Railway Herald

Issue 200 - 9th November 2009

The electronic journal for the railway enthusiast

Railway Herald

Issue 200
9th November 2009

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Richard Tuplin

Aggregates by Rail

Railway Herald looks at the rail operations of CEMEX, which operates one of the two large quarries at Peak Forest, and discovers how the company is using the latest in intermodal developments to move products associated with its cement business as well.

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The first two Class 70s, Nos. 70001 and 70002, stand on the dockside at Newport after unloading on 8th November.
Jack Boskett

Editorial

Welcome to our landmark issue. As we approach the end of the fourth year of publication, it is pleasing to release the 200th issue.

The magazine as a whole continues to grow - the average number of pages today is around the 26-28 mark, as apposed to the 20-22 mark 12 months ago - not to mention the increase in readership. The number of downloads from the servers now exceeds 30,000 each issue, and that is without the additional readers who receive the magazine from family, friends or colleagues - a number that can never really be taken into account, due simply to its unknown quantity.

The release of Issue 200 also marks the launch of our new and long-awaited website! Initial problems with the appointed developers caused much of the delay, but over 1,500 hours has been spent on coding the site alone, that is without the endless testing that has gone on.

The new site works around a fresh, clean look that brings the online portal back into line with the magazine relaunch that took place in January this year, and also sets the foundations for many exciting new projects and sections that are planned for the coming months. The Imaging Centre, which now contains over 23,000 images has received a major revamp following user feedback, as have the systems that are used for uploading pictures. A new search facility for the Imaging Centre will come on stream over the next few weeks. Further details are in the in-depth feature on page 34.

We welcome your feedback on the new look and any comments you have - simply click on the 'Contact Us' option on any page, then on 'Feedback'.

Enjoy the issue!

Regards,

Richard Tuplin

Editor

Government calls 'time gentlemen please' on National Express East Coast

The Department for Transport (DfT) has announced that the East Coast Main Line will be nationalised from Midnight on 14th November.

York-based National Express East Coast (NXEC) handing over control to a publicly-controlled company, Directly Operated Railways, at one minute before midnight on 13th November. NXEC staff will transfer across to the new operator, trading as East Coast, which will also be based in York.

Secretary of State for Transport, Lord Andrew Adonis, who issued a formal termination notice to the company on 4th November, has assured travellers that services will continue without disruption and that all tickets will be honoured. East Coast is likely to remain until 2011 and will be headed by former First Capital Connect Chief Executive, Elaine Holt.

National Express, which took on the franchise in 2007, was committed to pay a total of £1.4 billion in payments under the deal, which was to last until 2013. However, the recession is said to have affected passenger revenues and efforts to ease the terms of the deal with the Government foundered earlier this year. NXEC has said that during the past five months, it has worked with the DfT and the proposed new operator to ensure an orderly handover. National Express branding will be removed as cost effectively and as soon as practicable and changes to uniforms will be modest, especially as a new franchisee is expected to take over in 2011. However, there will be new badges from the takeover day, plus new ties for men and scarves for women. The DfT is promising passengers that the service will not change for the worse, but a survey is currently under way to aid a decision about future on-board catering, and all aspects of customer service will be reviewed. Fares policy is not likely to change.

The DfT is understood to be considering the future ownership of the other two National Express Group-operated franchises, East Anglia and c2c, but the Group has disputed that the termination of East Coast will automatically trigger 'cross-default' clauses leading to their loss, particularly as National Express East Anglia may be about to qualify for a three-year extension after meeting performance targets!

▼ **A preview of sights to come on the East Coast Main Line? A rake of unbranded National Express-liveried Mk3 rolling stock stands in Doncaster Wabtec works on 27th October. The new East Coast branding is likely to be applied over the top of the base NX livery. Richard Tuplin**

Passenger figures rise significantly after Scottish timetable changes

The East of Scotland timetables that were introduced in December 2008 show that the services that cover the East of Scotland, from Edinburgh through Fife and Dundee to Aberdeen and the North East, have resulted in a significant increase in passengers.

The timetables were redesigned to improve journey times and connections on key routes serving the major cities, as well as to enhance links for local stations. This has included additional early morning and evening peak trains for commuters, extra workings between cities and services timed to provide better connections for onward train and bus journeys.

The most popular change is extra commuter services on the Inverurie to Aberdeen route which, coupled with improved facilities at Inverurie, has generated a boost of 29% in passengers. New hourly services between Edinburgh and Perth have also been well received with a 26% increase in passengers and the new twice-hourly train between Edinburgh and Dundee leading to an increase of 4%. Additional trains at Leuchars have also increased passengers by 10% and by 2% on the Leuchars to Dundee/Edinburgh line. Steve Montgomery, ScotRail's Managing Director, said: "These are impressive figures, delivered against a background of more services and seats, and improved punctuality and reliability figures".

New Class 70 PowerHaul locos arrive at Newport

The first two of Freightliner's new PowerHaul Class 70 locomotives docked at Newport on 7th November.

The two locomotives, Nos. 70001 and 70002, were unveiled to the railway press the following day in a short ceremony on the dockside.

One of the pair is destined for initial use with Freightliner Heavy Haul on the Portbury to Rugeley coal services, while the other will see use with Freightliner Intermodal. Each Class 70 weights 109 metric tons, is equipped with a 16-cylinder 3,700hp GE P616 engine, has dynamic electronic air brakes and can attain a maximum speed of 75mph.

Both Class 70s are due to leave Newport Docks on the evening of 9th November, bound initially for Bristol.

The next four locos in the fleet are currently in transit from Erie, Pennsylvania.

▲ The two Class 70s are unveiled at Newport. **Brian Morrison**

▶ Class 70 No. 70001 is unloaded on 7th November. **Freightliner**

▼ The high-technology cab layout of the new locos. **Jack Boskett**

View more images of the PowerHaul delivery at Newport Docks

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▲ The first of two Class 66 locomotives to be leased to Colas Rail, following the end of Advenza Freight, No. 66841 stands in the main shop at Eastleigh Works on 3rd November, following the application of its transfers. The locomotive moved to Tilbury on 4th November. The second locomotive, No. 66842 is due to be released in the same colour scheme within the next few days. **Ron Cover (with kind permission of Arlington Fleet Services)**

Borders rail link delayed by 12 months

The completion target for the £295 million rail link between Edinburgh and the Borders has been put back a year, but the process of appointing a contractor for the project will be underway before the end of the year.

The contract, however, will not now be awarded until autumn 2011, meaning works will not be completed until 2014. It had previously been hoped that the route between Edinburgh and Tweedbank could be reopened to trains by 2013.

The procurement process had originally been scheduled to get under way before the end of last year, but Transport Scotland said that 'unprecedented changes' in the economic climate had caused the delay.

Final East Coast HST set handed over

Wabtec Engineering officially handed over to National Express the final set of Mk3 HST stock to be overhauled during a short ceremony on 27th October.

The completion of work, some two months early, marked the end of a £20 million contract, which involved over 350,000 man hours and 120 suppliers providing over 5,500 new parts! A total of 13 HST sets have been refurbished as part of the contract, making them quieter and more comfortable.

The end of the contract is not the end of the work however, as all 13 sets are starting to pass through Wabtec again for additional work to be undertaken that was outside the scope of the original contract, such as the fitting of CCTV, which will be concluded next year.

▼ Managing Director of Wabtec Rail, Chris Weatherall, and NXEC Engineering Director, Richard Garner, stand beside the final Mk3 set at Doncaster Works on 27th October. **Richard Tuplin**

Could there be light at the end of the link for Glasgow?

The Scottish Association for Public Transport maintains that the Glasgow Airport rail link could be saved by being combined with a £1 billion upgrade of the main Edinburgh-Glasgow line.

It says that such a scheme would both rescue the Airport project and provide a direct rail connection for air passengers from east of Glasgow, a new link using an existing east-west line in the city, which is currently used only for moving empty coaching stock to and from depots.

The scheme differs from the previously proposed Glasgow Crossrail project, because trains from the east would not run via a new city-centre interchange. The link was scrapped by the Scottish Government in September as part of budget cuts. Upgrading the Glasgow-Paisley line will continue, but a mile-long spur to the airport will no longer be built.

The lack of direct connections to the east had been seen as a major drawback, with passengers having to change trains in Glasgow. The Association is now calling for the Airport link to become part of the Edinburgh-Glasgow Improvement Programme, under which several lines between the two cities will be electrified by 2016 to speed up journeys and enable more frequent trains to run.

It said that this would enable the link to be paid for by the Network Rail funding mechanism, rather than come out of the Scottish Government's capital budget.

Network Rail has said it will 'look at the substance' of the plan, but Transport Scotland cautioned that routing services via the Cumbernauld and Crossrail routes would 'add significantly' to journey times between the two city centres.

Metro and Light Rail News

DLR creates the fourth South Quay station and moves it eastwards

Docklands Light Railway (DLR) has effectively managed to move a whole station without any disruption to passengers!

South Quay station closed on the evening of Friday 23rd October and its replacement opened the following Monday morning 125 metres away, after being tested over the weekend. The station, which cost £30 million, had to be rebuilt further down the line where the track is straight, so that platforms could be extended to accommodate pairs of three-car-long DLR trains next year.

The old station was on a curve, where platforms could not be lengthened. Special engineering techniques by the contractors meant that the replacement station was constructed without the need for any closures to line, or the old station. Complex supporting structures were built either side of the track, allowing work to go on within a metre of the live railway line.

The move was paid for by Transport for London (TfL) and the London borough of Tower Hamlets and is another part of TfL's £1billion investment scheme for the DLR.

The new station includes a full-length canopy to provide weather protection for passengers and two ground level concourses, the eastern one housing two fully enclosed staircases to each platform. Ticket machines, Oyster validators and five cycle stands are provided at ground level. The western concourse covers a larger area and provides the bulk of the station facilities, including a passenger lift, two energy-efficient escalators and fully enclosed staircases to each platform. As with the eastern concourse, ticket machines, Oyster validators and five cycle stands are provided at ground level.

The Bank-Lewisham route of the DLR network, which includes South Quay, will begin running pairs of three-car trains from early next year. The rest of the network will run the longer trains when sufficient demand is in place.

As part of the project, major construction works are being carried out across DLR including extending platforms, strengthening viaducts and improving junctions. In total there have been four South Quay stations, with the first opened in 1987 as part of the original DLR network. That was rebuilt in 1994 after a comprehensive upgrade programme. The station was rebuilt again in 1996 after an IRA bomb was detonated underneath it and the station and the nearby buildings were severely damaged. Despite the damage, South Quay was reopened in April 1996, a little over two months after the explosion.

▼ With Class B92 B-2-B unit No. 60 on the rear, a DLR service from Lewisham to Stratford departs from the new South Quay station on 30th October. **Bill Turvill**

▼▼ The exterior of the new South Quay station. **Kim Rennie**

▲ Blackpool Tramway 'Balloon' car No. 719 leaves Fleetwood Ferry with a service to Blackpool Pleasure Beach, while Brush 'Railcoach' No. 623, on 'Tram Driving Experience' duty, stands in the loop waiting for its crew to finish their 'cuppa' in the nearby cafe. Scenes like this will become a memory when the tramway to Fleetwood closes on 8th November as new 'Supertrams' will take over the service when the line re-opens in 2012. **Alan Taylor**

Five month closure for Blackpool

Blackpool trams are to stop running for five months while the track has a £100 million overhaul.

The line between the Pleasure Beach and Starr Gate has already been closed since the end of summer, and now the remainder of the 11-mile system will be shut down from 9th November, being scheduled to reopen again on 2nd April next year.

The cabinet member for tourism and regeneration commented that the work was being undertaken over the winter to minimise the disruption caused and also commented that the economic downturn had not caused any cutbacks. The winter stoppage will enable reconstruction of about five miles of track and an upgrade of the electrical infrastructure. Work will also begin on 14 new signal junctions where the tramway crosses the road, a move to improve safety and cut journey times. During closure, a replacement bus service will follow the tram route from Starr Gate to Fleetwood and will use all the tram stops along the Promenade. It will run every 20 minutes during the day and every half-hour in the evening.

Work has also begun on a new depot at Starr Gate.

Office of Rail Regulation confirms that HS1 will be regulated

The Office of Rail Regulation (ORR) has confirmed that Great Britain's only high-speed line, High Speed 1, is to be regulated.

The ORR said :"The UK's first high-speed line must provide a service which is safe, meets the needs of rail users and also gives value for money. We are committed to supporting international and domestic passenger services, and also using the full potential for freight services. We will work with neighbouring regulators and infrastructure managers to develop the Channel Tunnel corridor as a whole, and through our role in regulating the national network and HS1, we expect operators to make the best use of the capacity that is available".

In October this year ORR was given new responsibilities by the Government for the rail link between London St. Pancras and the Channel Tunnel to ensure that the operation of the route would be subject to normal regulatory supervision. ORR expects that the new HS1 regulatory model will follow the way in which ORR regulates the national network, with due recognition of the differences between HS1 Limited and Network Rail.

The new regulation will be underpinned by pre-approval of track access by train operators to use the line and a periodic review every five years of the track access, maintenance and renewal charges. There will also be effective stewardship of the network by HS1 Limited. This requires the company to secure the operation, maintenance, renewal, and replacement of the railway infrastructure in accordance with industry best practice.

▼ **Two continental lorries jockey for position on the M20 as a Eurostar heads for London with the 14.59 service from Brussels, just east of Lenham loops, on 29th October. Jonathan Makepeace**

Clapham Junction to get new entrance

Wandsworth Council is to set aside a contribution of £300,000 to help pay for a new station entrance to Clapham Junction at Brighton Yard, to relieve congestion in the station subway.

Following a five-year council campaign, Network Rail has at last agreed to provide the additional entrance on St John's Hill, offering access to the platforms via the existing footbridge and new lifts. The initial plans were limited to a basic ticket hall with few facilities, but the Council maintained that this would not be able to cope with large numbers of passengers. The cash now provided will help expand the facilities to include vehicle access, a taxi stand, cycle parking, a suitably equipped ticket office, automatic ticket barriers, toilets and retail units. The final extent of the work will depend on further contributions from Network Rail, the Department for Transport and South West Trains.

Retiring Head of NRM honoured in naming

First GBRf named Class 66/7 No. 66727 *Andrew Scott CBE* at the National Railway Museum (NRM) on 22nd October.

The ceremony took place in the Great Hall and was attended by over 300 senior railway industry figures. Ed Bartholomew, acting head of knowledge and collections at the Museum said: "Andrew was truly taken by surprise as he helped with the unveiling of the new nameplates on the locomotive to find out it was named after himself. Having seen many engine namings over his 15-year career as director of the NRM, Andrew said that he had not thought to ask what the name of the locomotive was going to be". Retiring as head of the NRM, Andrew Scott will be staying on as acting director of the Museum's parent organisation, the National Museum of Science and Industry, until the summer of 2010.

▼ **Lord Faulkner and Andrew Scott CBE stand beside Class 66/7 No. 66727 on the turntable at the NRM, York, shortly after the name was unveiled.**

Chiltern Railways gains a new shunting locomotive for Aylesbury Depot

▲ **The new 0-6-0DH shunting locomotive is pictured at Aylesbury Maintenance Depot on 30th October, shortly after being named** *Lesley*.

Chiltern Railways has recently acquired an ex-MoD Rushton Hornsby 0-6-0DH shunting locomotive for use within Aylesbury Depot.

The 1959-built locomotive, which was previously used by First GBRf on the East London Line upgrade works, has been painted into Chiltern Railways all-over blue livery and will be used for shunting units within the depot.

Lesley Knight, Personal Assistant to Chiltern Railways MD, Adrian Shooter, for the past 12 years, unveiled her name on the shunter at Aylesbury Depot on 30th October.

▲ **Lesley Knight stands beside her nameplate at the ceremony on 30th November. Both: Brian Morrison**

Proposals put forward to move timber by rail from Stranraer line

Railfreight could return to the Stranraer line next year, following revised proposals put to the Forestry Commission for the movement of timber from a site to the west of the line between Barrhill and Chirmorie.

A previous scheme that was proposed and received funding from the Freight Grants scheme never came to fruition because of various issues, including flow sizes and legal issues with Network Rail that could not be resolved.

The current proposals to be considered by the Forestry Commission before Christmas would enable trains using the loop at Glenwilly to run round, which would safeguard one of the two loops under threat on the line, the other being at Dunragit.

UK News In Brief

■ A set of interesting travel statistics has been published on the Mayor of London website about the large and complicated transport system in and around the Capital: in Greater London there are 13,600km of roads, 3,730km of bus routes, 329km of Tube lines, 28km of new tramways and 788km of national rail lines. Every day 23.8 million journeys are made on this transport network, and of these 7.6 million are made on public transport, 0.2 million by taxi, 9.8 million by car or motorcycle, 5.7 million on foot, and 0.5 million by bicycle.

■ Services between Harwich and Manningtree were suspended on 21st October after an embankment gave way in the area around Copperas Wood. Following inspection it has been announced that trains will not be able to resume until 9th November at the earliest. Replacement buses are being provided by National Express East Anglia.

■ Industrial action for 24hrs on Belgium Railways on 5th November forced the cancellation of all Eurostar services between London and Brussels. Services between London and Paris operated near normally with some trains having an additional stop at Lille.

■ Stobart Rail's new weekly train service to Valencia departed through the Channel Tunnel on 30th October, and is due to return to England with the first low carbon fruit and vegetable fully-refrigerated rail delivery. The weekly service is operated in conjunction with DB Schenker, and is designed to provide a low-carbon alternative for retailers and consumers of imported fruits and vegetables from Spain. Stobart claims it is the longest train journey in Europe by a single operator and the first fully-refrigerated train service to go through the Channel Tunnel. In addition, the journey can be completed 12 hours faster than by road, with a corresponding improvement in the shelf life of the produce.

■ Following the report of a special £6 fare offer on the Settle & Carlisle, West Yorkshire Metro has advised that it has a similar offer from Leeds to Carlisle, via Settle, that has been in operation for a number of years for holders of WY Metro passes and WY senior citizens. It is also available between Lancaster and Morcambe, and both are available again this year at £8 until 12th February 2010. Full details can be found by clicking here.

RH Statistical Information

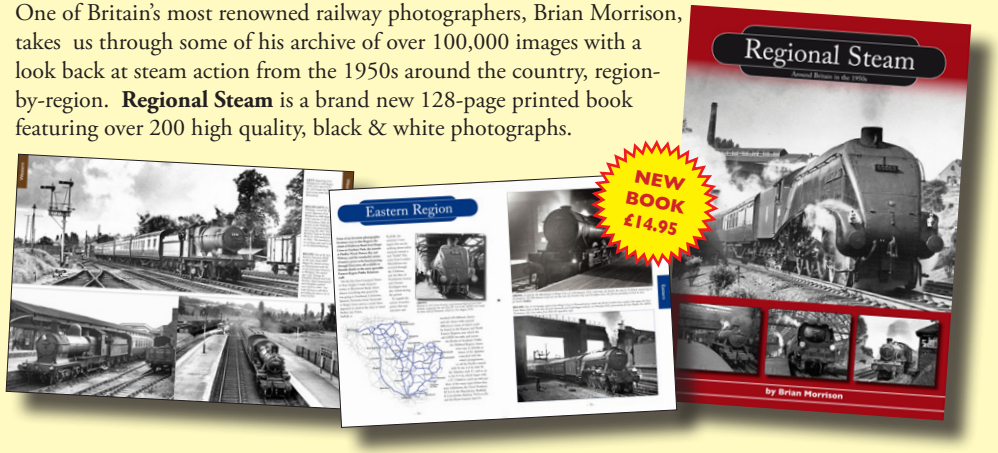
Every month, *Railway Herald* receives numerous queries for information on how many copies of the magazine are downloaded and how popular is the website, so we have decided to publish the figures here, every week, subject to space.

Covering the period 26th Oct - 9th Nov

Our previous edition, Issue 199 was downloaded **34,790** times and a total of **6,519** copies of previous issues were also downloaded. The *RH* website has provided **381,069** web pages to users, an average of **18.9** pages every minute, seven days a week! *Railway Herald* now has a monthly average download of **124,181** - this is the number of copies downloaded in an average four week period.

From the days when steam was king and diesels were just a thought on the horizon...

One of Britain's most renowned railway photographers, Brian Morrison, takes us through some of his archive of over 100,000 images with a look back at steam action from the 1950s around the country, region-by-region. **Regional Steam** is a brand new 128-page printed book featuring over 200 high quality, black & white photographs.



To celebrate the 100th anniversary of Eastleigh Works comes this limited print run book

The railway town of Eastleigh has a fascinating history and this special 56-page printed book illustrates the years from the arrival of the railways and documents the growth of the town and its works over the past 100 years since the workshops first opened their doors. **Eastleigh 100** also features numerous black & white and colour images.

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First tilting trains, now tilting wagons as Network Rail aims to reduce route closures

Network Rail has introduced a new design of tilting wagon that allows pre-constructed track panels to be brought directly to site and slotted quickly into place, a project whereby it is able to significantly reduce disruption caused by renewal works.

Already engineers have replaced a set of points in the record-time 21 hours, compared with the previous whole weekend of 48 hours. The wagons are able to tilt their loads to allow the pre-constructed panels of track, which are normally too wide to be carried by rail, to be transported directly to site. When the wagons arrive, the decks are moved back to a horizontal position for the panels to be unloaded and slotted quickly into place.

The project focuses on carrying out as much of the construction work as possible away from the track to limit line closure times. Points are fully constructed and tested in factory conditions before being taken to site in modular panels to be installed quickly. Being factory-built also improves reliability and durability.

Network Rail's Director for Infrastructure investment, said: "Our aim is to renew the railway without passengers realising we have even been there, the only indication being smoother and more reliable journeys. The introduction of new technology like our tilting wagons, and the development of better ways of working, will enable us to do more of our work at night, to help keep more of the network open at weekends when passengers want to travel".

A total of 26 of the new wagons have been ordered from Kirow, the German plant manufacturer. The track panels used to replace points have a bearer (sleeper) length of up to 3.7metres, which is too long to fit within the Network's W6a gauge. The wagon decks can tilt their loads up to an angle of approximately 60 degrees enabling the panels to fit within the width of the railway.

The wagons decks are 22.5 metres long, a length that is sufficient for the majority of the switches and crossings on the Network. For longer panels, the deck can be extended to allow panels of up to 26.5m to be carried.

Network Rail

Arriva's London plans are "not currently well thought out" says DB Regio

The plans of Arriva Trains Wales (ATW) to operate two daily Class 158 services on Mondays to Saturdays between Aberystwyth and London, and three on summer Saturdays, as an extension to its Cambrian line trains introduced in December last has distinctly aggrieved open access operator Wrexham, Shropshire & Marylebone Railway (WSMR), now owned jointly by Deutsche Bahn Regio UK and Renaissance Trains.

The Managing Director of Wrexham & Shropshire, Andy Hamilton, said: "Considering the current revenue position of Wrexham & Shropshire and the pressure put on the business by the current economic climate, I can confirm that if the ATW Supplemental Agreement is approved it is very likely that DB Regio UK will cease funding, and it is likely that Wrexham & Shropshire will immediately withdraw from the market".

An even stronger statement was later made to the Office of Rail Regulation when he said "We believe the proposal to be predatory in nature, specifically designed to put Wrexham & Shropshire out of business. This belief is supported by the very way that ATW has gone about this proposal, writing warm words suggesting that their proposal is intended to complement and support the existing Wrexham & Shropshire service when, in reality, ATW has made absolutely no effort to engage either Wrexham & Shropshire or Chiltern Railways on any aspect of the proposal or application. The only correspondence received has been a formal response to our previous concerns at the time of the initial industry consultation".

Arriva Trains Wales has denied that its intentions were founded in this way and say that it wanted its London service to complement the WSMR timings, not compete with them. It says it has also amended its application to the ORR to remove certain planned stops in an attempt to 'protect' WSMR services.

In a letter dated 19th October from the Chairman of DB Regio UK, Adrian Shooter, to the Track Access Executive, he says: "We have examined this proposal and can see no valid justification for the proposed service, and our examination of the proposal suggests that the service proposition is abstractive of both Chiltern Railways and Wrexham & Shropshire. Further we believe that the proposal is not currently well thought out in operational terms and leaves many significant questions unanswered".

He continues to comment that the approval of the Arriva proposal would have "very serious implications" for the Evergreen 3 project, which aims to increase both line speeds and capacity on the Chiltern route. One of the concerns, is the desire by Chiltern to see 100mph operation over the majority of its Birmingham route, will be achieved using Class 168s and the 'on-order' Class 170s, and with Wrexham & Shropshire having Class 67s and Mk3s, all of that stock is capable of 100mph running. This ability would be diminished with the Arriva service in operation as the Class 158s are limited to a 90mph top speed.

In a separate document, also available from the DfT website, DB Regio comments that the Class 158s proposed for use on the new service have not been tested on the Chiltern line and therefore the running times suggested by Arriva cannot be validated.

◀ **The full development of Wrexham & Shropshire has taken almost three years, but with the company's fleet of refurbished coaches now starting to enter traffic, could the last train be about to depart? As one of more successful open-access operators, Class 67 No. 67014** *Thomas Telford* **waits to depart from Wolverhampton with Wrexham & Shropshire' service on 31st October.**
Chris Harvey

Watford Junction to St Albans to become a light rail tramway

Transport Secretary Lord Andrew Adonis and Hertfordshire County Council have announced that the six-mile Watford Junction–St Albans Abbey line, currently operated by London Midland, is to be converted to a tram line, 'to allow for more regular and frequent services'.

There are intermediate stations at Watford North, Garston, Bricket Wood, How Wood and Park Street, and the end-to-end journey currently takes 16 minutes. The change would enable services to operate a regular half-hourly tram and allow for the possibility of greater frequency of three trams per hour.

The trams would replace the existing train service link, which currently operates on an irregular schedule with just one train every 45 minutes, providing a better service for around 450,000 passengers a year who currently use it.

Under the changes, which will now be subject to a 12-week Department for Transport consultation, responsibility for the line would transfer from Network Rail to Hertfordshire Country Council, which would then put the service out to tender. Hertfordshire County Council's Executive Member for Highways and Transport, said: "Hertfordshire County Council has worked hard through the Community Rail Partnership to develop and promote this line. We have had many successes since founding the Partnership in June 2005, particularly with improving the condition of stations and raising passenger numbers by around 20%. However, this proposal offers to move things on dramatically and to deliver a much more useful link in the local transport network which suffers from considerable traffic congestion".

Depending upon the outcome of the consultation and the completion of legal and contractual issues, the new service could be up and running by 2011. Through fares would continue to be available on the new service.

▲ An unidentified Class 395 heads for Ebbsfleet with a service from London St Pancras as it passes Purfleet Rifle Range after crossing Rainham Marshes. **Anthony Guppy**

New Southeastern timetable is biggest change in 40 years

Southeastern has published its new winter timetable that comes into effect on 13th December, which it says brings about the biggest change in over 40 years and shows an entirely new service pattern throughout the parts of Kent, East Sussex and South East London served by the company.

The new timetable also includes the country's first-ever high-speed domestic service that is currently running on a 'preview' basis with Class 395s. The timetable is based on a specification set by the Department for Transport, (DfT) and was developed with input from a consultation process started back in 2003.

The timetable will provide passengers with over 200 extra trains every day, boost capacity by 5% and dramatically speed up journey times for those using the high-speed trains. The timetables are available online at southeasternrailway.co.uk and will be available at all stations from the middle of this month.

To help passengers plan their journeys from 13th December, a tool is available online to create your own timetable by simply inputting your own journey details. The new timetable is also now available at National Rail Enquires.

Charles Horton, Managing Director Southeastern, said "We have worked hard over a number of years with all stakeholders to be able to get to this point. This new timetable is very important for Kent. It will help provide more choice for passengers, mean the full introduction of high-speed services". He continued: "The majority of passengers will see an improvement in services, but as with all timetables, some compromises have had to be made and not everyone will be satisfied. However once we've introduced the timetable we will monitor services closely and work with the DfT to make any adjustments which are necessary".

On the main line there will be four extra trains during the peak periods for Tunbridge Wells, five additional trains in the peak for Tonbridge, and eight additional for Sevenoaks, including Metro services. On the Metro (suburban) lines, Grove Park has two additional peak trains, the Bexleyheath Line also two and the Greenwich line an extra seven.

Road and air is over £600 cheaper than rail!

The first-ever rail ticket for a journey within Great Britain costing over £1,000 has been reported – Arriva CrossCountry pricing a First Class return between Newquay and Kyle of Lochalsh at £1,002!

The company has commented that no one has actually bought this ticket yet, but confirmed that it does exist. However, a spokesman commented that someone wanting a First Class return between these two destinations would be likely to book in advance for a Saver Return and only have to pay £561. However, even that is expensive, especially when (according to nationalrail.co.uk) the only advertised operations are departing Newquay at 14.58 with five changes and using the Caledonian Sleeper between Crewe and Inverness, or departing Newquay at 21.26 with six changes, travelling on the 'Night Riveria' from London to Reading (including a strange change at Reading ay 04.00!) then travelling via London Paddington, King's Cross and Edinburgh!

By contrast, a taxi from the centre of Newquay to the Airport, then flying Business Plus class to Glasgow (which departs at 17.00 with a journey time of 100 minutes), followed by a taxi to Glasgow, an overnight in the Ibis Hotel and train the next morning to Inverness and Kyle comes in at £335!

DB Schenker helps out Freightliner

▼ **On 5th November, Class 66/5 No. 66519 working a Freightliner Heavy Haul service from Killoch to Fiddlers Ferry failed with low power. As a result, DB Schenker Class 66/0 No. 66013 was hired in to work the train through to the power station and back to Scotland. Here, No. 66013 passes Preston with FHH hoppers in tow, with the 18.19 Fiddlers Ferry to Killoch service. It is understood that the loco was replaced by Freightliner Heavuy Haul traction at Carlisle. Mark Ainsworth**

Network Rail makes formal application for new national HQ

A formal application to Milton Keynes Council has been made by Network Rail for construction of its new national headquarters on the site of the former National Hockey Stadium, near to Milton Keynes Central station, bringing up to 3,000 jobs to the city.

The submission follows a series of public exhibitions held by Network Rail across the city, where residents had the chance to speak to the team behind the project, provide feedback and suggestions and importantly, make a vital contribution to the final planning application.

Nearly 900 people took the time to stop by, while a further 1,000 visited Network Rail's consultation website to have their say electronically. Network Rail say the comments received were overwhelmingly positive.

The building, scheduled to open in 2012, includes several eco-friendly features that will encourage diverse habitats for flora and fauna in the centre of the city and a rainwater harvesting system for use in the flush toilets.

SWT encourages rail travel for disabled passengers

Following the success of its 'Try the Train' days, South West Trains has held an event at Guildford station, giving disabled passengers the opportunity to explore train travel.

The event highlighted the accessibility of train travel for groups including disabled and older people, wheelchair users, people with visual or hearing impairments and those with learning difficulties.

Anne Milton, MP for Guildford, who was at the event said: "I meet regularly with South West Trains and local people to highlight some of the issues people have. It's good to have an opportunity specifically to address issues for disabled people".

The aim of 'Try the Train' is to introduce train travel to those who may not know the extent of the accessibility on trains, and those who have not used the train before. It will also provide a forum for those who regularly use accessible public transport to discuss their experiences with South West Trains. The event provided information about rail travel, specific rail journeys, information about getting assistance during journeys and an opportunity to experience train travel first hand.

Swansea becomes a film set for a Welsh railway programme

Swansea station became a filmset on 25th October as the filming of a Welsh speaking program for S4C called Ar y Tracs (translation 'On the Tracks') rolled into town.

The film depicts a traincrew that work between Swansea and London Paddington under the umbrella of fictional rail operator 'Welsh Rail'.

Being filmed by Tidy Production, a set comprising DB Schenker 'Royal' Class 67s Nos. 67005 *Queen's Messenger* and 67006 *Royal Sovereign* were used with debranded Virgin Mk3 DVT No. 82101 and a rake of blue/grey Mk2/Mk3 vehicles from Cargo-D, which were suitably adorned with an appropriate logo.

▲ Class 67 No. 67005 hauls the 08.49 Cardiff Canton-Swansea positioning move for the filming work past Landore on 25th October.

▶▲ One of the film 'extras' taking the role of a 'Welsh Rail' train dispatcher watches over Platform 1 as filming commences.

▶ Mk3 DVT No. 82101 sits at Swansea adorned in the fictitious 'Welsh Rail' livery.

All: Mark Thomas

◀ **Class 60 No. 60019** *Pathfinder Tours 30 years of railtouring 1973-2003* **was rostered to work the Hunslet East to Tunstead empty cement tanks on 30th October. The train approaches Horbury Junction, near Wakefield. The loco was stored on 1st November, working 'light engine' from Peak Forest to Toton TMD the following day. Neil Scarlett**

◀▼ **The variety of Type 4 traction on Colas Rail's Burton-on-Trent to Dollands Moor steel working continues. Riviera Trains Class 47/4 No. 47812 passes Tamworth on 29th October, with the service bound for the Channel Tunnel. Alan Howden**

▼ **An Allelys low loader hauls Class 08 No. 08345 away from long-term storage at Long Marston on 4th November, bound for CF Booths scrapyard at Rotherham. Jack Boskett**

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

Following the one-week break, this issue's column covers a two-week period from 23rd October through to the 6th November:

The 23rd October started with a definite notable working, when Hanson Traction Class 47/0 No. 47270 *Swift* worked from Washwood Heath to Boston Docks with empty steel carriers in tow for Colas Rail. The current Burton-on-Trent to Dollands Moor steel flow is rumoured to be moving to Boston Docks on a weekly basis shortly. A pair of Type 4s were in action further south, when Class 47/7 No. 47739 *Robin of Templecombe* and DRS Class 47/4 No. 47832 *Solway Princess* worked the Dollands Moor to Dagenham service for Ford on the same morning, while in Scotland Type 4 No. D1916 (Class 47/4 No. 47812 to the modern day world!) remained in use with Serco on driver training duties between Craigentinny and Aberdeen. Finally, Class 47/4 No. 47826 (still with its 'Scarborough Spa Express' branding on one side!) was in 'top and tail' mode with Class 47/7 No. 47786 *Roy Castle OBE* on a Carnforth to Barnetby ECS movement, prior to working a Cleethorpes to Carlisle charter the following day. That afternoon, green-liveried Class 31/1 No. 31190 worked from Washwood Heath to Willesden TMD light engine, in preparation for the London 'Buffer Puffer' charters over the weekend, while Class 66/8 No. 66843, still in its Advenza Freight livery (although having never worked for the operator) was used by First GBRf on a Kilmarnock to Plymouth Laira move, conveying one Mk3 buffet car and two barrier coaches.

Having been resident at Crewe Gresty Bridge since 28th September, the loco headed south 'light engine' on the 23rd, being observed at Worcester Shrub Hill two days later. The First Great Western loco-hauled service around Bristol continues to have Class 67s Nos. 67016 and 67017 *Arrow* in charge, while No. 67027 *Rising Star* had charge of the Fife Circle loco-hauled operation, and classmates Nos. 67003 and 67025 *Western Star* were in 'top and tail' formation on the 'Northern Belle' evening charter from Chester to Carnforth. The overnight 'Buffer Puffer' charter from London Euston was worked in 'top and tail' mode by Class 31/1 No. 31190 and ex-Advenza Class 66 No. 66844, taking in various loops and branches around North London and Essex overnight, before working the second of the two charters the following day.

With Direct Rail Services having gained the scrap flows previously operated by Advenza, a change to the operational method of working took place; rather than having separate trains serving each location, the flows to Shipley and Stockton have been combined, with the train running first to Yorkshire, then splitting and taking several wagons on to Stockton. The train operated from Shipley to Stockton on 24th October, with Class 66/4 No. 66427 at the helm. Classmate No. 66418 was also in the North East that day, working a diverted Daventry to Mossend intermodal service. On the North Wales coast, Class 57/3 No. 57308 *Tin Tin* found itself on the Saturday 'drag' duties, working with Class 390 'Pendolino' No. 390032 *City of Birmingham* on the 08.50 London Euston to Holyhead, forward from Crewe, returning with the 14.36 Holyhead - London Euston service, again as far as Crewe, from where the '57' worked 'light engine' to Edge Hill. The 'Northern Belle' headed ECS for Leeds that morning, with the same Class 67 pairing as the day before, prior to working a luncheon trip to Newcastle-upon-Tyne. The Colas pairing of Class 47s Nos. 47739 and 47832 headed north 'light engine' to Rugby on the 24th, with the DRS machine continuing to Crewe Gresty Bridge.

After their use on charter duties the previous day, Class 37/5 No. 37676 *Loch Rannoch* and Class 47/7 No. 47760 returned to Carnforth from Leicester with empty stock on 25th October, while Class 37/6s Nos. 37602 and 37607 were 'light engine' from Crewe to Derby RTC the same day, in preparation for test train duties over the coming week. A landslide on the Great Eastern around Harwich has closed the route for two weeks while repairs are undertaken. 'Royal' Class 67s Nos. 67005 *Queen's Messenger* and 67006 *Royal Sovereign* were at Swansea during the day with a rake of blue and grey-liveried Mk2 and Mk3 stock for filming work by

Operational DB Schenker Class 60s

Loco	Working Area	Loco	Working Area
60009	Peak Forest	60045	Warrington
60010	Peak Forest	60051	Peak Forest
60011	South Wales	60054	South Wales
60035	Immingham	60077	Immingham
60040	Immingham	60085	South Wales
60041	Immingham	60091	Immingham

Correct as of 6th November.

▼ **Riveria Trains blue-liveried Class 47/4 No. 47805** *Talisman* **leads Virgin-liveried Class 47/7 No. 47769** *Resolve* **through Elford, on the cross-country route on 23rd October with the Burton-on-Trent to Dollands Moor steel service. Both locos are currently on hire to Colas Rail. John Whitehouse**

▲ Complete with a black headcode box, DB Schenker Class 37/4 No. 37401 climbs to Houghton summit with the Warrington Arpley to Blackburn 'Enterprise' trip working on 28th October. **Mick Langton**

▼ Usually more at home on the overnight 'sleeper' services, Class 90s Nos. 90021 and 90024 pass Tamworth with a Trafford Park - Southampton intermodal service on 29th October, which they would haul as far as Willesden. **Alan Howden**

the Welsh channel S4C the plot involving a fictitious rail operator - Welsh Rail! The train returned to Willesden on 28th October.

On 26th October, Hanson Traction Class 47/0 No. 47270 worked 'light engine' from Washwood Health to Edinburgh Craigentinny, prior to operating route learning trips for Serco drivers over the route to Aberdeen, changing places with Riviera's No. 47812, which headed south the same day. Class 378 No. 378140 was in use between Ashford and Redhill during the day on mileage accumulation and testing runs. Meanwhile Colas Rail Class 47/7 No. 47739 was back at Dollands Moor that morning, paired with Riviera Class 47/4 No. 47805 on the 'Ford' train. Unfortunately, No. 47805 *Talisman* encountered problems en route and Virgin-liveried Class 47/7 No. 47769 *Resolve* replaced the errant loco at Ashford.

DRS Class 37s Nos. 37423 *Pride of the Lakes* and 37609 were in charge of the flasks to Valley on 27th October, while the Dungeness train had the unusual combination of Class 37/0 No. 37229 *Jonty Jarvis 8-12-98 to 18-3-2005* and Class 57/0 No. 57002 at the helm the same day. Class 37/0 No. 37218 headed north to Kilmarnock from Carlisle Kingmoor with wagons for repair, returning the same afternoon, while another two members of the DRS Type 3 fleet, Class 37/6s Nos. 37602 and 37607, headed the Mentor test coach north to Scotland via the East Coast Main Line on the same day. Also in Scotland and bound for Fort William and the West Highland branches, was Class 31/1 No. 31285.

Unusually, considering the number of Class 60s now in traffic, the Humber Oil Refinery to Jarrow petroleum working was in the hands of Class 66/0 No. 66144 the same morning, while obviously requiring the better tractive effort of a Class 60, No. 60039 was used on a Warrington Arpley to Allerton wagon move that afternoon with four vehicles in the consist! Class 66s Nos. 66843, 66410 and 66844 headed south 'light engine' the same day, forming a Wembley to Chart Leacon move. In the North West, Virgin Class 57/3 No. 57305 *John Tracy* found employment on the Colas Rail timber traffic.

The 28th October found Colas Rail operating another ex-Advenza flow, that of powercar moves for Grand Central from Newcastle Heaton to Brush Traction at Loughborough. Class 47/7 No. 47727 *Rebecca*, which had arrived at Doncaster the previous day 'light

engine' from Worcester, headed north (again 'light engine') to Heaton Depot, where it collected Grand Central powercars Nos. 43067 and 43123 and hauled them to Loughborough, prior to returning to Doncaster.

Class 60 No. 60013 *Robert Boyle* had a trip into Scotland on the same day, working the 04.41 empty coal hoppers from Earles Sidings to New Cumnock loading pad, prior to returning to the Peak District that afternoon, while in the South West, Class 66/4s Nos. 66422 and 66411 *Eddie the Engine* had charge of the Crewe to Bridgewater and return nuclear flasks. Back in the operational pool as of 28th October was Class 37/4 No. 37401, which worked the Warrington to Blackburn 'Enterprise' working that morning, while large logo-liveried classmate No. 37425 *Pride of the Valleys* was also back in the operational pool at Crewe Electric Depot. Having been released from Toton wearing its new Stobart Rail colour scheme, Class 92 No. 92017 *Bart the Engine* was dragged from Bescot Yard to Crewe Electric Depot that same afternoon by classmate No. 92001. That afternoon Riviera's Class 47/4 No. 47812 had sole charge of the Burton-on-Trent to Dollands Moor steel working, while No. 47270 continued its route learning duties in Scotland between Edinburgh and Aberdeen. The same afternoon also had a pair of First ScotRail-liveried Class 90s on freight, when Nos. 90019 and 90024 headed south on a Trafford Park to Wembley intermodal service.

On 29th October, the Class 60 fleet stood at 20 locomotives, with Nos. 60004, 60054 and 60073 working in South Wales, Nos. 60009, 60010, 60019 and 60051 working out of Peak Forest, Nos. 60011, 60040, 60041, 60077 and 60084 working out of North Lincolnshire/ Immingham, Nos. 60021, 60035, 60039 and 60091 based at Warrington, 60024 and 60045 based at Toton and finally Nos. 60063 and 60085 working out of the North East.

That afternoon, First GBRf's Class 66/7 No. 66729 found itself on rolling stock movement duties when it hauled FCC Class 377/5 No. 377522 from Derby Litchurch Lane to Selhurst. That evening's Sellafield to Carlisle Kingmoor empty 'flats' working had Class 66/4 No. 66411 at the helm, with Class 37s Nos. 37194 and 37510 plus Class 57/0 No. 57002 in tow! AC Locomotive Group's Class 86/1 No. 86101 *Sir William A Stanier FRS* and Class 87 No. 87002 *Royal Sovereign* headed north 'light engine' from Willesden to Warrington RMT during the evening. Having been

▶▲ Riviera Class 47/4 No. 47805 *Talisman* **double-heads with Colas Rail Class 47/7 No. 47739** *Robin of Templecombe* **as the pair pass Sevington, near Ashford, on 29th October with the 05.37 Dollands Moor - Dagenham Transfesa Ford 'Blue Train', which was around seven hours late after the failure of No. 47769** *Resolve*. **Jonathan Makepeace**

▶ On what is believed to be the loco's second revenue-earning working in its new colours, Stobart Rail-liveried Class 92 No. 92017 *Bart the Engine* **pilots classmate No. 92012 on the 12.19 Wembley-Manchester Trafford Park intermodal south of Tring on 30th October. Paul Maycock**

▶ **'Royal' Class 67 No. 67005** *Queen's Messenger* **had charge of a diverted and delayed Didcot to Ashchurch MoD service on 30th October. Having worked north to Worcester to run round, the train is seen heading towards Ashchurch at Norton Junction. Stephen Atkinson**

released from exam at Crewe, Stobart Rail-liveried Class 92 No. 92017 headed south with a Wembley bound 'Enterprise' that the '92' took over at Warrington. It headed back to Manchester Trafford Park the following day with the 12.19 intermodal service from Wembley, with classmate No. 92012 *Thomas Hardy* in tow.

Colas Rail operated its first Tilbury to West Burton Power Station working for CEMEX on 30th October. The empty intermodal tanks departing Tilbury behind Class 47/7 No. 47739, which was joined by classmate No. 47727 *Rebecca* at Peterborough, the latter locomotive having run 'light-engine' from Doncaster. Unfortunately the train became delayed after a suicide incident affecting a NXEC Bradford Forster Square to King's Cross service at Werrington, but the two '47s' arrived at West Burton shortly after 12.30. Class 60 No. 60024 was paired with 'Royal' Class 67 No. 67005 that morning on the 04.40 Bescot to Didcot Yard engineers working, the '67' going on to work the Didcot to Ashchurch MoD service, while the '60' headed to Eastleigh.

Class 37/4 No. 37401 was rostered to the Warrington to Marcroft (Stoke) 'trip' working the same morning, while almost dedicated to DRS's newly-acquired scrap traffic (ex-Advenza), Class 66/4 No. 66427 headed south from Shipley to Cardiff Tidal. Following the loss of the contract for Petroleum traffic out of Humber Oil Refinery, Class 66/6 No. 66616 worked the final Freightliner-operated Kingsbury to Humber discharged tanks that afternoon, the flow having returned to DB Schenker haulage. Carrying National Express livery, Class 321/3 No. 321318 headed south from Doncaster on 30th October, bound for Ilford. Class 90 No. 90029 *The Institution of Civil Engineers* had charge of Virgin's Mk3 set that afternoon on the usual 18.46 Euston to Preston diagram.

On 31st October, the DB Schenker Class 37 pool was increased with the return to traffic of large logo-liveried Class 37/4 No. 37425 *Pride of the Valleys*. The new member of the team was paired with classmate No. 37401 on the Warrington Arpley to Holyhead working for Anglesey Aluminium. Class 57/3 No. 57310 *Kyrano* was back on the timber traffic from Carlisle to Chirk that morning, reported as being the final working for a Virgin '57' on the duties. UK Railtours' charter from London Euston to Blackpool for the illuminations found work for Class 67s Nos. 67008 and 67002 *Special Delivery* in 'top and tail' mode, while No. 67022 was in charge of the 'Northern Belle' from Manchester Victoria to Bath, before continuing to Swindon to run-round. Class 57/3 No. 57304 *Gordon Tracy* had charge of the booked North Wales 'Pendolino' drags that morning, working the 08.50 London Euston

to Holyhead forward from Crewe, returning with the 14.36 Holyhead - Euston service, again as far as Crewe. Another Class 60 venturing onto Southern Region metals was No. 60051, which worked the Peak Forest to Crawley and return aggregate hoppers, while classmate No. 60063 *James Murray* was in charge of a Trostre to Llanwern steel working that afternoon, with No. 60004 heading from Llanwern to Margam. In Yorkshire, No. 60077 *Canisp* had charge of the Lindsey Oil Refinery to Eggborough Power Station tanks, while No. 60084 *Cross Fell* was on one of the usual Immingham diagrams, working to Westerleigh and back.

On 1st November, engineering work on the East Coast Main Line, north of Newcastle, resulted in some National Express East Coast services being diverted via the Tyne Valley route to Carlisle and onto Edinburgh, via Beattock. A change around in the Class 60 fleet looks likely, with several members of the operational pools being stored and the fleet reduced to 12. Those stored include Nos. 60004, 60019, 60021, 60024, 60039, 60040, 60063 and 60073. Problems hit the overnight sleeper to Penzance the same evening, when the fire bells kept ringing on Class 57/6 No. 57604 *Pendennis Castle*. Unable to solve the problem, a loco change took place with No. 57602 *Restormel Castle* taking over and finally departing Paddington at 02.10 on the morning of 2nd November.

After several days operating with Riviera traction, the Ford 'Blue Train' departed Dollands Moor on 2nd November headed by Class 47/7s Nos. 47727 and 47739. Despite being stored, No. 60004 was used to work a Margam to Round Oak steel working the same morning. DRS Class 47/4 No. 47832 was back on hire to Colas Rail that day, working from Crewe Gresty Bridge to Worcester, while Class 321/3 No. 321319 went from Ilford to Doncaster Wabtec for refurbishment.

In Scotland, severe flooding was causing problems on the Aberdeen route, as the 07.10 National Express service from Leeds to Aberdeen was terminated at Dundee, with its corresponding return, the 14.48 from Aberdeen to King's Cross starting from Dundee at 16.04. That morning the 07.55 Aberdeen to London service was also cancelled. Class 31/1 No. 31105 was working around the South London lines the same day with DBSO No. 9702, the train being based at Selhurst Depot for several days of testing. That afternoon, a pair of DRS Class 57/0s were on the Chirk timber working, the train being in the hands of Nos. 57002 and 57008. Class 37/4 No. 37401 headed out along the Cambrian Coast on 2nd November.

◀▲ **Class 37/4 Nos. 37425** *Pride of the Valleys* **and 37401 pass Abergele on the return working from Anglesey Aluminium at Holyhead to Warrington Arpley on a rake of Cargowagons on 31st October. Anthony Roberts**

◀ **While on a circular test run from St Leonard's Diesel Mainenance Depot, via Rye, Ashford and Tonbridge, on 5th November, Class 73/2 No. 73213 and 73212 (on the rear) approach Ashford International. Both locomotives are now part of the First GBRf Class 73 fleet. Andrew Wood**

▶Having returned to traffic only a few days earlier, Class 37/4 No. 37425 *Pride of the Valleys* **approaches Hale, working the Dowlow - Warrington Arpley 'Enterprise' trip, comprising loaded limestone hoppers on 3rd November. Richard Moxon**

After working 'light engine' from Warrington to Bescot in company with 'Royal' Class 67 No. 67005, the Type 3 took over a Thingley Junction to Tywyn rail train, working throughout and returning to Bescot shortly before breakfast the following morning as the 05.35 Harlech to Thingley, which a Class 66 took over at Bescot, allowing No. 37401 to return 'light engine' to Warrington.

On 3rd November, Freightliner Intermodal was short of locomotives, resulting in Heavy Haul's Class 66/5 No. 66554 working from Trafford Park to Felixstowe, then to Wilton and back before heading to Ditton. DB Schenker Class 37/4 No. 37425 was used to work the Warrington Arpley to Dowlow 'trip' the same morning, while DRS Class 37/6s Nos. 37602 and 37607 headed south on the ECML to Derby RTC with the Mentor test coach, having been undertaking overhead line testing in Scotland. That afternoon, Class 66/7 No. 66729 headed back to Derby from Willesden with Class 378 No. 378004 in tow. Following arrival at Derby, the loco returned south to Chart Leacon Depot with four-car Class 378 No. 378141. The First GBRf loco was then used to move Nos. 378138 and 378140 from Chart Leacon to New Cross Gate Depot on the new East London Line.

DRS Class 57/0s Nos. 57002 and 57008, having worked back north were in charge of the afternoon Carlisle to Chirk timber working again on 3rd November. That evening, Colas Class 47/7s Nos. 47727 and 47739 returned to Dollands Moor with the set of Ford wagons from Dagenham Dock, while Riviera Class 47s Nos. 47805 and 47812 headed north on the Colas steel flow to Small Heath and onto Burton-on-Trent the following day. Also working for Colas was Hanson Traction Class 56 No. 56312 *Artemis* on the Hams Hall to Dollands Moor intermodal service.

Having moved from Manchester Longsight to Wolverhampton Oxley Depot the previous day, Class 57/3 'Thunderbirds' Nos. 57301 *Scott Tracy* and 57312 *The Hood* worked 'light engine' to Eastleigh Works on 4th November, for work ahead of the locos being used on the new First Great Western loco-hauled diagram (see news pages). Class 66/7 No. 66731 was employed moving the first pre-production London Underground 'S' stock from Derby to Old Dalby. Ironically, the second pre-production set was moved to Neasden three weeks ago! With one departure comes another arrival, and classmate No. 66729 arrived at Derby the same afternoon conveying FCC Class 377/5 No. 377501 from Selhurst. Class 60 No. 60041 being used on the Lindsey Oil Refinery to Neville Hill fuel tanks on the afternoon of 4th November, while classmate No. 60091 was used on the Immingham to Warrington and return 'Enterprise' working.

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.

11th November			
Steam Dreams	34067	London Waterloo- Vauxhall-Tonbridge-Ashford Intl-Folkestone West-Dover-Canterbury East-Faversham (break/rev)-Canterbury East-Folkestone West-Ashford International & return	
VSOE	35028	London Victoria- Staines-Virginia Water-Woking-Salisbury-Westbury-(Westbury-Bath Spa-Bristol TM (break)-Bath Spa- Westbury)-Newbury-Reading-Kensington Olympia-London Victoria (probable route-tbc)	
14th November			
Past Time Rail	60163	Gloucester-London Paddington	**Cancelled**
Pathfinder Tours	Hanson 56	Eastleigh-Basingstoke-Reading West-Didcot Pky-Oxford-Banbury-Lichfield TV-Stafford-Crewe Basford Hall-Telford Int Freight Depot-Shrewsbury-Wrexham General-Hooton-Folly Lane Branch-Runcorn-Crewe-Rugeley-Bescot-Birmingham International-Coventry & return	
UK Railtours	Hastings	Sevenoaks-Bromley South-Kensington Olympia-Willesden Junction HL-London Finsbury Park-Royston-Cambridge-Thetford-Wensum Curve-Cromer (rev)-Sheringham (break/rev) & return via Norwich	
Vintage Trains	9466 & 9600 & Tyseley 47	(Tyseley Warwick Road-Birmingham New St-)Bescot-Wolverhampton-Cosford-Ironbridge-Cosford-Bescot-Smethwick Rolfe St-Cradley Heath-Kidderminster-Bridgnorth-Kidderminster-Old Hill-Birmingham Moor St-Tyseley Warwick Road	
21st November			
Morpeth Round Table	tbc	Morpeth-Cramlington-Newcastle-Darlington- ECML-London KX & rtn	
Past Time Rail	tbc	Manchester Victoria-Hebden Bridge-Manchester Victoria	**Cancelled**
Spitfire Railtours	2xWCRC 37	Preston-Bolton-Manchester Victoria-Huddersfield-Leeds-York- Newcastle-Berwick upon Tweed-Edinburgh Waverley (break/rev) & return	
Spitfire Railtours	2xWCRC 37	Edinburgh Waverley-Haymarket-Shotts-Mossend-Coatbridge Central-Springburn-Bishopbriggs-Falkirk High-Linlithgow-Haymarket-Edinburgh	
UK Railtours	35028	London Waterloo-Staines-Reading-Trowbridge-Bath Spa-Bristol TM-Bath Spa-Trowbridge-Westbury-Salisbury-Woking-London Waterloo	
26th November			
Railway Touring Company	34067	Poole-Christchurch-Southampton-Salisbury-Bath Spa-Bristol TM & rtn	
Steam Dreams	60163	London KX-York (break/rev) & return	
27th November			
Steam Dreams	60163	London KX- York (break/rev) & return	
28th November			
Compass Tours	DBS 66 & 92	Crewe-Manchester Piccadilly-Bolton-Bamber Bridge-Blackburn-Whalley-Clitheroe-S&C-Carlisle-Carlisle-Beattock-Edinburgh Waverley & return	
Past Time Rail	5029	Eastleigh-Birmingham Intl-Ludlow-Shrewsbury & rtn	**Cancelled**
Pathfinder Tours	DBS Class 67	Eastleigh-Romsey-Salisbury-Warminster-Trowbridge-Chippenham-Swindon-Oxford-Banbury-York-Darlington-Durham & return	
Rail-Blue Charters	tbc	Shrewsbury-Newcastle upon Tyne & return	
Railway Touring Company	60007	Newcastle upon Tyne-Durham-Darlington-York-London KX (& return)	
Railway Touring Company	34067	Swanage-Bournemouth-Basingstoke-Reading-London Paddington & rtn	

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

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

The Week Ahead

by John Whitehouse

A pair of Panniers to Ironbridge, the Hastings DEMU to Sheringham and a Hanson 'Grid' to Donnington and Folly Lane are all due to make 14th November quite a railtouring day; now all we need is some decent weather!

It is certainly a day of quality, if not quantity, and it is difficult to know where to begin. However, as two of the tours pass through the Telford area, on a geographical basis that is the place to start.

It is good to see a couple of Pannier tanks back on the mainline, and Tyseley has paired their own 5700 class No. 9600 with Dennis Howell's 9400 class No. 9466 for a tour which recalls the halcyon days of the Stephenson Locomotive Society specials, which were very popular during the twilight of BR steam operations. The tour is entitled 'The SLS Special' and is Class 47 hauled from Tyseley to Bescot, where the steam section begins. The route is via Wolverhampton and Cosford to Ironbridge, which includes crossing the River Severn on the Albert Edward Bridge. The locomotives will run round in the power station reception sidings (courtesy of E'On) and then attack the adverse gradient from Ironbridge through Coalbrookdale back to the main line at Madeley Junction, then returning back to Bescot for water. The tour will then continue to Kidderminster via the Soho Loop, Langley Green and Stourbridge, and forward to Bridgnorth on the Severn Valley Railway. The original plan was for the train to be hauled by a pair of SVR-based Panniers, but due to unavailability, it is believed that the likely pairing will now be '5700' No. 5764 together with No. 9466. After a return trip on the SVR, the route back to Birmingham will be via Old Hill bank.

Also heading for Telford, in fact Telford International Railfreight Park at Donnington to be exact, is Pathfinder with the 'Boot & Hoot' from Eastleigh. The tour is booked for Class 56 haulage from Banbury, and routed via Coventry, Nuneaton, Gresty Lane curve and Shrewsbury to Donnington. It will then retrace its steps to Shrewsbury and head for the Folly Lane branch, via Gobowen, Wrexham General, Hooton long siding (reverse) and Helsby. The return south includes a now quite rare visit to the Cannock Chase line. A DBS Class 66 will cover the Eastleigh-Banbury section.

And finally for 14th November, but by no means least, is UK Railtours' operation to Sheringham with the Hastings DEMU No. 1001. Reflecting UK Railtours' growing diversity in tours, 'The Sheringham Crabber' presents a rare chance to travel to Cromer and Sheringham with classic motive power, which picks up at Sevenoaks, Bromley South, Kensington Olympia, Willesden Junction High Level and Finsbury Park and runs via Hitchin, Cambridge, Ely and the Wensum Curve. During the break at Sheringham, the North Norfolk Railway will be running a diesel-hauled train in conjunction with the charter, which is likely to be Class 31 hauled. The return working will also call at Norwich before returning as outwards.

Another very special train is booked to operate a few days earlier on Thursday 11th November, which is Steam Dreams' 'Armistice Special' from London Waterloo with Battle of Britain Pacific No. 34067 *Tangmere* at the helm. It is booked to depart just before 11.00, and is scheduled to pause in the shadow of Big Ben near Vauxhall station to observe the Remembrance Day two-minute silence. It is then routed via Tonbridge to Folkestone and then onwards to Canterbury East, returning as outwards. This will be the second steam departure from London that day, as a few hours earlier Merchant Navy Pacific No. 35028 *Clan Line* is scheduled to leave Victoria with a VSOE working to Bristol, which will be steam-hauled to Westbury, via Salisbury, on the outward leg, and from Westbury, via Newbury and Reading, on the return.

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On the evening of its main line test run, GWR 5700 Class 0-6-0PT No. 9600 stands at Stratford-upon-Avon on 4th November, having arrived with its public test run from Shirley. **Jack Boskett**

Class 66/8 No. 66843, now working with First GBRf, although still carrying its Advenza colours and branding when this picture was taken, leads the 'Buffer Puffer 8.0' tour on the approach to Norwood Junction, with Class 31/1 No. 31190 on the rear. **Neil Walking**

Ups & Downs by John Whitehouse

■ Hellifield-based HF Railtours has its second outing of the year planned for 19th December from Manchester Victoria to Carlisle. The 'Borders Express' is due to pick up at Bolton, Blackburn, Clitheroe, Hellifield and Settle for a return working via the 'Drag' to Carlisle with West Coast Class 37s for traction. Bookings are being taken by Spitfire Railtours.

■ There are some traction changes on forthcoming Spitfire tours due to DRS not being able to provide the rostered Class 37s for the 'Lowland Growler' on 21st November. Spitfire reports that DRS have a commitment for five of its Class 37s for Network rail duties on the Cambrian that day. West Coast Class 37s will deputise, while the 'Jorvic Growler' on 28th November will now feature a pair of DRS '37s'.

■ The next charter from the Mid-Cheshire Rail users Association will be to Oxford, Bath and Bristol on 8th May 2010. The tour originates at Manchester Piccadilly, and is due to pick up at Stockport and stations from Altrincham through to Chester, where the train will reverse before calling at Crewe and heading south. Bookings open later this month, and can be undertaken online by visiting http://www.mcrua.org.uk

■ Operational difficulties are cited as the reason for Torbay Express cancelling the 28th November 'Ludlow Christmas Market' charter from Eastleigh, which was due to be steam hauled by No. 6024 *King Edward I* from Birmingham International, via Wolverhampton, to Ludlow and Hereford. Another cancellation from this stable - you may well ask?

▲ **With the sun shining on its arrival, between cloudbursts, WCRC Class 37/5 No. 37676** *Loch Rannoch* **heads the 12.45 Carnforth-Leicester ECS into Crewe on 23rd October. With Class 47/7 No. 47760 on the rear, the stock was moving to be in position for a charter the following day. John Stretton**

'The Cotton Mill' returns for 2010, but with Railway Touring Company

RTC get its 2010 programme off the blocks by bringing back 'The Cotton Mill' brand on 30th January.

However, unlike the Past Time operation, RTC set-off from Lancaster, picking up at Preston, Bolton, Manchester Victoria and Huddersfield. The main part of the itinerary is unchanged, that is east over Standedge, then Calder Valley, Copy Pit, Blackburn and back to Manchester Victoria, via Bolton. The train, which is booked for 'Royal Scot' 4-6-0 No. 46115 *Scots Guardsman*, will then continue back to Lancaster, with Huddersfield passengers proceeding home by service train.

This is followed by a foray into Midland territory a week later with 'The Rutlander'. Featuring Battle of Britain Pacific No. 34067 *Tangmere*, the train is booked from London Victoria, via Clapham Junction to St. Albans and northbound along the Midland mainline via Kettering and Leicester, before taking the Peterborough line at Syston Junction to return south via Melton Mowbray and Harringworth Viaduct.

The day before Valentine's Day, but entitled 'The Valentine's Express', RTC head for Bath Spa and Bristol Temple Meads, again with *Tangmere*, from London Paddington and running via Reading and Newbury.

▲ **The A1 Steam Locomotive Trust's Peppercorn 'A1' Pacific No. 60163** *Tornado* **moved from Barrow Hill to undertake a short visit to the Severn Valley Railway on 23rd October. This action shot taken at Elford on the cross-country route, shows the locomotive en route to Kidderminster. Steve Taylor**

Exciting programme from Steam Dreams in 2010 as *Bittern* takes on the Settle & Carlisle line, the prospect of three 'A4s' on the 'Coronation' and a 'King' and 'Castle' to Penzance!

Expect to see a few new goodies in Steam Dreams' 2010 programme, which is currently in the planning stage.

One certain working is a Settle & Carlisle debut for 'A4' Pacific No. 60019 *Bittern*, which is booked for an 'out and back' working from Doncaster to Carlisle on Thursday 20th May.

This tour is a follow-up of the 2010 'Coronation' weekender, which is due to operate between 15th & 17th May, and is likely to be an all 'A4' affair. The route is as before, London King's Cross to Edinburgh with a locomotive change at York, and in view of the commitment of *Bittern* the following week, it should be the locomotive on the northern leg. This year the middle day was utilised with a trip across 'the bridges' to Dundee, but the word for 2010 is that 16th May could well see an 'A4' working on a circular from Edinburgh to Newcastle-upon-Tyne, Hexham and Carlisle, returning to Edinburgh over Beattock. The prospect of an 'A4' over Beattock is something to savour. Watch this space, as they say.

Steam Dreams' other weekend tour is to Penzance, booked to run between 26th & 28th June, and is to feature two Great Western engines. 'Castle' Nos. 5029 *Nunney Castle* and 'King' No. 6024 *King Edward I* have been mentioned as likely candidates. The tour runs from London Paddington, and includes a two-hour break at Exeter in each direction. Currently, all the plans for the middle day are of a non-railway nature.

New destinations are being looked at to expand the operator's day excursion programme, a feature of which will be a King's Cross to York 'Cathedrals Express' every month. Already announced for 2010 are two Valentine's Day trains and a St. David's Day 'Cathedrals Express' to Cardiff and Swansea, both of which are booked for the 'A1' No. 60163 *Tornado*.

Meanwhile Steam Dreams' extensive programme of Christmas trains will commence later this month and feature three locomotives, Gresley 'A4' Pacific No. 60019 *Bittern*, Peppercorn 'A1' Pacific No. 60163 *Tornado* and Battle of Britain Pacific No. 34067 *Tangmere*. In all 13 trains are planned, being split fairly evenly between Christmas shopping and Christmas Carol Specials. Most destinations speak for themselves in terms of routing, but the Oxford train is not quite so straight forward, as it involves a trip around the Surrey Hills, via Guildford, before heading for the 'Dreaming Spires' of Oxford, providing over 100-miles of steam haulage.

Tangmere is also booked for Chichester (12th Dec), Salisbury (15th Dec) and Sherborne (17th Dec), while *Bittern* has Cheltenham and Worcester (28th Nov), Bath (1st Dec), Lincoln (3rd Dec), Cardiff (5th Dec), Ely (8th Dec) and Norwich (19th Dec). The remaining dates, which are York (26th & 27th Nov) and the Circular Luncheon and Dining train (21st Dec) will be hauled by *Tornado*.

The other notable news from Steam Dreams is not about its trains, but its organisation, as ex-Network Rail Special Trains Manager, Stephen Cornish, has joined them in the role as non-executive director. In the minefield that is mainline charter operations in the 21st century, this is a significant move.

Wensleydale Railway reintroduces its Track Appeal with the aim of raising £100,000 to upgrade its infrastructure to 25mph

Being responsible for maintaining over 21 miles of track, the Wensleydale Railway is reintroducing its Track Appeal, and hopes to raise over £100,000.

The Wensleydale Railway Association made the same appeal last year, and so far has raised over £22,000. However, further funds are urgently needed to enable an upgrade to the worst stretches of track, and funds are particularly needed now to enable work to proceed during the winter, while regular passenger services are suspended.

At present there are many speed restrictions in force. The aim is for the DMUs and also the heavier locomotive-hauled trains to be able to travel the length of the line at 25mph. Passenger services run from Leeming Bar, just east of the A1, to Redmire, beyond Leyburn. However, the line also extends eastwards to Castle Hills, where it connects with the East Coast Main Line. All this has to be maintained to an acceptable standard for incoming trains and army freight. There are also plans to extend services into Northallerton, a development that would bring into regular use more of the old track.

Any contributions, payable to the Wensleydale Railway Association Ltd., may be sent to WRA Track Appeal, Leeming Bar station, Leeming Bar, Northallerton, North Yorks, DL7 9AR. Donations can also be made online at www.wensleydalerailway association.com.

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Pair of Stanier 'Black 5s' for Great Central Winter Gala weekend in January

The Great Central Railway is welcoming two highly appropriate engines for the conclusion of its 40th anniversary year.

LMS 'Black 5' 4-6-0s Nos. 44767 and 45231 will be staying through the winter season and taking part in the line's Winter Gala event on 29th to 31st January 2010.

The LMS Stanier locomotives are particularly associated with the GCR, as in the late 1960s they were often seen on the last through trains from London, hauling sets of just three or four coaches. More happily, No. 45231was one of the first engines on site at the revived GCR, working trains from Loughborough to Quorn. A third 'Black 5' is on site at Loughborough, currently undergoing running repairs, No. 45305 being in the custodianship of the 5305 Locomotive Association.

The Winter Gala line-up will feature the two 'Black 5s', BR Standard 7MT Pacific No. 70013 *Oliver Cromwell* and other motive power guests yet to be announced.

▼ **Having missed the Bluebell Railway's 'Giants of Steam' event the previous weekend, Southern Railway 'King Arthur' 4-6-0 No. 30777** *Sir Lamiel* **returned to action on 29th October, covering for the unavailable BR Standard 7P No. 70013** *Oliver Cromwell* **during a Russ Hillier photo charter on the Great Central Railway . The 'King Arthur' class locomotive departs Loughborough in the early afternoon with a rake of mixed stock. Stuart Chapman**

▲ Peppercorn 'A1' Pacific No. 60163 *Tornado* pulls away from Sterns on the Severn Valley Railway with the 10.55 from Kidderminster on 25th October. **John Edkins**

▶ The locomotive passes Safari Park, Bewdley, with the 13.30 service to Kidderminster on 31st October. **John Whitehouse**

Gresley N2 to star at Worth Valley Gala

Gresley N2 class 0-6-2T No. 1744 (BR No. 69523) is to be the star attraction at the Keighley and Worth Valley Railway's Winter Steam Gala on 12th-14th February next year.

The visit of the locomotive is significant as it was an early Worth Valley resident before moving to the Great Central Railway at Loughborough in the early 1970s. Then painted in LNER lined black as No. 4744, it starred in the 1970 film 'The Railway Children' as the 'Scots Flyer' locomotive, and 2010 will be the 40th anniversary of the filming.

Previously, the 'N2' returned to Worth Valley metals when it paid a visit for the line's 30th anniversary celebrations in September 1998, when it was paired with the line's King's Cross suburban rake.

Further locomotives for the Gala will be drawn from the regular KWVR fleet of LYR No. 957, Ivatt 2MT 2-6-2T No. 41241, 'Jinty' 0-6-0T No. 47279, BR Standard 4MT 2-6-4T No. 80002, WD 2-8-0 No. 90733, and possibly the BLS ex-Hudswell Clarke No. 1704 *Nunlow*.

The event will feature the usual mix of express trains, local trains and freight.

Strathspey Million

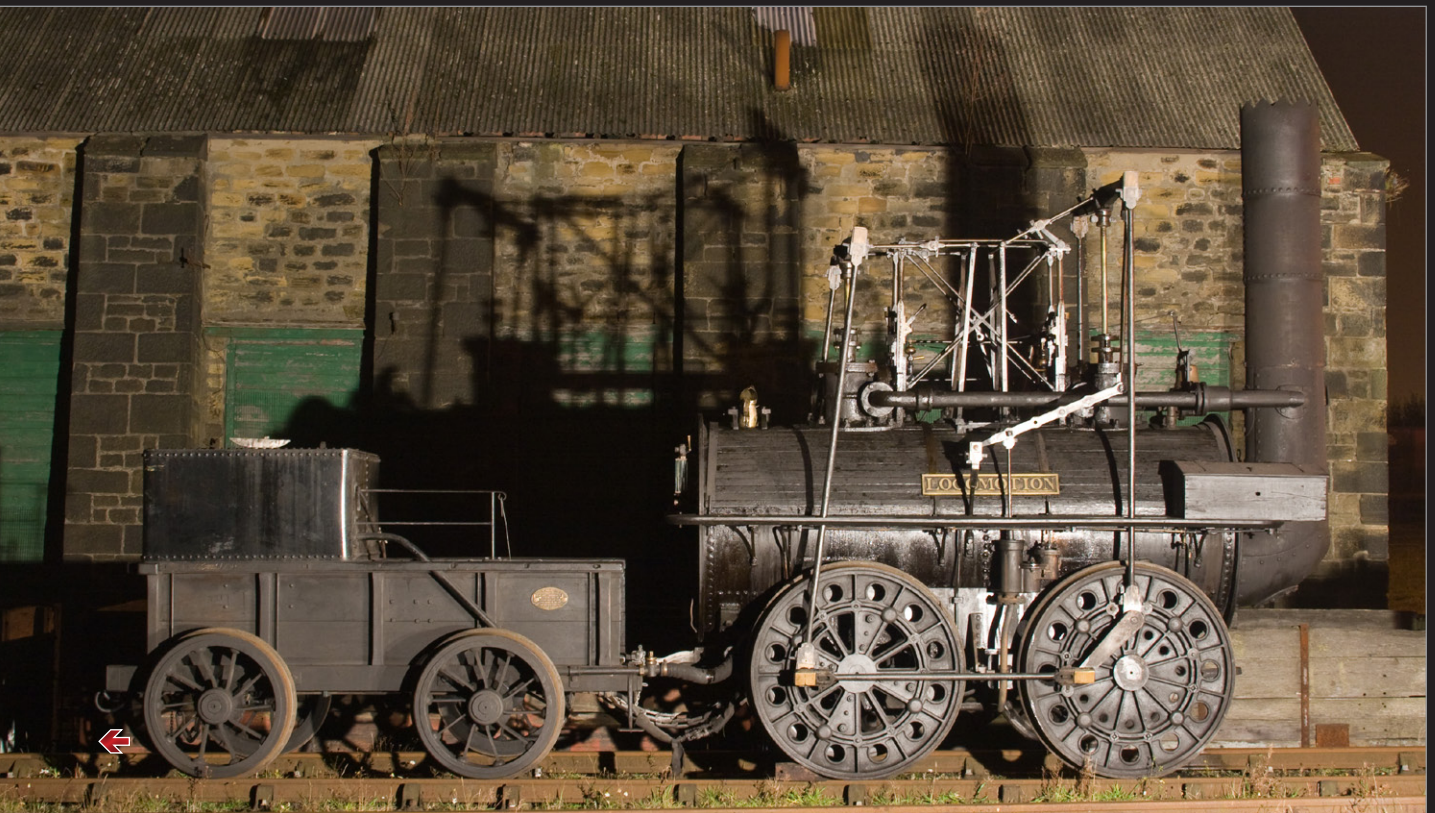
The Strathspey Railway has announced that a new tunnel, costing around £1 million, will have to be built if the line is to be extended.

The tunnel is necessary to take the line under the A95 at Gaich, which is required as part of the line's plans to extend its operational route from Broomhill to Grantown-on-Spey

In all, the Strathspey Railway Charitable Trust is currently trying to raise almost £5 million for the new track as well as funding platforms and station buildings.

▼ English Electric Type 2 (later to become BR Class 20) No. D8001 was used on a photo charter on the Ecclesbourne Valley Railway on 24th October, to mark the forthcoming 20th anniversary of the last train to use the Duffield to Wirksworth branch by British Rail in December 1989. **Stuart Newman**

▲ At Ropley on the Mid-Hants Railway, SR unrebuilt 'West Country' Pacific No. 34007 *Wadebridge* approaches with a Alresford bound service, while BR Standard 9F 2-10-0 No. 92212 waits to head for Alton on 31st October. **Ralph Berry**



The Bowes Railway held an evening photographic shoot on 17th October, using several locomotives placed around the locomotive shed.

Andrew Barclay 0-4-0ST NCB No.22, Andrew Barclay 0-4-0ST *W.S.T* and Hibberd 0-4-0DM NCB No.101 were posed around the entrance to Springwell locomotive shed, while the visiting replica of *Locomotion No.1*, from Beamish Museum, was positioned in front of Springwell wagon shop. **All: Nick Wise**

◀ Now in the custodianship of The Growler Group, but still carrying West Coast Railway livery, Class 37/0 No. 37248 catches the last rays of sunshine as it passes Hailes Abbey on 25th October with the 15.10 Toddington to Winchcombe service, during the Gloucestershire Warwickshire Railway Diesel Gala. The locomotive is to undergo a repaint over the coming months. **Steve Madden**

◀▼ Tyseley Locomotive Works held a steam open day on 25th October, with several resident locomotives on display or in steam. Here, GWR 'Hall' 4-6-0 No. 4953 *Pitchford Hall* stands alongside GWR 'Castle' 4-6-0 No. 5029 *Nunney Castle*, while fellow 'Castle' Class 4-6-0 No. 7029 *Clun Castle* is seen inside the workshops. **Both: Robert Jefferys**

Class 90 No. 90047 crawls towards the junction for the North London line at Stratford with an intermodal working, while passengers with much luggage await the following passenger service. **Ian Docwra**

DRS Class 66/4 No. 66415 departs from Ripple Lane Intermodal terminal with the 'Sugarliner' bound for Daventry IRFT on 30th October.
Anthony Guppy

Weekly Pictorial

◀ With the 2009 Rail Head Treatment Train (RHTT) season in full swing, and approximately four weeks until it finishes, the different methods of working are evident across the country. Here, one of the Network Rail MPV sets, Nos. DR98956 and DR98906, head south with the Millerhill - Millerhill RHTT near Plean on 2nd November. **Alex Napier**

◀▼ Before their next use on the Executive Train, Class 67 No. 67029 *Royal Diamond* and Mk3 DVT No. 82146 will be needing a good wash as is clearly evident in this view of No. 67029 bound for West Hampstead North Junction, as it passes through Irthlingborough Road, Wellingborough, the same day. **Steve Madden**

▼ The late Autumn sun illuminates Class 66/0 No. 66198 as it arrives at Bristol Temple Meads on 3rd November on the final leg of the 21.07 Bristol Barton Hill to Bristol Barton Hill RHTT working. The diagram covers an exensive area taking in Westbury and the South Wales Valleys, but on this day it also traversed the line to Portbury. **Edward Gleed**

Heathrow Express Class 332 No. 332010 awaits its next departure to Heathrow Airport as First Great Western Class 43 powercar No. 43032 arrives under London Paddington's magnificent trainshed shortly after dawn on 3rd November. **Robert Jefferys**

Welcome to the new look

A number of changes have taken place to the *Railway Herald* website, some of which will be more apparent to readers and users of our website than others, so to bring readers up to speed, the Editor presents a run-down of what's new!

If you downloaded this issue from the website, then you will have seen the biggest change - we've a new website!

Over the past 12 months we have been working to develop the new site, which for the technically minded features an entirely new 'back-end' system, which at its core will allow development of a whole range of new features over the coming months. In plain English this means that we willl be able to launch new features and sections quicker than would have been the case previously.

The development work has so far taken over 1,500 hours, working on a number of features, several of which are incorporated in the site you now see before you, while others will reach fruition over the coming weeks and months.

The entire aim has been to fix a number of 'bugs' which have been present, to build on the feedback received from readers, and to introduce new features that offer you, the users, added services. The basis of the website remains the same as ever; that the core information, the downloading of the magazine and viewing of images on the Imaging Centre will not only remain free, but that you do not need a user account to access them. However, for those who have not yet created such an account, doing so gives you the ability to sign up to receive an optional email notification everytime a magazine is published and it will give you the ability to upload your own images to the Imaging Centre, which now totals over 23,000 pictures.

We have listened to the comments and suggestions made with regard to our previous site. The entire user sign-up procedure has been rewritten and you can now retrieve both your username and password via the website quicker and more easier than before. All existing user accounts have been transferred over to the new site, and your username and password has not changed.

If you can't remember your log on details, click on the link in the 'Help & Support' section at the bottom of this page to retrieve them. You will need to know the email address that you used when you originally signed up.

The **My Account** control panel has been totally redesigned and made easier to use, with a graphical interface. From here, users can quickly amend their preferences for email delivery and personal details such as their email address. If you wish to, or already do upload images to the Imaging Centre, then the 'My Pictures' button will give you access to this area (previous 'Picture Management' on the old site), while the Magazine Submissions button will keep you up-to-date on the status of any images that you have submitted for possible publication in the magazine.

The popular **Railtours** section remains in a similar format, although with a slightly clearer style and, hopefully, an easier way of navigating to future months - keep watching *Railway Herald* in the next few weeks for news of an exciting new development with our Railtours section.

The **Imaging Centre** itself has been redesigned, keeping the basic form of navigation, but improving the overall layout and providing users with the ability to navigate through an album without constantly returning to the thumbnails. On viewing a high resolution image, users now also have the ability to view other images of that particular locomotive or multiple unit, view other images taken the same day, or to view other images taken by that photographer. There is also the ability to contact the photographer through an online form.

Elsewhere, we have redesigned the file uploader used for uploading images to the Imaging Centre and for submitting pictures to the magazine, which should eliminate the errors which have occasionally occurred in the past. However, acknowledging the feedback that many users can operate the previous system easily, we have provided you a choice of systems to upload and submit images. The AJAX option is our new system and while not as advanced, is simple and quick to use. If you would rather stay with the older system, select the JAVA option. Again, help is at hand if you are confused or encounter problems, simply click on the link at the bottom right of this page.

Any supplements issued since publication started are back online again and the beginnings of a Magazine Index are online, although please beware that this section is in its very early stages. The **Help & Support** section has totally redesigned and upgraded to assist users with the various functions throughout the site.

If you have any questions or queries, or would like to provide feedback, our new, easy to use, Feedback option (accessed from the 'Contact Us' page) gives a quick way to contact the magazine and the editorial team.

There are several additional features to be launched over the coming weeks and we will keep readers up-to-date through the pages of the magazine, but do remember to keep checking the website for what is new.

Help & Support

- How do I create a free user account?
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Visit the Help & Support section

TURNING THE CLOCK BACK

Perth in the 1950s

Perth could be said to be the gateway to the Highland Main Line. *Brian Morrison* looks back to the city in the 1950s.

I paid just two visits to Perth in the 1950s, the first a passing stop-over of about an hour in July 1953 as a change of trains was necessary travelling to Aberdeen, where I managed a few exposures and a fleeting look inside the works. The second was a planned day trip in June 1957, where I stayed in a hotel overnight and made a dawn start. The Scottish Region had issued me with an all-Region lineside pass, so I was in a position to legally walk off the station platforms both north and south, the latter direction being towards Hilton Junction where Perth engine shed was situated.

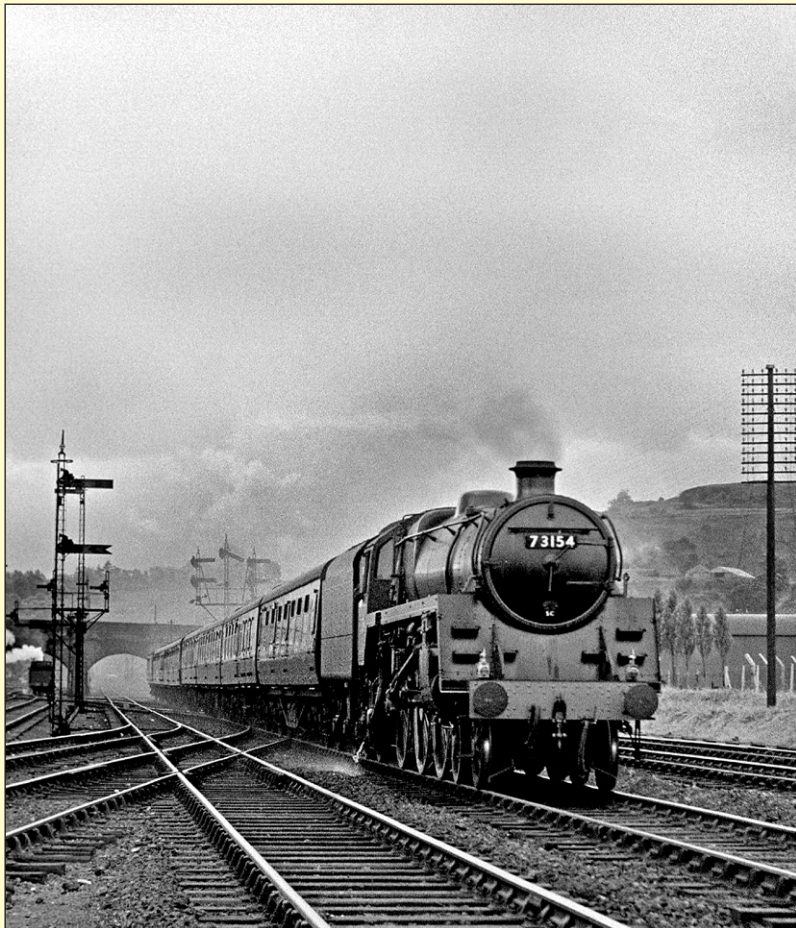
Well over 100 engines were allocated there in the middle 1950s, consisting predominantly of 'Black 5' 4-6-0s, but others with a 63A shedplate included D34 and D49 class 4-4-0s, Class 3P and 4P 4-4-0s, 5MT 'Crab' Moguls, 4F 0-6-0s, Caledonian 2F 0-6-0s, 'Jubilees' and WD 2-8-0s and 2P 0-4-4Ts and 3F 0-6-0Ts. In later years, these types were added to by a few D34 'Glen' class 4-4-0s and some BR Standard 5MT 4-6-0s and 4MT 2-6-4Ts.

▼ **Class A3 Pacific No. 60043** *Brown Jack* **pounds away from Perth on 24th June 1957 with seven mixed bogies, making up a semi-fast working for Edinburgh Waverley. Heading to Perth to take out vans for Arbroath and Forfar is 'Jubilee' 4-6-0 No. 45692** *Cyclops*.
All: Brian Morrison

◀ The 09.35 train from Edinburgh Waverley arrives at its Perth destination on 25th July 1953, headed (despite D34 being shown on the bufferbeam!) by D30/2 'Scot' class 4-4-0 No. 62436 *Lord Glenvarloch*, a locomotive constructed by the North British Railway in 1912 to the design of W.P. Reid. At this time it was allocated to Dunfermline Upper (62C).

◀▼ Acting as Perth station pilot, BR Standard 5MT 4-6-0 No. 73152, one of 30 Standard 5MTs fitted with Caprotti valve gear, draws empty coaching stock away to the carriage sidings.

▼ A Glasgow Rangers 'Footex' special on its way to Aberdeen, approaches Perth on 24th June 1957, powered by BR Standard 5MT 4-6-0 No. 73154, the last of the type to be equipped with Caprotti valve gear when built.

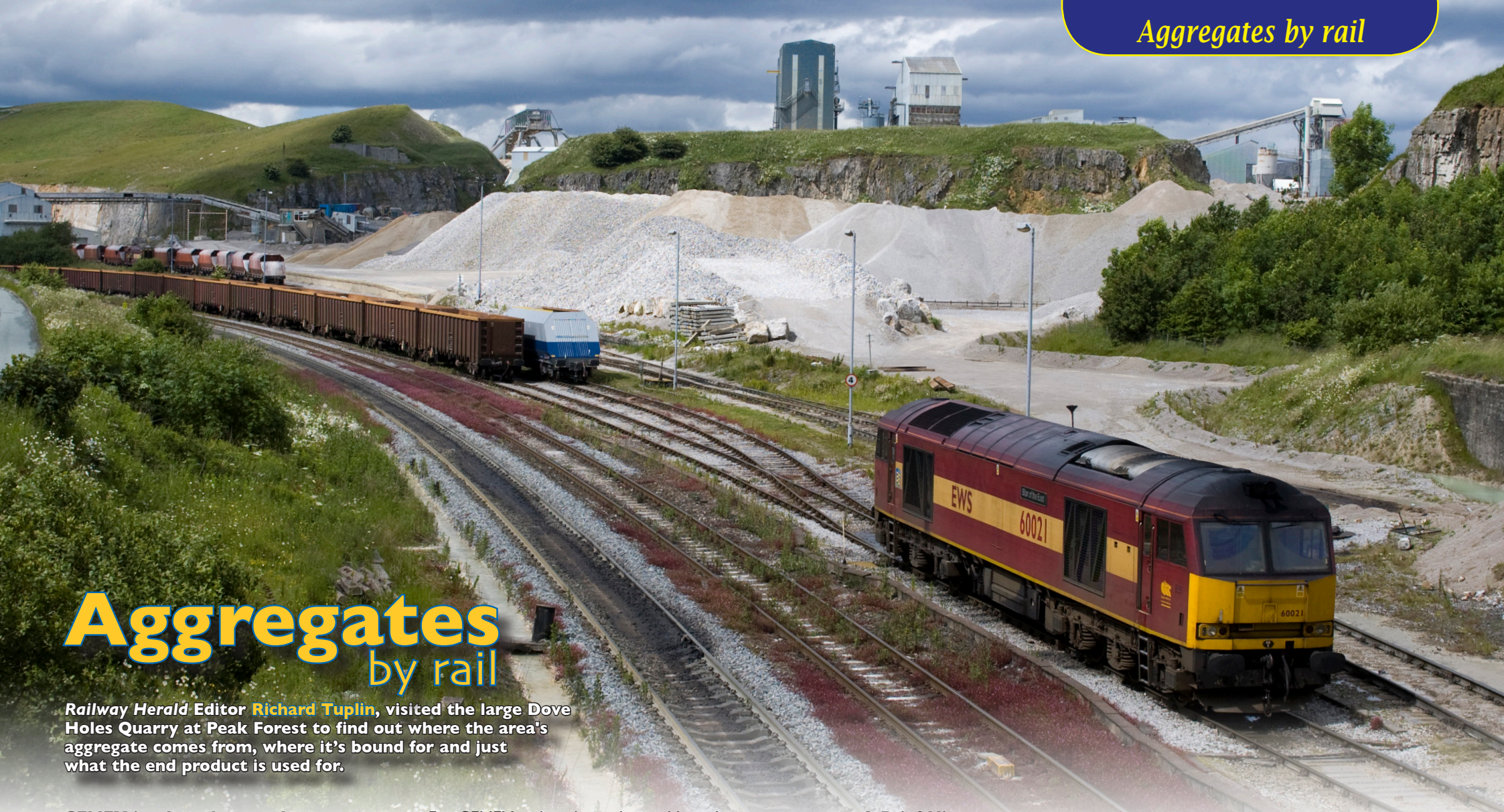


▲ Two of the locomotives receiving attention in Perth Works on 25th July 1953, are Class D30/1 'Scot' 4-4-0 No. 62426 *Cuddie Headrigg* and Pickersgill Caledonian 72 class 3P 4-4-0 No. 54502.

◀▲ A part of the Hamilton (66C) shed allocation, Drummond 'Jumbo' 2F 0-6-0 No. 57348 is stabled in Perth shed yards that morning, awaiting a return freight working. Perpetuated by Caledonian Railway Chief Mechanical Engineers Hugh Smellie, J. Lambie and J.F. McIntosh, a total of 244 of this class were constructed between 1883 and 1897, making them, numerically, the largest on the Caledonian system. All came into LMS ownership in 1923, and all but six survived to receive a British Railways number. This particular example has been fitted with an LMS boiler. The other two locos in the frame were 'Black 5' 4-6-0 No. 44885 and WD 2-8-0 No. 90198.

▼ Introduced on the North British Railway by Reid in 1913, the D34 class 'Glen' 4-4-0s were similar in many ways to the Class D30 'Scots', but had 6ft driving wheels instead of the 6ft 6ins of the 'D30s', this factor giving them a slightly higher tractive effort. One of the 63A allocation, No. 62470 *Glen Roy* stands in the shed yard on the same day.

▼ Gresley J38 class 0-6-0 No. 65900 passes through Perth soon after dawn on 24th June 1957, heading a freight from Dunfermline to Aberdeen Ferryhill.



Aggregates by rail

***Railway Herald* Editor Richard Tuplin, visited the large Dove Holes Quarry at Peak Forest to find out where the area's aggregate comes from, where it's bound for and just what the end product is used for.**

CEMEX is a brand name that to most people within the rail industry, is known due to the companies extensive rail operations from one of the two large quarries in the Peak Forest area, but the company itself is a much larger concern and one of the major players in the aggregate and cement industry within the UK.

For CEMEX, rail is obviously a viable and cost-effective method of transport of the large quantities of product involved, and this is proved by the major commitment that the company has made in its recent medium-term contract with DB Schenker, but with such a large investment and commitment being undertaken in rail activity, what are the concerns of the future?

A Brief History

CEMEX has established itself through the gradual expansion of business, adding to its portfolio by taking over existing businesses, and as such has an interesting and detailed history.

The company dates back to 1930 when Ready Mixed Concrete Ltd first established a concrete plant in West London, close

▲ **Class 60 No. 60021** *Star of the East* **awaits its next working at Peak Forest. Behind are the stockpiles for the Dove Holes loading pad, while just visible on the left is the hopper discharge. The older RMC liveried-hopper wagons, which can be seen in the distance were on their final workings prior to being transferred to Mendip traffic when this image was taken.**
Richard Tuplin

to Heathrow Airport. Having expanded throughout the UK, one notable part of its history was the creation of the Thorpe Park leisure complex in Surrey, by redeveloping a disused quarry in 1979, although this was later sold to the Tussauds Group. In 2000, RMC Group, as the operation had become, purchased the Rugby Group for £915 million, adding to the company's operations. The Rugby Group has its origins way back in 1825, when it was created as a small family operated cement processing works, which took advantage of the industrial revolution to develop the business.

In 2005, at a cost of $5.8 billion (USD), the RMC Group was purchased by CEMEX, which had its own origins back in 1931, when the merger of Cementos Hidalgo and Cementos Portland Monterrey created the new brand.

Today CEMEX is a worldwide brand, operating over 400 quarries and having quarrying, distribution or concrete facilities in more than 50 countries across the USA, Europe, Asia and the Caribbean.

Quarrying activities at Peak Forest, near Buxton, in the heart of the Peak District go back many years. The quarry is actually the combination of three, previously separate quarries, known as Bee Low, Peak and Holderness. Indeed the two-foot gauge Peak Forest Tramway that ran from Bugsworth (now Buxworth) to Dove Holes was around six miles long and opened on 31st August 1796, primarily to convey limestone from the Dove Holes area to Bugsworth Basin, then onto the Peak Forest Canal, bound for Manchester and beyond. All three quarries were purchased by a gentleman called Taylor Firth and eventually passed to RMC.

The quarry at Dove Holes now forms one of three key quarrying areas for CEMEX's UK division (the others being Gilfach in South Wales and Shap in Cumbria) as well as being one of two major quarries in the Buxton area, the other being Tunstead Quarry, operated by Tarmac. Dove Holes covers around 50 hectares in size and produces around four million tonnes of aggregate product per annum, some 50% of which leaves the site by rail, the remainder being mainly local distribution (within 25-30 miles) by road.

▼ Behind-the-scenes at Dove Holes Quarry, the site covers an extensive 50 hectares in size and CEMEX is currently quarrying around four million tons of aggregate every year. The buildings in the distance form the primary and secondary crushers, along with the washing plant and grading areas. The current work face (below right) is behind the camera and served by two mechanical shovels and several industrial trucks. Richard Tuplin

Quarrying Background

The story of the aggregate that is quarried at Dove Holes begins, quite obviously, while it is still in the ground. The site here is estimated to contain enough aggregate within the existing boundaries to keep the operation going for at least another 60 to 70 years. At regular intervals the stone is 'blasted' from a vertical rock face, following which industrial trucks move it to the crushing plant, which can accommodate blocks of stone up to 6ft in size, from where it is crushed into more manageable sizes of around 12 inches. The stone is then washed to ensure that all loose clay and solutions are removed, the latter being pumped to a lagoon for landfill. The aggregate then goes through a secondary crusher to be reduced to what is deemed to be a 'saleable' size. Depending upon requirements at the time, the aggregate will then either be stockpiled in a variety of sizes or will be transported to the road or rail loading facility. Amazingly, the process from blasting to final crushing and loading or stockpiling can be undertaken in just 30 minutes, although small stockpiles, known as 'surge piles' are kept at various points during

▲ DB Schenker Class 66/0 No. 66138 shunts ex-steel scrap wagons in the yard at Dove Holes on 29th September, prior to working a service later that afternoon.

the process to ensure that there is always supply available, and this can increase the processing time to around 6-8 hours.

The Rail Operations

Aggregate from Dove Holes is a key part of the rail movement cycle for CEMEX. Of the company's two other main quarries, only Shap in Cumbria is presently rail connected. Talking with the Rail Manager of Cemex, Mark Grimshaw-Smith, it is pleasing to note that rail has now overtaken road in terms of the tonnage transported.

The site at Dove Holes has two loading areas, one a gravity discharge from overhead holding bins, normally used to load the hopper trains, while the second is a side-loading pad area, from where mechanical shovels load the box wagons. The rail haulier carries out the vast majority of shunting on site, although Dove Holes does have its own 0-6-0 diesel hydraulic locomotive that is used occasionally for small shunts in the yard behind the loading hopper involving the PCA tanks. The grades within the site mean that the power of a main line locomotive is required to move a fully loaded train. Most rail operations here can be viewed from the public road bridge, alongside the old Peak Forest station building.

Most of the receiving plants receive limestone from Dove Holes, but a recent contract has brought about deliveries of sugar stone, which is larger stone blocks, to Norwich for use in processing and pulping sugar beet.

The sites that receive aggregate by rail are split into two categories – 'hopper' and 'box' sites. The 'hopper' sites are those that can accommodate hopper wagons and have the necessary under-track discharge equipment. While being quicker and more convenient to operate, the sites are also more expensive to build and maintain, requiring a heavier commitment to the monthly volumes of aggregates being delivered. 'Box' sites, however, can be quickly established at almost any location where there is a market demand for the product and where a full-length train can easily be accommodated. These sites are serviced using the open 'box' wagon types, such as the MBA gondola fleet or redundant steel scrap wagons, and unloaded using nothing more complicated than a mechanical grab.

There are presently seven 'hopper' sites

▲ One of the specially constructed bogie hopper wagons, No. 33.70.6955.085-9, owned by DB Schenker and used on the CEMEX trains, passes Selby on 4th August bound for to Peak Forest.

▼ An example of the ex-steel scrap 'box' wagons used on some flows. All: Richard Tuplin

served (Crawley, Bletchley, Ely, Manchester Hope Street, Selby, Leeds Stourton and Washwood Heath) and five 'box' sites (Norwich, Hitchin, Peterborough, Sheffield Attercliffe and West Burton Power Station). DB Schenker provides three high-capacity hopper sets, providing an almost 2,000 ton capacity, along with either two or three sets of box wagons depending on traffic variations, which provide around 1,400 tons capacity.

As was commented earlier, the 'hopper' sites served from Dove Holes are usually long-term ones and require an added activity to ensure cost-effective use of the facility and the wagon sets serving it. As Mark explains: "… all of those sites really need a value added activity, so each of the seven current sites have either a ready mix [cement] or asphalt plant at the railhead, which forms the core business at that site, pulling through the base volume and in addition to which we will deliver loose aggregate out from those sites". In general, the 'hopper' sites operated by CEMEX will receive somewhere in the region of half a million tons of aggregate each year, whereas the box wagon sites drop dramatically to just a fifth of that, clearly showing the business requirements and commitments of each type of site.

Additionally there is a smaller flow from Dove Holes to Bletchley conveying dry mortar, which is produced by a dedicated plant at Dove Holes and conveyed in PCA wagons.

Of the sites served by rail, West Burton Power Station is perhaps the odd-one out. It is a short-term flow, based around a new 1,300MW Combined Cycle Gas Turbine power station that is presently being constructed by EDF Energy, adjacent to the coal power station. When complete and in service, it will provide additional power into the National Grid, and will operate alongside, rather than replacing the existing coal-fired station. During the construction however, CEMEX has created its own ready-mix cement plant on site to reduce the road haulage requirements, and they were the only company that were prepared to deliver raw materials to the plant by rail, which Mark Grimshaw-Smith says was one of the key reasons for winning the contract, which is due to finish early in 2010.

In many ways, it can be viewed that the aggregate division of CEMEX works hand-in-hand with the asphalt and cement divisions. But the latter is also creating rail opportunities. The process of cement manufacture can feature a material called pulverised fly-ash or PFA, which is a

▼ The unique-liveried Class 60 No. 60074 *Teenage Spirit* heads north through Wellingborough, bound for Peak Forest, with empty hoppers on 17th October, having originated at the CEMEX receiving terminal at Crawley. It is long-distance flows such as this, where rail is highly cost-effective and fast at delivering large quanitites of aggregate. Ken Brunt

by-product of coal-fired power generation. As the coal is burnt in the power station boilers, the fly-ash that is generated can be used as a cement substitute for around 40% of the cement mix, giving what is known as a 'blended cement'.

During 2009, four trial trains operated using specially constructed ISO containers, painted in the CEMEX colour scheme, on intermodal flats from West Burton Power Station in Nottinghamshire to Tilbury, where the company has a cement plant, conveying PFA. The initial trains were operated, very successfully, by Advenza Freight, and with a desire from CEMEX to see the operation continue, in what should be a weekly operation, Colas Rail have been provided with a short-term contract for the operation initially for five trains. The first of these operated on 30th October in the capable hands of Class 47/7s Nos. 47727 *Rebecca* and 47739 *Robin of Templecombe*. This is a traffic that Mr Grimshaw-Smith is keen to expand on, and discussions are currently ongoing for a similar service to operate from Drax Power Station to Rugby, hopefully with the first trial workings early in the New Year.

The PFA flow from West Burton also marks a departure for the business from its long-established operation with EWS, now DB Schenker, with the flow having been put out to tender. DB Schenker is currently around 30 months into a six-year contract with CEMEX to provide the rail haulage from Peak Forest. As part of the contract, replacement of the existing rolling stock used on the flow with 89 new hopper wagons was a 'key' element. The new wagons entering traffic in full CEMEX livery during the third quarter of 2007. The impact of promoting the company branding in this way has diminished of late, as with a downturn in business, due to the current economic climate, DB Schenker has removed the CEMEX logo from the vehicles.

On average, DB Schenker operates around 26 trains each week from Peak Forest conveying CEMEX products. CEMEX's Rail Manager comments that since the contract was signed, the two companies have built the volumes and a major positive has been the shared investments in some of the receiving terminals. However, DB Schenker is not an 'exclusive' haulier for services originating from Dove Holes, with both Advenza Freight and Freightliner Heavy Haul operating 'one-off' trains in recent months.

The future looks remarkably bright for

▼ **Colas Rail operated its first West Burton to Tilbury working for CEMEX on 30th October. Here, Class 47/7s Nos. 47727** *Rebecca* **and 47739** *Robin of Templecombe* **pass under the loading tower with a rake of CEMEX-liveried ISO containers, prior to heading to Tilbury.**
Richard Tuplin (with kind permission of EDF Energy and Pro-Ash/CEMEX)

the business, with a buoyant market that should only improve with a better financial economy, and it is pleasing to note that the view from within CEMEX is very firmly that rail is a good, efficient, economic way of transporting high volumes from the point of supply to the location of requirement. Indeed the commitment made by the company in its terminals continues to back this up. The rather compact 'box' site at Sheffield Attercliffe has seen a massive investment during this year, with a new weighbridge, storage bays and cabins on site that will allow upwards of 200,000 tonnes of aggregate to be delivered from Dove Holes by rail – five times the amount moved in previous years and the company is obviously delighted with the progress that has seen demand outstrip expectations, with around five, rather than the expected three trains per week, operating in recent months.

The future concerns that lie ahead for CEMEX and the rail industry are focused around the ability to move an increasing number of trains on a crowded network and one that within the Peak Forest area is still operated using equipment from steam days.

The North West Route Utilisation Strategy (RUS), published by Network Rail in May 2007, set out the proposals for the North West area over the next 10 years that would see traffic grow. The document highlighted that one of the key drivers of freight demand within the next 10-15 years was aggregate traffic, while accepting that 'construction material originating from the Hope Valley' was one of the few dominant key freight flows. It also clearly stated that one of 12 gaps in capacity was that the forecast freight growth in the region would exceed the current network capability, specifically within the Ardwick (east Manchester) to Castlefield Junction (west Manchester) section known as the 'Castlefield Corridor'.

As part of that strategy, it also identified that there was a case for re-signalling and track layout changes at Buxton, although no mention was made of the Peak Forest area. Considering the other freight flows in the area that have to pass either along the Hope Valley line or through the junctions at Chinley, the observation in Network Rail's Freight RUS that up to five additional trains per day could be leaving the Peak District by 2014/2015 would appear to be conservative at best.

With the present business climate being what it is, it is estimated that railfreight in general is around 30% down on the 'normal' business streams. CEMEX has been fortunate in that an internal rationalisation that had flows move to Peak Forest from other quarries, which have since been mothballed, has seen traffic levels remain fairly buoyant. However, as was explained, there are concerns on the horizon at how the rail industry can cope with increasing volumes as and when the aggregate market, and indeed the world economy, returns to its feet.

In real terms, the company's depot at Manchester Hope Street is currently receiving around eight trains per week, and a 30% increase on that figure would require for somewhere in the region of 11 services each week to one solitary receiving point. Bringing that into play across the board, CEMEX alone are potentially looking at an increase in rail activity of around an additional 400 trains per year operating on the National Network. If lack of capacity becomes an issue, it is potentially the short-haul flows that could return to road haulage, to allow the longer-distance flows to continue, and without doubt, these are the prime cost-efficient flows for the company. Should that situation occur, it could potentially create 16,000 tons of aggregate moving by road each week.

Another area of concern is the noisy and dusty environment created by using box wagons compared the hopper fleet, not to mention the extended discharge times involved and the lower tonnage that can be carried, all of which have a negative effect on the main fact that it is cheaper to set up. In business terms, the lower tonnage carried by these trains would also mean lower profits and potentially a higher cost per tonne per train. As a result, one area for future consideration is how the latest technology and advancement in rolling stock design can benefit the aggregate industry in creating a more modern wagon or train that gives an increase in payload, reduces the negative factors, but equally does not require the significant investment at receiving terminals that a hopper-based solution would.

Talking to Mark Grimshaw-Smith, it is apparent that CEMEX has a Rail Manager that

▼ **With Cowburn Tunnel in the background Class 60 No. 60082** *Mam Tor* **heads for Peak Forest with empty hoppers from Ely on 2nd August 2007. The train comprises of a mix of older RMC-liveried hoppers and the new CEMEX-liveried variety. Nigel Capelle**

is keen to make the most of the full potential of the rail industry and also to exploit new developments within the rolling stock arena. There are potential openings in the intermodal field with, for example, a similar style gypsum containerised box for moving clinker or sand, allowing the company to transfer products from a non-rail connected loading point quickly and easily, while retaining rail for the long haul.

There are plans to expand the site at Selby, which is part of the Potter Group site. Selby has been regularly having one train a week, operating with one of the three hopper sets, However, in 2009 that business grew to the operation of two trains on a regular basis, and the potential market demand is for up to four trains a week in 2010, once some investment has been made within the receiving plant.

But expansion isn't just concerned with growing traffic at the company's current sites. There are two potential new 'box' receiving sites in the London area that could well see trains from Dove Holes arriving during 2010, while trial loads to potential new customers on either a short or long-term basis continues to be on the horizon, and just recently, trials have been undertaken from Dove Holes to Great Heck, for Plasmor.

The dry mortar flow to Bletchley is another area that Mark believes has potential for growth, although whether there is a more modern rail vehicle for conveying the product than the current PCA tanks presently used is an area that requires further investigation. As he explained, it is a flow that could potentially use a similar principal to the ISO containers on the West Burton flow. Along the same lines, a number of inbound materials to the sites, which include an in-house cement mixing facility, could also use intermodal type vehicles. Elsewhere, the potential for using a containerised solution, which can be 'tagged' onto existing rail services, and off-loaded at the receiving terminal onto a road flatbed to complete its journey to a customers premises or satellite location, is also an avenue for further exploration.

Moving away from Dove Holes, the company is actively looking at promoting rail-borne movements from the company's other locations. Recently Shap Quarry has seen three trial trains of aggregate, serving Salford Hope Street in Manchester, which should establish itself as a regular weekly train with between four and six trains operating each month. Each quarry provides different types of aggregate. With Dove Holes it is limestone, whereas Shap provides a harder product. The aggregate being moved by rail from here to Manchester is used almost entirely by the asphalt plant at Hope Street that is owned by the business. There are also possible plans to convey track ballast from Shap down to the Manchester area for use on the Metrolink light-rail expansion project. Further ahead there is possible new rail traffic on an occasional basis from Shap to Leeds Stourton or Selby.

▲ **Class 66/0 No. 66187 passes Garstang with CEMEX hoppers, while working the 13.06 Shap Summit to Manchester Hope Street loaded aggregate service on 5th October. Anthony Roberts**

Elsewhere, there are plans to bring material from Gilfach Quarry, near Neath, in South Wales through to Washwood Heath at Birmingham, which is likely to create at least a train a week, with hopefully the first trials before the end of this year. Other destinations for traffic from South Wales could potentially be Ely and Bletchley, although the distance involved with these locations means that the success of the traffic is very much dependent upon a market demand being created.

The one significant point is the clear desire within the company not only to continue its extensive use of rail, but to grow the tonnages on existing routes, and to continue to find new routes and new loading points that will maximise the tonnage being moved by rail.

Grateful thanks to Gary Adlington, Hayden Gill, Mark Grimshaw Smith and Elizabeth Young at Cemex for their help and support.

▼ **The rail yard behind the overhead loading plant at Dove Holes Quarry. On the left can be seen some of the PCA tanks, still carrying their previous RMC livery, that are used for the occasional dry mortar traffic to Bletchley. Richard Tuplin**

Steam by Night

The atmosphere of steam at night is one that can be portrayed far easier with the progression of digital technology, than it could be in the days of film and slide. One of *Railway Herald's* regular contributors, Nick Wise, looks back to some of his favourite images from his personal collection.

PREVIOUS PAGE: Locomotives preparing for service at Haworth shed for the K&WVR Autumn Gala on the morning of 13th October 2007, are from left to right, GWR 2-8-0 No.3802, Taff Vale Railway 0-6-2T No.85, Standard 4MT 2-6-4T No.80002, Ivatt 2-6-2T No.41241, WD 2-8-0 No. 90733 and Lancashire & Yorkshire Railway 0-6-0 No. 957.

◀ Andrew Barclay NCB 0-4-0ST No.22 is seen at Springwell loco shed on 17th October 2009 during an evening photoshoot on the Bowes Railway.

◀▼ Hudswell Clarke 0-6-0ST *Renishaw Ironworks No. 6* (left) and Robert Stephenson & Hawthorn NCB 0-6-0ST Backworth Colliery No.49 (right) seen at Marley Hill, Tanfield Railway, on 11th September this year.

▼ North British-built 0-4-0ST No.802 *Victor* takes on water at Sonada on a Ffestiniog Travel charter train to Darjeeling on the Darjeeling Himalayan Railway, on 15th November 2007. **All: Nick Wise**

9th November 2009

Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln. AGM and Photo Competition. Meeting commences at 20.00. Contact the Secretary on 01522 705365 for further details

Permanent Way Institution (London Branch)
7th Floor District Room, 55 Broadway (LUL HQ), London. 'Prbably the Best Job in the World' by Phil Ransom. Doors open 17.30 for 18.00. Contact Shazma Mahmood-Shakoor on 07921 943820 or by e-mail at shazma.shakoor@gmail.com for details.

RCTS (Ipswich Branch)
Bridge Ward Social Club, 68 Austin Street, Ipswich. 'Mikes Wanderings 1959-63 and War Department Diesels' by Mike Walshaw. Meeting starts 19.30. Contact the Branch Secretary at ipswich@rcts.org.uk.

RCTS (Northampton Branch)
St Crispins Social Club, Berrywood Road, Duston. 'Quiz versus Bedford LCGB for 'The Ashes' Trophy'. Meeting commences at 19.30.

RCTS (Sheffield Branch)
St Mathews Church Rooms, Carver Street, Sheffield.
'Last Years of BR Steam' by Roger Jones. Meeting commences at 19.30.

Severn Valley Railway (Wolverhampton Branch)
Old Wulfrunians Club, 253A Castlecroft Road, Castlecroft, Wolverhampton, WV3 8NA. 'Railways of Colonel Stephens, including Leed & Manifold' by Tony Ward. Doors open at 19.00 for 19.30 start.

Southern Electric Group (Sussex Branch)
The Deall Room, Southwick Community Centre. 'Living Southern' by Andrew Marshall. Meeting commences at 19.30. £2 Donation. Contact the Branch Secretary, Bruce Cakebread on 01273 462094 or by e-mail at b.cakebread@ntlworld.com for further details.

Stephenson Locomotive Society
New Trinity Parish Hall, Saltcoats, Ayreshire. 'North American Motive Power etc' by Graham McLachlan. Meeting commences at 19.30. Contact the Secretary on 01294 822303 for further details.

Wrexham Railway Society
St Mary's Catholic Club, Regent Street, Wrexham. 'Sixties Steam Off Shed' by Barry Shore. Meeting commences at 19.45. Admission £2.

York Railway Circle
The Library, Archbishop Holgate's School, Hull Road, York.
'Recent Wanderings' by Steve Batty. Meeting commences at 19.30. Contact Robin Patrick by e-mail at locopatrick@aol,com for details.

10th November 2009

Abergavenny and District Steam Society
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny
'Severn Tunnel Junction Revisited' by Bryn Thomas. Meeting commences at 20.00. Contact Ken Mumford at ken.mumford@ntlworld.com.

Permanent Way Institution (Croydon & Brighton Branch)
Matt MacDonald House, Sydenham Road, Croydon, CR0 2EE.
'Capacity Improvements at Axminster' by Jason Grocott. Doors open at 17.30 for 17.45 start. Contact Martin Cresswell on 07815 968245 or e-mail at martincresswell@amey.co.uk for further details.

RCTS (Merseyside, Chester and North Wales Branch)
Observation at Stafford 08.30 to 19.30. Contact Geoff Morris on 01244 376808 or e-mail at geoffreymorris@tiscali.com for further details.

RCTS (Nottingham Branch)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'LMS Steam around the time of Nationalisation' by Arthur Turner. Meecint commences at 19.30.

Scottish Railway Preservation Society (Lanarkshire Branch)
Vestry Hall, Holy Trinity Church, Avon Street, Motherwell. SRPS Grand Challenge Quiz. Contact the Secretary, Fred Landery on 01698 457777 for further details.

Tewkesbury Railway Society
YMCA, Church Street, Tewkesbury. Slide show ' A Little Bit More from the Archive' by Dave Smith. Meeting commences at 20.00.

11th November 2009

Basingstoke & District Railway Society
Wote St Club, New Road, Basingstoke. 'The Harrow and Wealdstone Crash' by Peter Tatlow. Meeting commences at 20.00. Visitors welcome. Contact the Secretary on 01256 326096 for info.

Oxfordshire Railway Society
Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LN. 'Abingdon' by Ivan Cadge. Meeting commences at 19.30. Visitors welcome £3.

RCTS (Hitchin Branch)
Hitchin Christian Centre, Bedford Road, Hitchin. 'Midland Main Line - St Pancras to Leicester' by Bob Goodman. Starts 19.30.

RCTS (Radyr Branch)
Old Church Rooms, Park Road, Radyr. 'Past to Present' by Peter Skelton. Meeting commences at 19.30. Contact the Branch Secretary at noelinda@noel65.fsnet.co.uk for info.

Stephenson Loco Society
YMCA, Bridge Street, Guildford. 'Railways of Southern South America Today, part 2' by Peter Worsley. Starts 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). 'A Different Way to Switzerland' by Alan Snowden. Starts 19.00. £2 donation. Contact Ron Dawes on 020 8660 3532 for further details.

12th November 2009

Continental Railway Circle (London & The Home Counties Branch)
St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ 'Steam on the Union Pacific' by Tom Watson. Starts19.15. Contact Adrian Palmer on 01932 850624 for details.

Locomotive Club of Great Britain (St Albans Branch)
United Reform Church, Watford Road, Chiswell Green St Albans. 'East London and North London Lines (Overground is Born)' by Philip Clarke and Huw Edwards. Starts 19.30.

Monmouthshire Railway Society
Room A28, UWCN, Allt-Yr-Yn Ave, Newport, South Wales. 'The Bulleid Pacifics' by Colin Boocock. Meeting commences at 19.30. £3 Admission.

Permanent Way Institution (Birmingham Branch)
The 11th Floor Boardroom, Network Rail Offices, The Mailbox, 100 Whartside Street, Birmingham B1 1RT. 'A Guide to Level Crossing Installation' by D.Butler. Meeting starts 18.15. Contact the Secretary, Ian Wardle on 07824 410961 or e-mail ian.wardle@;networkrail.co.uk for further details.

Permanent Way Institution (Manchester & Liverpool Branch)
Ove Arup Offices, St James Building, Oxford Street, Manchester.
'Light Rail Vehicles' by Mark Terry & Matt MacDonald. Meeting commences at 17.30. Contact the Secretary, Rob Cummings, on 07798 858784 or by e-main at rob.cummings@networkrail.co.uk for further details.

Permanent Way Institution (North Wales Branch)
The Town Crier Inn, City Road, Chester. 'Cambrian Line Speed Improvements' by Bob Langford. Starts 18.30. Contact the Secretary, Lynne Garner on 07771 672274.

Permanent Way Institution (South & West Wales Branch)
Kings Hotel, High Street, Newport. 'Rail Grinding' by Brian Whitney & Mark Allen. Starts 18.00. Contact the secretary, Andy Franklin on 07824 410762 or by e-mail at andy.franklin@networkrail.co.uk.

RCTS (Newcastle)
The Brunswick Methodist Hall Newcastle. 'Nationalisation to the Sixties' by Barry Atkinson. Starts 19.30. Contact the Branch Secretary at jimbrick@fsmail.net for 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.

▼ **Despite being close to the centre of Cheltenham, there is a very rural aspect, as Class 43 powercar No. 43357 approaches the town's station heading the 07.45 Newcastle-Plymouth serivce on 26th October. John Stretton**

Stephenson Locomotive Society
St John Ambulance Centre, Sandes Avenue, Kendal. 'Cine Films - ' The Furnessman' and 'Ayrshire Explorer' Rail Tours' by Brian Irwin. Meeting commences at 19.15. Contact the Secretary on 01539 720706 for details.

13th November 2009

Altrincham Electric Railway Preservation Society
Altrincham Methodist Church Hall, Barrington Road, Altrincham. 'Archive Cine Films' by Nick Dodson. Meeting commences at 19.30. Admission £3. Contact the Secretary, Andrew Macfarlane on 0161 928 9394 for further details.

Great Central Railway Society (London)
Exmouth Arms, Starcross Street, Euston. LONDON. NW1. 'Railways of Czechoslovakia' by Jeremy Harrison. Meeting commences at 19.30. A Donation of £2 is suggested.

Shropshire Railway Society
The Gateway, Chester Road, Shrewsbury. 'Darjeeling Railway' by Peter Jordan. Meeting starts at 19.30.

14th November 2009

Cornwall Railway Society
The Community Centre, Foundry Row, Redruth. 'Cornwall-London-Cornwall' by Hugh Dady. Meeting commences at 18.30. Contact the Secretary, Derek Buttivant on 01637 860627 for further details

Irwell Vale Railway Photographers
Irwell Vale Village Church, Irwell Vale, Rossendale. 'British Railways Steam on Local Lines and an Excursion to the Southern Region' by Richard Greenwood. Doors open at 19.00 for 19.30 start. Donation of £3 requested. Contact the Secretary, Mike Taylor by e-mail at mike10fmpd@tiscali.co.uk for details.

RCTS (Exeter)
Conference Room, Great Western Hotel, Exeter. 'Through the Lens of a Railwayman' by Mike Goodfield. Meeting commences at 19.00. Contact the Branch Secretary at fixtureswoe@rcts.org.uk.

RCTS (West Riding)
Crewe Basford Hall at 09.00hrs. Contact Malcolm Riley on 07887 908501 or by e-mail at bigmal.w.b.r.rcts@talk21.com for further details.

Stephenson Locomotive Society
Kidderminster Railway Museum, Kidderminster. 'West Highland Railway Reconstruction' by John Sreeves. Meeting commences at 14.00. Contact the Secretary on 01242 582152 for further details.

16th November 2009

Locomotive Club of Great Britain (Dorking Branch)
Pethick-Lawrence House, 85 South Street, Dorking.'West Somerset Railway' by Ian Wright. Meeting commences at 19.30.

RCTS (Chester)
The Town Crier, CityRoad/Station Road, Chester. 'Reflections on a Railway Career' by David Rapson. Meeting commences at 19.45.

RCTS (Coventry)
Maudsley Hotel, 190 Allesley Old Road, Coventry. 'Sir Vincent Raven - Last CME of the North Eastern Railway' by Andrew Everett. Meeting commences at 19.30.

RCTS (Oxford)
West Oxford Democrats Club, 1 North Street, Osney. 'Freight - Sectorisation to Privatisation' by Julian Worth. Starts 19.30.

RCTS (Shenfield)
Shenfield Parish Hall, 80 Hutton Road, Shenfield. 'West of Vladivostok - Railways in the former Soviet Union' by Jeremy Harrison. Meeting commences at 19.30.

RCTS (Wellingborough)
British Rail Sports and Social Club, Broad Green, Wellingborough. 'The Midland Main Line Today' by Richard Gennis. Meeting commences at 14.00.

17th November 2009

Permanent Way Institution (West Yorkshire Section)
The Pullman Room, The Cosmopolitan Hotel, 2 Lower Briggate, Leeds LS1 4AE. 'Enhancing Rail Life Through Metallurgical Developments' A presentation from Corus Rail. Doors open at 18.00 for 18.30 start. Contact the Secretary, Martin Wooff on 07747 760949 or by e-mail at abcts@daelnet.co.uk for further details.

RCTS (Hull)
Upstairs, The Highway Public House, Willerby Road, Hull. 'South of Stafford to the Isle of Wight' by Tony Arnold. Meeting commences at 19.30. Contact the Branch Secretary at richard@djbroady.co.uk for further details.

Stephenson Locomotive Society
Great Hall, Discovery Museum, Blandford Square, Newcastle upon Tyne. 'Robert Stephenson - Mechanical Engineer' by Dr Michael Bailey. Meeting commences at 17.30. Contact the Secretary on 01434 688946 for further details.

Stephenson Locomotive Society
Fox Covert Inn, High Leven, Nr Yarm, Teeside. 'North Yorkshire Moors Railway' by Philip Benham. Meeting commences at 19.30. Contact the Secretary on 01642 321205 for further details.

Tewkesbury Railway Society
YMCA, Church Street, Tewkesbury. Video/DVD Evening. Meeting commences at 20.00.

18th November 2009

Aeron Valley Railway Society
Prince of Wales Hotel, Aberaeron. 'Annual Film Night'. Meeting commences at 19.45. Contact the secretary John Hughes on 01974 298513 or send an email to caeronprom@aol.com

Permanent Way Institution (Bristol & West of England Branch)
Arap Auditorium, 63 St Thomas Street, Bristol. 'Engineering in Amey/Colas Track Renewals' by Bruno Taylor. Starts 18.00. Contact the Secretary, Phil Harrison on 0117 976 5432 or by e-mail at philip.harrison@arup.com.

Permanent Way Institution (Glasgow Branch)
Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow. Graduate and Young Members Presentations. Doors open at 17.15 for 17.30 start. Contact the Secretary, Jack Scott, on 07789 765291 or by e-mail at jack.scott1@btinternet.com for further details.

Permanent Way Institution (Nottingham & Derby Branch)
The Midland Hotel, adjacent to Derby station, Derby. 'Geosynthetics and Railway Foundations' by Peter Musgrave. Starts at 18.30. Contact Colin Cowey on 07946 482343 for further details.

RCTS (Eastleigh)/Mid Hants Railway
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Trams around Europe' by Ken Middleton. Meeting commences at 19.45.

Severn Valley Railway (South East Branch)
Wenlock Arms, 26 Wenlock Road, Islington, London N1 7TA. 'Slides from his Father's Collection' by David Cross. Meeting commences at 19.30.

19th November 2009

Breconshire Railway Society
R.A.F.A.Club, The Struet, Brecon Railway Films from Cine Archives by Jonathan Marsh MBE. Meeting commences at 19.30. Contact the Secretary, Arthur Robinson on 01982 560219 for further details

Irish Railway Record Society
The Exmouth Arms, 1 Starcorss Street, London, NW1 2HR. 'Rails around Monaghan' by Charles Friel. Meeting commences at 19.00.

Locomotive Club of Great Britain (North West Branch)
The St David's Social Centre, 249 Wargrave Road, Newton-le-Willows. 'BR in the Early Eighties' by Tom Heavyside. Meeting starts at 19.30.

Marlow & District Railway Society
British Red Cross Society, Victoria Road, Marlow. 'Paddington to Maidenhead - An Architectural and Engineering Review' by David Wadley. Doors open at 19.45 for 20.00 start. Non-members £2.

RCTS (Darlington)
The Scout Building, Widdowfield Street, Darlington. AGM/ Members' Slides. Meeting commences at 19.00. Contact the Branch Secretary at jimbrick@fsmail.net for details.

RCTS (Pudsey)
Pudsey Civic Hall (Fulneck Room), Pudsey. 'Recent Travels in the UK' by Steve Batty. Starts at 19.30. Contact the Branch Secretary at bigmal.w.b.r.rcts@talk21.com for further details.

Stephenson Locomotive Society
United Reform Church Hall, Mowbray Road, New Barnet, Hertfordshire. 'Thirty Eight Years on the Railways in North London and Hertfordshire' by David Cockle. Starts 19.30. Contact the Secretary on 0208 368 6200 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

Mk2 DBSO No. 9703 stands at Swansea on 23rd October prior to heading into West Wales with the 19.03 Bristol Kingsland Road-Derby RTC via Swansea and Milford Haven. Mark Thomas

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