Railway Herald

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The electronic journal for the railway enthusiast

Railway Herald

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29th November 2010

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John Whitehouse

Photo Essay: Steaming through Snowdonia

With the re-opening of the Welsh Highland Railway throughout from Porthmadog Harbour to Caernarfon planned for spring next year, **John Whitehouse** looks at the work involved and what is left to be completed, in the first of a new Photo Essay series.

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Front Cover Caption:

With winter having arrived with a vengeance, Class 67 No. 67019 drags a failed Mk4 set through Colton, south of York, with the 07.50 Glasgow to King's Cross on 27th November. The train was dragged from Drem after failing, and finally terminated at Doncaster. Ron Cover

Government commits to Thameslink funding, but no decision on Intercity Express until 2011

▲ Class 377/5 No. 377520 arrives at Blackfriars on 16th November, with the 11.40 Bedford to Brighton Thameslink service. The station is now closed until 16th January, while new platforms and the southbank entrance are completed. **Bill Turvill**

The Secretary of State for Transport, Philip Hammond, has announced some of the Government's plans for rail infrastructure and rolling stock investment, although the long-awaited decision on the Intercity Express Project (IEP) has now been postponed until early next year.

Over the next four years, the Government is to provide £750 million for high-speed rail, with £14 billion committed to Network Rail for maintenance and infrastructure investment. This amount includes the funding for the Crossrail project, the London Underground upgrade programme, light rail projects in Birmingham, Nottingham, Sheffield and Tyneside, and also provides additional funding to franchisees for extra rolling stock.

In a written statement, Mr Hammond confirmed that the Thameslink programme will be funded and delivered in its entirety, almost doubling the number of north-south trains running through central London at peak times. However, the original programme for the rebuilding of London Bridge was, he said "always ambitious, with substantial risks around delivery, and operation of existing services, during construction". To reduce these risks, the delivery of the programme has been amended to achieve completion in 2018, two years later than planned. As part of the Thameslink programme, a new rolling stock fleet, consisting of up to 1,200 new carriages, is to be procured. This is in addition to around 600 new carriages being provided for the Crossrail project. Electrification of the Great Western Main Line from London to Didcot, Oxford and Newbury is to take place over the next six years, to allow commuter operations to use EMUs. A decision as to whether a further extension of the GWML electrification to reach Bristol, and possibly as far as Swansea, should be announced during 2011.

Starting in 2011, the lines between Liverpool, Manchester, Preston and Blackpool are to be electrified, with the £300 million project expected to be completed by 2016. The redeployment of displaced EMUs to these routes will, in turn, free up DMUs, which will be available for lease to Train Operators as they become available in the period after 2015. It was also confirmed that an additional 650 carriages (in addition to the Thameslink and Crossrail vehicles) will be delivered by March 2014.

Further finance has been committed for improvements on the East Coast and Midland Main Lines, together with enhancements in Yorkshire, on the Trans-Pennine routes, around Manchester and in South Wales.

With the Government having previously announced that it would undertake a full review of the Inter-City Express Programme (IEP), for which Agility Trains (the consortium of Barclays Private Equity, Hitachi and John Laing) is the preferred bidder, the outcome of that review has narrowed the four possible options to two. Ruled out is the option of requiring passengers to change from electric to diesel trains, while also dismissed is the wholesale refurbishment of the existing HST fleet. The two remaining options entail a revised, lower cost proposal from Agility Trains, with either a mixed electric and electric/diesel powered fleet, or a new all-electric fleet that could be coupled to new diesel locos where services continue away from overhead power.

In his statement, Mr Hammond said: "Both these options would allow us to preserve through-journeys between London and parts of the rail network that are not electrified." He also said: "This is a major decision that will affect inter-city rail travel for decades, and we must get it right. To address outstanding issues on choice of train type and further electrification on the Great Western Main Line, additional work will be required within the Department, with Agility Trains, and with the Welsh Assembly Government on the business case for electrification into Wales. I expect to announce a final decision on IEP and on further Great Western electrification in the New Year".

In general, the announcement is good news for the rail network with the Thameslink and electrification projects having hung in the balance for several months. The Greater Manchester Integrated Transport Authority being particularly delighted, the Chair of Policy Committee, Councillor Keith Whitmore, describing the outcome as a very "positive response from Government", with the area likely to receive around 100 out of the proposed 650 new carriages, as well as improved links with the electrification expansion. Bombardier also welcomed the news that new trains were to be funded for Thameslink, the company competing with Siemens for the contract to build the new vehicles.

However, the news of a further delay for the IEP programme, as well as there not being any definitive outcome as to where the Great Western electrification will end, or indeed whether or not it will even reach Wales, is seen as a blow in some quarters. Hitachi commented that it was disappointed that there is yet no decision on its bid for the IEP, adding that the company would be continuing its talks with the DfT and would consider its position in the light of those discussions.

Felixstowe to Nuneaton route upgrade gets go-ahead

Following the Government spending review, the Department for Transport has given the go-head for the Felixstowe to Nuneaton rail freight upgrade in order to encourage more freight from the roads onto the railways.

Currently, services from East Anglia travel along the Great Eastern main line and through London to reach the North West of England. Once the upgrade of the line from Felixstowe to Nuneaton, via Ipswich, Ely and Peterborough is completed in 2014, the route will provide more direct journeys for rail freight travelling from the Port of Felixstowe to the Midlands, the North West and Scotland, and the potential for faster freight journeys to Yorkshire.

Crucially, the project will help take around 750,000 lorries off the roads by 2030. The gauge enhancements between Peterborough and Nuneaton will ensure that the entire route will be able to carry the larger freight containers that are increasingly preferred by global shipping companies. A new 1km double-track chord, north of Ipswich goods yard, linking the East Suffolk and Great Eastern lines will be installed, and two 775-metre sections of track east of Ely station will enable better regulation of trains through the junctions there.

There will also be signalling works at Kennett and Bury St Edmunds and a flyover north of Nuneaton that will allow freight from Peterborough to join the West Coast Main Line without the need to cross it. Between 1999 and 2008 the number of containers passing through Felixstowe increased by 118%, but the number of those containers transported by rail increased by 165%, demonstrating the growing market share for rail. Over the same period the number of trains serving the Port on a daily basis has almost doubled.

With Felixstowe set to continue growing and the new Bathside Bay terminal at Harwich due for completion within the next decade, investment in rail freight has never been more crucial.

◀ **On a glorious winter afternoon, the tranquillity is disrupted, as GBRf Class 66/7 No. 66708 rounds the bend at Stuntney, near Ely, on 26th November, while working a Felixstowe to Doncaster Railport Intermodal service. Once the upgrade of this route is undertaken to carry 9ft 6in containers, additional services such as those to Manchester and the West Coast Main Line will be able to be routed this way, either on a 'booked' basis or in the event of engineering work causing diversions. Kev Gregory**

Build up to Christmas work at Reading

The final piece is now in place to the 1,000-tonne railway bridge that is being constructed in advance of major engineering work at Reading this Christmas.

The bridge is being built on the site of the old Royal Mail offices and will be lifted into place over Caversham Road during the New Year weekend.

It is an important first step in the project to improve the railway at Reading, which involves new platforms and entrances at the station and a rail viaduct to increase capacity and cut delays. The bridge will carry track to serve new platforms to the north of the station.

Caversham Road will be closed from 20.00 on 30th December to 06.00 on 3rd January, while the bridge is lifted into place.

The new bridge replaces four old ones, two of which were removed in September, with the remaining two being removed over the New Year weekend. The new bridge will then be jacked up and driven into place on the back of a 1,000-tonne transportation platform with more than 270 wheels, each of which can be moved individually to allow for precise movements. Work is due to be completed on 3rd January in time for the road and railway to reopen as people return to work after the Christmas break.

Railhead conditions result in a Southeastern service being unable to stop

An investigation is to be carried out after the 06.45 Charing Cross-Hastings EMU was unable to slow for its booked stop at Stonegate on 8th November, due to poor adhesion.

The train was travelling at about 65mph, and eventually managed to come to a halt nearly two-and-a-half-miles beyond the station. No signals were passed at danger during the incident and a level crossing encountered by the train during the incident operated normally. The train driver contacted the signaller by radio to report the situation.

The RAIB investigation will identify the reasons for the train's inability to stop normally, and examine the arrangements for the servicing and maintenance of the railhead sanding equipment on the trains used on the line, the information provided to the driver, the regime for railhead treatment and any other factors that may have affected the incident.

Questions to be asked in the house?

It was recently reported in our pages that the local Women's Institute had been stopped from tending a garden on the disused platform at Bucknell station.

The WI has refused to enter into a licensing agreement with Network Rail, and the case has now been submitted to a review on Health and Safety (H&S) regulations in addition to Lord Hodgson's review on red tape.

Ludlow MP, Philip Dunne, says he believed the case was an example of Health and Safety, as well as bureaucratic red tape strangling voluntary groups.

New 'cutting-edge' designs for Central London stations unveiled by Crossrail

Eight new cutting-edge designs for Crossrail stations to be built across Central London and the Docklands were previewed at an exhibition on 18th November.

Over the last year several British architects have worked with engineering firms to finalise the designs for the stations, and the results are considered sustainable and world-class. The new stations will take inspiration from the past, and from the local area, but have a fresh modern twist. The work, at Bond Street, Canary Wharf, Custom House, Farringdon, Liverpool Street, Paddington, Tottenham Court Road and Whitechapel, will be on a scale not seen since the Jubilee Line Extension opened in 1999.

For passengers, the new stations will provide a much-improved travelling experience, having larger entrances and ticket halls, more space and easy access to Crossrail and other transport services. Crossrail will boost London's rail capacity by 10%, delivering new journey opportunities, faster journey times and up to 24 trains per hour between Paddington and Whitechapel during the peaks.

Each of the stations will have a distinctive but consistent design, being constructed on the architectural legacy of each location, the new facilities having been designed to combine the latest technology with tried and tested engineering solutions. A key element of each design has been to ensure that they are able to cater for future growth in passenger demand. An estimated 200 million passengers will travel on Crossrail each year.

Rob Holden, Crossrail Chief Executive said: "The launch of detailed designs for eight Crossrail stations in Central London and the Docklands is another milestone for Crossrail and a further demonstration of the project's continued momentum. The station designs have a critical role to play in informing the public about what Crossrail will really deliver for London and for communities along the route".

At Paddington, a major new station for passengers will be created, providing easy interchange between Crossrail, National Rail and London Underground. The major redevelopment will also deliver an improved new pedestrian entrance from the canal towpath to both Paddington main line station and a new Hammersmith & City Line station.

Custom House will be a new station for passengers in the east, acting as a gateway for London, and will be the only new Crossrail station where platforms are above ground. The station will welcome passengers from nearby London City Airport as well as regional and international visitors to London's largest conference centre, ExCeL, and will be a new local transport interchange between Crossrail, Docklands Light Railway and London Buses.

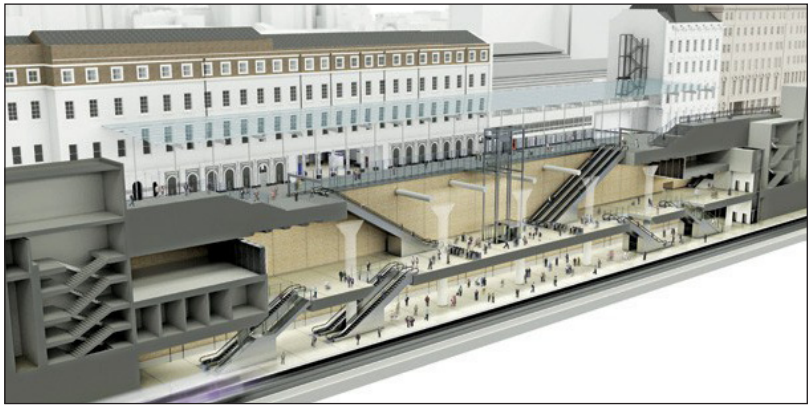
Whitechapel Station has been designed to feature a spectacular step-free access walkway alongside the Crossrail concourse linking Whitechapel Road to the communities in the north of the area. This will provide a free pedestrian route from Durward Street to Whitechapel Road for local residents. At Tottenham Court Road, the new station entrances at Centre Point will be a key design feature of a new public piazza, and will create a distinctive new landmark for the West End. Made of glass, these new step-free entrances will open up the station by allowing natural light into the levels below. The new Central London and Docklands Crossrail stations will have platform screen doors, currently seen in the Capital on the London Underground Jubilee line extension, but unlike the Jubilee Line stations, there will be walls above the doors that will completely separate the platforms from the track. This will help create a safe and quiet environment for passengers waiting to board trains and will support the mechanical comfort-cooled ventilation system.

Designers have also been appointed to incorporate architectural components that will be used throughout the platform and tunnel environments in each station to create an integrated line-wide identity. This design work encompasses wall and floor finishes, lifts, escalators, lighting and signage suitable for use in all the new stations. This systematic approach will create a unified look, but will still allow each station to retain its individual identity.

▼ The proposed entrance to Farringdon Crossrail station. Crossrail

▲ The proposed entrance to Liverpool Street Crossrail station. Crossrail

▼ How the new underground station at Paddington will work. Crossrail



NXEA previews its new Wi-Fi service

National Express East Anglia (NXEA) is to fully introduce wi-fi facilities on its Norwich to London Intercity services early in the New Year, the project to fit the equipment to the train fleet being near to completion.

NXEA secured a grant of £346,000 from the East of England Development Agency (EEDA) and Norfolk and Suffolk County Councils towards installation of the equipment involved, and a preview event for guests and the media, where the wi-fi operation was demonstrated, was held at Ipswich and Norwich stations on 24th November.

NXEA worked with partners to put together a strong business case to secure funding for the installation costs of the scheme and to bring forward the upgrade within the current franchise, and business organisations in the region have also been supportive of the initiative with the economic case for installation very strong. The total capital investment provided by EEDA and Norfolk and Suffolk County Councils will more than pay for itself in the first 12-months of operation. In addition to the funding support of EEDA and the county councils, NXEA has operating costs of over £200,000 a year, without which commitment, the installation of wi-fi at this early date would not have been possible.

The wi-fi technology will combine broadband satellite and multiple mobile data connections for passengers to stay connected on the Intercity services along the entire Norwich–Ipswich–Colchester–London main line route. The system will automatically select the best connection in the area enabling wi-fi capability to be available throughout the journey. The facilities will be available for a small charge in Standard accommodation, but will be free for First Class ticket holders.

The new Class 379 EMUs currently under construction for NXEA's Stanstead Express service at Bombardier Derby will have Wi-Fi equipment as standard.

▲ **Shona Johnstone, East of England Development Agency board member and Mark Phillips, Operations Director for NXEA, show off internet access on a NXEA Mk3. Antony Guppy**

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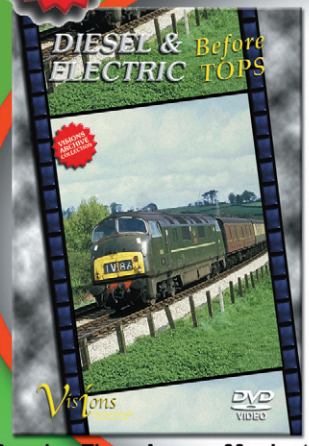

This DVD focusses on 1958 to 1973, before the computerised numbering system became visible on British Rail's locos and features thirty different classes. It is crammed with rare archive footage.

Highlights: Newport in 1965, including D9509; Sulzer-powered locos around Yorkshire in 1964; Wath, with EE Type 3s, Brush Type 2s & 4s, Peaks, and an EE Type 4 on inter-Regional services; A selection of 'Hymeks' in action; footage from Cambridge depot in 1959; Guildford depot in 1966; Tinsley just after opening; An EM2 at Sheffield and *Tommy* on tour; EE Type 3 and Brush Type 2s in East Anglia; Deltics on named expresses at Doncaster; D221 before naming in 1960; Incredible scenes from Swindon Works, showing a Warship on test, Westerns under construction and NBL hydraulics moving by overhead crane; BRCW Type 3s at work on the Southern; Prototypes 10000 and 10201; A BTH Type 1 at Buntingford; Warships, Westerns, NBL hydraulics and Blue Pullmans at work on the Western . . . and lots more.

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UK News In Brief

■ The MP for Blackpool South, Gordon Marsden is urging First TransPennine and Northern Rail to combat congestion in the area prior to their franchise renewals in 2012-2013. He is also seeking the provision of a Sunday service on the South Fylde line from Preston to Blackpool South.

■ The almost total withdrawal of DB Schenker's Class 60 fleet has resulted in utilising double-headed Class 66s, or reducing the load on some services to bring them within the haulage capacity of a single Class 66. However, DB Schenker is now to overhaul a fleet of 15-20 locomotives as part of an extended life programme. Recently outshopped TaTa-liveried No. 60099 is reported to be the first locomotive to be so treated. On 27th November, 17 of the original 100-strong fleet were in active operational pools.

■ Network Rail has applied for Listed Building Consent to carry out refurbishment and renewal of the footbridge and platform canopies at Eastleigh. Extensive renewal of the windows and roof of the footbridge have been put forward.

■ Birmingham Airport has auctioned its redundant Maglev carriage on eBay for charity. The vehicle was built by Metro-Cammell in Washwood Heath and travelled at 26mph when in service. It was made redundant in 1995, after being replaced by a cable system. The money raised will be split between Acorns Hospice and the Help for Heroes charity. After 35 bids, the auction closed on 26th November, achieving a sale price of £25,100! Click here for the auction page.

■ East Midlands Trains is to operate additional services for the Lincoln Christmas Market over 2nd-5th December, starting from London St Pancras. On 3rd December, the train departs London at 10.15, arriving Lincoln at 12.48 and returning at 18.27, arriving London at 21.15. The following day will see two morning trains departing London at 07.30 and 09.15, arriving in Lincoln at 10.26 and 11.54 respectively, the one return working departs at 17.24, arriving London at 20.18

■ Network Rail and British Transport Police have stated their intention to crack down on a traditional 'mass trespass' over Arnside Viaduct this Christmas. It is estimated that up to 800 people walk across the viaduct on Christmas Day and Boxing Day because of the stunning views of Morecambe Bay, despite the fact that there is no public right of way across the 481-metre-long structure. Anyone caught trespassing faces a fine of up to £1,000.

■ The first stage of the European Rail Traffic Management System (ERTMS) introduction went live on 29th October, with the route from Harlech to Pwllheli being switched on. The introduction of the full system from Aberystwyth and Pwllheli, via Welshpool to Shrewsbury, is scheduled to come on line from March next year.

■ The National Library of Scotland has made several photographs from the Tay Bridge enquiry available on its Flickr site. The images document the 1879 disaster and show the remains of the bridge, and the wreckage of the train salvaged from the River Tay. Click here for details.

Driver involved in derailment receives award

The driver of a Glasgow to Oban service that hit two large boulders near the Falls of Cruachan Power Station in June has been honoured for his part in ensuring the safety of the 60 passengers on board.

Willie Dickinson from Grangemouth has been given the Frontline Employee of the Year award at the Scottish Transport Awards ceremony in Glasgow. He later commented that it was a team effort, and praised his fellow colleagues Angus MacColl of Oban, and Drew Hinde of Glasgow, who were also on the train.

ORR says no to new off-peak service

Southern Railway has announced that the Office of Rail Regulation (ORR) has taken the decision not to allow it to introduce a fourth off-peak and Saturday train each hour between Brighton and London Victoria, as it had planned to do from the timetable change on 12th December.

The proposal to provide an extra hourly service was submitted to and approved by Network Rail and the industry's timetabling committee. Southern said: "Following formal objections by First Capital Connect to these approvals, including concerns about performance, the ORR ruled that the service should not run. Such a last-minute change is very frustrating, particularly as practical trials showed that the service did not have a significant adverse effect on performance. However, we have no choice other than to remove the train from the timetable.". The services that will not run are Monday to Friday from Victoria to Brighton, departing at xx.51 between 08.51 and 15.51 and from Brighton to London Victoria at xx.28 between 09.28 and 15.28, plus the same services on Saturdays between 07.51 and 19.51 from Victoria to Brighton and between 07.28 and 18.28 to London.

▼ **The 1920s Orient Express Pullman Parlour First carriage *Zena* was on display and open to the public on the London South Bank from 19th – 21st November to coincide with the Agatha Christie weekend at the British Film Institute. The vehicle, originally used on the 'Bournemouth Belle' Pullman from Waterloo, is owned by the Orient-Express Company, and now used for VSOE day trips around the National Network. The Agatha Christie weekend is part of a year-long nationwide celebration of the work of the famous author. Bill Turvill**

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'Snow Patrol' - locos at work during another bad winter.

'Class 60 Journal' features the diminshing 'Tugs' working a variety of trains; stone / steel / iron ore / engineers / ECS, plus the heavy petroleum trains, which have been their saviour!

'Class 37 Turns' is full of action including No.37425 on ballast duties and double-headed DRS 'tractors' on scrap metal and intermodal traffic; the return of 37409 and '37's on tour.

'The 70s' looks at the first six locos (Nos.70001 - 70006) to arrive in the UK, working a selection of coal trains, freightliners, ballast, plus a railtour too!

'Freight Flows' details all the new major flows .....GBRf on West Highland 'Alcan' alumina traffic ....'large' pipes from Hartlepool to Georgemas Jct....DBS 'Stobart' train / derailment of 66048 .... Sheerness Scrap Metal....Ribblehead Timber....DBS Wagonload 'Review'....launch of the Bristol 'Boozeliner'.... plus, a special portfolio on Fastline ('RIP'), the Boston steel and the mothballing of Redcar steelworks and associated 'Blast Furnace' & Limestone trains.

'Golden Oldies' is another opportunity to celebrate some 50th 'Golden' Anniversaries .... this time, guest photographer Peter Tandy provides some great photos of Class 33 'Cromptons' in action, while the author dips into his small archive for some Class 37s.

'GWR 175' commemorates the 175th Anniversary of the Great Western Railway with some stunning images of GWR steam, plus the re-painting of Class 57/6 No.57604 *'Pendennis Castle'*.

'Loco Gallery' features Classes 31, 43, 56, 57, 59, 66, 67, 86, 87, 90, 92 plus Class 20s on 'S' stock moves along with DRS '20's & '47's substituting on local DMU services in East Anglia.....55022's historic run to West Wales....D1015 + 40145 on their epic *'never to be repeated'* visit to Cornwall....a good selection of Class 73s, and much, much, more....

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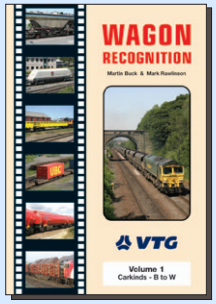

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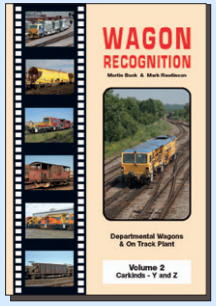

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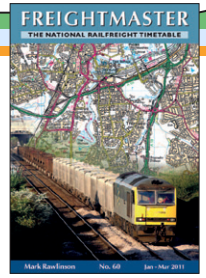

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Network Rail to use SmartWater to deter thefts

Network Rail is to step up its campaign to beat cable thieves by introducing SmartWater forensic spray devices in the Nuneaton area, which has become a hotspot for theft from the railway.

Once activated, the non-hazardous devices will douse offenders in a chemically coded liquid, which will cover their skin, clothing and hair. This can be used to link them back to a particular crime scene; long after the offence has taken place. Every mile of track will be given its own unique chemical code and logged on GPS trackers, so if stolen it can be traced back to its point of origin. Even if thieves attempt to burn the liquid off the cable, traces will still remain. They also risk inadvertently spreading more forensic evidence onto tools and vehicles used to cut and transport stolen cable. Any traces of SmartWater can be detected using UV lights, which are regularly used by the police. In the last 18 months in the Nuneaton area alone there have been 28 cable theft incidents, delaying trains by 350 hours and causing numerous cancellations.

As well as the inconvenience to passengers and freight hauliers, cable theft has cost Network Rail over £35 million in compensation and damage repairs since 2006. Earlier this year, SmartWater was deployed along an isolated hotspot area of track in the West Midlands and it is also used on the Channel Tunnel Rail Link. In those areas there have been no further cable thefts. Signs to warn thieves about the initiative have now been positioned on trackside fencing across Nuneaton to deter anyone from trespassing on the line. SmartWater is just one of the ways in which Network Rail is deterring thieves. Where possible cable will be buried underground, while CCTV is also in use along with trembler devices that are activated when cable is disturbed, sending alarms to control centres. This immediately alerts Network Rail's own staff and security teams to any suspicious activity, and this rapid response is invaluable in reducing the effects on the industry.

Network Rail is also working closely with train operators such as Virgin and London Midland, whose trains have on-board cameras that continually film the track and lineside in front of the train as it makes its journey. What cable thieves do not realise is that the trains have cameras fitted to both ends, so not only is the view in front of the train being captured on camera, so is the one at the rear. Anyone who is up to no good and waits until the train has passed will still be caught and those images can be passed to police as evidence in prosecutions.

▶ End of the line for the old Preston Dock tanks. Class 60 No. 60019 heads the 08.55 Preston Dock-Lindsey with the final run of the older TEA empty bitumin tanks. The new loaded ICA tanks arrived at the docks on the inbound working. The train is seen passing through Lostock Hall on 26th November. John Wade

▲ The repairs to Ryde Pier should be completed by March next year, Wightlink having secured funding of £3.5 million for the first part of the work needed to reopen the pier to both vehicles and pedestrians to start. The company still has to obtain Heritage approval, but this is not thought to be a problem, only weather conditions and availability of approved material being a possible holdup. A temporary walkway is currently under construction, which will be for use by pedestrians while the pier is fully closed during the major works. Trains are back in operation after having to stop when sea water was lapping over the rails. The fares are no longer free, however, as although Wightlink was covering the cost of journeys between Ryde Pier Head and Ryde Esplanade, this is no longer in operation and passengers are now required to pay the standard Island Line fare. Season Ticket and Multilink ticket holders are permitted to travel between Ryde St Johns and Ryde Pier Head at no extra charge until further notice. One of the Island Line's Class 483 two-car EMUs heads for the terminus on the pier on 18th November. **Ken Brunt**

New oil terminal for Cardiff is officially opened

Mabanaft Limited, a UK independent fuel wholesaler, has completed a modernisation project to the railhead at HCB Cardiff Oil Storage terminal, enabling fuel to be rail fed directly from Immingham to Cardiff.

The re-opening of the rail line facility, which has been dormant for the past nine years, will bring added fuel supply security to the Cardiff area, as the terminal is no longer solely reliant on ship movements, which can experience operational delays due to weather and tidal issues.

The modernisation programme has taken over 15 months to complete, and has been undertaken in conjunction with its business partners, creating a more robust infrastructure in the supply of diesel, kerosene and gas oil in the Cardiff area. The new rail facility has also generated six new operational job vacancies.

The official opening of the terminal took place on 26th November.

Metro and Light Rail News

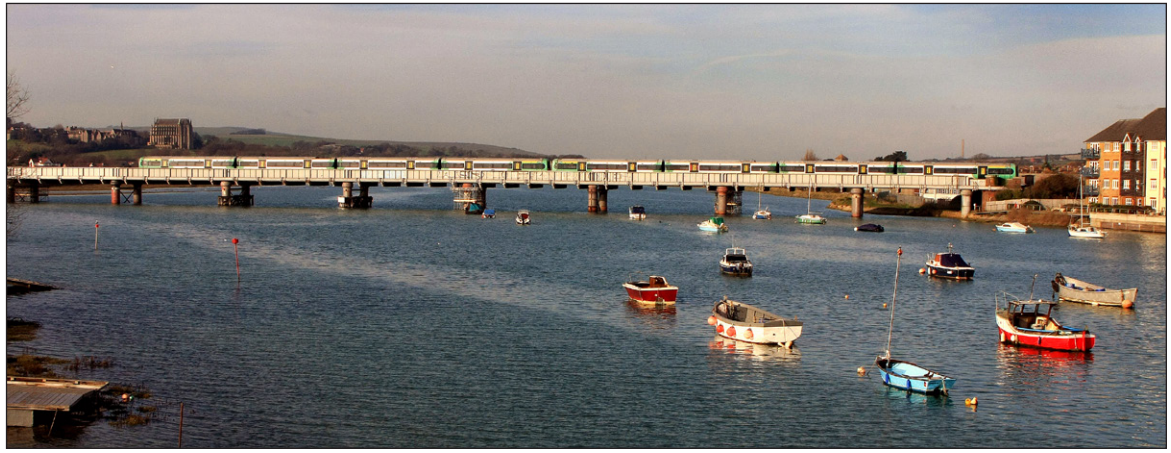
▲ One of several concrete girders are lifted off the lorry to be positioned over Great Charles Street, in Birmingham, during overnight work on 25th/26th November. **Centro**

Midland Metro extension well underway

The first phase of a new £3 million bridge that will take Midland Metro trams into the heart of Birmingham has been completed, the massive concrete beams on which the new Metro track will rest having been placed over Great Charles Street Queensway at Snow Hill station.

The bridge utilises a former rail bridge abutment and pier, and lands on the new viaduct alongside Snow Hill station. It will bring Metro services off the existing approach to Snow Hill station and over a £9 million viaduct, from where it will go through the city centre to the station. The pre-cast concrete beams are up to 21 metres in length and weigh up to 25 tonnes. They were lowered into place by workers in a nighttime operation over five days that closed Great Charles Street at nights.

It is said that Centro's plans to extend the Metro will create 1,300 new jobs and boost the West Midlands economy by £50 million a year, a new fleet of bigger trams increasing passenger capacity between Birmingham and the Black Country. It is due to be completed in spring next year. Design work for the on-street section of the Metro extension is underway and preliminary site works are expected to commence in 2012. Trams will then follow a route from the existing Metro terminus at Snow Hill, along the new viaduct, down Upper Bull Street and Corporation Street, then onto Stephenson Street, before stopping outside a new entrance at New Street station. The route will also provide a fast link from New Street station to the emerging business district at Snow Hill and serve as a platform for a future rapid transit network that is designed to connect and feed into the city's forthcoming High Speed Rail terminus. The total cost of the scheme is £127 million, with £55 million of that paying for the 1.3km-long extension.

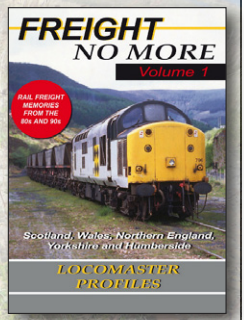


▲ The 11.47 Southern service from London Victoria to Littlehampton crosses the River Adur at Shoreham-by-Sea on 24th November, formed of an eight-car Class 377 Electrostar. The building in the distance on the left is Lancing College Chapel. **Ken Brunt**

Rail freight nostalgia from the 1980s and 1990s

FREIGHT NO MORE

Today's rail freight scene is very different from that of 25 years ago. Block trains are the mainstay of the current scene - a far cry from the vast amount of wagonload traffic carried by Speedlink and, more recently, EWS Enterprise services. But it's not only the traffic that has changed - so has the traction. This - the first of two DVDs - looks back at freight trains that no longer run, as well as branch lines and terminals that no longer exist. The first volume covers Scotland, Wales, Northern England, Yorkshire and Humberside. Among the many nostalgic items featured in this 100-minute DVD are.....



Hunterston-Ravenscraig iron ore; Chivas Regal whisky; Larbert-Oakleigh ICI tanks; Clitheroe-Gunnie cement; Scottish coal from Knockshinnoch and Westfield; Dundee and Inverness Speedlink's; grain to Roseisle; coal to Georgemas Junction; Oban fuel tanks; coal from Marine, Pontycymer and Point of Ayr; Trawsfynydd flasks; Maentwrog Road explosives; Holyhead Freightliners; Ellesmere Port-Amlwch chemicals; Burry Port-Coedbach coal; Stanlow-Aberystwyth fuel tanks; domestic coal to Preston Deepdale and Llandudno Junction; Kilnhurst tanks; Eastgate cement; Redmire limestone; salt from Middlewich; coal trains at Westoe, Wearmouth and Easington collieries; Corkickle ICI chemical tanks; coal trains arriving at Blyth and Bates staithes; coal from Bickershaw and Selby Drift Mine; Ebbw Vale steel; Middlewich salt; Broughton Moor MoD....and many, many more!

This DVD will be released on 8th December priced at £19.95 and is available (post free) by calling our Credit Card Hotline 01753 545888 or by sending a cheque or postal order to:

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Station improvement news from around the UK

A second entrance at Witham station is be constructed. The new entrance, funded jointly by Essex County Council and Network Rail, will provide a direct link between the station car park and the platforms for the first time. A staircase and passenger lift will join up with an extended station footbridge, meaning passengers will no longer have to negotiate the long walk from Easton Road around to the main station entrance.

The £1.5 million refurbishment of Brentwood station is now underway as part of the National Stations Improvement Project. The work will take around four months to complete and will include a new ticket office located in the former parcels office, a larger entrance hall, new retail kiosk, toilets and waiting rooms. Work is also underway at Audley End to improve connections with other modes of transport. The improvements will see a new turning area for buses, a new taxi rank and better provision for cycles.

NXEA has also started a major £2.2 million improvement to Colchester station, which will see the reinstatement of the main entrance on the south side of the station, including a ticket office, customer service office and new W H Smith shop.

Dartford, Longfield and Greenhithe stations have all been given the Secure Stations Scheme award, bringing the total number of Southeastern stations in the scheme to almost 100.

▼ DRS Class 66/4s Nos. 66432 and 66431 wait on the centre road at Ipswich on 25th November, beneath the new footbridge under construction, before proceeding south with the 09.21 Stowmarket - Shenfield Rail Head Treatment Train. The new footbridge costing £3.2 million will open to passengers at Ipswich station next year. It will feature lifts as well as stairs and CCTV. The existing footbridge will also be left in place. **Antony Guppy**

◀ Class 334 Juniper No. 334030 stands at the new Bathgate station on a test run from Airdrie on 16th November. The unit had run through Platform 1 in order to reverse into the new Platform 2. While awaiting a return to Airdrie, another '334' No. 334021 arrived into Platform 1 on a training run from Edinburgh Waverley. This could have been the very first time that two training runs were in both platforms at the station at the same time, as Bathgate Yard was closed for some repair work and No. 334030 could not run into the yard and stable before its next run to Airdrie. **Ian Lothian**

◀▼ First Great Western HST powercar No. 43087 was named *11 Explosive Ordnance Disposal Regiment Royal Logistic Corps* at Didcot on 19th November. From left to right are Edward Vasey, Didcot MP, Lt. Colonel Gareth Becks, County Council Leader Keith Mitchell and Mark Hopwood of First Great Western. **Jack Boskett**

▼ A wintry scene as DB Schenker Class 66/0 No. 66094 approaches Hirwaun with the 10.54 Tower Colliery to Aberthaw Power Station loaded coal service on 27th November. **Phil Trotter**

UK Steam & Modern Traction Railtour Listings

1st December 2010

Compass Tours	tbc	Worcester Shrub Hill-Kidderminster-Tame Bridge Parkway-Stafford-Crewe-Preston-Shap-Carlisle-Beattock-Carstairs-Edinburgh Waverley & return	
Steam Dreams	60007	London Victoria-Staines-Ascot-Reading-Bath Spa-Bristol TM & return	

3rd December 2010

SRPS Railtours	2xWCRC 47	Linlithgow-Morpeth-York-Gainsborough Lea Road-Saxilby-Lincoln & return	
Railway Touring Co.	tbc	Newcastle Central-York-Leeds-Doncaster-Gainsborough Lea Road-Lincoln & rtn	
Compass Tours	tbc	Lockerbie-Preston-Blackburn-Hebden Bridge-Doncaster-Saxilby-Lincoln & return	
Steam Dreams	60007	London KX-Peterborough-Spalding-Lincoln-Newark-Peterborough & London	

4th December 2010

Railtourer	2xWCRC 47	Stevenage-Peterborough-Retford--Newcastle upon Tyne-Edinburgh & return	
NENTA Traintours	2xWCRC 47	Norwich-Diss-Ipswich-Stowmarket-Ely-March-York-Newcastle Central & return	
Torbay Express Ltd	tbc	Bristol TM-Bath Spa-Reading-London Paddington & return	**Cancelled**
Railway Touring Co.	34067	Haywards Heath-Eastleigh-Westbury-Bath Spa & return	**Postponed**
Statesman Rail	tbc	Shrewsbury-Wilmslow-Manchester Victoria-Bolton-Preston-Edinburgh & return	
Hastings Diesels Ltd	Hastings DEMU	Hastings-Tunbridge Wells-Clapham Jct-Bedford-Bletchley & return	
UK Railtours	60163	Bedford-Clapham Jct-Staines-Woking-Westbury-Bath Spa-Bristol TM & return	
Pathfinder Tours	tbc	Eastleigh-Winchester-Basingstoke-Banbury-Dorridge-Lincoln-Cleethorpes & return	
Spitfire Railtours	55022	Preston-Bolton-Huddersfield-Leeds-York-Newcastle-Edinburgh Waverley & return	
Spitfire Railtours	55022	Edinburgh-Dalmeny-Forth Bridge-Dunfermline Town-Ladybank-Tay Bridge-Dundee-Ladybank-Forth Bridge-Dalmeny-Edinburgh Waverley	

5th December 2010

Ranger Trains	6201	(Preston-Crewe)-Stoke-Uttoxeter-Melton Mowbray & return	**Cancelled**
Ranger Trains	6201	Melton Mowbray-Oakham-Corby-Kettering & return	**Cancelled**
Railway Touring Co.	60007	London King's Cross-Peterborough-Grantham-Lincoln & return	

7th December 2010

VSOE	35028	London Victoria-Guildford-London Victoria	
Steam Dreams	34067	London Victoria-Staines-Woking-Salisbury-Sherbourne & return	

11th December 2010

VSOE	35028	London Victoria-Guildford-London Victoria (route to be confirmed)	
Railway Touring Co.	60007	Cambridge-Ely-March-Peterborough-Grantham-York & return	
Statesman Rail	tbc	Peterborough-Oakham-Leicester-Kettering-Bedford-Bath Spa-Bristol TM & return	
Vintage Trains	4965	Solihull-Dorridge-Swindon-Bath Spa-Bristol Temple Meads	**Cancelled**
Rail-Blue Charters	86101	London Euston-Northampton-Nuneaton-Preston-Carstairs-Glasgow Central & rtn	
UK Railtours	tbc	Guildford-Woking-Clapham Jct-Doncaster-Leeds-Skipton & return	
Steam Dreams	60163	London Euston-Rugby-Lichfield TV-Stafford-Crewe-Chester & return	
Vintage Trains	5043	Birmingham Moor Street-Warwick Pkwy-Oxford-Reading-Paddington & return	
Railway Touring Co.	34067 or 44932	Haywards Heath-Chichester-Romsey-Salisbury-Westbury-Bath Spa & return	

12th December 2010

Railway Touring Co.	60007 & 70000	Kings Lynn-Watlington-Downham Market-Ely-Cambridge-King's Cross & rtn	
Railway Touring Co.	6201	Liverpool LS-St.Helens Central-Manchester Victoria-Rochdale-Todmorden-Castleford-York & return	
Torbay Express Ltd	tbc	Bristol TM-Bath Spa-Reading-London Paddington & return	**Cancelled**

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

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

The Week Ahead

by John Whitehouse

The annual Lincoln Christmas market is now an established feature of the festive schedules, as well as a magnet for railtours.

This year is no exception, with six main line charters due to descend upon Lincoln, four of which, are booked to operate on Friday 3rd December, two being steam-hauled and featuring 'A4s'! The Railway Touring Company employs No. 60019 *Bittern* southbound from Newcastle, and back as far as York, where diesel traction will take over. Meanwhile, from the south, Steam Dreams will be operating from King's Cross with No. 60007 *Sir Nigel Gresley*, which is due to work outwards via Spalding, and returning through Newark Northgate.

Also working in from the north will be the SRPS with West Coast Class 47s on its annual working from Linlithgow, running via Edinburgh Waverley and the East Coast Main Line, while Compass Railtours also set out from Scotland, in this case Lockerbie, to work south via Shap, Copy Pit and the Calder Valley with a DBS Class 67.

Next day, Pathfinder will head to Lincoln from Eastleigh, also with a DBS Class 67, which has the added option for anyone with a Christmas shopping phobia to stay on board and enjoy some bracing North Sea air at Cleethorpes. Finally on Sunday 5th December, RTC makes its second visit over the weekend with No. 60007 *Sir Nigel Gresley* heading 'The Lindum Christmas Fayre' from King's Cross, which is booked for the ECML to Newark, before diverging for Lincoln, via Swinderby.

It is a busy week for *Sir Nigel Gresley*, as in addition to the two Lincoln trains, it is also booked to deputise for the unavailable No. 70013 *Oliver Cromwell* on Steam Dreams' 'Cathedrals Express' to Bath Spa and Bristol Temple Meads on 1st December, which works out of London Victoria, and travels via Staines and Ascot to Reading. The same day Compass Railtours are Edinburgh-bound from Worcester Shrub Hill, via both Shap and Beattock en route, with a DBS Class 67.

Edinburgh Waverley is also the destination for three tours on 4th December, with Railtourer working north from St. Neots with West Coast Class 47s, while Spitfire employs Class 55 'Deltic' No. 55022 *Royal Scots Grey* from Preston, which is booked to operate via Standedge and the ECML. Spitfire also offers a mini add-on tour with the Class 55 from Edinburgh to Dundee, taking in both Forth and Tay Bridges in each direction.

Meanwhile, Statesman Railtours will be heading out from Shrewsbury with West Coast Class 47s, working north via Crewe, Manchester and Bolton, before rejoining the WCML to Carstairs and Edinburgh Waverley. Nenta Traintours also head north with a pair of West Coast Class 47s, bound for York, Durham and Newcastle on the company's last working of the year, which originates at Norwich, and reaches the ECML at Peterborough, via Ely and March.

Two varied tours on 4th December conclude the preview this week, commencing with Hastings Diesel's excursion north of the Thames to Bedford and Bletchley. Entitled 'The Christmas Enigma', it marks the de-coding of intercepted German encrypted messages during the war at the celebrated Bletchley Park facility, which is now a museum commemorating its wartime role. The train heads north from Hastings with the DEMU, picking up at the usual locations, before working around West London to reach the Midland Main Line. The train also sets down at St Albans, and will reverse at Bedford for the last leg of the tour to Bletchley, which will be the first visit of a DEMU to the Bedford–Bletchley line. Earlier in the day, UK Railtours will be working out of Bedford for a visit to Bath Spa and Bristol Temple Meads with No. 60163 *Tornado*. The tour picks up at Luton Airport Parkway and St Albans, and then heads via Woking to Salisbury, ultimately reaching Bath Spa by way of Westbury and Bradford-on-Avon.

Ups & Downs

■ The future of No. 6024 *King Edward I* should be a lot clearer after 4th December, which is the date of a second extraordinary general meeting called by the Management Board of the 6024 Preservation Society Limited. Minutes of the first EGM held on 11th September have now been distributed to all members. The situation faced is two-fold, being the funding of the next locomotive overhaul, together with meeting the legal costs of recent litigation. An announcement is expected shortly after the date of the meeting.

■ There should not be any problem with cold coaching stock for Vintage Trains 'First Moor Street Express' on 11th December, as the empty stock is booked to be hauled into the new terminus platform at Birmingham Moor Street by Tyseley's own 'banking engine', none other than 5700 class 0-6-0PT No. 9600. It is also likely to take the empty stock back to Tyseley in the evening, while during the day it is believed it will be on display at Moor Street.

▲ **Heading the final leg of the three day 'Christmas Coronation' trip from Edinburgh to London Euston, A1 Pacific No. 60163 *Tornado* passes Brock, north of Preston, on 20th November. The train was terminated at Rugby after a badly clinkered fire crippled the locomotive. Kevin Truby**

Russian coal causes problems for *Tornado* on three-day 'Christmas Coronation'

'It is as if *Tornado* has been poisoned' was a very pertinent comment following Steam Dreams' 'Christmas Coronation' being terminated at Rugby on 20th November due to the loco being crippled with a badly clinkered fire.

It came at the end of a major three-day tour that required the 'A1' to cover over 1,000 miles from London King's Cross to Edinburgh on 18th November, a circular from Waverley, via the Tyne Valley and Beattock, on 19th November and on the final day back to London Euston, via the WCML.

Tornado was running on Russian coal, with which it has operated for 90% of its main line outings without incident. The fire had been cleaned at both Carlisle and Preston, but evidence of the formation of clinker became evident on the way to Crewe.

It was, says Steam Dreams' Managing Director, Graeme Bunker, who was on the footplate between Crewe and Atherstone, a particularly unusual formation of clinker, as instead of being hard and thus breakable, which allowed the fire to breathe, it was a glutinous impervious mass through which it was difficult to penetrate, thus slowly starving the fire of air. He added that the footplate crew used all the known tricks of the trade to resuscitate the situation, but the fire continued to deteriorate on the run south of Crewe resulting in *Tornado* being brought to a stand near Armitage, just east of Rugeley, for a 'blow-up'.

Once back on the move, the situation with the fire was not improving and the train was now running around an hour late. A further attempt to rescue the fire was made at Atherstone during the water stop, but an alternative plan needed to be formulated in the event of the situation not improving, which was looking unlikely. It had became obvious as early as Nuneaton that the prudent action was to terminate the train at Rugby to enable the passengers to get back to London by service trains, as well as getting the 'Christmas Coronation' out of the way to avoid causing further delays to Virgin and London Midland services.

Faced with a trainload of passengers who needed to get home, Graham Bunker said that the station staff at Rugby responded in a truly magnificent manner, as did both Virgin Trains and London Midland in ensuring that everyone got back to London with the minimum of fuss. As for the train, a DBS Class 66 was summoned from Bescot to haul *Tornado* and the now empty coaching stock back to Wembley, where as planned, it was detached and proceeded with its support coach back to Hither Green under its own steam. Since then, the fire has been dropped and the tender emptied, and reloaded with a fresh batch of coal ahead of its next booked turn on 25th November from King's Cross to York and back, again for Steam Dreams. As for the coal, it has been sent for analysis to establish what exactly happened in the firebox that day.

▲ LMS Stanier 'Jubilee' 4-6-0 No. 5690 *Leander* is seen at Selside, in North Yorkshire, passing the 2,273 feet high Pen-y-ghent, heading for Carlisle with the northbound leg of 'The Christmas Fellsman' on 27th November. Richard Whiteley

First steam out of the 'new' St Pancras and first to visit Rowsley

The highlight of The Railway Touring Company's early season programme should be a couple of 'firsts'; the first steam charter from the new St Pancras (Midland Main Line platforms) and what will likely be the first main line charter to use the recently upgraded Matlock branch and proceed onto the Peak Railway.

The first two weekends in March are when to keep your diary clear; 5th March has No. 46115 *Scots Guardsman* working out of St Pancras, via Kettering, Harringworth Viaduct and Melton Mowbray to Derby, and then onward to Matlock and Rowsley. The 'Scot' will be turned on Peak Railway's recently installed turntable at Rowsley, and will then head the return as far as Derby, where a diesel will take over for the return to St Pancras.

Seven days later, and a 'Britannia' is scheduled to perform the second-ever steam departure from the St Pancras Midland Main Line platforms, this time on a circuitous itinerary that ends up at the next door terminal of King's Cross, working via Kettering, Harringworth Viaduct, Melton Mowbray, Nottingham, Lincoln and Peterborough.

RTC's boss Nigel Dobbin says that he plans to visit the North Norfolk Line from London Liverpool Street with No.70000 *Britannia* via the new Sheringham level crossing on 19th February, thus becoming just the second steam-hauled main line excursion to take advantage of this new facility.

Looking further ahead to 9th April, and steam will make another, albeit rare, appearance at Skegness, which is booked to originate at King's Cross, and operate via Peterborough, Sleaford and Boston, with either *Britannia* or *Oliver Cromwell*. The Central Wales Line is also in the frame for RTC's annual visits, which in 2011 are booked for 14th & 21st May. Trains work out of Manchester, via Shrewsbury, on the first weekend with 'Black 5' No. 44871 and 'Jubilee' No. 5690 *Leander* working south via Llandrindod Wells to Newport, while seven days later the same pairing will head a northbound working that again sets out from Manchester to Newport with diesel-power, but with steam thereafter.

Early 2011 offerings include a Valentines outing from London Victoria to Hastings on 13th February, most likely with Battle of Britain Pacific No. 34067 *Tangmere*, followed by a Trans-Pennine working in the mould of 'The Tin Bath' from Preston and Manchester Victoria on 26th February that is booked to traverse the Penistone to Huddersfield line, ahead of returning along the Calder Valley and over Copy Pit to Blackburn, Darwen and Bolton. Nos. 44871 and 5690 *Leander* are the nominated locomotives.

Interestingly, the high season trains will again feature a 'Welsh Mountaineer' to Blaenau Ffestiniog, the continuance of which is due to its itinerary being incorporated into RTC's five-day special 'Snowdonian' tours, which focus also on the railways of North Wales. 'The North Wales Coast Express' is also in the schedule, together with the Friday-only Crewe to Scarborough trains, Saturday 'Cumbrian Mountain Expresses' working alternatively from Crewe and Liverpool, as well as the Sunday working between York and Carlisle.

An extended 'Dorset Coast Express' season should also feature between London Victoria -Weymouth and Waterloo, as well as an increased season of Bristol Temple Meads to Weymouth workings on Sundays during July and August. Look out for a possible No. 5029 *Nunney Castle* and No. 4936 *Kinlet Hall* combination on some of these workings.

Class 20/3s MAY feature on UK Railtours 'The Orton Towers' charter in December

It is a big IF, but if John Farrow's plan bears fruit, UK Railtour's' 30th December 'Orton Towers' could feature a pair of DRS Class 20s for part of the charter's itinerary.

The reason is that the locomotives 'should' be positioned in Peterborough the previous evening, and are not expected to be required for a movement of London Underground 'S' Stock on the day of the tour. If all this comes to pass, then the plan is to attach the Class 20s at King's Lynn as the 'top and tail' pairing with the GBRf Class 66, which is scheduled to haul the train from Woking.

The 'Choppers' will then feature to Middleton Towers, and then on the Nene Valley Railway, and finally from King's Cross to Ferme Park in the evening. The tour originates at Woking, and picks up outwards at Staines, Alexandra Palace and Potters Bar, and on the return sets down at King's Cross instead of Alexandra Palace. All this is possible as GBRf is the operating TOC for the 'The Orton Towers' charter and the Class 20s are on long-term loan to the company to cover the 'S-Stock' transfers between Derby Litchurch Lane and Old Dalby for testing, and then onwards to Amersham when testing is completed.

However, John Farrow does point out that the use of the Class 20s is not guaranteed, and potential passengers should take careful note of this fact. On the other hand, the itinerary bears scrutiny in its own right and tickets remain available.

Looking further ahead, there is now only limited First Class accommodation on UKR's 'Welsh Highland' re-run on 26th March 2011, following the total sell-out of the initial train a week earlier.

The 9th January working to Barmouth is expected to feature the first Class 67 hauled train over Barmouth Bridge. The plan is to double-head to Machynlleth, and then go forward to Barmouth in 'top and tail' mode.

UKR has also announced a further new tour on 16th April 2011, which is not so straight forward Kings Cross to York operation. Outwards, it follows the ECML throughout, and the bonus is on the return, when after Doncaster the train will divert to follow the old Great Northern & Great Eastern 'Joint Line' through Gainsborough Lea Road, Saxilby, Lincoln Central, Sleaford and Spalding to reach the ECML at Peterborough. The tour sets out from Woking, picking up at Staines, Willesden Junction High Level, Finsbury Park, Potters Bar and Stevenage.

LMS 'Black 5' 4-6-0 No. 44932 is pictured in charge of the 'Bath & Bristol Christmas Express' as it reaches the end of its unassisted climb of Parkstone Bank, Poole on 25th November. **Bob Rosenthal**

LMS 'Jubilee' 4-6-0 No. 5690 *Leander* **coasts over Smardale Viaduct in a winter wonderland on 27th November, with the 'Christmas Fellsman' charter to Carlisle. Ian Cawthorne**

Work commences at Barry Island on the restoration of the first item from the Barry 10 collection

The first restoration project undertaken in Barry of the 'Barry 10' steam locomotives has commenced, the first project being the restoration of a Fowler Midland tender as a part of the Patriot Project.

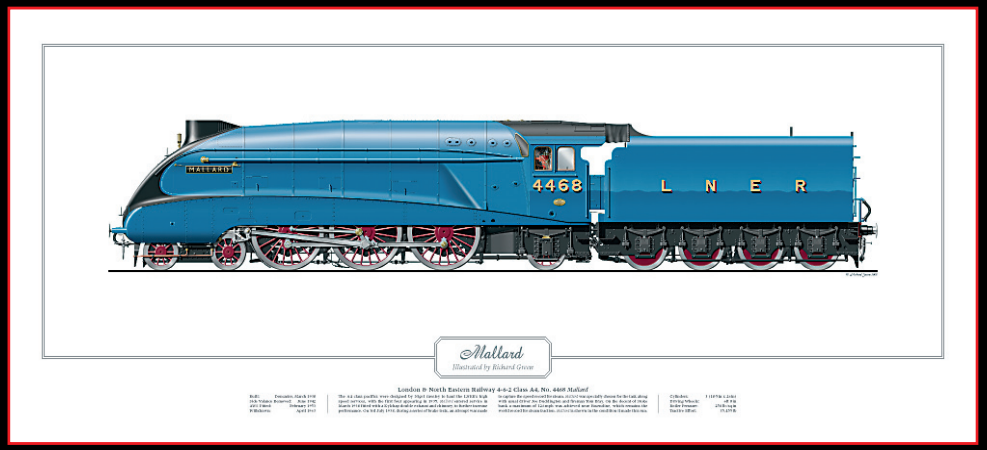
John Buxton, the Chairman of the Cambrian Group that now operates the Barry Rail Centre, said: "The 'Barry 10' were the last of the steam locomotives remaining at Dai Woodham's historic Barry Scrapyard to await restoration. Earlier this year we announced our exciting plans to secure a future for them, ensuring they continue to be available to future generations to understand our railway heritage. This first project on the Fowler Tender makes these plans real".

The Patriot Project is an undertaking to build a brand new Patriot class 4-6-0 that will, with the support of the British Legion, be known as the Unknown Warrior, and will act as the National Memorial Engine for the Legion. The project is being undertaken at various locations across the country, and the Fowler Tender being restored at Barry will be used in conjunction with the new locomotive.

Barry Rail Centre Managing Director, Dr Mark Lang, said "I am delighted that we have now been able to begin work on this project, and that we have been able to employ people from Barry to undertake the work. This is the start of the many restoration schemes and modern maintenance contracts we will seek to undertake at Barry Rail Centre, and we are aiming to create a centre for excellence involving these important engineering skills.

▲ Work gets underway on the restoration of the Fowler Tender at Barry. When restored to working order, it will be used with the new Patriot steam loco now under construction. **Barry Rail Centre**

Extremely Detailed Limited Edition Prints by Richard Green



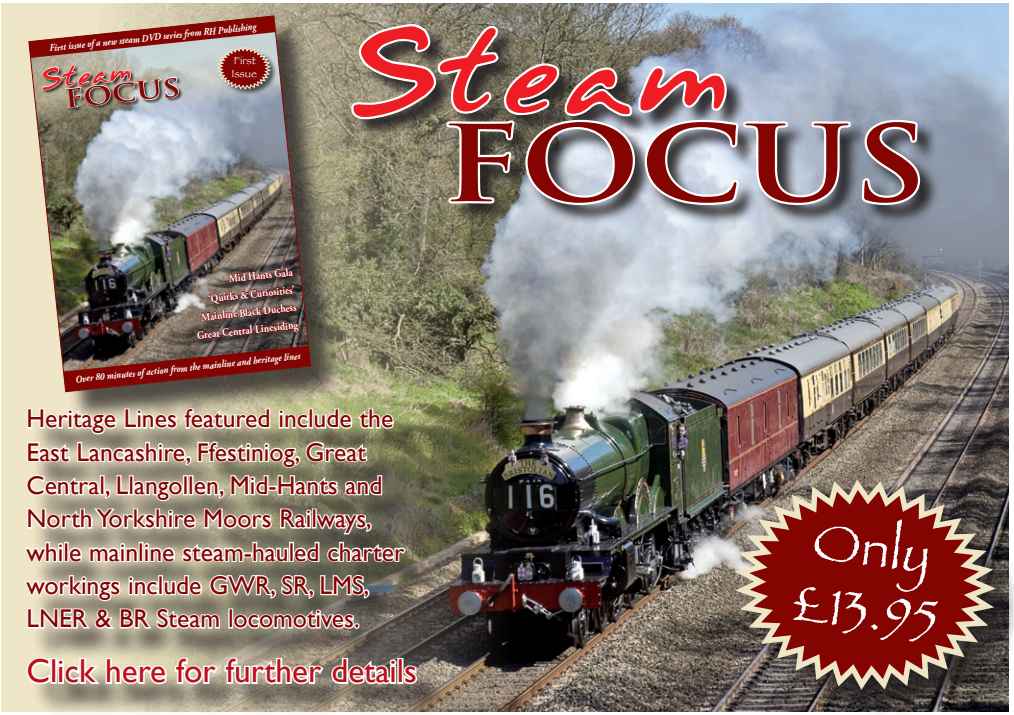
LNER 4-6-2 Class A4, No. 4468 *Mallard*

The print portrays the locomotive in the condition it achieved 126 mph on 3rd July 1938

LOCOS IN PROFILE

Further details: www.locos-in-profile.co.uk

- Size: 720mm x 320mm
- Scale: 8mm/ft
- Edition run: 350 – Signed and Numbered
- Print Price: £29·50



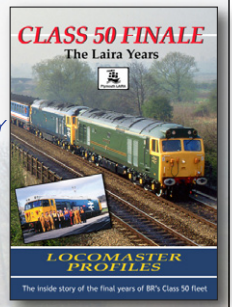
Preservation News In Brief

■ Further to our report last week, regarding the Class 37 Golden Jubilee gala at the Bo'ness & Kinneil Railway on 2nd January, an additional locomotive will be in action, in the form of Class 37/9 No. 37906, one of only two Class 37s that were refurbished and fitted with a more modern Ruston engine as a trial back in the 1980s. The loco has never worked in Scotland since refurbishment, and will be one of several members of the class covering over 100 miles during the day. Class 37s from DRS and WCRC are also expected. Adult Day Rovers ticket are priced at £20, with Child Rovers at £10 and family ticket (2 adults and 3 children) at £50. Standard return fares are also available. A photo charter will also take place, with further details being available from Graham Scott.

Two classic programmes on one DVD

CLASS 50 FINALE
The Laira Years

It is more than 16 years since British Rail's Class 50 fleet bowed out with a spectacular programme of farewell railtours. This 2 hour DVD combines two documentaries detailing the dramatic rundown of the 50 fleet – CLASS 50 FINALE - THE INSIDE STORY and FALL & RISE OF THE 50s.



Produced with the co-operation of Laira depot, you can see every aspect of how the Class 50 fleet was maintained and managed - from A exams to overhauls. Covering the period from the summer of 1991 to the final railtours in March 1994, the programme features plenty of 'behind the scenes' footage at Laira as well as lineside coverage of the Class 50s at work on the main line on a variety of service trains, railtours and specials. Never before had the rundown of a BR loco class been filmed at such close quarters and Plymouth's former Area Fleet Manager, Geoff Hudson, tells the story of what is now a chapter in railway history. Among the featured items are....the Adventures of 'Valiant' and 'Thunderer', the final day of Waterloo-Exeter Class 50 haulage, the return of 'Sir Edward Elgar', the remarkable story of 'Glorious', the entire farewell railtour programme, loco examinations, how 50033 was restored for the NRM...and performances of the Laira concerto!

CLASS 50 FINALE will be available on DVD from December 8th priced at £19.95 (post free) from the address below. Alternatively you can pay by credit or debit card by calling us on our CREDIT CARD HOTLINE on 01753 545888.

LOCOMASTER PROFILES
Freepost SL2253, Langley, Slough, SL3 6BP

visit our website at www.locomaster.co.uk

Work progresses on overhaul of 1888-built LNWR coal tank at Ingrow

Members of the Bahamas Locomotive Society have fitted a new cylinder block to the National Trust's LNWR Coal Tank No. 1054. The block was lowered into the engine frames on 29th October, the casting having been delivered to the BLS Ingrow Loco workshop on the Keighley & Worth Valley Railway the previous day.

The new cylinder block was manufactured based on a Crewe drawing obtained from the Search Engine archive at the National Railway Museum at York. The drawing, dated 1888 and thus the same age as No. 1054 itself, was also for used for the LNWR Special Tanks and DX Goods. To aid the patternmaker in manufacturing the wood patterns and core boxes, a further drawing was prepared by the Society's Engineering Manager, Steve Allsop, who commented, "It has been an interesting project, and not just having the job done, but also meeting the various people involved to achieve the result. It is both remarkable and pleasing that such work can still be achieved in the UK".

Following installation of the cylinder block, the boiler was lowered into place for a trial fitting. The 1921 LNWR boiler has been the subject of extensive repairs at the Ingrow workshop, and has included new half sides, throatplate and doorplate inserts to the steel outer firebox, as well as a new smokebox tubeplate. Completion of the engine, which has benefited from funding by the Heritage Lottery Fund, is expected during the summer of 2011.

The LNWR Coal Tank was completed at LNWR Crewe Works in 1888. It was withdrawn from service in 1939, but was returned to traffic following the outbreak of the Second World War, and was the last example of the 300-strong class, finally withdrawn in 1959. It was saved from the scrap line by a group of enthusiasts headed by Mr J. M. Dunn, former Shed Master of Bangor MPD, and was the first steam locomotive to be preserved in the UK by public subscription. The locomotive was subsequently presented to the National Trust for display at Penrhyn Castle in North Wales. It has been in the care of the Bahamas Locomotive Society since 1973.

▼ **The new cylinder block for LNWR 0-6-2T No. 1054 is gently lowered into position in the yard at Ingrow. Peter Skellon**

Patterns completed for boiler castings of new Corris steam loco

Good progress continues to be made with both the construction and all-important fund-raising as the Corris Railway Society works towards completing its new steam engine in time for a 2014 target date.

The locomotive will be an updated recreation of one of the 'Falcon' 0-4-2 saddle tanks built by the Hughes Company in Loughborough in 1878. There were originally three of these engines built, and the last of them hauled trains in the Dulas Valley in Mid Wales until the original Corris line closed in 1948.

The one surviving 'Falcon' is still at work on the neighbouring Talyllyn Railway, but the Corris Railway want to recreate this part of its line's history and has committed itself to a £250,000 project to do so. Work on the construction of the boiler for the new engine is well advanced at Israel Newton and Sons of Bradford, with a planned completion date of the end of March 2011.

Patterns have now been made for the boiler castings, frame components and the regulator valve, along with castings for the frame, fire bars and pony truck. Fund raising is being carried out by various means. These include payment of regular sums by Standing Order or by purchase of various goods ranging from an enamel badge or a limited edition mug showing the new engine in profile, through to a limited edition painting by Jonathan Clay. Sponsorship of individual components is also possible with prices ranging between £20 and over £2,000. Items recently sponsored include a wheel centre pattern, cylinder block pattern and cylinder castings - and in another unusual method the time-expired saddle tank of the surviving 'Falcon' has been returned by the Talyllyn and is in use as a collecting box at Maespoeth Junction!

Details about the project, sponsorship and sales items details can be seen at www.corris.co.uk or by sending a stamped address envelope to CRS, 38 Underwood Close, Callow Hill, Redditch, B97 5YS.

GWS Steam Railmotor power bogie moves under its own power

Following the successful steam trials of the new engine for the Great Western Society's restored GWR Steam Railmotor No. 93, the unit was once again split for installation in the coach body.

The lift took place at Llangollen on 23rd November. Partly restored No. 93 was shunted into the yard at Pentrefelin, and the engine brought down from Llangollen loco shed. After the boiler had been lifted from the power bogie and put to one side, the Railmotor coach body and underframe were jacked up 2-feet with special power-jacks. This enabled the accommodation bogie to be run out, being replaced by the power bogie, which was manually pushed into place.

As the coach body was lowered, the scroll irons on either side at the driving end were carefully located in the sockets of the under-slung transverse beams that take the weight of the coach in the unusual Dean 'centreless' bogie design. With the vehicle sitting on its power bogie and looking like a Steam Railmotor at last, the most testing task of the day began, lowering the boiler through the coach roof and into the motor compartment. Completion of the task now leaves the way clear to complete all the necessary steam piping and water feed pipes from the 450-gallon tank suspended from the coach underframe, as well as much work on the coach body that could only be tackled with the engine in place. As well as continuing work on the interior of No.93, the exterior of the coach body is in the process of being panelled, prior to the complex task of painting and lining that will be carried out through the winter.

Meanwhile, work on the restoration of 1912 GWR auto trailer No.92, which will eventually work with the Railmotor, continues in its early stages at Llangollen.

▶ **The newly completed power bogie and boiler assembly for the the Great Western Society's Steam Railmotor project moved in steam for the first time on the Llangollen Railway on 17th November. Adrian Knowles**

▲ **SR 'King Arthur' Class 4-6-0 No. 30777** *Sir Lamiel* **blasts away from Loughborough in fading light with the 15.30 service to Leicester North on 20th November. Gary Packer**

Missing nameplate goes on display

The original nameplate from the Welsh Highland Heritage Railway's 1906 Hunslet 2-6-2T steam engine *Russell* **has been presented to it on loan by the Industrial Railway Society, a decade after it was thought to be lost.**

The nameplate is made of solid brass, and was one of a pair made by the steelworks in Brymbo, near Wrexham, when the locomotive was refurbished there in 1942. *Russell* carried the nameplate until it was withdrawn in 1953. Soon afterwards, enthusiasts from the then Birmingham Locomotive Club rescued the loco from the scrapyard, but one of the nameplates disappeared and was presumed to have been lost forever. It transpired that a *Russell* fan was carefully looking after the nameplate, and when he died, his family presented it to the Industrial Railway Society. Now, a deal has been done for the IRS to loan the plate to the WHHR, which owns the other plate, as well as the loco itself.

Russell is currently being restored to working order, and the WHHR hopes it can return to service in 2011. It is being restored to its 'as-built' 1906 condition. Since the nameplates it carried at that time looked different, the newly reunited pair of 1942 plates will go in the WHHR museum in Porthmadog for display.

Another mystery still surrounds the other two nameplates carried by *Russell* from 1906 to 1942. One is in the NRM at York, but the whereabouts of the other is unknown.

An unusual sight at Ipswich as three separate National Express East Anglia Mk3 sets line up on 24th November. The 09.30 Norwich - London departs on the left, the 09.00 Liverpool Street-Norwich (centre) is about to depart, while the set for the launch of the NXEA Wi-Fi occupies Platform 4. The latter set normally lays over at Orient Way sidings in London between the morning and evening rush hours, but was used for the event. It later formed the 11.33 special to Norwich. **Antony Guppy**

With an almost matching consist of yellow MSC containers, Class 66/5 No. 66541 arrives at Bristol Temple Meads on 18th November, with the 07.25 Southampton Millbrook-Bristol Railport service.
Edward Gleed

Steaming through Snowdonia

A photo essay by John Whitehouse

The rare sight of a Double-Fairlie in the Aberglaslyn Pass. *Merddin Emyrs* leaves one of the short tunnels behind as it heads for Beddgelert. Deep in the ravine on the right can be seen the Afon Glaslyn, and this serves to illustrate the engineering challenges that faced the WHR builders. **All: John Whitehouse**

Steaming through Snowdonia

A photo essay by John Whitehouse

What seemed to be an impossible dream will reach fruition next year with the official commencement of through passenger train workings between Caernarfon and Porthmadog on the rebuilt Welsh Highland Railway (WHR).

The task has been enormous, as it was not just a case of raising the finance, but also reinstating much of the infrastructure along the railway's original alignment, following the 60-odd years of closure, as well as battling some serious objections from local landowners and organisations, the Snowdonia National Park being one of several significant objectors whose issues were resolved only by delicate negotiations.

The WHR has opened progressively in four phases; the first in 1997 from Caernarfon to Dinas, followed by Phase 2 some three years later with the extension to Waunfawr. Phase 3 took the railway south from Waunfawr to Rhyd Ddu in 2003, and now the final Phase 4 takes the line through Bedgellert to Porthmadog, where it joins up with the Ffestiniog Railway. The thrilling prospect of a through journey from Caernarfon to Blaenau Ffestiniog, via Porthmadog, now beckons, a fact already picked up on by a major railtour operator, UK Railtours.

All this has not come cheap, with the total bill likely to be around £30 million by the time regular through trains work into Porthmadog next year. This has been financed by a combination of Government money, public subscription and internally generated funds and appeals. The fact that so much has been raised in a relatively short time to bring the project close to completion is testament to the commitment and enterprise of the founding fathers, and both public and private confidence in the scheme.

Further work is required to 'finish-off' the extension, which will

▶ The charter offered the rare opportunity of seeing a Ffestiniog Railway locomotive working on the WHR. Double Fairlie *Merddin Emrys* , a product of Boston Lodge Works in 1879, headed the charter on both 6th & 7th November. The FR and WHR meet at Portmadog Harbour, and one of the most enduring features of operations will be the level crossing that snakes across the A487 road and Pont Britannia, which once again carries both road and railway over the Afon Glaslyn. Here, the train works away from Harbour station, over the Pont Britannia crossing.

▼ *Merddin Emrys* heads the empty stock across the Cob at Porthmadog on the first day. The still conditions, the reflection, and the brooding background hills create a very atmospheric scene.

be Phase 5. This will involve a new appeal to raise £6.5 million, allowing the outstanding work to be completed. This covers items such as permanent station facilities at Caernarfon and Beddgelert, the provision of a new loco depot and extensions to the carriage shed and yard at Dinas, improvements at Porthmadog Harbour station to accommodate WHR & FR trains more effectively, plus work at Boston Lodge to extend both the engine and carriage sheds to accommodate WHR locomotives and coaching stock.

The scenery through which the railway passes can only be described as 'stunning', with good views of Snowdon itself from several points around Bedgellert. However, the experience of riding the train will be the attraction for many, as the alignment contains many tight reverse curves and gradients that will challenge the motive power to the limit.

The staple traction is ex-South African 2ft gauge Beyer Garratt 2-6-2 + 2-6-2 locomotives, some of the most powerful steam locomotives in the world at that gauge. And powerful they will need to be, as the WHR operates with 12-coach trains that are enough to challenge any locomotive working against the 1 in 40 grade and reverse curves around Beddgelert.

Phase 4 contains two very interesting and distinct features. Firstly, hidden within the outskirts of Porthmadog is a unique feature of Britain's railways, the only crossing on the flat where the gauge of each line is different. This is the point where the WHR crosses Network Rails's Cambrian Coast line. The crossing is also unique, as different companies own the conflicting lines, and it is under the control of Machynlleth Control Centre. Signals and catch points that spread the gauge of the WHR tracks protect the Cambrian Coast line, and are interlocked with the new Network rail ERTMS train control system. Permission to use the crossing is dealt with locally, and permission to proceed is automatically given by ERTMS as long as the main line section is clear. Currently ERTMS is live between Pwllheli and Harlech.

The second distinct feature is the crossing of the main A487 road in the middle of Porthmadog, where the line passes over Pont Britannia to reach the Ffestiniog's Harbour station. This will be a major attraction in the future, but any potential congestion should be short as a bypass is being constructed, which is due to open late next-year.

The great day was 30th October, when the first through passenger train arrived at Porthmadog from Caernarfon, followed by a special return working between Porthmadog and Rhyd Ddu the next day, with each event drawing large crowds.

Most of Phase 4 had opened in 2009 from Beddgelert, which took trains through the highlight of the route, the spectacular Aberglaslyn Pass, to a temporary terminal at Hafod-y-Llyn, and later to Pont Croesor, located just outside Porthmadog.

Looking ahead, the WHR will be operating Santa Specials on 11th/12th, 18th/19th and 22nd/23rd December between Caernarfon and Waunfawr, and after Christmas trains will be running between Caernarfon and Pont Croesor between 27th December and 2nd January. A limited service will then operate from 8th January until 17th February on Sundays, Wednesdays and Thursdays only, offering a round trip from Portmadog covering the recently opened scenic southern section of the line. However, the event not to be missed will be the first public train between Caernarfon and Porthmadog on 19th February 2011, which due to its significance will be very much in

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▲ **The train heads over the floodplain between the Aberglaslyn Pass and Beddgelert, with the 770-metre summit of Moelwyn Mawr on the right, and the distinctive conical Cnicht on the left.**

▼ **The rugged landscape of Snowdonia is clearly visible as** *Merddin Emyrs* **(now facing south) makes a spirited departure from Rhyd Ddu. The station is situated a short walk from the village of the same name, which is also a centre for walkers and ramblers especially for those wishing to take the hard way up to the summit of nearby Snowdon.**

demand. The WHR will ensure it is both a special occasion and a special train, and tickets are priced accordingly. So, if you are in limbo concerning a Christmas present, why not get treated to a trip on the first through public train between Caernarfon and Porthmadog in over 70 years. First Class is £100 return, which includes complementary morning coffee and afternoon tea, while Third Class is £50 return. Trains will be synchronised to depart from both Porthmadog and Caernarfon at 10.45, to give a choice of departure points. Through workings will also be operating each day thereafter until 27th February, featuring one round trip from both Caernarfon and Porthmadog. The big day for the official opening is 20th April 2011.

The formal resumption of rail services between Caernarfon and Porthmadog is a dream come true. A truly spectacular journey, an idea of which can be gleaned from these views obtained during a special photographers' charter organised by Bob Branch in early November. It covered the southern end of the line from Rhyd Ddu to Porthmadog, including the Aberglaslyn Pass and these images, while not a definitive guide, do provide an insight into the wealth of stunning scenery on offer.

◀ **A classic WHR scene with the autumnal shades of the forest leading to background peaks as** *Merddin Emyrs* **battles against the severe grade and reverse curves working northbound from Beddgelert through the forest. From here it will be a long slog to reach the summit, just short of Rhyd Ddu.**

▼ **The train breezes around the reverse curves between Tunnels 2 & 3 in the Aberglaslyn Pass, as it heads a southbound run past.**

Well done Bob!

Bob Branch has been organising specialist charters for railway photographers for the best part of 20 years.

The prime example of which were the first ever photo charters on the National Network, which opened up the remote areas of the West Highland line, particularly on Rannoch Moor. These were in addition to arranging charters on heritage railways. Thanks are due to him and, in respect of the latest WHR charter, to Paul Lewin and his team for providing the opportunity to be able to view the railway from vantage points not normally available, and particularly to the footplate crews for some wonderful run-pasts.

Bob reckons that this was his valedictory charter, and if so everyone who has enjoyed the events he has provided over the years are very grateful for the spectacles he has engineered.

29th November 2010
RCTS (Sheffield)
St Mathews Church Rooms, Carver Street, Sheffield. 'An A to Z of Yorkshire's Transport; by John Holroyd. Meeting starts at 14.00.

30th November 2011
Tewkesbury YMCA Railway Sociey
YMCA, Church Street, Tewkesbury. 'Annual Photographic Competition. Meeting commences at 19.45.

1st December 2010
Stephenson Locomotive Society
Hayes Village Hall, Hayes Street, Hayes, Bromley. 'The Hill Railways of India' by Ian Blee. Starts 19.30. Contact the Secretary on 0208 289 9935 for further details.

2nd December 2010
Great Central Railway Society (Rotherham)
The Three Horseshoes, Bawtry Road, Wickersley, Rotherham S66 2BW. 'Members' Evening with Pie and Pea Supper. Starts 19.00. Contact Mick Hayes on 01709 820544 for details.

RCTS (Milton Keynes)
The Crown Public House, Market Square, Stony Stratford, MK11 1BE. 'Members Christmas Meeting'. Starts 19.30. Contact the Fixtures Secretary on 01908 563549 for further details.

SRPS (Edinburgh)
Quaker Meeting House, 7 Victoria Terrace, Edinburgh, EH1 2JL. 'Members' Slides Evening'. Starts 19.30. Donation requested. Contact Dr Peter Howell on 0131 334 5232 for further details.

Stephenson Loco Society
St John Ambulance Centre, Sandes Avenue, Kendal. 'Twixt Tyne and Tees' by J.Young. Meeting starts at 19.15. Contact the Secretary on 01539 720706 for further details.

3rd December 2010
Stephenson Loco Society
Settlement Centre, Union Street, Middlesbrough. 'Misc. Local Transport Nostalgia Pt 1 & 2'by Nick Carter. Starts 19.00. Contact 01642 313451 for further details.

4th December 2010
Stephenson Loco Society
The Friends Meeting House, Mount Street, Manchester. 'The Clapham Disaster' by Malcolm Roughly. Starts 14.00. Contact 0161 928 2461.

6th December 2010
North Yorkshire Moors Railway (Northallerton)
Northallerton Town Cricket Club, Farndale Avenue, Northallerton. Members' Evening. Starts 19.30. Admission £1.50. Contact Ian McInnes on 01642 767233 for details.

York Railway Circle
Archbishop Holgate's School, Hull Road, York YO10 5ZA. 'Main Line Steam in 2010' by Karl Jauncey & Dave Richards. Starts 19.30. Contact Robin Patrick at locopatrick@aol.com for details.

7th December 2010
Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. GRES Christmas Social. Starts 19.45. Contact the Secretary, Roger Hart on 01474 833320 for further details.

Locomotive & Carriage Institution
55 Broadway, London. 'First Great Western' by Mark Hopwood. Starts 18.00. Contact Stuart Smith at smithstuart@btinternet.com.

Locomotive Club of Great Britain (Bedford)
St John's Church Hall, St John's Street, Bedford. 'Engine Sheds Part A' by Chris Banks. Starts 19.30. Contact 01525 750149 for further details.

Monmouthshire Railway Society
Room LL1, UWCN, Allt-Yr-Yn Avenue, Newport, S.Wales NP20 5DD. 'Industrial Steam in S.Wales 1968-78' by Stanley Brow. Starts 19.30. Admission £3 non-members.

Southern Electric Group (South Hampshire)/ LRTA (Southern)
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Australia in the 21st Century' by David Cable. Starts 19.30. Entry £2. Contact John Goodrich on 02380 670028 for details.

Tewkesbury YMCA Railway Sociey
YMCA, Church Street, Tewkesbury. "Shorty' A Tribute to the late Derek Short' by Peter Skelton. Starts 19.45.

Weston super Mare Railway Society
Function Room, Conservative Club, Alexandra Parade, Weston super Mare. 'Evercreech to Burnham-on-Sea' by Terry Temlett. Starts 20.00. Contact Lionel Jones on 01934 628289 for further details.

8th December 2010
Basingstoke & District Railway Society
Wote St. Club, New Road, Basingstoke. 'Steam in the British Landscape' by Steve Wright. Starts 20.00. Contact the Secretary on 01256 819401 for further details.

Bromsgrove Rly Club
St Godwalds Church Hall, Aston Fields, Bromsgrove. AGM Club Secretary Entertains. Starts 19.45. Contact Dave on 01527 873800 or Gordon on 05127873609 for details.

Oxfordshire Rly Society
Seacourt Day Centre, Seacourt Road, Oxford OX2 9LD. 'Bumper Annual Film Show' by Alan Wilmott. Meeting commences at 19.30.

Stephenson Locomotive Society
YMCA, Bridge Street, Guildford. 'The Seven and a Quarter Inch GCR Then and Now' by Chris Bishop. Meeting commences at 19.30. Contact the Secretary on 01372 379216 for further details.

Swiss Railways Society (London)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. 'Christmas Quiz'. Starts 19.00. Donation of £2 requested. Contact the Secretary, Ron Dawes on 020 8660 3532 for further details.

9th December 2010
Bath Railway Society
Bath Green Park Station Meeting Room, Bath. 'Pre 1968 Railways Around the UK' by Mike Dodd. Starts 19.30. Contact Kevin Plummer (evening) on 01225 312564 for details.

Continental Railway Circle
St Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. 'Colorado Rails 1989' by Bob Stonehouse. Starts 19.15. Admission £2. Contact Adrian Palmer on 01932 850624 or at akpalmer@talktalk.net for further details.

Friends of the West Highland Lines
Partick United Free Church Hall, Thornwood Terrace, Thornwood, Glasgow. 'Tribute Night to the Late David Morrison' by Stuart Cameron. Starts 19.30. £1 donation.

Irish Railway Record Society
The Exmouth Arms, 1 Starcross Street, London NW1 2HR. 'Government Intervention: Gauge and Achill' by Tom Ferris. Starts 19.00.

Locomotive Club of Great Britain (St Albans)
United Reform Church, Watford Road, Chiswell Green, Nr St Albans. 'Forging a Railway: Archaeologists Investigate Stations & Railway Works' by Andrew Westman. Starts 19.30. Donation of £2 required.

Stephenson Loco Society
United Reform Church Hall, Mowbray Road, New Barnet. 'Bowling round with Bernie' by Bernie Holland. Meeting commences at 19.30. Contact the Secretary on 0208 368 6200 for further details.

Stevenage Locomotive Society
The Community Arts Centre, Roaring Meg Retail Park, London Road, Stevenage SG1 1XN 'Members' Photographic Competition 2010'. Starts 19.45. Admission £2. Contact the Treasurer on 07803 046076 or at alan.pitt@lineone.net for details.

10th December 2010
Altrincham Electric Rly Preservation Society
Altrincham Methodist Church Hall, Barington Road, Altrincham, Cheshire WA1 1HF. 'Steam Across the Rockies' by Tony Harrison. Starts 19.30. Admission £3. Contact Andrew Macfarlane on 0161 928 9394 for details.

Great Western Society (Swindon)
Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn. 'Christmas Meeting'. Meeting starts at 19.30. Contact the Secretary on 01793 495976 for further details.

Shropshire Rly Society
The Gateway, Chester Street, Shrewsbury. 'Cuba - Steamy Island of the Caribbean' by Ron Davies. Starts 19.30. £3 Donation. Contact the General Secretary on 01743 243295 for further details.

Should your society information be listed on this page?

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

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

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

▼ **Steam Dreams' 'Cathedrals Express' from King's Cross to York encountered problems on 25th November. Already running late, the special was routed via Hambleton Junctions and Sherburn-in-Elmet, having a lengthy stop on this section to allow the crew of No. 60163 *Tornado* to 'blow-up' the boiler. A further stop delayed the train further, finally seen here bathed in a low golden sunlight passing Colton South Junction, some 110 minutes late. Paul Braybrook**

Stephenson Loco Society
The Mining Institute Lecture Theatre, Nevill Hall, Westgate Road, Newcastle upon Tyne. 'Yuletide Festivities' Meeting Commences at 19.00. Contact the Secretary on 01434 688946 for further details.

11th December 2010
Bournemouth Rly Club
'All Purpose Room', Winton Methodis Comminity Centre, Alma Road/ Heron Court Road, Bournemouth. AGM followed by 'The Peter Smith Address'. Meeting commences at 14.30. Admission £2. Contact Martyn Thresh at martyn.thresh@ ntlworld.com for further details.

Cornwall Rly Society
Community Centre, Foundry Row, Redruth. 'Trains in the Countryside' by Peter Triggs. Meeting commences at 18.30. Non-members £2.

Irwell Vale Railway Photographers
Irwell Vale Village Church, Irwell Vale, Rossendale. 'Hellifield Part 1' by Barry Atkinson. Meeting commences at 19.30. Admission £3. Contact Mike Taylor on 01282 436653 or at mick.t@btinternet.com for details.

Stephenson Loco Society
Kidderminster Railway Museum, Kidderminster. 'SLS Midlands Christmas Event'. Starts 14.00. Contact the Secretary on 01242 582152 for further details.

12th December 2010
St Albans Signal Box Open Day
St Albans Signal Box Preservation Trust, Ridgmont Road, St Albans AL1 3AJ. Exhibition of signalling and railway ephemera within the preserved signal box. Admission free. Open 14.00 - 17.00. Contact the Chairman, K.Webster on 01727 836131 for further details.

13th December 2010
Driffield & East Yorkshire Rly Society
The Sidings, Middle Street South, Driffield, YO25 6PX. 'North Yorkshire Moors and East Lancashire Railways 1995' and annual photo comp. Starts 19.30. £2 donation requested. Contact 01377 25068 for details.

Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln. 'Railroad Heaven, The Railroads of Colorado' by Graham Lightfoot. Meeting commences at 20.00. Entrance fee £3. Contact the Publicity Member on 01522 705365 or at graham@the-st. fsnet.co.uk for further details

Southern Electric Group (Sussex Branch)
Deall Room, Southwick Community Centre. Party Night and Member's Pictures. Meeting starts at 19.30. Donation of £2 requested. Contact the Secretary, Bruce Cakebread on 01273 462094 or at b.cakebread@ ntlworld.com for further details.

Stephenson Loco Society
Taylors Hotel, 68 Byres Road, Kilwinning, KA13 6JU. 'Belgian Coastal Trams Plus' by Ian Duncan. Meeting commences at 19.30. Contact the Secretary on 01294 822303 for further details.

14th December 2010
8E Railway Association
The Gladstone Club, Station Road, Northwich, CW9 5RB. AGM followed by 'Chester B&W - Part 2' by Jon Penn. Meeting starts at 19.45. Contact Paul Tench on 07790 486735 for details

Abergavenny & District Steam Society
Upper Room, The Hen and Chickens, Flannel Street, Abergavenny. TBC. Start 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ ntlworld.com for further details.

Great Western Society (Bristol)
BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG. 'Schnee, Dampf-und Schmalspurbahnen' by Robert Heron. Starts 19.45. Contact the Secretary on 01454 324230 for further details.

SRPS (Lanarkshire)
Holy Trinity Church, Avon Street, Motherwell, ML1 3AA. 'Members' Evening'. Meeting commences at 19.30. A donation is requested. Contact Fred Landery on 01698 457777 or at fred.landery@ srps.org.uk for further details.

Stephenson Locomotive Society
Fox Covert In, High Leven, Nr. Yarm. 'Hidden Treasures' by Ted Parker. Meeting commences at 19.30. Contact the Secretary on 01642 313451 for further details.

16th December 2010
Breconshire Railway Society
R.A.F.A.Club, The Struet, Brecon. Members Evening - Slides, Videos, etc. Meeting commences at 19.30. Members only. Please contact the Secretary, Arthur Robinson on 01982 560219 for further details and all membership enquiries.

Ffestiniog Railway Society (White Rose)
Oxford Place Methodist Centre, Oxford Place, Leeds LS1 3AX. 'Christmas Slide Show'. Meeting commences at 19.30. £2 donation. Contact the Secretary on 01904 331973 or at wrg@ngtrains.com for further details.

Locomotive Club of Great Britain (North West)
St David's Social Centre, 249 Wargrave Road, Newton-le-Willows, WA12 8EW. 'Round the Regions' by Alf Storey. Meeting commences at 19.30. £2 minimum donation suggested. Contact the Secretary, Neville Bond on 01925 226473 or email lcgb.nw@blueyonder.co.uk for further details.

17th December 2010
Great Western Society (Taunton)
Village Hall, Stoke St Mary, Nr Taunton. 'Footplate Days' by David Butcher. Starts 19.30. Contact 01823 334188 for further details

19th December 2010
Barrow Hill Engine Shed Society
Roundhouse Lecture Theatre, Barrow Hill, Chesterfield. Christmas Social Evening. Starts 19.30. Admission £2. Contact the Secretary at beardspaul@aol.com for details.

20th December 2010
GCR Society (Spinkhill)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB. 'A Spinkhill 10th Anniversary Christmas Cracker'. Starts 19.30. Contact Frank Greaves on 01909 473927 for details

21st December 2010
Locomotive Club of Great Britain (Bedford)
St John's Church Hall, St John's Street, Bedford. Christmas Special. Starts 19.30. Contact the Secretary on 01525 750149 for further details.

3rd January 2011
NYMR (Northallerton)
Northallerton Town Cricket Club, Farndale Avenue, Northallerton. Peter Rodgers' Quiz Evening. Starts 19.30. Admission £1.50. Contact Ian McInnes on 01642 767233.

4th January 2011
Locomotive & Carriage Institution
55 Broadway, London. 'Reading Re-Modelling Scheme' by Sean Murray. Starts 18.00. Contact Stuart Smith at smithstuart@btinternet.com

Southern Electric Group (South Hampshire)
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Tramway Events in Belgium 2010' by Mike Russell. Starts 19.30. Admission £2. Contact John Goodrich on 02380 670028.

Weston super Mare Railway Society
Function Room, Conservative Club, Alexandra Parade, Weston super Mare. 'Trains in the Countryside' by Peter Triggs. Start 20.00. Contact Lionel Jones on 01934 628289.

6th January 2011
SRPS (Edinburgh)
Quaker Meeting House, 7 Victoria Terrace, Edinburgh, EH1 2JL. 'Rail Freight - Keeping the Wagons Moving' by Arran Aird. Starts 19.30. Donation requested. Contact Dr Peter Howell on 0131 334 5232.

6th January 2011
Great Central Railway Society (Sheffield)
The Harlequin, 108 Nursery Street, Sheffield S3 8GG. 'Great Central Locomotive Liveries' by John Quick. Starts 19.30. Contact Ken Grainger on 01142 540275 for further details.

8th January 2011
Bournemouth Rly Club
'All Purpose Room', Winton Methodist Comminity Centre, Alma Road/Heron Court Road, Bournemouth. 'Alpine Railway Journeys in Switzerland' by David Mead. Starts 14.30. Admission £2. Contact Martyn Thresh at martyn. thresh@ntlworld.com for details.

Cornwall Rly Society
Community Centre, Foundry Row, Redruth. 'A Photographer's Favourites' by Peter Salmon. Starts 18.30. Non-members £2.

10th January 2011
Lincoln Railway Society
St Hugh's Church Hall, Harewood Crescent, North Hykeham, Lincoln LN6 8JG, Capturing the Present and Recreating the Past' by Jason Cross. Meeting starts 20.00. Entrance £3. Contact 01522-705365 or email graham@the-st.fsnet.co.uk for details.

Southern Electric Group (Sussex)
Deall Room, Southwick Community Centre, Southwick. 'The History & Development of Railways in France' by Michael Bunn. Starts 19.30. £2 Donation. Contact Bruce Cakebread on 01273 462094 for further details.

York Railway Circle
Archbishop Holgate's School, Hull Road, York YO10 5ZA. 'Off the Main Line & Colour Rail 1960's' by David Tillotson. Starts 19.30. Contact Robin Patrick on 01904 412232.

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

Problems caused by a failed train on the ECML found East Coast Class 91/1 No. 91125 heading a northbound service along the 'Down Slow', through Huntingdon on 25th November. Kev Gregory

Magazine Information

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