The Railway Herald

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Front Cover

The DRS schedule of RHTTs has included the use of Class 47s on the Settle Junction - Carnforth - Settle Junction routes on Tuesdays and Thursdays. On 6th November, No. 47802 Pride of Cumbria climbs away from Settle Junction onto the S&C with No. 47501 Craftsman on the rear. **Fred Kerr**

Rear Cover

Mk3 DVT No. 82126, stands in the company of Birmingham's Rotunda building, while waiting to depart with the 19.00 service to London Euston on 30th November. **Jamie Course**

Publication

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

Submissions

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

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

Website

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

National Rail Timetable

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

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

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

Reader Offer

Special reader offer for Christmas special over freight routes from Rail-Blue Charters

Rail-Blue Charters will employ the Class Forty Preservation Society's Class 40 No. 40145 on 6th December on a charter to the Lincoln Christmas Market, using the blue and grey liveried Mk2 and Mk3 stock.

The train, which will start from Shrewsbury and pick-up at Crewe, Wilmslow, Stockport and Sheffield, will head north from Sheffield rather than east, as a result of pathing issues on the Sheffield - Worksop route because of the engineering blockade of Bradway Tunnel. As a result, the train will head for Swinton and then round towards Doncaster, taking in the freight lines from Hexthorpe Junction (which rarely see passenger services) passing the Fastline depot at Roberts Road and Doncaster Belmont Yard, then passing between Doncaster Decoy Yard and the old Royal Mail terminal, before turning east, bound for Gainsborough, Saxilby and finally Lincoln.

Timings for the journey are very reasonable, with a departure from Shrewsbury at 07.00 and Sheffield at 10.05, giving over four hours to explore and enjoy the Christmas Market in Lincoln, before a departure at 16.15. The latter time, being earlier than the organisers would have wished but is due to the large number of additional services and charter trains requiring to leave between 16.00 and 18.00 that day.

Rail-Blue Charters and *Railway Herald* are offering readers a **special selection of tickets**, aimed at providing a reasonably priced day out in what are financially difficult times. As a result, readers can join the train in Standard Class at Sheffield for the return trip via the Doncaster freight lines to Lincoln for just £20 adults, £15 senior citizens and children, and for those with families the company is offering readers a special family fare of £45, which will cover two adults and up to two children. Alternatively for a group of up to four adults wanting to travel in the comfort of First Class, a special group fare from Sheffield to Lincoln and return is available at £100.

All of the special reader offer fares must be booked through Rail-Blue Charters booking line on 0161 850 0559 and readers must quote 'Railway Herald'. The special fares are not available in conjunction with any other offer, and the position of seating within the train is purely dependent on availability. Internet booking is not available for the special reader offer fares. The tele-sales line can reserve seats for seven days for those readers wishing to pay with cheque or postal order, and most major credit and debit cards are accepted.

New Colas Rail freight trial starts from Immingham to the West Midlands

▼ ***Hanson Traction-operated Class 56/3s Nos. 56312 Artemis and 56311 were used on the first working of what is believed to be a new three-week freight trial. The trial, operated by Colas Rail, will see imported steel being moved from Nordic Terminal at Immingham to the old Alstom site at Washwood Heath. The southbound loaded train departs Immingham shortly after 06.00, routed via Lincoln and Nottingham, on Tuesdays, Thursdays and Saturdays, with the empty return departing Washwood Heath on Mondays, Wednesdays and Fridays around 07.00. The two Type 5s pass Melton Ross with the inaugural working on 17th November.*** **Richard Tuplin**

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SYPTE releases draft strategy

South Yorkshire Passenger Transport Executive (SYPTE) has published a draft version of an updated South Yorkshire Rail Strategy, which aims to provide a framework for future development of the region's rail network.

Since the adoption of the previous strategy in 2004, there have been a number of changes to the structure of the rail industry in the UK and also to trends in train use. Growth in rail patronage has been increasing and as a result the focus of the strategy has shifted from a position of maintaining the network to one where growth must be accommodated.

Within the short to medium term the strategy advocates removing South Yorkshire rail bottlenecks by implementing bi-directional slow line working at Doncaster East and improving capacity between Meadowhall Junction and Sheffield station. It also calls for enhancements at Swinton Junction, platform lengthening at Rotherham Central and Penistone Line speed improvements to allow the reinstatement of Elsecar calling patterns. Construction of a station for Robin Hood Airport is also seen as a medium term aspiration.

Longer term (beyond 2014) SYPTE is supporting a number of line reopening schemes including providing a direct rail link between Barnsley and Doncaster and improvements to the Trans-Pennine route, which could include reopening Woodhead Tunnel. In addition, the strategy calls for an investigation of opportunities for a new station at Rotherham Parkgate. David Young, head of transport integration at SYPTE, said: "The revised strategy looks ahead to the next phase of the development of the South Yorkshire rail network and sets out the key investment priorities that we believe would make a real difference. We want to hear what the people of the region and local organisations think about it."

DRS wins contract to move aggregates from Workington Docks to Drigg

Bardon Aggregates has signed an agreement with Network Rail and Cumbria County Council to transport stone by rail.

The agreement was reached after Bardon Aggregates Northern Region was awarded a prestigious contract by Birse Nuclear to supply 150,000 tonnes of aggregate to its Low Level Waste Repository (LLWR) site in the remote village of Drigg in Cumbria.

As part of this contract, and because of planning conditions imposed by Cumbria County Council, the company is obliged to transport all materials by rail.

Steve McClure, Bardon Aggregates Northern Region said: "Normally transporting materials by rail would not be a cause for concern. However, in the case of our Cumbrian quarries it was potentially problematic as neither site is connected to rail. We overcame the problem at Eskett Quarry by forming a unique agreement with Workington Docks to deliver 60,000 tonnes of limestone aggregate, which will be used to manufacture the concrete for the repository's floors and walls, via a rail loading facility at the Cumbria County-owned and operated Port of Workington. Train movements and rolling stock will be via Direct Rail Services Ltd. More challenging was how to overcome the problem of supplying 92,000 tonnes of lining material to the Low Level Waste Repository. The solution was to build a temporary rail siding a mile from Bardon's Ghyll Scaur Quarry near Millom in West Cumbria. The new facility will utilise the railway line in partnership with Network Rail and DRS, enabling the delivery of specialist materials from local suppliers".

Folkestone Harbour : will it be 165 years of operation ... or not?

▼ ***Reporting news of movement on the story of Folkestone Harbour is rather like the card left at Barnstaple on the day that the Lynton & Barnstaple line closed - 'Perchance it is not dead, but sleepeth...' Sleepeth it does, and awakes on an occasional basis for the visit of a charter service - but for how much longer? The future of the branch has long been debated with various proposals put forward. Indeed, in April this year, it looked as if 2008 was to see the axe fall, but yet, as pictured below, on 13th November, the last-booked VSOE of the season ran to Folkestone Harbour. The final booked working of the year down the branch is a Hastings diesel unit railtour on 21st December. With the line still threatened by imminent closure, only time will tell whether this was the last locomotive-hauled train down the branch or whether the route will live into 2009 and its 165th year of continuous operation. Class 67 No. 67023 arrives at Folkestone Harbour station.*** **Stuart Chapman**

Remembering the fallen heroes

On 11th November, Remembrance Day, all across the country, people stood in silence to remember those who lost their lives for their country. But in three ceremonies, there was special remembrance.

First GBRf Class 66/7 No. 66715 locomotive *Valour* continued in the manner of its namesake, the Great Central Railway's B3 class 4-6-0 No. 6165 *Valour*, when it took part in a Remembrance Day event at Marylebone station.

Adorned on both ends with a large poppy, the locomotive was part of a joint initiative between First GBRf, the Great Central Railway Society, ATOC, Chiltern Railways and the armed forces to honour the railway servicemen and women, present and past, who lost their lives in conflict.

Following a two-minute silence at 11.00, Michael Roberts, Chief Executive at ATOC, Tim Sayer, Engineering Director at Chiltern Railways, John Smith, Managing Director of First GBRf and Ken Grainger of the Great Central Railway Society, laid down wreaths at the side of *Valour* on behalf of the railway industry.

Present from the armed forces were officers from RAF Odiham in Surrey, who are responsible for flying Chinook helicopters, Steve Butcher, Area Director North, from Northern Rail, a member of the Territorial Army, and Malcolm Cook, Simulator Manager at First ScotRail, who previously served in the army as a Warrant Officer.

Tim Sayer, said: "Chiltern Railways is proud to be hosting this event. We must never forget the railwaymen who died in the service of their country and those members of the railway who continue to serve overseas as members of the Reserve Forces."

Ken Grainger added: "From 1922 until 1938 the centrepiece of the annual Armistice Day commemoration had been the GCR's war memorial locomotive, the express passenger 4-6-0 *Valour*. Sadly, the original *Valour* is no more, but, as the culmination of the 2003 ceremony, the GCR was delighted that GBRf locomotive No. 66715 was named as the new *Valour* and dedicated as a war memorial in it's own right. Thanks to First GBRf we once again have a focal point for the honouring the Great Central railwaymen who made the ultimate sacrifice in the service of their country. Their name will live for evermore."

Chiltern Railways also held a remembrance service at Leamington Spa, as did Virgin Trains at Preston.

▲ ***In a ceremony at London Marylebone, held with Class 66/7 No. 66715 Valour as a backdrop, over 100 guests joined First GBRf and Chiltern Railways in a remembrance service on 11th November.*** **Brian Morrison**

◀ ***The Railway Chaplin Dr Richard Cook addresses the congregation in what is to be come an annual event in the waiting room at Preston station. During the First World War, this room was made into a canteen and served as such through both wars.*** **Chris Dixon**

Background courtesy of Freefoto.com

▲ *On 10th November, the 22.31 Merehead to Acton Yard aggregates service, loaded with over 4,500 tonnes of aggregate was derailed at Withan Junction. The official reason is awaited, but it is believed that pilotman working was in operation due to a total signal failure on the branch line. The train, which was running 210 minutes late at this point, was authorised to run to East Somerset Junction and all points should have been clamped for the passage of the train, but it appears that a trap point was incorrectly set, derailing the two locomotives, Class 59/2s Nos. 59202 and 59204. All 43 wagons of the train remained upright and were not derailed in the incident. This was the scene, shortly after daybreak on 10th November.* **Richard Dunn**

Refurbishment ahead for South London stations

All South London stations covered by the existing Southern rail franchise are to be refurbished after Transport for London (TfL) lobbied the Government to specify a comprehensive package of station enhancements for the new franchise, scheduled to start in 2009.

TfL's London Overground operator LOROL will take over the running of 10 stations at which the new East London Line services will call from 2010. Although it has failed to win direct control of other south London stations, the Department for Transport (DfT) has agreed to a joint funding package that should allow them to be brought up to Overground standards. The DfT will fund, and TfL will install, ticket gates at around 14 stations in South London before September 2009. Stations such as Peckham Rye and South Croydon will have ticket gates installed over the coming months to reduce ticketless travel and improve security, and the provision of the new barriers will also mean passengers will be able to use Oyster cards at more stations across the network. Managing Director of TfL London Rail, Ian Brown, said: "We have been working closely with the DfT on the specification for the new franchise and are delighted that it will provide such considerable improvements for rail passengers in South London, Surrey and Sussex. The acceptance of Oyster 'pay as you go' and the increase in frequency of services on these routes - along with later trains to provide better links with the Tube network - will all contribute to achieving a more integrated transport network for south Londoners. On top of this TfL is funding additional improvements to the franchise that will generate significant benefits for passengers. This money will pay for a programme of cleaning and repairs to stations within the London area, as well as additional staff and more cycle parking."

More London stations manned later from 2009

Another 40 stations in London are to be manned until the last service at night from next year after the Government ordered safety improvements.

Every train on the new South Central franchise will also be equipped with CCTV under the measures. The criteria for the new franchise will also include more late night and weekend services and longer trains at pinch points to increase capacity by 25%. The new franchise, which starts in September 2009, serves London, Surrey, Hampshire and Sussex including the Brighton line. One thousand extra parking spaces and 1,500 additional secure cycling bays will also be created on the South Central network, which carries 100,000 passengers a day.

Introducing the new franchise conditions, Transport Minister Lord Andrew Adonis said: "By setting more robust requirements for bidders, we are ensuring future rail passengers have frequent and reliable services that are comfortable and safe." Improvements on South Central, which will take in the existing Southern franchise, the Gatwick Express and the Tonbridge-Redhill section of Southeastern, will include:

- 41 more stations in London manned from the first to last service, increasing pressure on other operators to increase staffing at night.
- New late-night services in South London on Fridays and Saturdays with most routes having trains until 00.30.
- Four trains per hour on most routes in South London until about 23.00 Monday to Saturday and extra services on Sundays.
- All South London stations being refurbished.
- New hourly Brighton to Southampton services on Sundays.
- Additional late night services from Brighton to Worthing and later services on the Uckfield route.
- Ticket gates at Worthing, Eastbourne, Chichester, Lewes and Horsham manned for longer.

Before the new franchise starts, the Department for Transport will also fund the installation of ticket gates at 14 stations in South London, including Peckham Rye and South Croydon as the Oyster card is rolled out. Ian Brown, TfL's rail chief, said: "The acceptance of Oyster pay-as-you-go and the increase in frequency of services on these routes, along with later trains to provide better links with the Tube network, will all contribute to achieving a more integrated transport network for South Londoners."

Four bidders have been short-listed for the operation including the current operator Go Via, NedRailways, a subsidiary of the main train operator in Holland, Stagecoach and National Express. The company that wins the franchise will have to set targets for passenger satisfaction and risk fines of up to £500,000 for missing them until July 2015.

The extra services will aim to alleviate the disruption that is bound to be caused by the upgrade of London Bridge station.

❖ Ticket fraud has increased to such an extent at Worthing station that the town's magistrates' court now holds a special session approximately once a fortnight to deal with such cases. In an attempt to combat the problem, ticket gates are to be staffed for more hours.

❖ A Press Release from EWS issued on 5th November headlined 'Wales gets rail boost with new freight train service' in fact refers to a train from the Port of Tilbury to the Freightliner intermodal terminal in Cardiff running twice a week that started nearly six months ago in June! Seemingly plans are now being developed by EWS and Welsh Freight Forwarders FSEW to introduce a range of additional container trains serving Cardiff.

❖ A team of railway employees were working flat out to raise money for BBC's Children in Need when they attempted to row from London to Bournemouth – all without leaving London Waterloo station concourse! The 'Row the Route Challenge' saw a mix of employees including drivers, guards, station, operations and office staff from South West Trains and Network Rail at Waterloo take part on 14th November. The 30-strong team successfully achieved their aim to row the 108 miles from the capital to the seaside resort in a Concept 2 rowing machine during a 12-hour marathon between 08.00 and 20.00! Well done!

❖ PD Ports, operator of the deep water port at Teesport, and rail EWS have announced the introduction of a new high-cube capacity container train service between the North East of England and central Scotland. The daily train connects Teesport to Mossend and Grangemouth. Martyn Pellew, Group Development Director for PD Ports, said: "British industry has been demanding a rail route to Scotland from Teesport that can accommodate high-cube containers. We are delighted that with EWS we have now delivered the first breakthrough service. With such a significant potential for cost saving for customers switching from road to rail, there never has been a better time to use Britain's third largest port by volume of tonnage".

❖ Shotton station is to receive a £1.5 million revamp, being the only improvement scheme out of 36 planned for Wales to benefit from Welsh Assembly funding. The money, allocated through public transport organisation TAITH, will provide new ticket offices, resurfacing of platforms, bicycle racks, new signage and ticket vending machines. Proposals are being developed with Network Rail and Arriva Trains Wales with a view to beginning work in spring next year.

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Tube Lines completes the fitment of new signalling equipment to Jubilee Line stock

Tube Lines has now fitted all 63 Jubilee Line trains with new signalling equipment and onboard computers required for the new signalling system.

Each train has undergone a complete rewiring of around 5,000 connections per train – over 10,000km of wiring! Once the signalling upgrade project is complete at the end of 2009, faster journeys will increase capacity on the line by 25% in 2010, and up to 30% on the Northern Line by 2012 – both in time for the London 2012 Olympic and Paralympic Games.

Tube Lines has worked hard to finish the work on the Jubilee line trains as quickly as possible in order to move onto the Northern Line train upgrades, with the team reducing the time it took to complete each train from three months down to an average of just 15 days.

The new signalling system uses a train-based computer that can connect with a special electrical induction loop between the rails and record each train's position with pinpoint accuracy. The system enables a train to report its location to a control centre to within centimetres. In response, the centre sends out messages telling trains how fast they need to go to maintain a safe distance from the one in front. This means that trains will no longer need to be spaced out according to fixed signalling blocks but can safely run closer together and move along the line much faster. As the system is automatic, trains will 'know' where they are on the network and can pull into platforms at exactly the right spot without the drivers' assistance.

Andrew Clark, Project Manager at Tube Lines said: "Fitting out the Jubilee Line trains with the new signalling equipment is a major milestone in the whole upgrade programme. Now we must switch our attention to the Northern Line and repeat the whole process again, but this time on 106 trains. By the time the Olympic and Paralympic Games arrive in London, the Jubilee and Northern line upgrades will be up and running and will mean quicker train rides for more passengers to events in East London and in particular to the Olympic Park in Stratford."

Hugh Sumner, Transport Director for the Olympic Delivery Authority said: "Tube Lines has done a fantastic job in upgrading the Jubilee Line trains so quickly. The Jubilee and Northern lines will both have a vital role to play in London 2012, and improvements to the system will benefit passengers not only for the Games, but will leave behind a positive legacy of improved transport for the Capital."

Keeping the Underground on the move

The LUL 'Leaf Fall Season' runs from 5th October to 20th December this year and during this time Sandite trailer No. 6036 is inserted into a four-car 'A' Stock unit in place of a normal passenger car, on the Metropolitain line.

▲▶ On 14 November, Metropolitain line train No. 710 was on the 10.58 (empty) Amersham to Harrow-on-the-Hill working. Seen here passing Chorleywood with the Sandite vehicle. **Kim Rennie**

LUL upgrade under threat?

London Underground Ltd (LUL) has warned that major Tube upgrade projects could be under threat unless the Government releases extra funds to plug a £1.4 billion cash shortfall in plans to ease overcrowding in stations, tunnel-cooling programmes and disabled access projects.

LUL chief, Tim O'Toole, also suggests that the installation of new tracks and signalling systems designed to provide faster and more frequent train services could also be at risk. His warning comes after the London Mayor said that the Tube would buckle under the pressure of rising passenger numbers unless the £30 billion upgrade programme was fully funded. Terry Morgan, Chief Executive of Tube Lines, which runs the Jubilee, Piccadilly and Northern Lines, has said: "Demand for the Tube is very high, performance is improving, so if we don't continue this journey the consequences are that the Tube will not maintain its level of performance."

Mr O'Toole suggested that some of Tube Lines work could be brought back into a 'conventional structure'- suggesting that Transport for London would take a bigger stake in Tube Lines, in order that upgrade work could be done more efficiently. Transport Minister Lord Andrew Adonis has said that the Government would not provide any extra cash beyond TfL's current £39 billion 10-year settlement.

Crossrail and tube upgrade in business plan

The Mayor of London, Boris Johnson has outlined his plan for the future of London's transport system, presenting Transport for London's multi-billion pound 10-year Business Plan.

The Mayor and the Transport Commissioner, Peter Hendy, have set out the detail of the Investment Programme that it is said will help deliver an almost 30% increase in the Capital's transport network by 2018. It focuses on Crossrail, the completion of the East London Line extensions and the upgrade of the Tube but says there are no funds currently available for the DLR extension to Dagenham Dock, the cross-Thames trams or the new cross-Thames bridge at Rainham - presumably as he is going ahead with scrapping the 'bendy buses' in London and replacing them with new-styled 'Routemasters'!

Fleet problems result in Colas Rail working the 'Night Riviera'

In the early hours of 8th November, Class 57/6 No. 57604 *Pendennis Castle* failed on the 'down' Night Riviera. With no substitute traction available from the '57/6' fleet, Colas Rail's latest Class 47/7 No. 47739 *Robin of Templecombe* was drafted in to work the sleeper service on the evening of 9th November.

It is understood that initial plans were for a pair of 'back to back' powercars to work the train to Exeter, but in the end the rescue role fell to No. 47739. The train, which arrived ECS from Long Rock behind Class 08 No. 08410, departed Penzance around 45 minutes late, mainly as a result of the Type 4 needing to be refuelled at Plymouth Tavistock Junction. At Exeter, a run-round took place to allow a diversion along the Southern route via Exeter Central, to Castle Cary, where a further reversal was undertaken to head west to Taunton, run-round again(!) and northwards to London via Bristol!

It is reported that the '47/7' was experiencing fluctuating amps and with the driver 'out of hours', the train was cancelled at Swindon and passengers transferred forward on a scheduled HST service. FGW dispatched Class 57/6 No. 57605 *Totnes Castle* to rescue the train, which dragged the set, complete with Class 47 to Old Oak Common.

▲ ***Before the first of three run-rounds that the locomotive would need to make during the night, Class 47/7 No. 47739* Robin of Templecombe *prepares to depart from Newton Abbot with the 'up' 'Night Riviera' sleeper service to London Paddington.* Stacey Thew**

◀ ***With the train having been cancelled, Class 57/6 No. 57605* Totnes Castle *was dispatched to drag the entire set, including the Type 4, from Swindon to Old Oak Common. The train is pictured departing Swindon.* Ken Mumford**

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▲ *The working of long-welded rail carriers from Crewe to the Corus plant at Scunthorpe, which is usually in the charge of a Class 66 locomotive, although Class 37s and 60s have appeared as traction this year, is now booked for a pair of Class 67s. Here Nos. 67021 and 67025* Western Star *pass Hebden Bridge on 6th November with the morning Crewe to Scunthorpe working.* **Fred Kerr**

Network Rail proposes station upgrade for Gourock

Transport Scotland and Inverclyde Council have accepted proposals from Network Rail for a station upgrade at Gourock that will bring benefits to passengers and staff by providing a modern station building, improvements to the walkway to the ferry services and stabilisation of the sea wall.

The project replaces previous plans for a large transport interchange that would have taken a longer time to deliver as it required Gourock station to be moved.

Ron McAulay, Network Rail Director Scotland, said: "The proposals to refurbish the existing station site will not only create a welcoming and modern environment for passengers and staff, but also a facility that will provide future opportunities to link this project into the wider redevelopment of Gourock's waterfront."

New Corby station takes shape, but the trains are not in sight

▲ *Class 60 No. 60070 passes the construction site of the new Corby station with the empty steel coil train from the town's Corus steel plant in late October.* **Robert Gray**

East Midlands Trains (EMT) is being unfairly castigated at local level by those who were expecting the new train service to Corby to start on 14th December, because the company doesn't yet have the four trains necessary to run the new operation.

The problem relates to Hull Trains receiving Class 180 'Adelantes' to replace its Class 222 'Meridians', allowing the 'Meridians' to be cascaded to EMT for the Corby services.

EMT Managing Director, Tim Shoveller, has said: "We have discussions every day with the Department for Transport. Negotiations are going well but we don't yet have a contract in place for the trains. We are working very hard to get things in place."

Mr Shoveller also revealed that Kettering station is to undergo a massive refurbishment programme as part of improvements worth £90 million. They will include extended platforms, additional car parking and automatic ticket machines.

The company is also to refurbish all its trains and add WiFi connections and power points to those that don't have them. A member of the campaign group Railfuture has written to the Minister of State for Transport, Lord Andrew Adonis, to express the anger felt by many people at the station delay, the group having campaigned for almost two decades to get a station back in Corby.

Network Rail told quote is "overpriced"

Network Rail has been accused of overpricing the cost of electrifying the Bidston to Wrexham line because it doesn't want the work.

The project to link up Deeside with Liverpool with a regular direct train service has come to a halt as the cost was put at £207 million by Network Rail – three times the cost estimated by Merseytravel. Giving evidence at the Commons Committee, Merseytravel Chief Executive, Neil Scales, said: "Deeside is a public transport desert. There is potential there for 15,000 jobs but there's no public transport to it. We have been pushing Network Rail to do the study, which came out at £207 million, which I found absolutely outrageous. Network Rail doesn't have any benchmarks so I don't really know whether that's a gold plated scheme or silver plating or what. We have done some independent work which said it was about £66 million."

He added: "I'm not too happy at all, so what we have done now is launch another study for an overhead line to see if we can electrify with an overhead line and see if we can use dual powered trains. I may look to get an independent contractor to benchmark the costs from Network Rail because it just seems as if they don't want the job and therefore there is this really high price".

The Committee was told that 45% of the line is in Wales but the Welsh Assembly Government and Merseytravel planned to split the costs of the project equally with Merseytravel providing the rolling stock. Last year 281,000 passengers at Liverpool John Lennon Airport came from Wales and boosting the service would increase that number.

The Committee also heard that discussions are under way with Arriva Trains Wales to increase the frequency of the services, which currently run once an hour in each direction.

A spokesman for Network Rail said: "Merseytravel is well aware that the methodology used in the first two reports on this project was flawed. They did not take into account everything that needed to considered. The £207 million cost Network Rail has worked out also takes into account inflation and uses today's prices".

▲ *EWS Class 90 No. 90035 heading for Birmingham New Street passes a London-bound Pendolino at Birmingham International on 30th October.* **Jamie Course**

Loco-hauled to stay on Virgin West Coast

The launch of the new Virgin High Frequency (VHF) timetable on the West Coast Main Line should have seen the end of scheduled Class 90-haulage on the route.

From 14th December, the whole timetable is reformed with regard to high frequency services on the key routes serving Birmingham, Wolverhampton and Manchester. The change of timetable was also planned to have seen the withdrawal from Virgin service of the Mk3 loco-hauled set, WB64. However, *Railway Herald* has been told that the set will now continue in service, although some of the vehicles may be exchanged as leasing requirements dictate the make-up of the set, and it may also be refurbished. If the latter happens, it is highly likely that the Cargo-D 'blue and grey' liveried Mk3 set will be used in the interim. However, the days of regular operation will have gone as Birmingham becomes totally worked by '390s'. Instead, the role of the loco-hauled diagram will be in a relief operation, purely on a Friday afternoon, working from London to Preston.

The new timetable will have around 95% of the booked VHF services in operation on Mondays to Saturdays, with the introduction of the remaining few trains planned for later in the year, to provide enhanced reliability. These mainly centre around the Chester and Bangor services from London, some of which will not operate between London and Crewe. The new VHF Sunday timetable will come into operation during 2009, when pre-planned engineering blockades are concluded. It is not just Virgin West Coast however, that are not running a full service, London Midland will also lose a few of its trains.

The new timetable requires Virgin to use 47 of its 52 Pendolino sets, although some standby provision is provided for by the Liverpool service, which following arrival of each train at Euston, sees the set lay over for 75 minutes before departure, allowing Control the ability to step-up sets if required. Birmingham and Manchester will also have dedicated platforms introduced at Euston as a result of the three trains per-hour service.

One of the big changes for weekend working will be the operation of three Class 221 sets in a 15-car formation from Birmingham to London Euston, via the Chiltern route in December. The trial of a 15-car set into Euston has already been undertaken during overnight testing.

Don't run the risk at level crossings

Motorists are risking their lives and those of others according to new figures revealed by Network Rail.

Hundreds of drivers are dicing with death by ignoring warning signs and lights or weaving round barriers at level crossings. There have already been 13 collisions between road vehicles and trains this year, and Great Britain is on course for a four-year high total unless motorists stop running the risk. The warning comes as Network Rail launches a new hard-hitting TV and radio advertising campaign that illustrates in graphic detail the tragic consequences of misusing level crossings by both motorists and pedestrians.

Between January and September this year there were 2,636 incidents of misuse at Britain's level crossings. But these were the only ones recorded, the true figure being much higher. There were nearly 900 incidents involving a vehicle, of which 128 were categorised as a 'near miss', where a collision with a train and serious injury or even death was narrowly avoided. Pedestrians too are running the risk at level crossings, with over 200 near misses this year.

£35,000 revamp for Seaton Carew

Volunteers are being urged to join a steering group to oversee the transformation of Seaton Carew station, which is due to undergo a £35,000 revamp with improvements to site security and landscaping work.

Members of Hartlepool's Railway Approaches forum have been awarded the cash from Northern Rail and Hartlepool Borough Council to spruce up the platform and approaches at the station. The group consists of representatives from Hartlepool Voluntary Development Agency, Hartlepool Civic Society, Northern Rail, Network Rail, the Coastliners campaign group, Hartlepool Borough Council and individuals interested in maintaining the station. A meeting was held at the station in October and dozens of people attended. A second meeting is to be held at 12.15 on 3rd November at the Station Hotel in Station Lane, when a Friends of Seaton Station-style group will be set up. Representatives from Northern Rail will also be attending the meeting.

Please mention *Railway Herald* **when responding to advertisers. For more details click on any advert**

Progress on £425 million Reading redevelopment project

Network Rail is working with Reading Borough Council on the Government-funded programme to tackle the bottleneck at Reading.

The current track layout and signalling severely limits the number of services that can travel through the station, and the project has been allocated £425 million by the Department for Transport to deliver a 37% improvement in service performance reliability in the area by 2015. Network Rail will spend up to £200 million on additional improvements to track and signalling in the area.

A total of 70 engineering companies are being invited by Network Rail to submit bids to deliver the 25 individual contracts for the remodelling scheme. The work packages will be worth between £1million and £80 million each, and the companies will be selected for their skills and willingness to be innovative across a range of civil engineering works. Individual contracts include construction of a new rail viaduct, widening and replacement of several bridges, upgrading signalling equipment at the station, building two new platforms and extending the platform used by Waterloo services and creating a new northern entrance to the station.

Dividing the contract into separate work packages is intended to give Network Rail greater control over delivery of the scheme, vital if it is to avoid the embarrassing engineering over-runs seen on the West Coast Main Line and at Liverpool Street station at the beginning of the year. Successful bidders will go through a three-stage process to qualify for the final selection, which will begin early in the New Year. The first set of work packages will be awarded by summer 2009, and preliminary work is scheduled to start by the end of next year. The larger contracts for the main programme of work, which include the construction of the elevated railway and track renewals, will be awarded from the end of 2009.

Rupert Walker, project sponsor for Network Rail, said: "This is one of the most prestigious, high profile schemes in the country and it will provide national benefit to Britain's railways. We owe it to the millions of rail users coming through the Reading area each year to secure the best talent available for this vital project. The selection process will be rigorous and competition will be tough so we can draw on the best people to deliver the job. Every successful bidder will have an excellent opportunity to showcase their expertise and ability to deliver."

▲ *Class 150 No. 150279 arrives at Newport on an Arriva Trains Wales service on 14th November.* **Robert Jefferys**

Company has issues, but main problem is lack of trains says Arriva Managing Director

Appearing before a committee of MPs to answer questions about overcrowding, cancellations and late-running services, Tim Bell, Arriva Trains Wales Managing Director, admitted that the company had problems but blamed a lack of trains.

It is planned to increase the coaching stock on services to Birmingham and Shrewsbury from two to four in the new December timetable, and talks are also underway with both the Assembly Government and the Department for Transport about funding new trains. A 15-year franchise was negotiated between the now-defunct Strategic Rail Authority and Arriva in 2003, with a commitment only to maintain services at what were then the current levels. Additional improvements have to be paid from the Assembly Government's core budget allocation from the Treasury. Since then passenger numbers have increased substantially.

MPs on the Welsh Affairs Select Committee criticised train services in Wales, and Mark Pritchard, MP for Telford and the Wrekin, sent Transport Secretary, Geoff Hoon, a tin of sardines in a bid to draw attention to overcrowding on the Mid Wales lines!

Could an upgrade for the Conwy Valley line finally be on the cards for slate traffic?

Gwynedd Council says there is a market for slate waste in Europe and wants to exploit the product from the Blaenau Ffestiniog area.

This would mean the Welsh Assembly Government investing at least £19 million on the Conwy Valley line between the town and Llandudno Junction, but the authority argues that it would be worthwhile upgrading the rail link as it could inject an estimated £43 million into the Gwynedd town's economy.

The Assembly Government has said it will examine the potential for the upgrade, the Council believing that there are millions of tonnes of slate waste in Blaenau Ffestiniog, a left over bi-product from the days when numerous slate mines were in production that could be used for Europe-wide road building and construction.

Chorley MP launches bid to stop plans for scrapping of Buckshaw station

The MP for Chorley is to meet with Network Rail in a bid to stop the plans for a new station at Buckshaw Village being scrapped.

Network Rail now estimate the cost of the new station at £6 million, which is £2million more than Chorley Borough Council was given by site owners Royal Ordnance to provide the station. It is maintained that a station at Buckshaw Village is key to the whole Buckshaw Development and its sustainability. If the project does not go ahead it is said that it would be a disaster for businesses that have bought units there on the understanding that their staff would have direct transport links, and homeowners have done likewise. The MP says: "I believe the £6 million that Network Rail is now saying it will cost is extortionate, especially when you consider that it is a pre-fabricated building, which arrives on the back of a lorry." Both Network Rail and Chorley Borough Council are continuing to work on ways of keeping the cost of the station down.

A new station at Cottam could also be built in the Preston area to cope with an expected rise in the region's population. Other stations could also be set up in Coppull and Midge Hall, as he whole area is expected to see a boom in population. The plans were revealed in the Central Lancashire 'Preferred Core Strategy', which sets out the need for improved environment, healthier communities and better jobs for local people in the next 18 years - and it also claims that by then, Preston will be a well established alternative to Manchester and Liverpool.

Courtesy of the CFPS – Photo Ray Briscall.

Rail-Blue Charters

SPECIAL OFFER FOR READERS
A special ticket offer from Sheffield is available - see Page 2

Lincoln Christmas Market

from Shrewsbury, Crewe, Wilmslow, Stockport and Sheffield on Saturday, December 6th

This train is confirmed as being hauled by the CFPS Class 40 No. 40145 East Lancashire Railway.

The charter arm of Cargo-D, Rail-Blue Charters is running a Christmas charter trip to the very famous Lincoln Christmas Market. Join us aboard our period British Rail Blue and Grey liveried air-conditioned MkII and MkIII carriages.

Lincoln Christmas Market is an event not to be missed. More a Christmas experience than anything else, a trip to Lincoln is guaranteed to attract the attention of even those who hate shopping! Brightly coloured stalls decorated with lights, selling every conceivable Christmas gift and the traders in Victoria costume. The smell of chestnuts roasting, mince pies and hot mulled wine. This is Christmas.

Join us as our special train starts its journey at Shrewsbury and heads via Crewe, Wilmslow and Stockport to Sheffield via the beautiful Hope Valley route. We continue via Conisborough and freight lines around Doncaster, before taking the Gainsborough route to reach the City of Lincoln.

You might want to celebrate the coming festive season with our premier dining option. Enjoy a leisurely full English breakfast as we went our way to Lincoln. After you have soaked up the atmosphere of the Market, return to the train and enjoy a three-course dinner with a Christmas theme.

There will be a buffet serving hot and cold snacks and drinks for first and standard class passengers.

We pick up at Shrewsbury dep 07.00 (back 20.30), Crewe dep 07.53 (back 19.41), Wilmslow dep 08.12 (back 19.20), Stockport dep 08.22 (back 19.11) and Sheffield dep 10.05 (back 17.45). We arrive Lincoln at 11.35 and depart at 16.15.

Fares from £54 per person
Standard, First and Premier Dining options available.

Beat the rush and **CLICK HERE** *to book your seats online now!*

To book your seats call **0161 850 0559** now

Rail-Blue Charters

For details or to book online, please visit our website or contact our telesales team

All timings are provisional and will be confirmed 10 days prior to travel

www.rail-bluecharters.co.uk/tour_list

by John Whitehouse

UK Steam & Modern Traction Railtour Listings

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

		22th November
Compass Tours	2xRiviera 47	Llandudno Jct-Colwyn Bay-Rhyl-Flint-Chester-Helsby-Frodsham-Preston-Shap-Carlisle-Carstairs-Edinburgh (break/rev) & return
Past Time rail	45407/76079	**The Cotton Mill Express** Manchester Victoria Stalybridge-Huddersfield-Hebden Bridge-Copy Pit-Blackburn (break)-Darwen-Bolton-Manchester Victoria
Vintage Trains	4965	**Rood Ashton Hall Farewell** Tyseley Warwick Road-Walsall-Wolverhampton-Stafford- Crewe Chester & return
		23rd November
Past Time Rail	tbc	Manchester Victoria- Bolton-Entwhistle-Blackburn-Clitheroe-Hellifield-Wennington-Carnforth-Lancaster-Preston-Bolton-Manchester Victoria
		27th November
Railway Touring Company	60019	Haywards Heath-Hove-Worthing-Chichester-Eastleigh-Salisbury-Warminster-Bath and return
UK Railtours	2x EWS 67	London Kings Cross-Potters Bar-Stevenage- Leicester-Nuneaton-Bromsgrove-Worcester Shrub Hill (break/rev) & return
		29th November
Compass Tours	2xRiviera 47	Liverpool South Pky-Mossley Hill-Liverpool Lime Street-Rainhill-St. Helens Jct-Newton le Willows-Manchester Victoria-Stockport-Stratford upon Avon (break/rev) & return
NENTA Traintours	2xCR Cl47	North Walsham-Wroxham & Hoveton-Norwich-Wymondham-Attleborough-Ely (pu & coach connection from Ipswich, Stowmarket, Bury St.Edmunds & train connection from Cambridge)-March-Peterborough- Keighley-Skipton (break/rev) & return
Railway Touring Company	60019	London Kings Cross-Peterborough-Donacster(-York) and return
UK Railtours	2x EWS 67	London KX-Potters Bar-Stevenage-Peterborough- Skipton & return
		3rd December
UK Railtours	EWS 67 (pair)	Huntingdon-Stevenage-Potters Bar-London Finsbury Park-Bath Spa-Bristol Temple Meads (break/rev) & return
		5th December
SRPS	tbc	Linlithgow-Edinburgh Waverley-Drem-Berwick upon Tweed-Alnmouth-Morpeth-Cramlington-Newcastle Upon Tyne-Durham-York-Doncaster-Gainsborough-Lincoln (break/rev) and return
UK Railtours	EWS 67 (pair)	London Euston-Watford Junction-Leighton Buzzard-Bletchley-Bedford-Corby-Melton Mowbray-Nottingham-Lincoln & return
		6th December
Compass Tours	2xRiviera 47	Shrewsbury-Chester-Warrington Bank Quay-Blackburn-Hellifield-S&C-Carlisle (break/rev)-Carlisle-Shap-Warrington BQ & return

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

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

The Week Ahead

Three tours are booked to run on 22nd November, including two steam-hauled workings.

Highlight of the weekend will be the final mainline operation of Tyseley's super reliable 'Hall' No. 4965 *Rood Ashton Hall* under its current, and extended, mainline ticket. Following an earlier 'farewell', the locomotive was found to be in such good condition that an extension for a further six months was granted which meant that Tyseley continued to have a mainline registered locomotive pending the completion of the overhaul of 'Castle' No. 5043 *Earl of Mount Edgcumbe*.

However for *Rood Ashton Hall* this time it is for real, but as the locomotive remains in a good mechanical condition the 'star' of well over 100 separate mainline workings is unlikely to be sidelined for long. Its 'farewell-farewell' will be from Tyseley Warwick Road to Chester and return, working via Walsall, Wolverhampton, Stafford and Crewe.

Past Time provide the other steam working, with a 'Cotton Mill Express', which is booked to run along the traditional pathway, outwards via the Diggle route, and then through Huddersfield and the Calder Valley to Copy Pit, Blackburn, Darwin and Bolton and back to Manchester Victoria. Ian Riley's 'Black 5' No. 45407 is believed to be the traction.

Compass Railtours provide the only modern traction charter of the day, with the 'Edinburgh Explorer' from Llandudno Junction to Edinburgh, which picks up along the North Wales coast, and then proceeds to Edinburgh via the WCML. Riviera Class 47s should feature.

Useful Weblinks

- Online railtour listings
- Tour operators contact details
- Current fire-risk status info
- Email the railtours editor

▼ ***The Class 40 Preservation Society's Class 40 No. 40145 powers through Welham Green on the East Coast Main Line at the helm of Spitfire Railtours 06.22 Preston to London King's Cross charter service, with West Coast Railway Company Class 47/7 No. 47787 on the rear on 15th November.*** **Ken Brunt**

▲ *GWR 'Hall' No. 4965* **Rood Ashton Hall** *and GWR Castle No. 5043* **Earl of Mount Edgecombe** *steam through Leamington Spa with a Solihull to Didcot excursion on 8th November.* **Wayne Radford**

Small tubes appeal launched to enable *Princess Elizabeth* to run mainline until 2012

There has been much speculation recently concerning the fate of 'Princess Royal' Pacific No. 6201 *Princess Elizabeth* following the completion of its last mainline turn in August.

It remained at Crewe, instead of the anticipated return to Bury, where it has now undergone its annual 'certificate to run' examination. The boiler inspector's report identified certain work necessary prior to giving No. 6201 clearance to continue mainline operations until March 2012. This is, indeed, good news as the owning society has not enjoyed the best of luck during the currency of the present boiler certificate and this presents an opportunity to build up funds over the next three years to give the locomotive a chance to continue a mainline presence beyond the now sought after boiler certificate extension.

If that is the good news, the bad news is that they have a funding gap, as even though 2008 has been their second best year for mainline operations, the costs of mainline running continue to eat deeply into revenue. The boiler inspection has revealed three main areas of work, renewing 123 small tubes, renewing the brick arch and replacing a number of nutted stays.

The replacement of the small tubes is the most significant item as they cost roughly £80 each. To fund the repairs, which will be undertaken at the LNWR Works at Crewe, an appeal has been launched to members and enthusiasts to sponsor a small tube in order that the locomotive can be recommissioned and back in action by March/April 2009, which would present the opportunity of three further years of mainline activity. Although the appeal is for £80 per small tube, Society Chairman Clive Mojonnier adds that any sum, no matter how great or small will be gratefully accepted towards the cost of overhauling the locomotive. All donations should be addressed to 'Locomotive 6201 Princess Elizabeth Society Limited' at 39, Newton Street, Millom, Cumbria LA18 4DR.

Without the support of the enthusiast fraternity, the future of this iconic locomotive could be in doubt, and this is a wonderful opportunity for anyone who has had the pleasure of enjoying 'Lizzie' on the mainline in the past to ensure that the Pacific has a mainline future. And for anyone who would like to a have a permanent reminder of what a great locomotive 'Lizzie' is, the 6201 Society has produced a desk calendar that provides each month some provocative scenes of No. 6201 in action. The price is £6.50 (inc post & packing) from the address above.

▼ *Ex-SR Battle of Britain Pacific No. 34067* **Tangmere**, *heads a Bristol Barton Hill to Toton light engine move, north of Kidlington, on Remembrance day, 11th November.* **Alastair Wood**

❖ One of the highlights of Steam Dreams' 2009 programme will be the celebration of A4 Pacific No. 60007 *Sir Nigel Gresley* achieving a post-war speed record of 112mph on a special Doncaster-King's Cross working on 23rd May 1959. On the same day in 2009, the loco is due to join forces with No. 60163 *Tornado* on a train for Hull and Beverley that will include the former heading the 'dash back to The Cross'. Although *Tornado* is expected to feature strongly in the 2009 programme, the only confirmed date is separate lunch and dining trains on Valentines Day. Other highlights include a St David's Day special to Cardiff on 1st March, and another go at 'The Palatine' from London to Manchester via the Midland route (postponed from July 2008) on 9th May, both with Britannia Pacific No. 70013 *Oliver Cromwell*. Despite some reports indicating that steam was no longer allowed into or out of London Liverpool Street, No. 70013 is booked for a 'Cathedrals Express' from Liverpool Street to Norwich on 23rd April.

❖ Past Time's 'Cotton Mill' of 6th December will, by popular demand, run in the reverse direction from Manchester Victoria to Bolton, Darwen, Blackburn, Copy Pit, Calder Valley, Huddersfield and Diggle back to Manchester Victoria. Also on 6th December, the Railway Touring Company's 'Bath Christmas Market' is due to operate, which was originally scheduled for 27th November. 'A4' No. 60019 *Bittern* is booked to work throughout from Haywards Heath to Bath.

Bound for the industrial heartland

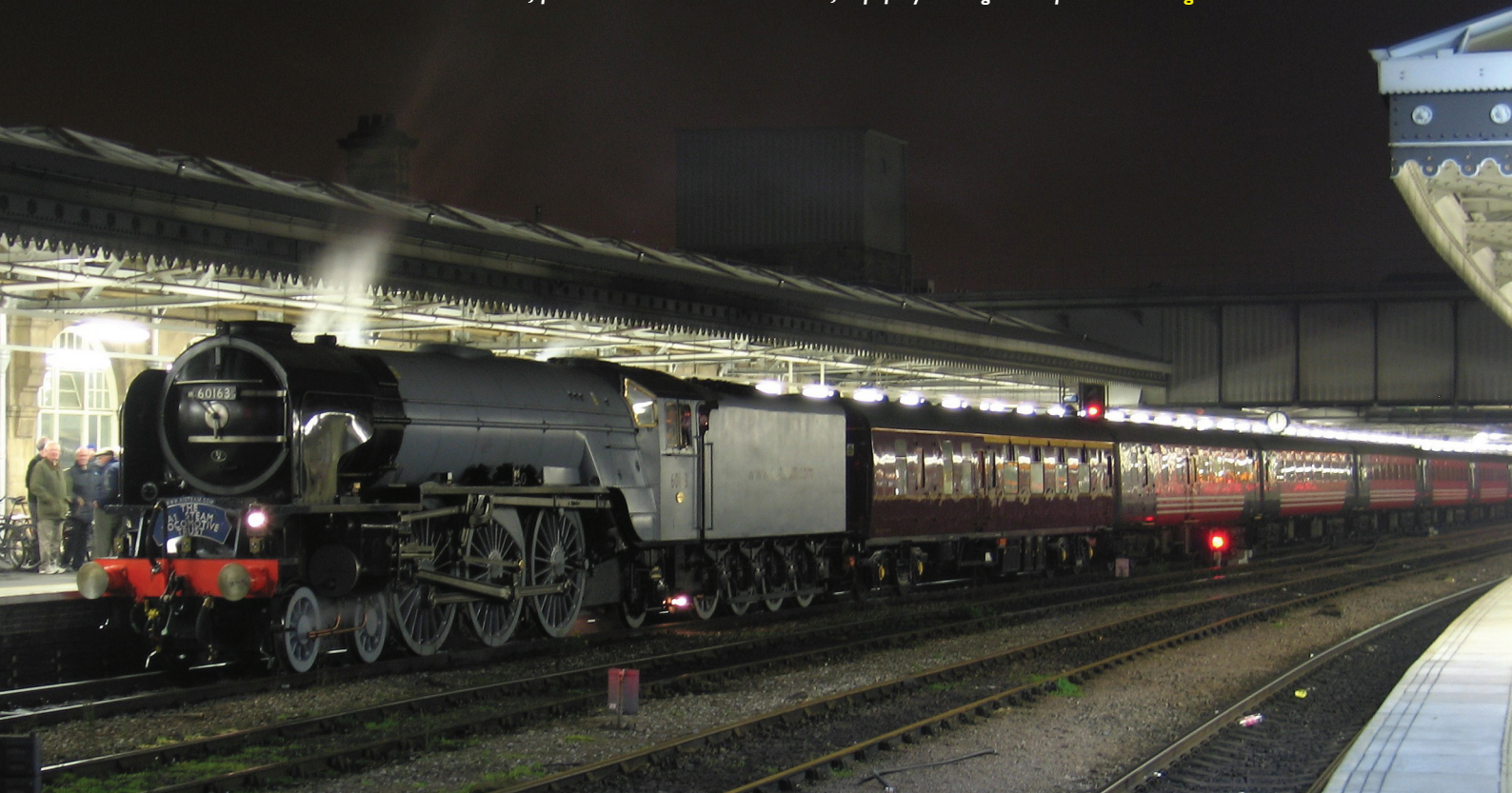
▲ *EWS Class 37 No. 37401 arrives at Stourbridge Junction with Pathfinder Tours 'The Industrious Trader' charter on 15th November.* **Nigel Capelle**

▼ *The tour took in various freight lines in the West Midlands and is pictured here at the buffer stops of the ProLogis branch in Coventry. The charter was the first passenger working to use the branch from Three Spires Junction, since the change of use - ProLogis Business Park having previously been the site of Coventry Colliery. Providing power at the opposite end of the train was Class 37 No. 37417.* **John Whitehouse**

Steaming up a whirlwind

▲ *For the first mainline test run of new-build 'A1' Pacific No. 60163 worked from York to Scarborough with its support coach. Here, Britain's newest steam locomotive is pictured at the Yorkshire resort on 4th November.* **Tim Bird**

▼ *The second run on 6th November found the locomotive at the head of a rake of Virgin-liveried Mk2 vehicles on a 60mph test run from York to Barrow Hill, via Sheffield, where the 'A1' is shown shortly before running round. All went well with the trip, although on arrival back at York after the return working it was discovered thath the inside upper slide bar was hotter than had been hoped due to insufficient lubrication; as a result the white metal had started to do the job it was designed for and had begun to melt. Following the discovery the bar was removed, machined and additional lubrication provided. The locomotive's next mainline test is on 18th November, from York to Newcastle and return, hopefully running at 75mph.* **Keith Long**



Canadian Night Time

▲ *Canadian-built Class 66/5 No. 66569 waits at Coventry for its path to head towards Leamington Spa with a southbound Intermodal service on 30th October.* **Jamie Course**

▼ *Class 66/4s Nos. 66422 and 66423 stand at Reading shortly before 05.00 on 16th November with the local RHTT working.* **Stacey Thew**

The Autumnal View

▲ *The 2008 autumn period has seen some amazing colours as the lineside foliage settles down for the winter period. Class 508/2 No. 508203 approaches Godstone on 11th November with a service from Redhill to Tonbridge. These units will be stored at the end of the current timetable as the service is being taken over by Southern.* **Stuart Chapman**

▼ *Heading north NMT powercars Nos. 43062* **John Armitt** *leading classmate No. 43013 approaching Cogload Junction with a Plymouth - Paddington working via the Berks & Hants line in one of the few local 'Autumnal Scenes' in the Taunton area.* **Brian Garrett**

▲ *Metropolitan Railway E Class 0-4-4T No.1 is the only survivor of a class of seven engines designed by the Chief Mechanical Engineer of the Metropolitan Railway, T. F. Clark, for use on the Baker Street to Verney Junction service. It is seen at Quainton Road on 29th October.* **Stuart Chapman**

▼ *A Russ Hillier photo charter was held on the Great Central Railway on 13th November with visiting NRM-owned ex-GWR 4-4-0 No. 3440* **City of Truro** *recreating its Newbury - Southampton days, here storming past Woodhouse with the three-coach consist reminiscent of that service.* **Fred Kerr**

LT Museum opens its doors at Acton

The London Transport Museum Depot at Acton held its Family Weekend on 1st/2nd November, the second of two open weekends held during the year.

In addition to the large array of London Underground stock, buses, miscellaneous vehicles, and memorabilia, there was an additional attraction in an ex-Southern Railway 4COR motor coach. This third rail electric vehicle was built in 1938 to run primarily on services from London Waterloo to Portsmouth Harbour. It was withdrawn from service in 1972 and has been stabled at the LTM Depot at Acton for three years, where it has been undergoing restoration by volunteers from the Southern Electric Group.

This is the first time that it has been possible to open the coach to the general public during one of the open weekends, as the interiors had not previously been refitted. Visitors were able to inspect the coach from the outside, and also go inside to sit in the passenger saloons and visit the SEG sales stand in the guards' compartment.

The driver's compartment was open for prospective drivers of all ages to sit in the driving seat and operate the controller and brake. The cab has not yet been restored to the same standard as the passenger saloons but this is the next job to be undertaken.

▲ *LT Battery locomotive No. L35 stands on display at the Family Open Day at the London Transport Museum Depot, Acton, on 1st November.* **Robert Jefferys**

▼ *The Southern Electric Group's 4COR coach was also on display at the event.* **Southern Electric Group**

Norfolk CRPs join to promote the county

The Norfolk Community Rail Partnerships, the Bittern Line and the Wherry Lines, along with the Bure Valley Railway and North Norfolk Railway gathered at Liverpool Street station on 24th October to promote Norfolk in advance of the half-term holidays.

Representatives from the railways took up a pitch outside Boots the Chemists on Liverpool Street station's main concourse, courtesy of Network Rail, and promoted half-term events and activities from 09.30 to 19.30. A great interest was shown in the transport links, half term, steam and 2009 events, Santa Specials, Drivers Experience and foot and cycle paths that accompany Norfolk's lines.

Oliver Cromwell becomes *The Territorial Army*

The Great Central Railway staged a national event of commemoration and thanksgiving at Woodhouse on 8th November, to mark the service and sacrifice of the members of the Territorial Army in its centenary year, by having HRH the Duke of Gloucester rename and renumber Britannia Pacific No. 70013 *Oliver Cromwell* as No. 70048 *The Territorial Army 1908-1958*.

The TA, the National Railway Museum and the Great Central Railway teamed up to arrange the temporary renaming and the NRM gave special permission for the event to take place.

A special travelling post office train also ran on the day carrying a first day cover marking the occasion.

One out, two in, as Bo'ness Class 37/4s change

The Type 3 locomotives based at the Bo'ness & Kinneil Railway have been exchanged with BRE Limited having ceased trading.

The BRE-owned Class 37/4 No. 37409 has been sold to DRS and left Bo'ness on at the end of October bound for Barrow Hill. However, the preservation location has regained a '37/4' allocation with the movement of Nos. 37403 and 37413 from Margam to Bo'ness in early November.

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Diary

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

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

17th November 2008

The Great Central Railway Society (Spinkhill branch)
The Angel Hotel, College Road, Spinkhill. 'King Coal' by Chris Jones. Meeting commences at 19.30. Contact the secretary on 01909 473927 for further details.

Locomotive Club of Great Britain(Dorking Branch)
Pethick-Lawrence House, 85 South Street, Dorking. 'British Steam 1960s and 1970s' by Charles Firminger. Meeting starts 19.30.

RCTS (Brentwood)
Shenfield Parish Hall, 80 Hutton Road. 'The Ken Nunn Collection - British Main Line Steam 1902 -1960' by Graham Stacey. Meeting commences at 19.30.

RCTS (Cheltenham)
The Victory Club, Burlington House, Lypiatt Road, Cheltenham, GL50 2 SY. 'S & D Part II - Over the Mendips' by Mike Beale. Meeting commences at 19.30.

RCTS(Chester)
The Town Crier, City Road/Station Road, (opposite station entrance). 'Reflections of the 1990's' by Brian Roberts. Meeting starts at 19.45.

RCTS (Oxford)
West Oxford Democrats Club, 1 North Street, Osney.
'The West Somerset Railway' by Keith Smith. Meeting commences at 19.30.

RCTS (Wellingborough)
British Rail Sports and Social Club, Broad Green.
'A Driver's Life on the Chiltern Railways' by David Newell. Meeting commences at 14.00.

18th November 2008

Permanent Way Institution (West Yorkshire)
The Pullman Room, The Golden Lion Hote, 2 Lower Briggate.Leeds LS1 4AE.
'Robert Stephenson 1803-0859' by John Addyman. Meeting commences at 18.30. Contact Martin Woofe on mobile 07747 160949 or e-mail abcts@daelnet.co.uk for further details.

Stephenson Locomotive Society
Fox Covert Inn, High Leven, Nr Yarm, Teeside.
'Tram Trains and the Penistone Line' by Brian Barnsley. Meeting commences at 19.30. Contact local secretary on 01642 321205 for further details.

19th November 2008

RCTS (Eastleigh)
Eastleigh Railway Institute, Romsey Road. 'RCTS/Mid Hants Railway/ S&D Trust 'Quiz Night v Local Societies'. Meeting starts at 19.45.

19th November 2008

Permanent Way Institution (Glasgow)
Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow. Graduate and Young Members Presentations. Meeting commences at 17.30. Contact Jack Scott by e-mail jack.scott1@btinternet.com or telephone 0141 952 2562, mobile 07789 765291 for details.

20th November 2008

Barrow Hill Engine Shed Society
Barrow Hill Roundhouse.
Around The Spire and Beyond. A slide presentation by Roger Kaye. A look back to the seventies and eighties and who knows, even Barrow Hill might be included!

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend.
'Medway & North Kent Buses of the 70's and 80's' by Julian Bowden. Meeting commences at 19.45. Contact Roger Hart on 01474 8333320 for further details

Irish Railway Record Society (London Area)
The Exmouth Arms, 1 Starcross Street, London, NW1 2HR.
'Shades of Green - the Twilight Years' by Derek Young. Meeting commences at 10.30. Donation £2.50. Non members welcome.

Locomotive Club of Great Britain (North West Branch)
The Kirkfield Hotel, Church Street Newton-le-Willows, Merseyside.
'Manchester and Llandudno Trams - then and now' by Keith Chadbourne. Meeting commences at 19.30.

Marlow & District Railway Society
British Red Cross Society, Victoria Road, Marlow.
'British Main Line Steam - the final ten years' by Peter Groom. Meeting commences at 19.45 for 20.00 Non-members entry £2.

RCTS (Darlington)
The Scout Building, Widdowfield Street.
'The Changing Face of Coal Trains' by David Stewart-David. Meeting commences at 19.00.

RCTS (Hull)
Upstairs, The Highway Public House, Willerby Road.
'30 Years of Railway Photography in East and North East Yorks' by Eddie Parker. Meeting starts 19.30

RCTS (Pudsey)
The Fulneck Room, Pudsey Civic Hall. 'From Nationalisation to the 1960's Part 2' by Barry Atkinson. Meeting commences at 19.30.

Stephenson Locomotive Society
United Reform Church Hall, Mowbray Road, New Barnet, Hertfordshire. 'American Railways' by Leslie Drake. Meeting commences at at 19.30. Contact local secretary on 0208 368 6200 for further details.

21st November 2008

Great Western Society (Taunton Group)
Stoke St. Mary Village Hall, near Taunton. 'Something Steamy' by Paul Leavens.
Meeting commences at 19.30, Contact Peter Triggs on 01823 334188.

Locomotive Society of Great Britain (Central London Branch)
Keen House, Calshot Street, London N.1. 'Longmoor Military Railway 1900-69 & Shoeburyness Military Tramway 1860-2007' by Mike Walshaw. Meeting commences at 19.00.

22nd November 2008

Bournemouth Railway Club
All Purpose Room, Winton Methodist Community Centre, Bournmouth. 'More railway films from the Eric Slater collection'. Meeting commences at 19.30. Entrance £2 to members and non-members. Contact the club secretary Martyn Tresh by email martyn.thresh@ntlworld.com or on 01202 742099 for details.

24 November 2008

Locomotive Society of Great Britain (Brighton Branch)
Brighton Model Railway Club Room, BR London Road Station, Shaftesbury Place, Brighton. Branch AGM & Photo Competition. Meeting commences at 19.45.

RCTS (Maidenhead)
Cox Green Community Centre, Highfield Lane, Cox Green.
'Bank Manager to Train Driver' by Alan Nichols. Meeting commences at 19.30.

RCTS(Northampton)
Weston Favell Parrish Hall, Booth Lane South, Weston Favell.
'Thirty Two Years Down the Tube' by Dave Carson. Meeting commences at 14.00.

25th November 2008

RCTS (North West Branch)
'Farewell Class 57+Pendolino - Return trip to Holyhead 11.00 - 16.00' Contact Geoff Morris on 01244 376808 or e-mail geoffreymorris@tiscali.co.uk for details.

RCTS (Northampton)
Nottingham Mechanics, 3 North Sherwood Street.
'Reflections on a Railway Career' by Graham Dean. Meeting commences at 19.30.

RCTS (Woking)
Woodham Hall, Christ Church, Town Square. 'Australia in the 21st Century' by David Cable. Meeting commences at 19.15.

24th November 2008

Permanent Way Institution (Ashford)
The Elwick Club, Church Road, Ashford (10 mins from Ashford Station). 'New Methods of Work with Geismar New Products' by Alan Leyland, Geismar UK, Northampton. Meeting commences at 18.30. Contact Ted Hamer on 01227 711897 or e-mail Teditorial@AOL.com for further details.

26th November 2008

Basingstoke & District Railway Society
Wote St. Club, New Road, Basingstoke.
'Trips around the world' by Ian Francis. Meeting commences at 20.00 Contact the society secretary on 01256 326096 for further details. Visitors welcome.

27th November 2008

Mid-Hants Railway Preservation Society (Thames Valley Group)
Church House, Church Street, Caversham, Reading.
'West Somerset Railway' presented by Keith Smith. Meeting commences at 19.30 for 19.45. A donation is requested

Locomotive Society of Great Britain(Croydon Branch)
United Reform Church Hall, Addiscombe Grove, East Croydon.
'Southern Africa in 1977' by Brian Manktelow. Meeting commences at 19.15.

▲ *A weak autumn sun tries to escape the gathering clouds as Class 66/0 No. 66134 approaches Ashchurch on 8th November. This was the first of several engineers trains over the weekend running to Newport Alexandra Dock Junction, this one including some reclaimed sleeper panels.* John Stretton

RCTS (Brighton)
Brighthelm Church and Community Centre, North Road. 'Tales of an International Railway Journalist' by Chris Jackson. Meeting commences at 19.30.

RCTS (Preston)
Claremont Hotel, Blackpool Road. Branch AGM followed by 'A 40 Year Love of Trains' by Steward Leyland. Meeting starts at 19.30.

28th November 2008
Great Western Society (North West Group)
St Hilda's Clubroom, Slater Street, Latchford, Warrington. Joint Meeting with '8E' Society. Meeting commences at 19.30.

Great Western Society (Oxford Group)
Pauling Human Sciences Centre, 58 Banbury Road, Oxford. 'Working with 6024' by Dave Fuszard. Meeting starts 19.30.

Shropshire Railway Society
The Gateway, Chester Road, Shrewsbury. 'Slide show' by Steve Price. Meeting starts at 19.30. Contact 01691 650985 for details.

Stephenson Locomotive Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'Coal - Murmansk to Merry-Go-Round' by David Stewart-David. Meeting starts at 19.00. Contact 01434 688946 for further details.

29th-30th November 2008
Railway Enthusiasts Club
The Garrison Sports Centre, Rawlinson Road, Northcamp, Aldershot, Hampshire GU11 2LQ Model Railway Exhibition. Saturday 10.30-17.30. Sunday 10.00-17.00. Adults £5.50, Children over 5 £2.00, under 5's free.

Swanage Railway
1960s Weekend: A mix of steam and diesel trains will operate on the Saturday with an entirely diesel operated service on the Sunday.

1st December 2008
RCTS (Port Sunlight)
The Lever Club, Greendale Road, Port Sunlight. Members' Slides 30 per member on first generation Diesel & Electric Multiple Units. Meeting commences at 19.45.

2nd December 2008
Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB Christmas Social Evening with Refreshments. Meeting commences at 19.45. Contact Roger Hart on 01474 8333320 for further details

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

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

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

Permanent Way Institution (Darlington & North East)
Railway Athletic Club, Brinkburn Road, Darlington. 'Settle and Carlisle Railway' by Robert Welsh, Network Rail. Meeting commences at 19.00 Contact Dave Lugsden on 01904 389838 for details.

Permanent Way Institution (Wessex Section)
The Freemantle Club, Waterloo Road, Southampton. 'The Bluebell Railway Northern Extension' by Chris White, Bluebell Railway Infrastructure Director. Meeting commences at 18.00. Contact Eddie Gosling on 01252 614558 for further details.

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

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

Should your club or society event be listed here? If so then please e-mail the Editor with the appropriate details, which should include the name of the society or group, postal address of the location that the event is being held, starting or opening times, speaker and talk title or attractions and publishable contact details.

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

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

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