ave, Newport. 'Industrial Steam in S.Wales, 1968 - 1978' by Stanley Brown. Starts 19.30. Admission £3.

Permanent Way Institution (Birmingham)
The 11th Floor Boardroom, Network Rail Offices, The Mailbox, 100 Whartside Street, Birmingham B1 1RT. Starts 18.15. Contact Ian Wardle on 07824 410961 for further details.

Permanent Way Institution (Manchester & Liverpool)
Ove Arup Offices, St James Building, Oxford Street, Manchester. 'Cambrian Line Enhancements' by Bob Langford. Starts 13.00. Contact Rob Cummings, on 07798 858784.

Permanent Way Institution (S&W Wales)
Kings Hotel, High Street, Newport. 'Thermit Welding - History and Developments' by Ian Banton. Starts 18.00. Contact Andy Franklin on 07824 410762 for further details.

RCTS (North East)
The Brunswick Methodist Hall, Newcastle. 'Adventures in the Land of the Trolls' by Fr Ing Prof Bill Hampson. Meeting commences at 18.30. Contac the Secretary at jimbrick@fsmail.net for details.

15th January 2010

Great Western Society (Taunton)
Village Hall, Stoke St Mary, Nr Taunton. 'More Steam in the 60s' by Alan Reeve. Meeting commences at 19.30. Contact the Secretary on 01803 336329 for further details.

Locomotive Club of Great Britain (Central London)
Keen House, Calshot Street, London N1. 'Just in Front of the Good Doctor - The Musical' by Blake Paterson, Paul Ayres and Don Kennedy. Meeting commences at 19.00.

Should your society information be listed on this page?

If so, then please email the details to the editor, remembering to include the date, starting time and location, together with details of the event, speaker and entrance charges if applicable. It is not necessary, but helpful to people, if you can also include a contact name and phone number/email address that can be published.

Railway Herald reserves the right to edit details entered in this section, which may also be displayed on our online events diary. The information is believed to be correct at the time of publication.

Web Links
Links to the various society websites can be found by clicking here. Is yours missing? Send the details to the editor.

▼ The 07.41 Derby – Machynlleth test train, via Ironbridge and Shrewsbury, crosses Coalbrookdale Viaduct on 4th January, with Class 31/6 No. 31602 and Class 31/1 No. 31106, returning from Ironbridge. **Andrew Bannister**

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

16th January 2010
Great Western Society (South West)
Parish Centre, Church End Road, Kingskerswell, Torbay.
'Cine Star Archive Film' by Paul Dibbens. Meeting commences at 18.30. Contact the Secretary on 01803 336329 for further details.

Irwell Vale Railway Photographers
Irwell Vale Village Church, Irwell Vale, Rossendale.
'A View from the Dark Side' by David Fowler. Doors open at 19.00 for 19.30 start. Donation of £3 requested. Contact the Secretary, Mike Taylor by e-mail at mike10fmpd@tiscali.co.uk for further details.

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

18th January 2010
Great Central Railway (Spinkhill)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB.
'Members Evening'. Meeting commences at 19.30. Contact the Secretary, Frank Greaves on 01909 473927 for further details.

RCTS (Merseyside, Chester & North Wales)
The Town Crier, City Road/Station Road (opposite station entrance), Chester. 'Australian Railways in 2009' by Geoff Morris. Meeting starts at 19.45. Contact the Secretary at geoffreymorris@tiscali.com for further details.

RCTS (Coventry)
Maudslay Hotel, 190 Allesley Old Road, Coventry. Branch AGM and Members' Slides. Starts 19.30.

RCTS (Northampton)
Weston Favell Parish Hall, Booth Lane South, Weston Favell.
'Britain's Railways in the 21st Century' by John Day. Meeting commences at 14.00.

RCTS (Thames Valley)
West Oxford Democrats Club, 1 North Street, Osney. 'The Trains of Route 66 - Across the American West' by Murray Lewis. Starts 19.30. Contact the Secretary at murraylewis@hotmail.co.uk for further details.

RCTS (Shenfield)
Shenfield Parish Hall, 80 Hutton Road, Shenfield. 'Loco Hauled Passenger Trains in the Privatisation Era' by Geoff Brockett. Starts 19.30.

19th January 2010
Permanent Way Institution (W. Yorkshire)
The Pullman Room, The Cosmopolitan Hotel, 2 Lower Briggate, Leeds LS1 4AE. 'Geogrid Reinforcement of Railway Ballast' by John Dickson. Starts 18.30. Contact, Martin Wooff on 07747 760949 or by e-mail at abcts@daelnet.co.uk.

Stephenson Loco Society
Fox Covert Inn, High Leven, Nr Yarm, Teeside. 'Over the High Alps - the Rhaetian Railways Heritage Line' by Michael Bailey. Meeting commences at 19.30. Contact the Secretary on 01642 321205 for further details.

20th January 2010
Aeron Valley Rly Society
Prince of Wales Hotel, Aberaeron. Members Night. Starts 19.30. Contact the Secretary on 01974 298513 for further details.

Altrincham Electric Railway Preservation Society
Altrincham Methodist Church Hall, Barrington Road, Altrincham.
'The Great Orme Tramway' by Mike Crabtree. Starts 19.30. Admission £3. Contact Andrew Macfarlane on 0161 928 9394 for further details.

Permanent Way Institution (Glasgow)
Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow.
'Distressing Switches and Crossings' by Jamie Breckenridge and Chris Booth. Meeting commences at 17.30. Contact Jack Scott, on 07789 765291 or by e-mail at jack.scott1@btinternet.com for further details.

RCTS (Eastleigh)/ Mid Hants Railway
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Railway Artefacts' by Steve Bigley. Starts 19.45.

RCTS (Sheffield)
St Matthews Church Rooms, Carver Street, Sheffield. 'Memories of Sheffield Midland Station' by Howard Turner. Meeting commences at 14.15.

Severn Valley Railway (South East)
Wenlock Arms, 26 Wenlock Road, Islington, London N1 7TA.
Another Batch of his Slides by Dave Soggee. Meeting commences 19.30.

21st January 2010
Barrow Hill Engine Shed Society
Roundhouse Lecture Theatre, Barrow Hill, Chesterfield. 'Steam Around Sheffield' by Mick Hayes. Meeting starts at 19.30. Admission £2 non members. Contact the Secretary at beardspaul@aol.com for further details of this meeting.

Breconshire Railway Society
R.A.F.A.Club, The Struet, Brecon.
'Railways in the Abergavenny Area' by Keith W.Jones. Meeting starts 19.30. Members only. Contact Arthur Robinson on 01982 560219 for details and membership enquiries.

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB.
'Scottish & Northern Steam in 50's and 60's' by David Kelso. Starts 19.45. Contact Roger Hart on 01474 833320 for further details.

Locomotive Club of Great Britain (North West)
The Parkside Room, St David's Social Centre, 249 Wargrave Road, Newton-le-Willows, WA12 8EW. 'The North Wales Coast Railway since 1989' by Ian Pilkington. Meeting starts 19.30.

Marlow & District Railway Society
British Red Cross Society, Victoria Road, Marlow. 'Your Train will be Diverted...' by Kim Fulbrook. Starts 20.00. Admission non-members £2.

Permanent Way Institution (Nottingham & Derby)
The Midland Hotel, adjacent to Derby Station. 'East Midlands Parkway' by Spencer Gibbens. Starts 18.30. Contact the Secretary, Colin Cowey on 07946 482343 for details.

RCTS (North East)
The Scout Building, Widdowfield Street, Darlington. 'Railways around Darlington' by John Midcalf. Starts 19.00. Contact the Secretary at jimbrick@fsmail.net for details.

RCTS (West Riding)
The Fulneck Room, Pudsey Civic Hall, Pudsey. 'Three Half Hour Slides or Talk Shows'. Starts 19.30. Contact the Secretary at bigmal.w.b.r.rcts@talk21.com for further details.

Stephenson Loco Society
United Reform Church Hall, Mowbray Road, New Barnet, Hertfordshire. 'Dutch Railways' by Roger Elkin. Starts 19.30. Contact 0208 368 6200 for further details.

22nd January 2010
Shropshire Railway Society
The Gateway, Chester Road, Shrewsbury. 'Archives' by Ian Fisher. Meeting commences at 19.30.

Stephenson Loco Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'The Hush Hush' by William Brown. Meeting commences at 19.00. Contact the Secretary on 01434 688946 for further details.

23rd January 2010
Locomotive Club of Great Britain
Overseas Reunion.

25th January 2010
Locomotive Club of Great Britain (Brighton)
Brighton Model Railway Club Room, BR London Road Station, Shaftsbury Place, Brighton. 'American Interlude (Part One) - Trams & Preservation in the 1970s on Film' by John Buckle. Meeting commences at 19.30.

RCTS (Maidenhead)
Cox Green Community Centre, Highfield Lane, Cox Green.
'Around the World on 80 Trains' by Chris Jackson. Meeting starts 19.30.

RCTS (Sheffield)
St Matthews Church Rooms, Carver Street, Sheffield. Branch AGM. Meeting commences at 19.30.

26th January 2010
RCTS (Nottingham)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham.
'Nottingham to Norwich' by Martin Bromley. Meeting starts at 19.30.

RCTS (Welwyn Garden City)
The Methodist Church, Junction of Ludwick Way and Colegreen Lane, Welwyn Garden City. 'Fourth Generation Railwaymen' by John Marson. Meeting starts 14.15.

RCTS (Woking)
The Wheatsheaf Ember Inn, Chobham Road, Woking. 'Railways at Home and Abroad' by Nick Lera. Meeting commences at 19.30.

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

GWR Prairie No. 5164 works alongside the Safari Park at Bewdley, silhouetted against the evening sky on 20th December, returning from Arley to Kidderminster. Jack Boskett

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