

# *Railway Herald*

Issue 251 - 5th January 2011



*Happy New Year to all our readers*



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## Publication

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

## Submissions

We welcome submissions from all readers, especially digital photographs. Pictures should be sent to the editor at [editor@railwayherald.com](mailto:editor@railwayherald.com)

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

## Website

Our website contains all back issues of the magazine and is available at [www.railwayherald.com](http://www.railwayherald.com)

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## Virgin Trains hires Freightliner Class 90

**To provide the company with 24/7 cover for the Mk3 set over the Christmas and New Year period, allowing it to be pressed into service whenever required, Virgin Trains hired Freightliner Powerhaul-liveried Class 90 No. 90045 in late December.**

The locomotive started operations on 22nd December, having been transferred from Crewe Basford Hall to Wembley, and it remains on

hire to Virgin as this issue goes to press. The arrangement that Virgin Trains has with DB Schenker only provides the operator with a Class 90 locomotive for the booked Friday working, which from 2011 switches from its regular London to Preston working to a new Fridays-only London to Crewe service (see news pages).

▲ Here, No. 90045 prepares to depart from Tamworth on 30th December, with the 18.46 London Euston to Preston service. **John Deeming**

## Vandalised Derby war memorial rededicated

**A service of rededication took place at the Midland Railway War Memorial on Midland Road, Derby, on 17th December.**

The memorial was originally dedicated on 15th December 1921 'to the memory of the 2,833 brave men of the Midland Railway staff who gave their lives in the Great War'. In August this year, vandals attacked the memorial and its restoration has been funded by Network Rail and the Railway

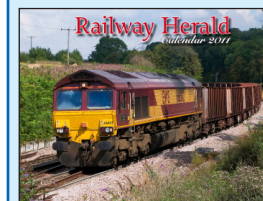
Heritage Trust. Almost 89 years after the original dedication, the Reverend James Lindsay, of the National Rail Chaplaincy Service, led the special occasion to rededicate the memorial. Thanks to the NRM, he was able to use the original Prayer of Dedication from the 1921 service. The event was attended by representatives from the railway industry, railway families, the Royal British Legion and members of Ex-Service Associations.

## Railway Herald 2011 Calendars

**The editorial team has released two calendars for 2011, one is a modern traction version, the other steam traction.**

Both are available to download free of charge from our website. Simply log onto the home page at [www.railwayherald.com](http://www.railwayherald.com) and click on the Calendar link graphic at the top of the screen.

We'd take this opportunity to wish all readers a Happy New Year and confirm that we are back to our regular weekly production cycle from **Monday 17th January.**





## Direct link to HS1 and Heathrow for modified High Speed 2 route

**Transport Secretary, Philip Hammond, has confirmed that the proposed high speed rail network, which will link London to the West Midlands, Manchester and Leeds, will include a direct link to Heathrow and to the European high speed rail network.**

Mr Hammond also published details of the Government's proposed route for the first phase of the project, a new line between London and Birmingham. After visiting the route and consulting with local people, Mr Hammond today revealed that the proposed route has been significantly redrawn to incorporate changes to over half its length.

The completed 'Y'-shaped network would bring the West Midlands within about half an hour of London and would allow journey times of around 80 minutes from Leeds and Manchester to the capital. Connections onto existing tracks would also be included, allowing direct high speed train services to be operated to cities including Glasgow, Edinburgh, Newcastle and Liverpool. A direct link to Britain's existing high speed line, High Speed 1 would allow travel from cities along the new high speed line to the continent, while construction of a direct link to Heathrow Airport, to be built at the same time as the lines to Leeds and Manchester, will enable direct high speed services to run to and from the airport, providing an attractive alternative for many short-haul

air journeys. In addition, the released capacity on the West Coast Mainline would offer the possibility of more frequent, fast commuter services from places such as Milton Keynes and Coventry.

Philip Hammond said that he knew "there will be less welcome impacts of this new line in some parts of the countryside." He added: "Since taking this job I have reviewed all the possible route options in detail as well as travelling the length of the proposed line to talk directly to local people. As a result, I have made a number of changes to the route published by the previous Government. The route I am publishing today differs from the previous for around 65 out of the 127 miles of its length".

Mr Hammond commented that the department is "continuing to look at additional mitigation measures to lessen the impact of the line on those communities which it passes nearest to, as well as considering innovative options for providing assistance to those who may be affected by the proposed line. I hope the communities affected will play a full part in the consultation process."

Since his appointment as Transport Secretary, Philip Hammond has visited the full length of the proposed route for a new London to Birmingham line, meeting local residents and MPs. As a result, he commissioned significant additional work to reduce the line's local impacts and this

has resulted in changes to the proposed route. Maps of the new route have been published today and full public consultation on the route will begin in February 2011.

The Government's proposed route for the London-Birmingham line will run from a rebuilt Euston station to a new Birmingham City Centre station at Fazeley Street. A Crossrail interchange station would be built at Old Oak Common in West London, giving the new line direct connections to the West End, City and Docklands, via Crossrail, to the South West, via the Great Western main line, and to Heathrow, via the Heathrow Express. A second interchange station could also be located to the south east of

Birmingham offering direct links to Birmingham Airport and the National Exhibition Centre.

To provide the direct link to HS1, a tunnel would be dug from Old Oak Common to the existing North London Line near Chalk Farm, from where existing infrastructure can be used to reach the HS1 line north of St Pancras.

The Government proposes to secure the powers to deliver the high speed network by means of a Hybrid Bill. Depending on the outcome of consultation and Parliamentary timescales and approval, enabling works for the initial London-Birmingham phase should be able to begin in 2015 with the high speed network opening in phases from 2026.

### **What are described as "significant improvements", have been made to the route previously published, including:**

- ❖ At Primrose Hill in London, where work to identify the most appropriate locations for the necessary vent shafts has shifted the proposed tunnel, and the vent shafts themselves, to the north, locating them alongside the existing railway.
- ❖ Between Amersham and Wendover, where a green bridge and a green tunnel have been incorporated into the route design to reduce its visual impact and avoid severance of public rights of way.
- ❖ At Hartwell House in Buckinghamshire, where by moving the alignment away from this historic property, HS2 Ltd have been able to ensure that the line would not be visible from the house itself and that additional earthworks and planting can be undertaken to further reduce its visual and noise impacts.
- ❖ At Edgcote House to the north of Aylesbury, where HS2 Ltd have made adjustments which move the proposed line further away from the property and its gardens, without increasing its impact on nearby villages.
- ❖ At Lichfield where an improved alignment would move the line further from the city, whilst avoiding any increased impact on other local communities.

## DfT extends c2c franchise by two years

**National Express Group has been awarded an extension of the c2c franchise by the Department for Transport, and it will now run for a further period of up to two years from the original expiry date of May 2011, until 26th May 2013.**

The franchise extension includes key commitments on additional train services and staffing during the 2012 Olympic Games. Other benefits for passengers will include an improved frequency of service at West Ham for connections to Canary Wharf from December 2011 and station improvements.

As previously reported, it also holds the record for the highest annual and four-week period punctuality results in the country.

## Final design work starts on Gatwick upgrade

**Network Rail advise that work to finalise the design of the scheme to upgrade Gatwick Airport station has begun.**

A new platform to lessen the existing bottleneck problems on the Brighton main line will be placed partly on the site of the existing substation, with relocation due to start this summer. Major construction work will then start after the Olympics in autumn 2012, and the £53 million project, funded jointly by Network Rail and Gatwick Airport, is due for completion by the end of 2013.

Other aspects of the upgrade involve improving passenger facilities on Platforms 5 & 6 by means of replacing the existing stairway with an escalator and installing a new lift, refurbishing the concourse area to provide better passenger facilities, and modernising the track, signalling and infrastructure to improve train performances and reliability.

## Tunnelling contracts awarded

**Crossrail Limited has awarded tunnelling contracts worth £1.25 billion. The work will create 18km of twin-bore tunnels under Central London and will commence later this year.**

The four contracts are the first of thirty to be awarded, covering tunnel sections, tunnel portals and station platform tunnels. Those announced are the Western Running Tunnels from Royal Oak to Farringdon, and early access shafts and concrete lining work for Bond Street and Tottenham Court Road stations, which have been won by a joint venture of BAM Nuttall Limited, Ferrovial Agroman (UK) Limited and Kier Construction Limited. The two contracts were the subject of a combined award as the new delivery programme, recently announced by the Government, allows Crossrail to take advantage of cost-efficiencies.

Elsewhere, the Eastern Running Tunnels (Limmo Peninsular to Farringdon and Victoria Dock and Stepney Green to Pudding Mill Lane) were awarded to Dragados S.A. and John Sisk & Son (Holdings) Ltd, while the early access shafts and lining works for Whitechapel and Liverpool Street stations have been won by a joint venture comprising Alpine BeMo Tunnelling GmbH, Balfour Beatty Civil Engineering Ltd, Morgan Sindall (Infrastructure) plc, VINCI Construction Grands Projects.

In spring 2012, the first two tunnel boring machines will start on their journey from Royal Oak towards Farringdon. This will be followed later in 2012 by the launch of two further tunnel boring machines in Docklands that will head towards Farringdon under central London. Further shorter tunnel drives will take place in the Royal Docks and east London.

Tunnelling teams will work around the clock to complete the tunnels for what will become Europe's largest infrastructure project to upgrade the existing rail network and build major new stations along the central section of the route. To construct the 21km of twin-bore tunnel required for Crossrail, seven tunnel boring machines will be used and will undertake ten individual tunnel drives to construct the six-metre diameter tunnels. Each TBM will be up to 120-metre in length.

The Western and Eastern running tunnels will have tunnel portals at Royal Oak, Pudding Mill Lane and Victoria Dock. The tunnel boring machines (TBMs) will commence their eastbound journey under London from Royal Oak and westbound from the Royal Docks. Construction of the tunnel portal at Royal Oak is now underway. The TBMs will be purchased by the main tunnels contractors from European manufacturers, there being no UK-based companies that manufacture TBMs.



▲ Except for Platform 17, from where this view was taken, all platforms at Clapham Junction now have lifts installed. In addition Platforms 13-16 are being provided with this design of covered walkway and lift. **Bill Turvill**

## Heating skirts helps ScotRail defrost trains in four hours

**A new method by ScotRail to remove blocks of ice and compacted snow from its trains has been a success.**

Using innovative polytunnels and train 'skirts' plus hot water lances and a new biodegradable de-icing spray called Kilfroast Plus has resulted in 30% more trains being available for use, compared to the first two weeks of December.

The polytunnels, which are traditionally used to protect young fruit and vegetable crops, are wrapped

around the trains, allowing hot air blowers to disperse ice and snow more quickly. The train 'skirts' work in a similar way, but cover the undercarriage section only. Kenny Scott, Engineering Director at ScotRail, said: "The sub-zero temperatures last week were so low that we have not been able to get enough trains into warm sheds to defrost. However, with the heated skirts we can effectively defrost them while outside a depot - which means trains are back in passenger service more

quickly. It takes half an hour to attach the skirt, but initial results show that we will be able to defrost a train within four hours - which is a huge benefit".

The de-icing continued throughout Christmas Day and Boxing Day, aimed at ensuring a robust service following the seasonal break. Up to three tonnes of snow and ice can gather under trains during a day's work. On defrosting, safety checks are then required on the undercarriage pipes, lines etc before the coaching stock is returned to service.



## Loco-hauled changes

**The Secretary of State for Transport, Philip Hammond, has given the go-ahead for service alterations that will enable an additional Virgin train to operate between London and Manchester on Friday evenings.**

A new 18.57 London Euston to Manchester service, calling at Crewe only will operate with a Class 390 'Pendolino', which will have Standard accommodation only.

The 18.47 London Euston to Preston relief service, which has been worked by a Class 90 will now be formed of a Class 221 calling at Rugby, Tamworth, Lichfield Trent Valley, Stafford, Warrington Bank Quay and Wigan North Western. This train has operated as a relief service since early 2009, but will now be part of the Franchise specification.

The loco-hauled Mk3 set will be used on a new 18.43 London Euston to Crewe service, in place of a Pendolino

The changes will apply from 7th January throughout the current timetable period, except for Bank Holidays.

## Network Rail looks ahead with release of new London and South East RUS

**Produced in partnership with the rail industry, the Department for Transport and Transport for London, Network Rail has published the London and South East Route Utilisation Strategy (RUS) Draft for consultation.**

This builds upon the series of first generation RUSs, published between 2005 and 2010, covering routes into and around the Capital. Given the length of time that has passed since some of these earlier publications, and the current circumstances that now apply, updates are needed in several areas that this second generation strategy examines and will represent the latest analysis to 2031 for the South East England railway network

as a whole. In the next 20 years, the RUS forecasts an increase of over 30% in the numbers of commuters using National Rail services into London during the weekday morning peaks. The strategy includes an assessment of demand into each of London's main line stations and proposes interventions to meet this demand, and there will also be a detailed study of the South Hampshire and Solent area, which was only partially covered by the 2005 South West Main Line RUS. This section has been developed closely with the local authorities and train operators using this part of the network.

Also included is consideration of improved connectivity across the

region and requirements to cater for the forecast growth in freight, together with synergy with industry plans for High Speed 2 and other committed rail schemes such as Crossrail, Thameslink, the Reading remodelling, electrification to Newbury and Oxford, the Evergreen 3 project on the Chiltern line, and the completion of the London Overground network as well as a major programme of train and platform lengthening on many routes into the Capital.

Assuming these projects are all implemented in full, the strategy concludes that overall peak capacity in the London suburban area will largely be able to cope with predicted passenger numbers in 2031, with the

addition of some other key measures. These include extra commuter services between the Thames Valley and Paddington, additional tracks on the Lea Valley line and more trains on the Windsor lines into Waterloo. It also recommends further developing proposals for future schemes, such as a 'Chelsea to Hackney underground line beneath the City, extensions to Crossrail and improving rail services to Heathrow.

On a small number of routes into London it is clear that a new approach will be needed to meet forecasted future demand. Conventional enhancements on these routes, such as train lengthening, timetable changes and infrastructure upgrades, become much more complex and costly within the lifetime of the strategy, so more extensive options, such as the building of entirely new lines, may be needed. The situation is most pressing on the Great Eastern and South West main lines, with commuters on some outer suburban services facing severe overcrowding. Finding solutions here will require a broader debate, looking at how the railway benefits the wider economy, interacts with housing policy and can drive changes to travel patterns.

London relies on rail to get more than two million people to and from work each day, and it is hoped that the strategy will provide the extra capacity needed to help the economy grow and make the railway more affordable.

The RUS will have a formal consultation period of 90 days, and the date for receiving responses is 11th March. Comments and feedback are welcome on the analysis included in the strategy and the options that are recommended. Network Rail expects to publish the final RUS this summer.



▲ The 12.44 Southeastern High Speed service to St Pancras International and the 12.24 Southeastern service to London Charing Cross await departure from Dover Priory on 13th December, formed of Class 395 'Javelin' No. 395002 Sebastian Coe and Class 375/6 Electrostar No. 375612, respectively. Stabled in the yard on the left is Class 375/9 No. 375907. **Brian Morrison**



## New footbridge for East Croydon

**Network Rail has released images of a new £20 million footbridge planned for East Croydon station, the 14th busiest in the country, which will increase capacity, make it easier for passengers to move around and eventually open up a new link between businesses and communities on the east and west of the railway.**

Plans for the footbridge scheme have now been submitted to the London Borough of Croydon for planning approval. If approved, it would be one of the first phases of the East Croydon master plan to be delivered and a key stepping stone to providing a more efficient transport interchange and high quality public realm in the town.

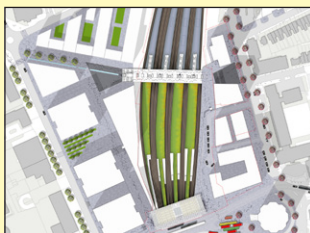
The bridge would be located towards the London end of the platforms and would link through the Ruskin Square development to Lansdowne Road, providing an alternative entrance for those travelling to and from the heart of Croydon and allowing passengers to change platforms without having to use the busy ramps and concourse area. Lifts would be installed between the bridge and platforms so passengers with reduced mobility can navigate around

the station without using the ramps.

East Croydon is the start or end for over 20 million journeys every year and the footbridge has been designed to complement the main station building and surrounding area. There will be customer information and retail facilities down the central spine of the bridge. In phase one of the works, the bridge will be open to ticket holders only. However in phase two, which is provided for in the wider master plan, the bridge will be altered to create two separate halves, one for ticket holders to get to the lifts and platforms, the other for members of the public to cross the railway thereby linking businesses and communities on the east and west.

Subject to planning approval being granted, it is hoped work can start in early 2012. Phase one should be complete by the end of 2013. Phase two will be completed to coincide with the other elements of the master plan.

▼ **The position of the new footbridge. Network Rail**



## Paul Kane

1938-2010

**"He was one of the best and one of life's characters-if it is any consolation, when he died, he was doing what he loved!"**

These are the words of James Shuttleworth of West Coast Railways, speaking of his friend and colleague, Paul Kane who died while doing what he loved on 18th December. Paul was firing No. 60019 *Bittern* on the southbound leg of RTC's 'Christmas Tynesider' charter when he collapsed on the footplate. Upon arrival at Stevenage he was rushed to hospital where, regretfully, nothing more could be done to save him. He was a 'young' 72 years of age.

Paul was a Carlisle man, and cut his teeth on steam traction, progressing through the links and gaining the experience which was to stand him in good stead later on, especially on a windswept and wet Beasdale Bank

when in latter years either driving or firing 'The Jacobite'. With privatisation he joined EWS, where he became one of the principal 'steam men', and was a Traction Inspector when he retired in 1992. During that period he had been associated with many of the great runs of the era, including the exploits of No. 46229 *Duchess of Hamilton* on the S&C.

It has been said by many that while an accomplished driver, his love was firing. There are many testaments describing Paul's unstinting help and encouragement to fledgling firemen, eager to learn the craft of satisfying the hunger of a steam locomotive's firebox. They talk of guidance on dealing with the vagaries of different locomotives, and if necessary, sorting out situations when the job became too much for the students! The fact that they revered him more as a consequence speaks legions for his qualities as a human being.

There was another side, a character which once encountered could never be

of blue and grey-liveried Mk 3 vehicles, a move that led to Cargo-D entering the rolling stock hire business following the purchase of further Mk2 coaches. His attention to detail was second-to-none in everything he did.

Mark was one of those characters within the rail industry that, while serious and dedicated to the work being done, could equally take as much joviality as he could dish out! At the same time, he was an inspiration to all those around him. Having been diagnosed with cancer in 2008, and later losing one leg to the disease, his spirit and determination to continue was unbelievable. To Mark it was simply another challenge that life had thrown at him that was to be overcome - and overcome it he did to the best of his ability.

On a personal note, Mark was always a good friend to your Editor; one who will be greatly missed. On every possible

forgotten. Those on the 2009 Scottish Steam Charter will never forget his impromptu 'sermon', delivered with a beguiling smile from a raised vantage point on Rannoch station platform. There was also a joke, a quip or a song to raise the flagging spirits of those around him when things were not going well. He was a kind man, but one who inspired many, and one who having met just once, thereafter seemed to have been an acquaintance for a long time.

The steam movement has lost a good and valued friend, and he will be missed by all who knew him. Our condolences go to his family and his colleagues at West Coast Railway Company.



▲ **Footplate veterans, Frank Santrian & Paul Kane. Mike Cobley**

occasion, whether in the office or over a drink in the bar, the discussions of business matters and what was happening within the industry would inevitably lead to conversations of the loco-hauled trains in the 1980s and the different 'moves' that could be done to get an unusual loco in the book!

The industry has lost a good friend and supporter of rail activities, and those that knew him are the poorer. Close friends, as well as his family, were devastated by Mark's unexpected death at the age of 42 on 21st December. Our thoughts are with his family, friends and colleagues.



▲ **Mark Honey. Dirk Ottermans**

## Mark Honey

1968-2010

**Soon after the death of Paul Kane, the railway industry lost another prominent figure when Cargo-D Director and life-long enthusiast Mark Honey unexpectedly lost his fight against cancer.**

Mark's knowledge of the railway and logistics industry was extensive, having worked for many years as a manager and later as a consultant for major logistics companies such as TDG and Wincanton. Later, Mark worked in a strategic consultancy roll for the Strategic Rail Authority and Transport for London, as well as playing his part on several projects including the Channel Tunnel Rail Link. He will likely be known to most readers as one of the leading figures behind the formation of a rake



■ The Scottish Transport Minister Stewart Stevenson resigned over his handling of the travel chaos caused by the recent bad weather, after snow and ice brought much of Scotland to a standstill. Keith Brown, the SNP MSP for Ochil was appointed as his replacement in mid-December.

■ Network Rail is looking for a development partner to undertake commercial development at Glasgow Queen Street. The development will provide enhanced station facilities for passengers and a landmark mixed-use development in the airspace above the station car park. All proposals will be required to include enhancements to the station, and can be extended to include other land not owned by Network Rail adjacent to the site. The deadline for responses is by the end of this month, with companies short listed invited to make detailed scheme submissions. It is anticipated that a final selection will take place in June.

■ The ticket office at Gloucester was badly damaged after a suspect arson attack on 31st December. The blaze is believed to have started around 01.30, being extinguished by firefighters about an hour later.

■ Scarborough Borough Council has adopted a Conservation Management Plan for Whitby station, with funding from the Esk Valley Railway, Northern Rail, North Yorkshire Moors Railway and the Railway Heritage Trust. The document will be used in considering new developments and historic restorations. Proposals for the station include a new cube

shaped sign on top of a pole in front of the station, which will be visible from more directions, and will include both the National Rail and NYMR logos.

■ DBS Schenker have put 13 Class 37/4s on its disposals list, the deadline for registrations of interest closing at 10.00 on 7th January. The locomotives involved are Nos. 37401 at Crewe IEMD, 37406 and 37426 at Crewe TMD, 37402, 37405, 37419, 37422 and 37425 at Toton TMD, 37410 at Marcroft Engineering, Stoke, 37411, 37416 and 37417 at Eastleigh and 37427 at Tyne Yard.

■ A draft report on the proposed reinstatement of the Todmorden Curve is expected later this month. The reinstatement of the curve will speed up journey times between Burnley and Manchester.

■ *The Daily Telegraph* reports that mobile reception in the Channel Tunnel is to be made available in time for the 2012 Olympics. British operators Vodafone, O2, Everything Everywhere and 3, along with French operators Orange, SFR and Bouygues are to split the cost of installing the equipment through both running tunnels.

■ The 00.38 Manchester Airport to York First TransPennine service derailed in Summit Tunnel on 28th December, near Littleborough. British Transport Police confirmed that there were no casualties, that the trains remained upright and that all 45 passengers on board were led to safety. The cause of the derailment is under investigation, but the train is reported to have hit a block of ice.



▲ The last of the next batch of GE-built Class 70 locomotives to be loaded onto the *Beluga Endurance* in Erie, Pennsylvania, No. 70008 is hoisted above the keyside prior to being swung aboard the ship. Nos. 70008 to 70011 are located within this batch and having departed Erie on 21st December, the ship arrived in Newport on 4th January, via a call at Montreal. The Class 70s being offloaded the following day. These were the first locomotives to be shipped from Erie since 2005. **Jeff Thoreson**

## Liverpool Airport linked with North East destinations

**Travelling to Liverpool John Lennon Airport has become easier for rail passengers from West and North Yorkshire as more trains now call at Liverpool South Parkway station.**

For the first time, trains run by First TransPennine Express now connect Scarborough, York, Leeds, Huddersfield and Manchester direct with the station, which itself is linked by a dedicated airport bus

every 20 minutes, taking passengers directly from the station to the airport terminal in 10 minutes.

All-in-one discount tickets, including rail travel with First TransPennine and transfer on the Airlink 501 bus to the airport, have been introduced. There will be 16 daily services between Yorkshire and Liverpool, except on Sundays when there will be 14. In addition, Northern Rail, London Midland and East Midlands Trains services also call at the station.



## UK Steam &amp; Modern Traction Railtour Listings

## 8th January 2011

UK Railtours	2xDBS 67	London Euston-Birmingham International-Bescot-Wolverhampton-Wellington-Welshpool-Machynlleth-Tywyn-Barmouth & return
VSOE	35028	London Victoria-Staines-Woking-Guildford-Redhill-East Croydon-London Victoria

## 21st January 2011

VSOE	35028	London Victoria-Staines-Woking-Guildford-Redhill-East Croydon-London Victoria
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## 22nd January 2011

UK Railtours	tbc	London King's Cross-Doncaster-Hellfield-Carnforth-Lancaster-Preston-Wigan North Western-Manchester Victoria-Rochdale-Todmorden-Hebden Bridge-Brighouse-Doncaster & return
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## 29th January 2011

Pathfinder Tours	DBS 66 & 2xHanson 31 & DBS 60	Bristol Temple Meads-Cheltenham-Birmingham Intl.-Bescot-Crewe Independent Lines-Sandbach-Altrincham-Chinley-Hope Valley-Sheffield-Westthorpe RR Loop-Deepcar-Tinsley Yard-Aldwarke Exchange Sidings-Rotherham Central-Chesterfield-Derby-Washwood Heath Through Siding-Birmingham New St-Barnt Green & rtn
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## 11th February 2011

Pathfinder Tours	tbc	Swansea-Neath-Port Talbot Parkway-Bridgend-Cardiff-Newport-Abergavenney-Hereford-Ludlow-Shrewsbury-Wrexham General-Chester-Edinburgh Waverley
Spitfire Railtours	2xDRS 37	Carmarthen-Port Talbot Parkway-Bridgend-Cardiff-Newport--Abergavenney-Hereford-Shrewsbury-Edinburgh Waverley

## 12th February 2011

Pathfinder Tours	2xDRS 37	Glasgow Central-Kilmarnock-Riccator-Kilmarnock-Barrassie-Ayr Falkland Yard-Killoch-Falkland DGL-Ayr-Waterside-Ayr-Girvan-Barrhill-Stranraer Harbour-Barrhill-Girvan-Ayr-Barassie-Kilwinning-Johnstone-Paisley Gilmour St-Shieldserminus Jct-Muirhouse Central Jct-Maxwell Park-Kings Park-Newton-Hamilton Central-Larkhill-Hamilton Central-Newton West Jct-Rutherglen East Jct-Larkfield Jct-Glasgow Central
Railtourer	2xWCRC 47	Bedford-Market Harborough-Leicester-Derby-Hellfield-S&C-Carlisle-Hexham-Durham-York-Chesterfield & return (in conjunction with WCRC)
Railway Touring Co.	34067	London Victoria-Bromley South-Swanley-Maidstone East-Appledore-Rye-Hastings-Crowhurst-Battle-Tunbridge Wells-Bat & Ball-Swanley-London Victoria
Vintage Trains	4965	Tyseley Warwick Road-Sheffield-Tyseley Warwick Road <b>Cancelled</b>
Vintage Trains	4965	Tyseley Warwick Road-Coleshill Parkway-Nuneaton-Leicester-Castle Donnington-Burton Upon Trent-Tamworth-Coleshill Parkway-Tyseley Warwick Road

## 14th February 2011

Steam Dreams	70000	London Victoria-Maidstone-Ashford-Dover-Folkestone-Ashford & return
Steam Dreams	34067	London Victoria-Brighton & return
Pathfinder Tours	tbc	Edinburgh Waverley-Chester-Wrexham General-Shrewsbury-Ludlow-Hereford-Abergavenney-Pontypool & New Inn-Newport-Cardiff-Bridgend-Port Talbot Parkway-Neath-Swansea
Spitfire Railtours	2xDRS 37	Edinburgh Waverley-Shrewsbury-Hereford-Abergavenney-Newport-Cardiff-Bridgend-Port Talbot Parkway-Neath-Gowerton-Llanelli-Carmarthen

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

**BLACK** Charters expected to operate as booked.

**RED** Tours cancelled by the operator

**GREEN** Tours postponed to a future date by the operator

**BLUE** Provisional excursion

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

## The Week Ahead

Following the busy weekends of railtour operations prior to Christmas, the opposite situation is now faced, with just two charters this coming weekend, followed by a complete blank the weekend after! Not surprising, really, as January is usually regarded as the hangover month following Christmas, when the festive excesses come home to roost.

The two tours scheduled feature both steam and modern traction, and are booked for Saturday 8th January. The steam working is a VSOE British Pullman luncheon from London Victoria, working around the Surrey Hills through Woking, Guildford, Redhill and East Croydon, and is due to feature a now rejuvenated No. 35028 Clan Line.

UK Railtours offer the remaining tour, which is booked for a pair of Class 67s

▼ GBRf Class 66/7 No. 66728 passes Ely, ready for the speed restriction to the north of the station, on 30th December, with the 'Orton Towers' charter from Woking. **David Richardson**



by John Whitehouse

from London Euston to Barmouth. The locomotives are scheduled to double-head the train from Euston, running via the West Coast Main Line to Rugby, and then by way of Coventry, Birmingham International, Bescot, Wolverhampton and Shrewsbury Abbey Foregate Curve, to reach Cambrian metals at Sutton Bridge Junction. After short RETB token stops at Welshpool and Newtown, a break will be taken at Machynlleth where the locomotives will change to 'top and tail' mode for the remaining part of the journey along the scenic coastal route to Barmouth, and specifically to meet the weight requirements of Barmouth Bridge. After a two-hour break in Barmouth, the return will depart just before sunset, and after reverting back to double-heading mode again at Machynlleth, returns to London as outwards.



## King Edward I sold

**The future of 'King' No. 6024 King Edward I has been secured, which most importantly includes also the locomotive's main line operations.**

This is because at an Extraordinary General Meeting of the 6024 Locomotive Preservation Society Ltd (6024 LPS) held at Swindon on 4th December, the motion on the table to transfer ownership of the loco to the Royal Scot Locomotive and General Trust (RSLGT) secured the support of 90% of the members present in a secret ballot. In return, the RSLGT has agreed to pay an unspecified amount for No. 6024, the sum being described as sufficient to cover all the Society's liabilities, together with an additional sum to fund the next overhaul. The Society will continue to be integrally involved with the overhaul, maintenance and operations of the 'King', thus maintaining the valuable support of the members.

It is currently undergoing annual winter maintenance at Bristol Barton Hill Depot, to be followed by an application to secure a 12-month extension to its boiler certificate,

which currently expires in March. Looking back, 2010 was a very successful year for main line operations, with 17 workings undertaken without incident, which included three at the head of the VSOE British Pullman when deputising for other locomotives.

The need to sell No. 6024 arose due to the Society picking up the tab for the legal costs of the recent litigation, which are reputed to run well into six-figures, together with the forthcoming general overhaul of the locomotive. While there is no doubt sadness at having to take this step, considering they restored the locomotive from a Barry wreck and funded two subsequent overhauls, the outcome of the sale to RSLGT is considered to be a very positive move by the Society in that it secures its future, and is considered to benefit all parties concerned.

The RSLGT was set up last year to purchase 'Royal Scot' No. 6100 *Royal Scot* when its restoration project ran into difficulties. A main line return for No. 6100 is planned for later this year.



▲ Caught in the early morning sunlight, LNER 'A4' Pacific No. 60007 *Sir Nigel Gresley* passes through March East Junction, with the 'Christmas White Rose' excursion on 11th December. The station at March celebrated its 125th Anniversary, the same day with events held throughout the day. **Kev Gregory**

## More work than expected means extended maintenance for *Tornado*

**The AI Steam Locomotive Trust has announced that the planned winter maintenance of No. 60163 *Tornado*, originally planned for the period of mid-December through to late February, will now extend until late April.**

The reason for the extension follows on from the locomotive's period out of traffic last year, as more work has been found to be required on the boiler than was previously thought. Although there are no more broken stays, the telltale signs are present to suggest work is required. In addition, four cracks have been found in the foundation ring, where the inner and outer shells join together. Also, the work will include the replacement of several hundred fixed stays and a number of flexible stays. The Trust is currently establishing the extent of work required and the best way that it can be undertaken.

The immediate consequence of the

extended overhaul is that the planned 'White Rose' railtour from London King's Cross to Leeds on 26th February, which was to unveil the 'AI' in its new BR Brunswick Green livery, has been postponed, in addition to the proposed visit to the Severn Valley Railway scheduled for 21st to 26th April. Several railtours are similarly affected, which are the Steam Dreams workings on 1st March from London Victoria to Carmarthen, 31st March from Aylesbury to Norwich, 16th April from Euston to Chester and 28th April from King's Cross to York, together with the UK Railtours operation on 5th March from Euston to Shrewsbury.

However, some interesting re-diagramming has resulted, with 'King' No. 6024 (subject to main line boiler certificate extension) and 'Britannia' No. 70013 *Oliver Cromwell* now scheduled for Steam Dreams' St Davids Day working, with the 'Britannia' dealing with the

outward and inward legs between London Victoria and Bristol Parkway, and the 'King' covering the onward leg to Carmarthen, and back to Bristol Parkway. *Oliver Cromwell* will feature on the Norwich run, and perhaps best of all, No. 6201 *Princess Elizabeth* on both the Chester and York workings, the latter being the long awaited visit of an LMS 'Princess' to King's Cross. Steam Dreams boss Graeme Bunker has long been keen on getting No. 6201 onto the southern end of the ECML, and has pencilled in 'Lizzie' for a 28th April outward working, which in order to avoid unnecessary 'light engine' movements, could feature *Tornado* on the return, subject to the extended winter maintenance being completed.

John Farrow at UK Railtours has confirmed that the 'Salopian' from Euston to Shrewsbury on 5th March will go ahead with a replacement locomotive to be announced shortly.





LMS 'Black 5' No. 44871 pilots LMS 'Jubilee' No. 5690 *Leander* through Low Borrowbridge on 30th December with the 'Winter Cumbrian Mountain Express'. The wreath and 'Jacobite' headboard were carried in tribute to the late Paul Kane. **John Woolley**





SR 'Merchant Navy' No. 35028 *Clan Line* makes a rare appearance on a non-VSOE charter, seen here exiting Shakespeare Cliff tunnel while double heading with LMS 'Black 5' No. 44932 on Steam Dreams' 'White Cliffs Christmas Luncheon' on 22nd December. **Ken Brunt**



## Preservation News In Brief

■ The Chinnor & Princes Risborough Railway is on target to reintroduce Class 17 'Clayton' No. D8568 into traffic early this year. It was originally hoped that the 1965-built locomotive would return to service in September last, after a restoration programme and repaint. However, during commissioning, additional mechanical work was found to be required.

■ The Swindon & Cricklade Railway will recommence passenger services on 6th February, with trains operating over the line's new extension from South Meadow Lane, giving a total run of nearly three miles. Volunteers are pressing ahead with work to extend the line further south to Moulton Hill Country Park, with the aim of opening a new station there during 2012. Plans are already in place to extend the line north to a new station in Cricklade.

■ The Epping Ongar Railway has purchased one of the heritage 3CIG EMUs for use on the line. Class 421 No. 1498 was restored to its heritage green livery and named *Farringford*, during its time working for South West

Trains on the Lymington Branch shuttles. It is envisaged that the unit will be hauled by one of the diesel locomotives on the line when in traffic, and will join another resident from the Southern Region, Class 205 DEMU 'Thumper' No. 205205.

■ The carriage shed on the Kent & East Sussex Railway is due to be completed and operational by the end of January, and funds are now needed to complete Phase 2 of the development. Elsewhere on the line, it is planned to operate a service on 19th/20th March over the Bodiam West extension (Rother Valley Railway metals) to Junction Road. Services will start from Tenterden, with the first train leaving at 10.30 with departures every 45 minutes. It is planned that services will be formed of two steam-hauled sets and the line's DMU, with steam services 'topped and tailed' between Northiam and Junction Road, stopping at Bodiam on the return journey only. The first departure of the Saturday is likely to be pre-booked and the railway suggests you watch its website.



▲ LMS 'Black 5' No. 44871 passes Little Burrs, on the East Lancashire Railway, with the 12.30 Bury to Ramsbottom 'Santa Special' on 22nd December. **Stephen Willetts**

## 'New Year Santa Party' after snow prevented GWR Santa operations

**The Gloucestershire Warwickshire Railway will be 'throwing open its carriage doors' on 8th & 9th January for a 'New Year Santa Party'.**

This follows the cancellation of the very popular 'Santa Specials' before Christmas, due to the exceptionally bad weather, and despite an heroic effort by staff to keep the trains running. Unfortunately, the heavy snow and freezing conditions affected water supplies and signalling equipment, along

with impassable roads that prevented passengers getting to the railway.

Trains will operate each day, steam-hauled, departing from Toddington on the hour between 10.00 and 15.00, and running as far as Winchcombe. Santa has agreed to undertake some overtime, and will be stationed in his grotto at Winchcombe, where hot mince pies and warming drinks will be available. For more information about these services, visit the railway's website at [www.gwsr.com/](http://www.gwsr.com/)

**news** The bad weather also caused the popular annual post-Christmas diesel gala to be cancelled, but the situation did improve sufficiently for the two-day 'anything goes' event to take place, as well as the services planned for the New Year weekend. A Spring Diesel Gala is planned for Sunday 10th April.

Looking ahead, completion of the last of the heavy engineering required on the slipped Gotherington embankment will take place in the New Year, and once the

installation of a new improved drainage system, followed by the top dressing of the embankment is complete, the access road and contractor's site can be removed and the field restored and returned to the farmer. A reopening date of the line through to Cheltenham Racecourse is awaited, but in the meantime the initial 2011 timetable, which operates from 26th March, features 'top and tail' steam/diesel-hauled trains between Laverton and Gotherington.



## King Edward II, Nunney Castle and now Strathspey's No. 828 makes Severn Valley Autumn Gala unmissable

**The line-up for the Severn Valley Railway Autumn Steam Gala just gets better.**

With the 'Blue King' No. 6023 *King Edward II* and No. 5029 *Nunney Castle* already confirmed, get ready to enjoy another 'blue engine'! This one is not of Great Western vintage, but is certain to draw the crowds and be a perfect foil for the Great Western pairing already mentioned, as it will be the Strathspey Railway's iconic Caledonian Class 812 0-6-0 No. 828.

The locomotive was designed by John McIntosh and entered traffic

in 1899, and carries a Dunalastair boiler, which was widely regarded as one of the major developments in British locomotive engineering at the time. Adorned in the memorable 'Caledonian Blue' livery, the acquisition of No. 828 for the gala, and for a short stay thereafter, is going to be one of the major events of 2011.

Unconfirmed reports are also circulating that Ian Riley's 'Black 5s' Nos. 44871 & 45407 will be visiting the Severn Valley for the 'Sounds of the 1960s' Gala scheduled for 20th-22nd May.

## Lizzie NOT heading to the WSR gala

**West Somerset Railway galas are events to look forward to, as particularly in recent years, it has attracted some very desirable motive power as visitors.**

The Spring Steam Gala, scheduled for 19th/20th March, together with the following weekend covering 25th to 27th March is planned to be no exception. Already pencilled in is No. 70000 *Britannia*, which is reported on the WSR website 'as working from Crewe to Minehead on a loaded test run prior to the gala'. Also visiting from the Severn Valley railway will be No. 7812 *Erlestoke Manor*, which will very much enhance the Great Western flavour of the event.

However, reports that 'Princess Royal' No. 6201 *Princess Elizabeth* will

be attending the gala are very much wide of the mark, as the locomotive will have only just completed a period of maintenance at Tyseley, and is provisionally scheduled for two charters from Tyseley in late March and early April, before moving to London to cover two workings for Steam Dreams on 16th & 28th April.

The gala is to celebrate the 35th Anniversary of the first West Somerset Railway trains between Minehead and Blue Anchor, and will reflect the motive power that has been used on the line since, including home-based 'Prairies' Nos. 5520 or 5542, Pannier tank No. 6430, while 'West Country' No. 34046 *Braunton* and ex-SDJR Class 7F No. 88 will complement the fleet of bigger locomotives in action.

► GWR 5600 Class 0-6-2T No. 5637 storms away from Mendip Vale, returning to Cranmore, with an afternoon 'Santa Special' working on the East Somerset Railway in suitably seasonal weather on 19th December. **Roger Burfitt**



▲ Visiting the Great Central Railway from the South Devon Railway, GWR 4575 Class *Prairie* No. 5526 along with Autocoach No. 178 await departure time at Rothley with a service for Loughborough Central on 29th December. The loco is expected to be in use during the 8th/9th January Steam Gala weekend.  
**Peter Sikes**





East Coast powercars Nos. 43319 and 43312 power a diverted London King's Cross to Aberdeen service into Carlisle on 20th December, as a result of weather disruption on the East Coast. **Kenny Marrs**





▲ Class 43 powercars Nos. 43127 & 43010 have charge of the diverted 13.15 London Paddington to Swansea service on 27th December, seen passing through the tunnel at Gerrards Cross. Because of engineering work at Reading, this train operated via Banbury and Oxford. **Bill Turvill**

#### FRONT COVER:

During a special evening photo charter to commemorate the last freight train over the West Somerset Railway before closure 40 years ago, 'Hymek' No. D7017 is pictured at Williton on 2nd January. Full story next issue. **Brian Garrett**

#### BACK COVER:

Colas Rail Class 66/8 No. 66844 adds colour to a wintry scene as it powers the recently introduced 13.48 Llanwern to Dollands Moor steel service through Llandeenny on 3rd January. **Phil Trotter**



