Railway Herald

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The electronic journal for the railway enthusiast

Railway Herald

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30th March 2009

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Andrew Wood

Mid-Norfolk Railway Diesel Gala Pictorial

With four visiting locomotives from DB Schenker, in the form of large-logo blue-liveried Class 37/4 No. 37425, Class 60 No. 60059, Class 66 No. 66144 and Class 67 No. 67008, the Mid-Norfolk's diesel weekend proved a big hit with enthusiasts and photographers alike.

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Front Cover Caption:

DB Schenker Class 60 No. 60091 passes Barrow-upon-Trent with the Westerleigh - Lindsey discharged tanks on 20th March. David Carr

▲ The A1 Pacific No. 60163 *Tornado* stands beside East Midlands Trains Class 222 'Meridian' No. 222003 *Tornado* at Sheffield, shortly after the unit's naming ceremony on 24th March. **Richard Tuplin**

EMT creates its own *Tornado* and Sheffield services go half-hourly from December

Following the realisation that one of East Midlands Trains Class 222 vehicles was No. 60163, and that the specific vehicle was designated vehicle A1 within the 'Meridian' set, a suggestion from the A1 Steam Locomotive Trust to EMT Managing Director, Tim Shoveller resulted in an unusual naming ceremony at Sheffield on 24th March.

With Andrew Cook, Chairman of William Cook Cast Products, the main sponsor of the steam locomotive project in attendance to name the Meridian, the modern Bombardier-built DMU and even newer steam locomotive of the same name were posed alongside each other in Platforms 7 and 8 at the station, as crowds of enthusiasts and the general public looked on from adjacent platforms.

East Midlands Trains also confirmed that it is looking to take the London St Pancras International to Sheffield service half-hourly from the December timetable change. This will use the existing London - Derby paths, which will retain the current stopping pattern, but be extended to Sheffield - resulting in a clockface timetable from London, with departures from Sheffield at 27 minutes and around 45 minutes past each hour. The latter time will vary slightly throughout the day to encompass the current station stops, south of Derby.

In addition, Corby could gain a more frequent service from as early as late April. Two out of the three Hull Trains Class 222/1 'Pioneers' have been transferred to EMT, with the third and final set due within days.

Depot collision at Stonebridge Park

Virgin Trains has confirmed that an overnight shunting incident at Stonebridge Park on 29th/30th March, resulted in two Class 390 'Pendolino' sets colliding at low speed.

One of the sets was stationary at the time and there were no injuries. The end driving vehicles of the two sets (Nos. 390006 and 390008) were involved in the impact. A full inquiry is currently taking place to discover the cause, although the full extent of the damage to the two trains will not be known until a full assessment has been carried out.

The incident had minimal effect on the morning service, with a full timetable operating southbound, and with the use of the Manchester spare '390' and a Pendolino at Oxley that would normally be on maintenance for a 'deep clean', the full timetable was operating normally from 09.00 on 30th March. Two services were cancelled as a result of the two damaged sets not being available, these being to Birmingham and Manchester.

The Cargo-D Mk3 set, currently used by Virgin for a Fridays-only London to Preston working, is being made ready for standby work and is likely to see use as Virgin presently has no spare Pendolinos if the timetable goes awry.

Major freight route closed for 11 weeks for infrastructure work

More than £16 million is being invested on the line between Scunthorpe and Doncaster this summer as Network Rail looks to complete several improvement works over a period of 11 weeks.

The route needs work to mitigate drainage issues in the Medge Hall area, which have limited running to 10mph on that stretch of track. Now £10 million is to be invested to build a structure to carry the rail clear of the affected area. It is not possible to run any trains over the route while this is being done, which means that no direct services will operate between Doncaster and Cleethorpes from 23.45 on Sunday 21st June to 04.00 on Monday 7th September. Freight services will be affected for the same period between Scunthorpe and Thorne Junction. Maintenance work will be carried out while the Medge Hall engineering work is being completed, and the junction at Thorne will be completely renewed. This structure will be made up of a concrete platform, which will be supported by over a thousand piles, which are driven into the solid ground below the peat. The piles are designed to be bottom driven - making the process as quiet as possible. They also use less concrete than conventional piles, meaning less lorries to site and the lowest possible impact on the environment. Trains will not be able to run between Scunthorpe and Cleethorpes during works because of operating restrictions. For the final nine days of the works from 30th August to 6th September, replacement buses will also run between Goole and Doncaster, while the Thorne Junction renewal is completed. Freight traffic will be diverted along the Brigg line, which was upgraded at a cost of £10 million last year.

The latest Locomaster DVD re-release...

50 TERMINATOR

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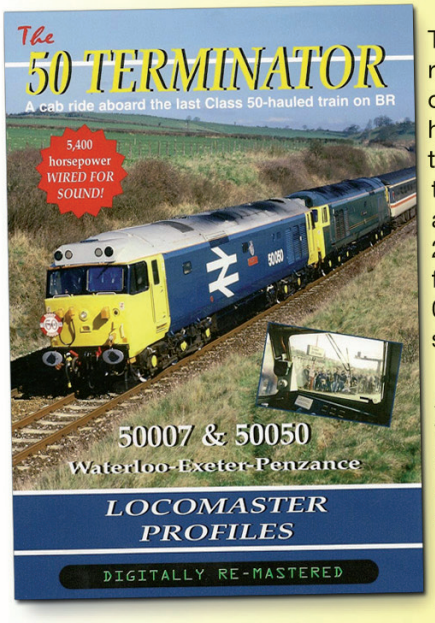


To mark the 15th anniversary of the running of the last Class 50-hauled train on BR, this **'Wired for Sound'** cab-ride has been re-issued on DVD. Not only has the footage been digitally re-mastered but the programme has been extended to almost double its original length to nearly 2 hours. The BR Class 50 farewell tour featured 50 007 *Sir Edward Elgar* and 50 050 *Fearless* on a 600-mile journey over some long-standing haunts of the class.

After departing from London Waterloo, the tour heads to Woking, Basingstoke and Salisbury. It then travels via Yeovil and Honiton to Exeter, a route that features some excellent thrash on the climbs to Buckhorn Weston and Honiton tunnels. From Exeter the journey continues over the notorious south Devon banks to Plymouth. After crossing the Tamar Bridge the 50s tackle the stiff climbs to Doublebois, Burngullow and Redruth before arriving at Penzance. Also featured is the highlight of the return run – the awesome climb up Largin bank. This programme has just about everything – challenging gradients, serious thrash, fine scenery, plenty of sunshine, and perfectly captures the day's historic events as hundreds of people turned out to witness the last Class 50 hauled train on BR. And you can see and hear it all from the best seat on the train!

THE 50 TERMINATOR is available on DVD priced at £19.95 (post free) from the address below. Alternatively you can pay by credit or debit card by calling us on our CREDIT CARD HOTLINE on 01753 545888.

LOCOMASTER PROFILES

Freepost (SL2253), Langley, Slough, SL3 6BP

More attractions announced for Eastleigh 100

Further details of the open day at Eastleigh, to be held over 23rd-25th May, are becoming available.

The event will host the first public appearance of Class 50 No. 50026 *Indomitable* since it was withdrawn in December 1990. It has been restored by owner Paul Spracklen to run on the main line, which it will do under the auspices of the Class 50 Alliance. There will be a rededication of the loco, and Paul would like to hear from any former members of the WW2 aircraft carrier that was scrapped in 1955. Please contact the *RH* editorial office and we will put you in touch. The large-logo blue-liveried loco will be started publicly for the first time at the event.

Also being re-dedicated over the weekend will be classmate No. 50035 *Ark Royal*. This loco is being repainted in Loadhaul black & orange, and it may move to Eastleigh in undercoat or base black and be completed there for a full unveiling in this guise at the open day. With the real *Ark Royal* in dry dock in Portsmouth, some of the ship's company will be present for the rededication.

The modern traction line-up has been enhanced after Aggregate Industries promised two Class 59s and Colas Rail agreed to provide two Class 47s, subject to availability.

On 24th May there is an additional railtour to the event, using a pair of Class 20s from DRS, commencing at Crewe. The stock will be used for a mini-tour around Hampshire during the layover and a further mini-tour will take place on 25th May. Contact Spitfire Railtours for details.

Anyone, still looking to buy tickets in advance, are being advised to consider the Sunday or Bank Holiday Monday, as the Saturday is looking like being a sell-out. There will be free parking in council car parks on Sunday and Monday (follow signs) and a shuttle bus service to the site.

On 1st April, a 'Money Can't Buy' auction will be launched via the dedicated website, http://www.eastleigh100.com. This will be a sealed bid auction (one entry per person) where prizes on offer will include

the nameplate *Virgin Challenger* (never fitted but planned for the HST 'Challenger' fleet), Eastleigh Depot nameplate, an SR totem from Deptford, a Crewe Electric crest from a Freightliner 86, a Grand Central cab ride, a diesel driving course on No. 37906 at the Severn valley, a footplate ride on No. 3440 *City of Truro*, a guided tour of Bombardier Litchurch Lane and more. Some items will have a reserve. First Capital Connect has also donated one of the headboards from the last passenger train to leave Moorgate Thameslink.

It has also now been confirmed that due to operational reasons, there will be no access to the adjacent DB Schenker depot.

Infrastructure work continues over Easter

As is usual over long weekend holiday periods, Network Rail engineers will be working around the clock to replace old signalling, renew tracks, upgrade bridges and improve stations.

Over the Easter period, over 4,500 people are scheduled to work a total of 200,000 hours on upgrades to Blackfriars, Elephant and Castle and Farringdon as part of the Thameslink Programme, on improvements to the overhead power lines on the Great Eastern route and on strengthening of Carr Mill and Calder Viaducts. Teams will also be continuing the restoration of Paddington station's Span 4 roof.

Garsdale station to be officially re-opened

The Settle & Carlisle line was under threat of almost certain closure in the 1980s, but was reprieved on 11th April 1989 following an unprecedented campaign for its retention.

Twenty years on, the line is probably now busier than at any time in its history, having had much investment by Network Rail with support from train operators and other groups. From a low point of just two trains a day it now operates round the clock, carries a lot of freight and a high and rising number of passengers. To mark the anniversary, Garsdale station is to be re-opened on 11th April after major restoration, 20 years to the day since the parliamentary announcement that saved the line.

On the same occasion, a bronze statue of a Border collie dog named Ruswarp (pronounced 'Russup') will be unveiled. Ruswarp was the faithful companion of co-founder of the Friends of the Settle-Carlisle, Graham Nuttall. Ruswarp's paw print was accepted as a valid signature of objection to the line's closure, the dog being a fare-paying passenger at the time, and joining tens of thousands of human signatures of objection. That paw print helped bring the plight of the line to national attention!

Ruswarp again hit the headlines in 1990 following the death of Graham Nuttall while both were hill walking. Ruswarp stayed with the body in the hills for 11 winter weeks before he was found, and survived long enough to attend his late owner's funeral.

▲ While Class 139 No. 139001 remains at the Chasewater Railway, Parry People Mover No. 139002 is seen on test at Stourbridge Junction with Class 153 No. 153354 in the background, waiting to depart with the 10.54 service to Stourbridge Town on 28th March. **Robert Jefferys**

Additional commuter services from May

The new ScotRail summer timetable will take effect from 17th May and will provide additional commuter services on the east coast between Edinburgh and Aberdeen, via Fife and Dundee.

There is to be a significantly improved morning service on the route, in the hope that more people will make the switch to public transport for their journeys to work. As part of the improvements, there will be a new train departing 07.00 from Edinburgh to Dundee, calling at Haymarket, Inverkeithing, Kirkcaldy, Markinch, Ladybank, Cupar and Leuchars, arriving at Dundee at 08.23, as well as a new 08.28 from Dundee to Edinburgh, calling at Leuchars, Cupar, Ladybank, Markinch and Kirkcaldy, plugging a gap in the Edinburgh-bound direction at the Fife stations.

Also, the 07.30 Edinburgh to Aberdeen train will now arrive in Aberdeen five minutes earlier at 09.52, due to a revised stopping pattern. The 04.57 Inverness to Edinburgh via Aberdeen will depart at 04.51 and run earlier to Dundee, with the calls to Leuchars and Cupar withdrawn to facilitate the new 08.28 Dundee to Edinburgh service, and the 08.08 Edinburgh to Kirkcaldy will become a Fife Circle train, filling the 09.00 to 10.00 gap in the timetable between Cowdenbeath/Dunfermline and Edinburgh. Other changes are the 05.55 Glasgow to Aberdeen that will now call at Carnoustie, Glenrothes and Thornton station, the latter of which will also receive a third service every hour to and from Edinburgh, and the 06.36 and 07.37 Newcraighall-Edinburgh Waverley services extended to Haymarket.

As well as enhancements to Edinburgh-Fife-Aberdeen services, there will be a new, direct morning commuter train from Alloa to Edinburgh at 07.38 with a return at 17.33. In addition, the 23.18 Glasgow to Stirling will be extended to Alloa to provide a new later service to the town. The journey time of the 10.11 Glasgow-Inverness train has also been improved, allowing for a new link to the onward service between Inverness and Kyle of Lochalsh, meaning that passengers are able to reach Kyle of Lochalsh by 16.00. Services between Glasgow Central and Ardrossan Town are being extended to Ardrossan Harbour to provide more robust sailing connections, and the final Carlisle to Dumfries train of the day has been re-timed to allow connection with the 19.30 from London Euston.

New look, easier to read timetables will be available at staff stations four weeks before the new services are introduced.

Stourbridge PPM gains passenger licence

The Parry People Mover (PPM) is now a step closer to operation after receiving its passenger licence from Network Rail on 28th March.

London Midland says the PPM will enter preliminary service on the branch at weekends in April, with a view to having it fully up and running in May. Earlier this month London Midland reintroduced Class 153 single-car diesel units on the line after growing complaints over a temporary replacement bus was used to take passengers between the stations

Attention will now be placed on driver training, which has been a further source of delays.

Investment at Peckham Rye

Over £1 million is being invested in improved platforms at Peckham Rye.

The improvements that are taking place over the Easter holiday weekend, include resurfacing Platforms 1 to 4, the installation of Disability Discrimination Act compliant tactile paving on all platforms to assist the visually impaired, and the replacement of cracked and broken canopy glazing panels. Additional miscellaneous cleaning and repair works will also be carried out at the same time. Rail replacement bus services will be operating between London Bridge and London Victoria via Peckham Rye and Denmark Hill, and also between London Bridge and Tulse Hill via Peckham Rye from 11th to 13th April. Southeastern is also operating a road service on 12th April between Herne Hill and Beckenham Junction via Denmark Hill, Peckham Rye and Catford. This is as a result of rail improvement works taking place between Denmark Hill and Shortlands.

▼ **Running through the remodelled 'up' platform at Tamworth (Low Level) on 23rd March, DRS-liveried Class 66/4 No. 66418 powers the 04.38 Coatbridge-Daventry Intermodal service. John Stretton**

Chorley footbridge go-ahead

Network Rail has given the go-ahead for the design of a £2.3million footbridge to be built in Chorley to replace a level crossing.

The company will also formally apply to Chorley Borough Council for the permanent closure of Ryland's Crossing. There have been two fairly recent fatalities at the pedestrian crossing, a number of 'near misses' and instances of youths playing 'chicken' with the trains. Network Rail has wanted to close the crossing for some time but was advised it was unlikely to receive approval as it is a public right of way. To close a public right of way, it is obligatory to provide an alternative route for people to use. In this particular case, the diversion would have been quite long, and as the crossing is used by a large number of people, the option of a footbridge was taken.

Such a footbridge needs to be built on a large plot of land, as it has to have ramps that can easily be used by people in wheelchairs. Extra land has had to be purchased for this purpose.

It is anticipated that the bridge will open in late summer or autumn 2010, when without a crossing line speed restriction through the area, trains will be able to travel through at 75mph.

Metro and Light Rail News

▲ **The familiar red, blue and grey livery of the Birmingham Metro LRVs is gradually being replaced by the pink and silver 'network west midlands' livery. Vehicle No. 12 arrives at The Hawthorns with a service to Wolverhampton St George's on 28th March. Robert Jefferys**

LUL and TL dispute costs of Tube upgrade

London Underground Ltd (LUL) and supplier Tube Lines (TL) have a major dispute over maintenance costs.

The organisations have a difference of more than £3 billion in their calculations of the cost of upgrading the Jubilee, Piccadilly and Northern Lines by 2017. According to a London Assembly Transport Committee report, LUL argue that the programme should cost £4.1 billion, while TL says the work will reach £7.2 billion.

The PPP Arbiter, that mediates financial disputes between LUL and its suppliers, has estimated the costs should range between £5.1 billion and £5.5 billion. Following the disagreement, LUL submitted a detailed specification of work to TL, which has until June this year to provide a revised price estimate. If the two parties are still unable to agree, the Arbiter will determine a cost by summer 2010. Transport for London's nine-year business plan assumes that its £4.1 billion estimate for the work is accurate. But if the Arbiter proceeds with its forecast of up to £5.5 billion, LUL would face increased costs of at least £1 billion, which would probably mean projects such as congestion relief and tunnel cooling at stations could be delayed or even shelved.

Eurostar internal revamp on the cards?

It is reported that Eurostar is on the brink of appointing a consultancy to redesign its train interiors, following a six-month tender process.

The brief involves redesigning Eurostar's 27 operational trains in preparation for 2010, when other rail operators will be allowed to compete by running services through the Channel Tunnel. Air France has already announced its intention to run services. It is some five years since the last Eurostar fleet revamp in 2004.

Atkins wins contracts worth £60 million

Network Rail has awarded two major contracts worth over £60 million to engineering design consultancy Atkins.

The work is linked to the London 2012 transport plan on the Thameslink line, and a second contract that is part of the Newport area signalling upgrade. The Managing Director for rail at Atkins, said: "It is further evidence of the economic health of the rail sector, with plenty of work out there for companies with the necessary skills. One key area for us and Network Rail is signalling and as Atkins is the biggest signalling design house in the UK, with 300 fully-licensed engineers, it gives us expertise that is in real demand".

The Thameslink Programme award will involve Atkins' engineers in further work on the vital route renewal, the contract covering the design, installation, and commissioning of communications assets at Farringdon, City Thameslink, and Blackfriars stations. Work began at the end of 2008 and is scheduled for completion in 2012. The second contract is part of the Newport area upgrade where Atkins has signed a contract for the principal contractor role. The work involves designing, installing, testing, and commissioning of 400 signalling units along 35 miles of track between Bristol and Cardiff, the work being due for completion in 2011.

▼ **Work is now progressing on remodelling Kings Cross station by extending the platform ends over the empty space behind the buffer stops, thus shortening the platforms. So far only Platforms 7 and 8 have been completed as seen here on 29th March. Richard Boddy**

UK News In Brief

■ The future of the western end of the Woodhead route trackbed looks more secure following the decision by 4NW, the North West Development Agency, to de-prioritise funding for the Mottram-Tintwistle A628 bypass. Had the new road been built at a reported cost of £100 million per mile, part of the Woodhead route was likely to have been used, thus making any future re-opening of the trans-pennine rail route incredibly difficult and expensive.

■ Some 300 members of Britain's biggest rail union, including train crews, working on London Overground services are reported to have voted overwhelmingly to strike. The vote by 10-to-one is over attempts to introduce 'driver only' trains on commuter lines on the orbital network. The dispute follows what the RMT union says is a failure to negotiate seriously, London Overground not confirming verbal assurances that the new Class 378 trains would be staffed by guards with a full operational safety role and control of doors. No date has yet been set for industrial action, which could affect all Overground services. RMT has also announced a three to one vote for strike action by members of First Capital Connect and a two to one vote for strike action by National Express East Anglia. South West Trains voted against strike action.

■ Plans to extend the East Lancashire Railway (ELR) through to Castleton do not now seem to be easily achievable, due to heavy traffic on the line between Manchester and Rochdale and the the charges likely to be levied by Network Rail's. The ELR envisaged the line continuing under the Manchester Road bridge to access the north face of the existing 'down' platform. This would mean acquiring a lot of industrial land not owned by the council or Network Rail, and another possibility was a station west of the bridge on the Heywood Road side. Until the prospect can be more definite one way or the other, Rochdale Council has been asked to keep a sufficient width of land west of the road bridge protected from development, not just the existing trackbed.

■ A scheme to build a new station at Haxby, between York and Scarborough, has been marked out, but it could still be over four years before the first trains can call there. The plan will now be put forward into City of York Council's capital funding programme for the year ahead, with more than £237,000 expected to be needed to take the station to the next stage, while further talks will now be held with Network Rail. The current favoured site would cost nearly £5 million, plus additional costs of building a car park, buying up land and other works, while Network Rail could bring forward £1.5 million of track renewal work to hasten the scheme's development. However, final planning permission for the project is not expected until July 2011.

▲ During the first week of the new FCC timetable there was only one Class 377/5 in service. No. 377501 is seen at Bedford while waiting to form the 11.40 service to Brighton. The unit still doesn't have any FCC branding applied. Steve Madden

London Assembly calls for new branch to Brixton

The London Assembly has renewed calls for the extended East London Line to include a station at Brixton.

Assembly members voted 19-1 in favour of a motion backing construction of a spur from the East London Line Phase 2 route into Brixton town centre. The project, scheduled for completion by 2012, would take over much of the existing South London Line route, which includes the viaduct between Denmark Hill and Clapham High Street stations that passes above Brixton, but without a station in what is a major population centre. Construction of a high-level station at Brixton on the route presents a number of complex engineering challenges and has been estimated to cost more than £50 million.

Assembly members believe a short spur into the town centre could provide better value for money, as well as making it easier to interchange with Victoria Line trains to and from Brixton Underground station. The motion also calls on the Mayor of London to secure funding to build a new station at Surrey Canal Road.

Although already included in the Phase 2 plans, money for the project was agreed earlier this year on the basis that construction of the station was not guaranteed and remains subject to the results of a 'value for money' exercise being carried out by Transport for London.

Val Shawcross, chair of the London Assembly Transport Committee, said: "Links to Surrey Canal Road and Brixton are both really important transport projects for the people of Lambeth, Southwark and Lewisham. Some residents have endured huge disruption and inconvenience during the current East London Line construction works and it would seem somewhat unfair if they couldn't also reap the benefits that a new station at Surrey Canal Road could bring".

Frequency and service changes on London Overground

London Overground is to change the frequency of services on some parts of the network as it goes ahead with its upgrade plans.

During the latest stage of the £326 million upgrade of the routes from 20th April until December 2009, all peak time trains from Clapham Junction will continue on to Stratford, instead of some terminating at Willesden Junction, there will be a reduction of one train per hour for passengers travelling between Richmond and Stratford during peak times, but there will be four trains an hour again when the work finishes and passengers between Willesden Junction and Stratford will have six trains an hour in the peak times calling at all stations en route, which for many stations is an increased service.

On most Sundays, the Richmond to Stratford line will be closed, but there will be a replacement bus service available and there will also be no service on most Sundays between Shepherd's Bush and Willesden Junction, but a shuttle service will operate between Clapham Junction and Shepherd's Bush.

The work will enable London Overground to run as many as eight trains per hour from 2011.

Secretary of Transport visits Bedlington

Plans to return passenger trains back to the Ashington, Blyth and Tyne line could possibly have moved a step closer after Secretary of Transport, Geoff Hoon, visited the region.

He was shown around Bedlington station in the hope that passenger trains could be brought back onto the now freight-only route, over 44 years since Beeching closed the line. Mr Hoon said that he would look at the economics of the proposal, saying that the rail network was now more important than ever.

Campaigners promoting the re-opening of the route say it could provide a vital transport link to integrate Northumberland into the Tyne and Wear conurbation, and added: "The tracks are already here, freight trains are running along the line, so why can't we run passenger trains as well?"

Fully reopening the line could create a route from Benton to Bedlington, via Newsham, with two connecting services, one from Newcastle to Ashington, via Morpeth and Bedlington, and the other from Newcastle to Ashington and Woodhorn, via Benton, running through the Blyth Valley. A station could also be built at the new Woodhorn museum, along with a new one at Choppington.

£225,000 makeover for St Albans Abbey station

London Midland and Hertfordshire County Council have joined forces with volunteers to give St Albans Abbey station a £225,000 makeover.

Improvements include the installation of CCTV, planters, modern lighting, a ticket vending machine, new information display cases and signage, plus a new waiting shelter, more bicycle storage and new seating on the platform. The funding has also paid for a barrier to divide the car park from the railway and the marking out of parking spaces including the creation of a disabled parking space as well as a fence to cordon off the platform from the surrounding land. Hertfordshire County Council's Passenger Transport Unit provided £150,000, with London Midland adding £40,000 and the Community Rail Partnership providing another £35,000 to fund the new pavement, the mosaic, the landscaping and the new planters.

New tanks for Preston bitumen traffic

A little-known fact about the Ribble Steam Railway is that it is the only preserved line in the UK to operate regular revenue-earning freight trains.

The trains, which are worked by DB Schenker, are shortly to hit the headlines as the life-expired wagons are replaced by modern bogie tanks. Loaded at Immingham, the 15-wagon trains are worked to Preston by a Class 66, via Copy Pit, and then down the steep branch from Preston station, across Strand Road crossing, and into the exchange sidings.

From here, one of the Ribble Rail locos (normally one of the fleet of Sentinel 0-4-0 shunters that replaced steam in 1968) that has previously arrived with the empty set from the docks, splits the loaded rake into two portions and then hauls the first one over the swing bridge and two further level crossings at the dock entrance towards the discharge terminal.

Ribble Rail staff are in control of train movements and keep a watchful eye on operations from the Preston City Council control tower by the swing bridge.

After crossing the roads, the points are re-set and the wagons shunted into the long siding under the collection gantry, where pipes are connected to the wagons and the bitumen quickly discharged. The industrial loco then returns to collect the next rake of wagons.

All this has usually happened within a 45-minute timeframe, such is the efficiency of the operation.

◀ **One of the industrial 0-4-0 diesel shunters hauls the first part of a loaded train across the swing bridge within the Preston Docks complex as it transfers the wagons from the exchange sidings to the discharge terminal in late March. Andrew Fowler**

UK News In Brief

■ Network Rail's latest phase of track renewal on Liverpool's underground lines, costing £3.4 million, is part of a five-year £20 million project to replace the entire track on the curved sections beneath the city centre by the end of this year. Work starts on Good Friday, 10th April and continues until 26th May, during which time all trains from Chester and the Wirral lines to Liverpool will terminate at James Street station. A bus shuttle will run from James Street to Lime Street station only. Northern Line and main line services are not affected by the work. Merseyrail's Managing Director said: "This kind of major engineering project will inevitably cause some inconvenience to our passengers. I am sorry that Wirral line passengers will have to put up with this, but the end result will be a better and more reliable railway, so it is worth the short term pain for the long term gain".

■ London Midland has recruited more train crews for the Bedford-Bletchley line and is to have an engineer on permanent standby at Bletchley in order to improve punctuality of services, which have fallen by 13% to 86%, with trains being cancelled due to a shortage of drivers, mechanical failure or the weather. There is also to be an extension of the service to and from Milton Keynes Central and a reserve train stabled at Bletchley. The improvements have been welcomed by Bedford and Bletchley Rail Users Association.

■ Network Rail is to spend the next three to four months carrying out an in-depth survey into reopening the Todmorden Curve, the stretch of disused track that would recreate the direct route between Burnley Manchester Road station and Manchester. Campaigners say that reinstating the curve would cost around £4 million but would swell the town's economy and offer huge employment benefits - and now that view has been endorsed by Network Rail, which has said that it will look at the Todmorden Curve and decide how much it will cost to reinstate. A further study could then go ahead that would involve appointing contractors to carry out the work.

■ A public consultation to assess the demand for a passenger service to Grangemouth has been started, a SNP politician having sent out 8,000 questionnaires asking whether locals would use the service and how often. Grangemouth station was closed in 1968 and rail users in the town have since had to travel to Falkirk to access trains. The freight line, of course, remains in operation between Falkirk and Grangemouth. The survey's results will be given to Falkirk Council and Transport Scotland.

■ Bracknell station now has a new footbridge and two lifts, the provision of step-free access between the station entrance and both platforms making the station more accessible for everyone.

◀ On 18th March, London Midland-liveried Class 350/1 No. 350117 prepares to depart from Kensington Olympia with a Southern service to Milton Keynes Central. Several Class 350/1 EMUs have been sub-hired to Southern for the East Croydon to Milton Keynes services to allow Southern Class 377s to be drafted across to Thameslink as an interim measure. Class 377s still work on the West London Line as far north as Shepherd's Bush on the Clapham Junction-Shepherd's Bush shuttle service, as well as the Shepherd's Bush-Purley evening peak train. **Julian Gajewski**

◀▼ Three Class 144 DMUs have been repainted from West Yorkshire Metro livery into the now standard Northern scheme. Here, No. 144003 passes Oakenshaw Junction with a Leeds to Knottingley service on 20th March. **Ron Cover**

▼ Most of the ex-Central Trains (and previously Midland Mainline) operated Class 170/1 DMUs, now with CrossCountry, have been repainted into the company's red and silver colour scheme. No. 170110 is one of those refurbished internally, but yet to receive an external repaint. Here, it passes Tredington, near Cheltenham, with a Nottingham to Cardiff Central service. **Jack Boskett**

UK Steam & Modern Traction Railtour Listings

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

31st March		
UK Railtours	2xDBS 67	London KX-Peterborough-Newcastle-Berwick upon Tweed & return
1st April		
UK Railtours	DBS Class 66	London Victoria-Leatherhead-Effingham Jct-Guildford-Havant-Fareham-Southampton-Bournemouth-Worgret Jct-Swanage (break/rev)-Southampton-Romsey-Andover-Basingstoke-London Waterloo
2nd April		
Steam Dreams	70013	London Victoria-Staines-Reading-Westbury-Bath Spa-Bristol TM & rtn
UK Railtours	DBS Class 66	London Victoria-Leatherhead-Effingham Jct-Guildford-Havant-Fareham-Southampton-Bournemouth-Worgret Jct-Swanage (break/rev)-Southampton-Romsey-Andover-Basingstoke-London Waterloo
3rd April		
VSOE	35028	London Victoria-Staines-Woking-Guildford-Reigate-Clapham Jct-Victoria
4th April		
Green Express Railtours	2xWCRC 47	Spondon-Long Eaton-Langley Mill-Alfreton & Mansfield Parkway-Chesterfield-Hope Valley-S&C-Carlisle & return
PMR Tours	6233	Leicester-Loughborough-Alfreton & Mansfield Parkway-Chesterfield-York-Scarborough & return
Railway Touring Company	5029 & 70013	London Paddington-Exeter SD- Plymouth-Penzance **Cancelled**
UK Railtours	2xDBS 67	London KX-Potters Bar-Stevenage-Peterborough-Chesterfield-Barrow Hill (break)-Barrow Hill-Wadesley Bridge-Deepcar (rev)-Worksop-Retford-Peterborough & return
5th April		
Railway Touring Company	5029 & 70013 & D1015	(London Paddington-Slough-Reading-Didcot pu)-Westbury-Taunton-Exeter SD- Plymouth-Par-(break/rev) (Par-Bristol TM-Paddington)
SRPS	61994	Linlithgow- Dalmeny-Forth Bridge-Burntisland-Kirkcaldy-Cowdenbeath-Dunfermline-Kincardine-Alloa-Stirling-Larbert-Polmont-Linlithgow
SRPS	61994	Dalmeny-Forth Bridge-Burntisland-Kirkcaldy-Cowdenbeath-Dunfermline-Kincardine-Alloa-Stirling-Larbert-Linlithgow-Dalmeny
6th April		
Railway Touring Company	34067	The Great Britain: Day 1: London Victoria-Staines-Newbury-Bristol TM
7th April		
Railway Touring Company	5029 & 70013	The Great Britain: Day 2:(Bristol TM-Penzance)-Penzance-Bristol TM
8th April		
Railway Touring Company	6201	The Great Britain: Day 3: Bristol TM-Hereford-Crewe-Preston
9th April		
Railway Touring Company	46115	The Great Britain: Day 4: Preston-Shap-Carlisle-Beattock-Glasgow Central

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

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

The Week Ahead

After a relatively quiet time for charters, the number of trains goes through the roof in the coming weeks with excursions seemingly going everywhere!

Prior to next weekend there are workings booked for 31st March to Berwick-upon-Tweed from London King's Cross for UK Railtours, which could be either diesel or electric-hauled, followed by a Steam Dreams working from London Victoria to Bath Spa and Bristol Temple Meads on 2nd April with 'Britannia' No. 70013 *Oliver Cromwell*, together with a VSOE Luncheon Circular from London Victoria on 3rd April, travelling via Staines, Woking, Guildford and Redhill with Merchant Navy Pacific No. 35028 *Clan Line*. There will also be UK Railtours 'Purbeck Pioneers' on 1st & 2nd April, which are covered in a separate article in this issue - for anyone thinking of making a last minute decision there is a 'pay-on-the-day' option available on the second trip on 2nd April.

Saturday 4th April has Class 8P Pacific No. 6233 *Duchess of Sutherland* heading PMR Tours' inaugural 2009 charter from Leicester to Scarborough throughout, which is booked via Alfreton, Chesterfield and York. UK Railtours complete a busy week with a charter to the Barrow Hill LNER Gala from London King's Cross. The train is booked to continue via Woodhouse and the remains of Sheffield Victoria to Deepcar. The return to King's Cross will be via Worksop and Retford. Green Express also opens its 2009 season with trip to Carlisle from Spondon via Chesterfield, the Hope Valley and the Settle & Carlisle with a WCRC Class 47 featuring.

A positioning special for Railway Touring Company on 5th April heralds the arrival of the mammoth 'Great Britain 2' rail cruise, which we will cover in more detail next week. Suffice to say RTC's 'Royal Duchy' positions the locomotives in Cornwall ahead of the second leg of the 'GB2' booked for 7th April. On 5th April No. D1015 *Western Champion* sets the ball rolling by heading the first leg from London Paddington to Didcot Parkway, where Nos. 5029 *Nunney Castle* and 70013 *Oliver Cromwell* are due to take over for the journey as far as Par, where the tour terminates. Gauging issues preclude the originally advertised run through to Newquay.

The steam locomotives will then retire to St. Blazey, with *Western Champion* again taking the train for the return as far as Bristol Temple Meads, where the Class 52 will give way to a Class 47 for the return to Paddington. This effectively positions the 'Western' at Bristol in readiness to take the second leg of 'GB2' to Penzance two-days later.

Also on 5th April are the two 'Forth Circle' trips for the SRPS, featuring the John Cameron's 'K4' No. 61994 *The Great Marquess*. The morning train departs from Linlinthgow, while the afternoon working sets out from Dalmeny. The route of each, though, is the same, which is northbound across the Forth Bridge and then anti-clockwise around the Fife Circle, before branching off at Dunfermline to travel over the recently re-opened line to Stirling via Kincardine and Alloa. Each train returns to its point of origin via Polmont.

The Purbeck Pioneer

Thursday 2nd April 2009

UK RAILTOURS

PAY ON THE DAY!

From London Victoria (depart 08.45) running via Leatherhead, Effingham and the Pompey Direct, Bournemouth, Worgret Junction and Corfe Castle to Swanage where passengers can enjoy a break of over two hours. Motive power is expected to be a DB Schenker Class 66 throughout.

Fares: Standard Class £57.50 (Child £47.50), First Class dining £159 per person.
Pay on the day available - To book in advance call booking agents, Past Time Rail on 01543 411971

Please remember to mention *Railway Herald* when speaking to railtour companies

NORTHERN CHARTERS

PROUDLY PRESENT

THE AYR BRUSH. SAT 06 JUNE 2009

Join us on board this very special train from Crewe via the W C M L to Glasgow Central and Ayr.

We will be departing Crewe at approx 07.30 calling at Warrington Bank Quay, Wigan North Western, Preston, and Carlisle. We have requested free time in Glasgow of approx 3 – 4 hours for those not wishing to travel on to Ayr.

Traction will be 2x AC Locomotives throughout, provided by the AC Locomotive Group. Utilising the Rail Blue Charters MK11 stock, to provide, a high standard of comfort, and that, authentic "Rail Blue Era" experience.

Fares for this special train are First Class £74.00 Adult, £69.00 Child. Premier Dining £128.00 per person, sorry no reductions. A supplement for a private table for two in First Class £15.00 per table (limited basis). Std Class £59.00 Adult, £49.00 Child. Special Standard Class only fare for passengers Joining at Carlisle £49.00. Also 5% Discount for all Rail Staff on production of Valid Railway Staff ID.

PART OF ALL PROCEEDS FROM THIS TRAIN WILL BE DONATED TO RAILWAY CHARITIES

Buffet Car and Draft Real Ale Bar available on Train

To Book Please Contact Northern Charters on 01925813182 or send Chqs postal orders payable to Northern Charters to 56 Lincoln Close, Warrington, Cheshire WA1 4LU.

E Mail Enquiries to info@northerncharters.co.uk. Or http://www.northerncharters.co.uk

Whiteball, Dainton, Rattery and Hemerdon ... all in a days work for the newest steam locomotive

Now the South Devon banks stand in the way of a 'Tornado', but despite the dire weather of recent times this is not a meteorological office severe weather warning. It is, though, still a warning of sorts, as the phenomenon known as No. 60163 *Tornado* **is on its way to the West Country!**

Past Time Rail has already secured the use of the locomotive for its July 'Torbay Expresses', and now additionally, on 11th July, the 'A1' will be heading for the South Devon banks with 'The Golden Hind' from Basingstoke, picking up at Reading West, Didcot Parkway, Swindon, Chippenham, Bath Spa and Bristol Temple Meads, where *Tornado* will take over from diesel traction. After a further pick up at Taunton it will travel directly onto Whiteball for the first bit of hill climbing of the day. The train will also call at Exeter St Davids prior to the challenge of the day, Dainton, Rattery, and on the return, Hemerdon, as well.

Past Times' Andy Staite says: "Since Tornado was commissioned back in January it has only run on easy gradients. This is crunch time. We know the loco is quick, but its load-haulage abilities haven't been taxed yet. Now we'll see how strong an engine it really is".

So, for good measure it is booked for 10 vehicles, one more than the normal Network Rail standard allowance for steam over the South Devon banks.

▲ **On 28th March, LMS 'Duchess' Pacific No. 6233** *Duchess of Sutherland* **charges the southern ascent of Shap at Thrimby Grange with the 'Cumbrian Mountain Express' operated by Railway Touring Company. The train started at Worcester, being diesel-hauled to Hellifield, where the 'Duchess' took over for an outward run over the S&C and returned via Shap, as far as Preston. John Whitehouse**

UK Railtours offers 'Pay-on-the-day' to Swanage

On Wednesday 1st April, history will be made when UK Railtours fully-booked 'Purbeck Pioneer' will become the first public train to run from the National Network onto the privately owned Swanage Railway.

A second train is also booked to run on the same itinerary on the next day, and John Farrow of UK Railtours has confirmed that as there are sufficient unsold seats available on this train, a 'pay on the day' option will operate.

So, if you are at a loose end next Thursday, 2nd April, and fancy a day out at the seaside, just go along to London Victoria and join the crowds off to Swanage to enjoy the sea air.

'The Purbeck Pioneer' is booked to depart from Victoria at 08.45, and will travel via Leatherhead, Guildford, Havant, Southampton and Bournemouth, with a booked arrival time of 13.55 at Swanage. The return departure is at 16.05, reaching London Waterloo at 20.49 via Bournemeouth, Eastleigh and Laverstock.

A DB Schenker Class 66 will feature in 'top and tail' mode and Mk1 stock will be used, with a generator car available should the temperature dictate.

Standard Class is £57.50, or if you fancy 'pushing the boat out', a few First Class dining seats remain at £159 including breakfast, a glass of 'Champers' as the train makes the historic transition from national to private metals followed, of course, by dinner on the way back.

The train is also booked to call at Wareham at 12.59, returning at 17.01, where a special 'pay on the day' fare of £29.50 will be available for the return trip to Swanage.

John Farrow said: "Getting trains back to Swanage has been a great achievement, and could never have happened in BR days. It just goes to show what can be achieved given the will. Network Rail's contribution has been fantastic, including quite extensive repairs to the underline bridge between Worgret Junction and Furzebrook. Everyone is very excited about these trips".

▲ **Past Time Rail operated another variation of its popular circular steam tours from Manchester Victoria on 29th March when BR Standard Class 4MT No. 76079 and LMS Stanier 'Black 5' No. 45407** *The Lancashire Fusilier* **worked 'The Tin Bath' tour along the Hope Valley line to Sheffield, before heading to Huddersfield via Penistone and back to Manchester along the Calder Valley route. The pair work hard through Chinley on the outward section of the journey as they head east to Sheffield. Jonathan Stevenson**

SRPS 'Forth Circle' trips fully booked as additional date announced

The SRPS 'Forth Circle' trips on Sunday 5th April with 'K4' Mogul No. 61994 *The Great Marquess* operating around Fife and Clackmannon circles are proving very popular and are now fully booked.

In view of the popularity of the trains, a further date has been booked for Sunday 23rd August featuring 'A4' No. 60009 *Union of South Africa*, which will follow the same itinerary of Forth Bridge and Fife Coast, returning via Alloa and Stirling. The morning train will start from Linlithgow, and the afternoon one from Dalmeny, with fares of First Class £56 and Standard Class £39 (child £27).

No. 60009 is, of course, also being used on the return working from Perth to Aviemore and Inverness on 4th July. Aviemore and Inverness again feature on the 5th September tour from Carlisle, which picks up along the Glasgow and South Western route, with Class 40 No. 40145 *East Lancashire Railway* for traction.

Additional new trips announced include Plockton and Kyle of Lochalsh from Paisley on 26th September, Oxenholme (for the Lake District), Morecambe and Carnforth from Dundee on 10th October and the customary visit to the popular Lincoln Christmas Market from Linlithgow on 4th December.

Finding the path of Tornado!

Pathfinder has two half-day trips planned for No.60163 *Tornado* **on 30th May, based from Bristol Temple Meads.**

The morning train originates Class 67-hauled at Temple Meads and picks up at Bristol Parkway, Cam & Dursley and Gloucester, where *Tornado* takes over for the run to Cardiff Central via Lydney. After a break, with *Tornado* again at the helm, the train returns to Temple Meads, and then onwards to Gloucester with the Class 67.

The second train starts from Gloucester and returns to Bristol Temple Meads, picking up at Cam & Dursley and Bristol Parkway en route, again with the Class 67. At Temple Meads, *Tornado* is re-attached to take charge for the journey south to the West Somerset Railway terminus at Minehead. The return to Bristol and Gloucester will be diesel-hauled. Standard Class fares range from £45 for the morning train to £49 on the afternoon train, with a £10 discount for booking both trips. First Class and dining options will be available.

Pathfinder also has plans to take *Tornado* to Carmarthen on 25th July, with steam-haulage from Bristol Temple Meads via Cardiff and Bridgend, using the direct route to take in both Cockett and Neath banks. The train will originate at Eastleigh, and pick up at Salisbury, Trowbridge and Bath Spa.

▼ The Riveria Class 47 fleet has seen limited employment recently, but two members of the pool were in action on 28th March, when Nos. 47843 *Vulcan* **and 47805** *Talisman* **were employed, in 'top and tail' mode on Compass Tours' Blackburn to Windsor & Eton Riverside charter. Here, No. 47843 leads the train through Wraysbury on the outward journey. Gary Packer**

UK Railtours employs an 'A4' Pacific and Class 67s on West Somerset charter

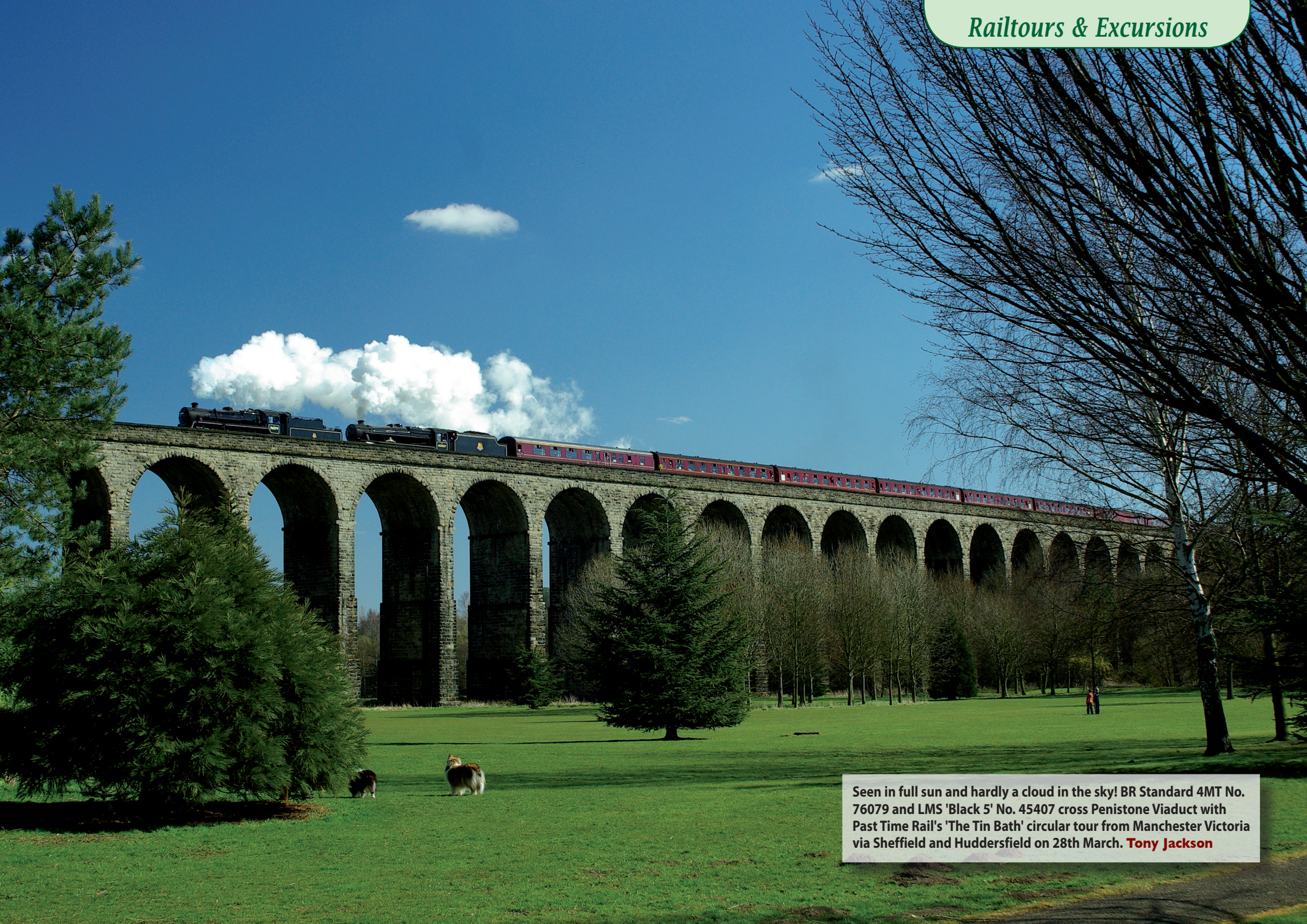
▲ The unusual sight of a Pacific piloting two diesel locomotives! Ex-LNER 'A4' No. 60019 *Bittern* **pilots a pair of DBS Class 67 diesels on the approach to Williton on the West Somerset Railway, bound for Minehead, on 28th March. The '67s', Nos. 67030 and 67026, had arrived at Norton Fitzwarren with a UK Railtours excursion from Cambridge. John Edkins**

News In Brief

■ Retro Railtours next working is booked for 4th May with a pair of Hanson Class 56s from Huddersfield, picking up at Stalybridge, Wilmslow, Crewe and Shrewsbury to Bristol Temple Meads. The train will reverse at Bristol and continue to Bath Spa, hauled by a Class 57. The same locomotive allocations will apply on the return as outwards.

■ HF Railtours, a new name on the block, plans to operate the 'Settle and Carlisle Express' on 17th May from Hellifield to Carlisle and return with 'Jubilee' No. 5690 *Leander* the requested motive power. Bookings are being taken by Spitfire Railtours.

■ Vintage Trains 'Cannock Shuttles' featuring 5700 class Pannier Tank No. 9600 planned for 17th May have been cancelled as the locomotive will not be ready in time, but confidence remains that the locomotive will be ready in time to feature on tours during the autumn.



Seen in full sun and hardly a cloud in the sky! BR Standard 4MT No. 76079 and LMS 'Black 5' No. 45407 cross Penistone Viaduct with Past Time Rail's 'The Tin Bath' circular tour from Manchester Victoria via Sheffield and Huddersfield on 28th March. **Tony Jackson**

Making its first public appearance in steam, since is recent restoration, LMS Rebuilt 'Royal Scot' No. 6100 *Royal Scot* **and LMS 'Black 5' No. 45231** *Sherwood Forester* **leave Dunster bound for Minehead at the West Somerset Railway's 2009 Spring Gala on 28th March. John Edkins**

109-year-old Dubs 'A' Class tank to return to the UK

Thanks to a generous offer from the Bulk Gear Shipping Line to carry the loco at a greatly reduced rate as deck cargo from Richards Bay to Portbury Docks, Bristol, an historic 109-year-old Dubs 'A' class 4-8-2T No. 196 looks set to return from South Africa to home shores this summer.

However, £15,000 is needed to cover final repainting, container movement of track and other materials and road transport costs at either end of the journey. Members of the Mizens Railway, near Woking, are working hard to prepare a future home for the engine, and have agreed to start preparation of the site for a loco shed and lay 60-yards of track for it to be displayed.

The Mizens Railway itself has started the project with a donation of £2,000 to the shipping fund and the loco's owners, the NBL Preservation Group, has launched an appeal to raise the balance of £13,000 by the target shipping date of August. One hundred 'A' class tanks were built at Dubs' Glasgow Locomotive Works for the Natal Government Railway between 1888 and 1900, and they were the first engines in the World to utilise a 4-8-2 wheel arrangement. Their great success paved the way for many larger and more powerful locomotives using the 'Mountain' wheel configuration.

The NBLPG locomotive started life as NGR No. 133 in 1899, became South African Railways No. 196 in 1910, and spent the last 20 years of its working life in industrial service, before being donated to NBLPG for preservation by AMCOAL's Springfield Colliery. It was subsequently moved to Mason's Mill for cosmetic restoration and secure storage while funds are raised for shipping home.

Any reader who feels able to help with the project should contact the NBLPG via its website http://www.nbloco.net or telephone NBLPG Secretary, Ken Livermore, on 0118 986 4706.

▲ Showing its classic British outline, NBLPG Dubs' 4-8-2T No. 196 stands outside Mason's Mill shed, Pietermaritzburg, on 17th January. The loco had recently been repainted by the Umgeni Steam Railway. **Andy Anderson**

◀ The Bodmin & Wenford Railway held a succesful diesel gala event over 28th/29th March, using its resident Class 37 No. 37142 and Class 50 No. 50042 *Triumph*. Class 47/3 No. 47306 *The Sapper* remains out of action with technical problems. Here the '37' stands at Heath Road Bridge between Bodmin General and Boscarne Junction on the 28th March during a planned photo stop. **Brian Garrett**

Mid-Norfolk Railway Spring Diesel Gala

Almost a scene from the 1980s on the North & West route. Recovered from store by DB Schenker especially for the event, Class 37/4 No. 37425 *Pride of the Valleys* powers the 10.50 Dereham to Wymondham service on 29th March, with Class 56 No. 56040 *Oystermouth* on the rear. **Andrew Wood**

▶ **Visiting DB Schenker Class 60 No. 60059** *Swinden Dalesman* **and resident Class 56 No. 56040** *Oystermouth* **head through Wicklewood on the Mid-Norfolk Railway on 27th March. Stuart Chapman**

▶▼ **At the end of a successful Spring Diesel Gala weekend for the line, the last train of the day, hauled by newly repainted Class 56 No. 56040** *Oystermouth*, **the 17.40 service from Wymondham to Dereham is pictured between Hardingham and Thuxton on 29th March. Andrew Wood**

▼ **On its first public outing in preservation, Railfreight grey-liveried Class 56 No. 56040** *Oystermouth* **passes Whinbrugh as it returns to Dereham with 11.20 service from Wymondham. Paul Townsend**

News In Brief

■ The Bluebell Railway has announced that the first rebuilt Bulleid Battle of Britain class Pacific to be restored to traffic, No. 34059 *Sir Archibald Sinclair*, will formally be re-named on 24th April at Horsted Keynes station. The locomotive will then haul a special 'Golden Arrow' Pullman train for invited guests. The re-naming ceremony will take place in the presence of Viscount Thurso, the grandson of Sir Archibald Sinclair, who was Baronet of Ulbster, Caithness, and the 1st Viscount Thurso.

■ The South Devon Railway is offering visitors, for the first time ever, an opportunity to drive a 'push and pull' auto train as part of the line's 40th anniversary celebrations. The unusual opportunity is on a strictly first-come, first-served basis with just seven places available. The driving days are on Saturday 4th April, Monday 6th April, Tuesday 7th, Wednesday 8th and Thursday 9th April. The cost is £350 per person for the experience, which includes one round trip, plus free travel on other South Devon Railway trains that day.

■ Following its starring role in the highly successful Severn Valley Railway's 'Festival of Steam' event, which attracted over 5,600 passengers, No. 71000 *Duke of Gloucester* will be staying with the railway until early May and will be in operation over the Easter period and the May Day bank holiday. Confirmed dates are 10th-13th April, 17th-19th April and 2nd-4th May, and will involve probably two round-trips each day. The presence of *Duke of Gloucester* should further bolster figures, which are already running ahead of budget for this year. This is on the back of last year's superb performance of attracting 238,000 passengers, some 40,000 ahead of budget!

New fund raising intiative from Wirksworth

In a bid to raise funds for its long-awaited extension, the Ecclesbourne Valley Railway, which starts in Wirksworth, is being extended from Idridgehay to Duffield to enable it to share a main line station on the London to Sheffield and Nottingham to Matlock lines.

The project recently received a financial boost through its test track business and has so far sold £500,000 worth of shares, but is still £100,000 short of the total needed to complete the work. Now a new 'ShareSaves' scheme has been introduced to make it easier for people to invest £10 a month.

Chairman John Snell said: "Completing the track work undoubtedly forms a significant part of the task ahead, but we must also refurbish Duffield station, provide access and passenger facilities in addition to installing features, which a passenger line requires but a test track does not. These include signalling and a whole host of safety and accessibility features that we must have in place to get the green light. Our 150-strong volunteer team has worked miracles and continues to provide a level of professionalism that astounds those who come to visit us. However, we need materials, specialist equipment and certain professional services that have to come from outside. We are all feeling the pinch from the global economic crisis and the initial subscription of £100 is a big amount to find. However, £10 a month might be within your budget and it will allow you to become a shareholder in WyvernRail after just 10 months, while existing shareholders can also use 'ShareSave' to increase their stake in the company for the same modest outlay".

▼ **On 21st March, LMS '8F' 2-8-0 No. 48624 is pictured undergoing restoration at Rowsley Shed on Peak Rail. Andrew Wilson**

The Bluebell Railway-based ex-GWR 'Dukedog' No. 3217 *Earl of Berkeley* **has now received a makeover at the Llangollen Railway. It has been painted in unlined black livery and given its ex-BR number of 9017 as well as being 'de-named'.**

The repainting has been carried out ahead of its 'Steam, Steel and Stars II' gala to be held between 18th-26th April. The 'Dukedog' will feature at the event along with a number of visiting and locally-based engines. As a prelude to the gala a series of photo charters were arranged.

◀ **On 23 March, the gleaming 'Dukedog' wanders through the Dee Valley with a three-coach mixed train, near Carrog.**

◀▼ **On the same day, the classic Cambrian scene is set as No. 9017 simmers in the station at Carrog during a Russ Hillier charter. Both: John Whitehouse**

▼ **On 24th March, another Russ Hillier charter found the locomotive in use on a demonstration freight train. No. 9017 makes a runpast at Llangollen Goods Junction. Fred Kerr**

▲ DRS Compass-liveried Class 37/6 No. 37610 and DRS-liveried classmate No. 37605 approach Nethertown on the Cumbrian coast with the 16.44 Drigg to Workington Docks service - an empty materials train comprising Freightliner MJA wagons - on 23rd March.
Michael Dalgleish

▶ A rare shot of a loco-hauled train calling at Barrhead. WCRC Class 37/5 No. 37676 arrives at Barrhead on 24th March, with the 09.27 Carlisle to Oban Inspection trip. The station stop was for a crew pick-up.
Bill Wilson

🡐 Contents Page

Locomotive variety

◀ One of only two Arriva liveried Class 57/3 locomotives, No. 57315, heads south on a Carlisle Yard to Chirk, Colas Rail timber service as it passes Elmsfield, near Carnforth, on 23rd March. **Anthony Roberts**

◀▼ DB Schenker Class 92 No. 92037 accelerates its train of German-registered Cargowaggons south from Crewe Basford Hall Yard on 26th March. **Dave Henderson**

▼ Proving that Type 5 traction is not necessarily used just for the long, heavy trains! Class 60 No. 60068 *Charles Darwin* was provided as motive power for the Lindsey Oil Refinery to Leeds Neville Hill Depot working. It returned later in the afternoon towing just four fuel-oil tanks. On its outward journey, the '60' is pictured at Oakenshaw, near Wakefield, on 25th March. **David Wragg**

The view of Charing Cross station from the London Eye on 17th March, showing Class 465 Networkers in the platforms. **Bill Turvill**

Deutsche Bahn division to plan new 260km coal line in Mongolia

Deutsche Bahn will be responsible for the overall project planning for a new freight railway in southern Mongolia.

The relevant contract was signed at the Federal Ministry of Economics and Technology on 26th March by the CEO of the Mongolian company Energy Resources LLC, and the Chairman of the Board of Management of DB International GmbH.

The project involves a new 260-kilometer-long line for the transport of coal to the Chinese border, and the agreed order amounts to almost €4 million, and the overall project planning is estimated at approximately €5 million.

Mongolia is an important transit country between China and Russia and is also assuming an increasingly significant role for rail freight traffic between Asia and Europe. DB International, which has played an active role in Mongolia for the past two years, will assume overall project planning, procurement management, monitoring of deadlines and costs, as well as quality assurance.

The company will also provide support in connection with establishment and operation of the freight railway, which will be designed as a single-track line for an axle load of 25 tons. It will be used for the transport of coal from Ukhaa Khudag in the south of Mongolia to the border crossing at Gashuun Sukhait. Construction work on the railway line to China is scheduled to begin before the end of this year and the first trains are to scheduled run in 2011.

Brenner Pass rail tunnel?

A deal for building a rail tunnel in the Brenner Pass, between Austria and Italy, could become a reality.

A memorandum between the two countries to fund and build the €8 billion project is likely to be signed in weeks.

No date for the commencement of construction or an expected date of completion has been yet announced.

▲ After successfully passing its trial run, the Class 86 locomotive (formerly No. 86248) No. 450 001, which is being operated by the Hungarian-based Floyd Zrt., has entered traffic in the country. No. 450 001 passes Györ, between Budapest and the north-western part of Hungary, with a grain train on 26th March. **Bence Horváth**

Voith plans €40 million investment in new German rail workshops

Voith has announced a plan to invest around €40 million into a new production plant in Heidenheim for its Rail Division, as well as modernising the existing plant.

The concept includes a new building with a production area of 15,000 sq m and 2,500 sq m of office space. In future it will be used for manufacturing mechanical as well as electro-mechanical drive system solutions for rail vehicles. Among other things, Heidenheim will then also produce the transmissions for the Voith locomotives that are being built in Kiel.

There will also be comprehensive alterations within the existing production facilities of the Division Rail with all building and modernisation projects being scheduled for completion by the end of 2010.

30th March 2009

RCTS (Northampton Branch)
St Crispin Social Club, Berrywood Road, Duston. 'Branch Photographic Competition' Meeting starts at 19.30.

31st March 2009

RCTS (Welwyn Garden City Branch)
Methodist Church, At the Junction of Ludwick Wkay and Colegreen Lane, Welwyn Garden City.
'Picture Postcard Railway Rambles' by Stephen Gay. Starts at 14.15.

Tewkesbury Railway Society
YMCA, Church Street, Tewkesbury. 'Preservation and 1960's Black and White Archive' by Ken Horan. Meeting commences at 20.00. Contact the Society Secretary, Mike Dodd on 01242 576907 for details.

1st April 2009

Burton Railway Society
Marston's Social Club, Shobnall Road, Burton upon Trent. AGM followed by 'Loco Sheds L to M excluding London' by Chris Banks. Meeting commences at 19.30. Admission £1.50 non members, 50p members. Contact Mark Ratcliffe on 01283 221537 .

Permanent Way Institution (Thames Valley Branch)
Davidson House, Reading.
'Beating the Elements' by John Dora. Meeting commences at 17.45. Contact the Secretary, Peter Simmonds at peter181102@yahoo.co.uk for further details.

RCTS (Ipswich Branch)
St Thomas Church, Back Room, Bramford Lane, Ipswich.
'Roade to York' by Robin Patrick. Meeting commences at 19.30.

2nd April 2009

Continental Railway Circle
St Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ 'Sri Lanka in the 1970's' by Les Nixon. Starts at19.15. Contact Adrian Palmer on 01932 850624 or e-mail akpalmer@talktalk.net for details.

RCTS (Milton Keynes Branch)
The Crown Public House, Market Square, Stony Stratford.
'Railways around Kent' by Geoff Dunster. Meeting starts at 19.30.

Stephenson Locomotive Society
St John Ambulance Centre, Sandes Avenue, Kendal. '45 Years On - Then and Now Part 1' by Eric Bartlett. Meeting commences at 19.15. Contact the Secretary on 01539 720706 for further details.

3rd April 2009

Altrincham Electric Railway Preservation Society
Altrincham Methodist Church Hall, Barrington Road, Altrincham, Cheshire. 'Modern Traction in the UK - 1980s to the present day' by Phil Taylor. Admission £3 for non-members. Meeting commences at 19.30. Contact Andrew Macfarlane on 0161 928 9394 for further details.

Gloucestershire Warwickshire Railway (Birmingham Area Group)
Northfield Library, Church Road, Northfield, Birmingham.
'Another Steamy Affair' by Dave Besley. Meeting commences at 19.30

RCTS (Bristol Branch)
St Peters Church Hall, Church Road, Filton. 'A Study of the Great Western Bath to Bristol Mail Line' by Brian Arman. Meeting starts at 19.30.

RCTS (West Riding Branch)
Observation at Doncater Station and Wabtec. Commences at 12.00. Contact Malcolm Riley on 01274 589488 or mobile 0788 7908501 for further details.

Stephenson Locomotive Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'Modern Developments in Rail Ticket Retailing - A View from Chester-Le-Street' by Alex Nelson. Meeting starts at 19.00. Contact 01434 688946 for details.

Stephenson Locomotive Society
Settlement Centre, Union Street, Middlesbrough. 'Steam and Freedom' by John New. Starts 19.00. Contact 01642 321205 for details.

4th April 2009

The Association of 16mm Narrow Gauge Modellers
Hall 2, National Agricultural Centre, Stoneleigh Park, Warwickshire CV8 2LZ. National Garden Railway Show. Opening Time 10.30 - 17.00. Admission £5 (advance), £8 on the day. Juniors under 18 Free.

6th April 2009

Permanent Way Institution (London Branch)
10th Floor Restaurant, 55 Broadway (LUL HQ), London St James Park tube. Presidential Address by Bob Cummings. Also the Section AGM. Meeting starts 18.00. Contact the secretary, Alison Stansfield, on 07703 326080 or by e-mail at alison.stansfield@btinternet.com for further details.

RCTS (Ashford Branch)
The Elwick Club, Church Road, Ashford. 'The Spa Valley Railway Extension' by Brian Halford. Meeting commences at 19.30.

RCTS (Croydon Branch)
Small Hall, Croydon Reformed Church Hall, Addiscombe Grove, Croydon. 'Delivering the Oyster Card to London' by Richard Thomas. Meeting commences at 19.30.

RCTS (Port Sunlight Branch)
The Lever Club, Greendale Road, Port Sunlight.
Branch AGM and Members' Slides with an RCTS theme. Meeting commences at 19.45.

RCTS (Wellingborough Branch)
British Rail Sports and Social Club, Broad Green, Wellingborough.
'Engine Sheds Part 1' by Chris Banks. Meeting commences at 14.00.

Severn Valley Railway (Wolverhampton Branch)
Old Wulfrunians Club, 253A Castlecroft Road, Castlecroft, Wolverhampton.
'Leeds Central to Leeds City' by Gavin Morrison. Meeting commences at 19.30. Contact (Evenings) Alan Davies on 01902 758882 for further details.

Southern Electric Group (Sussex Branch)
The Deall Room, Southwick Community Centre.
'A Photographic Selection from the Collection of the late JJSmith of Eastbourne' by Tony Hillman. Meeting commences at 19.30. Contact the Branch Secretary, Bruce Cakebread on 01273 462094 for further details.

7th April 2009

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB
'Steam & Diesel, Mainline & Preserved Digital Extravaganza' by Andy Wood. Meeting commences at 19.45. Contact the society sectrary Roger Hart on 01474 833320 for further details

Locomotive & Carriage Institution
London Underground Limited HQ, Broadway, St James Park Station, London. 'BLS Lötschbergbahn (Switzerland)' by Willi Frauenfelder, Locomotive Drivers' Manager. Start 18.00. Contact the society secretary Stuart Smith, by email smithstuart@btinternet.com for further details.

Locomotive Club of Great Britain (Bedford Branch)
St John's Church Hall, St John's Street, Bedford. '50 Years of UK Steam' by Hugh Ballantyne. Meeting commences at 19.30.

Locomotive Club of Great Britain (North London Branch)
Wood Green Labour Club, 3 Stuart Crescent, Wood Green, London N22 5NJ. 'European & Asian Steam' by Jim Pentney. Meeting starts at 19.30.

Permanent Way Institution (Darlington & North East Section)
Railway Athletic Club, Brinkburn Road, Darlington. 'London Overground - The First 12 Months' by Rob Brighouse. Starts 19.00 start. Contact the Secretary, Dave Lugsden on 07825 766328 for further details

Should your society information be listed on this page?

If so, then please email the details to the editor, remembering to include the date, starting time and location, together with details of the event, speaker and entrance charges if applicable.

It is not necessary, but helpful to people, if you can also include a contact name and phone number/email address for the organisation that can be published.

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

Internet Links

Links to the various society websites can be found on the website, or by clicking here.

▼ **Class 31/4 No. 31459** *Cerberus* **passes Kettering South, running two hours late on 28th March with a Derby RTC to Stewarts Lane inspection special. Steve Madden**

Permanent Way Institution (Edinburgh Branch)
The Scots Guards Club, 2 Clifton Terrace, opposite Haymarket Station, Edinburgh. 'Edinburgh Tram' by Willie Biggins. Meeting starts at 18.00. Contact Nicola Topping on 07919 127995 for details.

Permanent Way Institution (Wessex Branch)
The Rose and Crown, Columbo Street, Waterloo, London. 'Modern Bridge Building' by Chris Fry. .Starts 18.00. Contact Eddie Gosling on 01252 614558 or e-mail e.gosling@ntlworld.com for details.

RCTS (Nottingham Branch)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'In Retrospect - Covering 1978-2008' by Roger Jones. Starts 19.30.

RCTS (Watford Branch)
St Thomas's United Reformed Church, Langley Road, Watford. 'My Career in British Railway Signal Boxes' by Malcolm Riley. Starts 19.30.

Southern Electric Group (South Hampshire Branch)
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'The Railways of Hampshire' by Steve Bigley. Starts 19.30. Admission £2. Contact, John Goodrich on 02380 670028

Weston super Mare Railway Society
The Function Room, The Conservative Club, Alexandra Parade, Weston super Mare. 'The Dragon's Dying Breath' by Ken Horan. Starts 20.00. Contact Lionel Jones on 01934 628289 for details.

8th April 2009

Grimsby & Cleethorpes Railway Group
Royal Air Force Club, 5 Alexandra Road, Cleethorpes DN35 8LQ. 'Classic Film Night' with Bill Hutchins. Starts 19.30. Contact Mike Hartley on 01724 341358 for further details.

Oxfordshire Railway Society
Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LN. 'Moscow to Beijing' by Howard Quayle. Meeting commences at 19.30. Visitors £3.

Permanent Way Institution (North Wales Branch)
The Diva Show Bar, Station Road, Chester. 'Crewe and Stafford Remodelling' by Andrew Went. Also the Section AGM. Meeting commences 18.30. Contact the Secretary, Carl Baker on 0792 085 6703 for further details.

RCTS (Hitchin Branch)
Hitchin Christian Centre, Bedford Road, Hitchin. 'The Longmoor and Shoeburyness Military Railway' by Mile Walshaw. Meeting starts 19.30.

RCTS (Newcastle Branch)
The Brunswick Methodist all, Newcastle. 'Rails to the Arctic' by Phil Lockwood and Enid Vincent. Meeting commences at 18.30.

Stephenson Locomotive Society
YMCA, Bridge Street, Guildford. TBA. Meeting commences at 19.30. Contact the Secretary on 01372 379216 for further details.

Swiss Railways Society (London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross station) 'Gotthard part 1' by John Jesson. Meeting commences 19.00. A £2 donation is requested. Contact Ron Dawes (0208 660 3532) for details.

9th April 2009

Locomotive Club of Great Britain (St Albans Branch)
United Reford Church Hall, Watford Road, Chiswell Green. 'Railways at Home and Abroad' by Nick Lera. Meeting starts at 19.30.

Permanent Way Institution (Birmingham Branch)
The Gateway Centre, Shrewsbury. 'Cambrian Line Enhancements' by Richard Langford. Starts 18.00. Contact the Secretary, Ian Wardle on 07824 410961 for further details.

Permanent Way Institution (Croydon Branch)
Matt MacDonald House, Sydenham Road, Croydon, CR0 2EE. 'The Tram Train Concept' by Tim Kendell. Also Section AGM. Meeting starts 17.45. Contact, Martin Creswell on 07803 260645 for further details.

Permanent Way Institution (South & West Wales Branch)
Kings Hotel, High Street, Newport. 'Innovations' by Peter Shrubsall. Also the Section AGM. Meeting commences at 18.00. Contact the Secretary, Andy Franklin on 07824 410762 or by e-mail at Andy.Franklin@networkrail.co.uk for further details

13th April 2009

Stephenson Locomotive Society
New Trinity Parish Hall, Saltcoats, Ayrshire. Ayrshire Centre AGM and Members' Night. Meeting commences at 19.30. Contact the Secretary on 01294 822303 for further details.

York Railway Society
Archbishop Holgate's School, Drama Studio, Hull Road, York. 'LMS Locomotives - slides from the Armstrong Collection' by David Tyreman. Meeting commences 19.30. Contact Robin Patrick on 01904 412232 for further details. Visitors £2 entrance fee.

14th April 2009

Abergavenny and District Steam Society
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny '45 Years of Railway Photography (Part 1) by Les Nixon. Meeting commences at 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ntlworld.com for further details.

Great Western Society (Bristol Branch)
BAWA, 589 Southmead Road, Filton, Bristol. 'More Golden Oldies' by Peter Gray. Meeting commences at 19.45. Contact the Secretary on 01454 324230 for further details.

Permanent Way Institution (Lancaster, Barrow and Carlisle Branch)
Carnforth Station Visitor Centre. 'Encapsulated Track Forms' by Bob Vennell. Also Section AGM. Doors open at 17.30 for 18.00 start. Contact the Secretary, Philip Bull on 07920 702614 or by e-mail at bullp@pbworld.com for further details.

Tewkesbury Railway Society
YMCA, Church Street, Tewkesbury. 'Railway Landscapes Through the Seasons' by Paul Woollard. Meeting commences at 20.00. Contact the Society Secretary, Mike Dodd on 01242 576907 for further details.

15th April 2009

Basingstoke & District Railway Society
Wote St Club, New Road, Basingstoke. 'The Midland & Great Northern Joint Line' by Max Wilkinson. Meeting commences at 20.00. Visitors welcome. Contact the Secretary on 01256 326096 for further details.

Kent and East Sussex Railway (Ashford Group)
The Railway Staff Club, Beaver Road, Ashford, Kent. TN23 7RR. 'Pullmans in Preservation' by David Jones. Meeting commences at 19.30. Donation of £2 requested. Contact the Secretary, Keith Mapley on 01303 269138 for further details.

Permanent Way Institution (Glasgow Branch)
Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow. 'A Queensland Rail Odyssey' by Chris Rose. Also the Section AGM. Doors open at 17.15 for 17.30 start. Contact the Secretary, Jack Scott on 07789765291 or by e-mail at Jack.scott1@Btinternet.com for details.

RCTS (Eastleigh Branch)/Mid Hants Railway/S&D Trust
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Goslings Gallivants' by Paul Gosling. Meeting commences at 19.45.

RCTS (West Riding Branch)
Day out to Nuneaton for Observation. Contact Malcolm Riley on 01274 589488 or mobile 0788 7908501 for further information.

16th April 2009

Breconshire Railway Society
R.A.F.A.Club, The Stuet, Brecon. 'Pot Pourri - Here & There, Familiar & Unfamiliar' by Mike Clemmens. Contact the Secretary, Arthur Robinson on 01982 560219 for further details

Locomotive Club of Great Britain (North West Branch)
'St David's Social Centre, 249 Wargrave Road, Newton-le-Willows. 'Roade to York - a railwayman's photographic journey from 1963 to 2008' by Robin Patrick. Meeting commences at 19.30.

Permanent Way Institution (Manchester & Liverpool Branch)
Ove Arup Offices, St James Building, Oxford Street, Manchester. 'Railways of South Africa' by Paul Costello and Matt MacDonald. Meeting commences at 12.30. Contact the local secretary, Rob Cummings on 07798 858784 or e-mail rob.cummings@networkrail.co.uk for further details.

Back Issues

All of the back issues of the magazine are available 24 hours a day, on our website **www.railwayherald.com**

Rear Cover Caption

Following the failure of GWR 'Castle' No. 5043 *Earl of Mount Edgcumbe* **at Didcot, Class 47/7 No. 47773 was used to work the charter through to Bristol and back to Birmingham, seen here at Twerton Tunnel, Bath. Glen Batten**

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