Railway Herald

Issue 249 - 6th December 2010

The electronic journal for the railway enthusiast

Railway Herald

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6th December 2010

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John Whitehouse

Climbing to Cauldon Lowe

After three special event weekends to officially reopen the Leekbrook Junction to Cauldon Lowe branch to passenger services, John Whitehouse looks back at the events of the three weekends and the photo opportunities available.

Read more on Page 23

Revised Publication Date

Because of the forthcoming Christmas Break, *Railway Herald*'s 250th edition will be published, a day later than normal on

Tuesday 14th December 2010

This is to allow us to provide the most up-to-date coverage possible for the week. This is only a temporary change for next week, following which we will return to a Monday.

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The weekly round-up from a pictorial viewpoint of newsworthy and unusual workings across the country.

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Its snow joke anymore
Britain's railways have been fighting a losing battle at times to combat the effects of below-zero temperatures and failing snow.
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Class 221 reformations
Virgin Trains has completed its proposed plan to remove one four-coach Class 221 from traffic and upgrade the remaining two sets to five-cars.
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Light Rail & Metro
Docklands Light Railway completes its planned three set upgrades on the routes from Lewisham, and Midland Metro is affected by ice.
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EXCLUSIVE Reader Offer
Railway Herald and Silver Link Publishing have joined to provide readers with an exclusive offer on two of the latest Past & Present books.
Click here to read the story on Page 8

Essentials

12 Railtours & Excursions
Including comprehensive listings.

18 Diary
The dates of slide shows and information presentations.

Front Cover Caption:

In severe weather conditions on 30th November, Class 376 Electrostar No. 376029 trundles into Dartford station, forming a local service from Charing Cross. Bill Turvill

Its snow joke ... as Scotland and Eastern Britain is hit by the heaviest snowfalls of the year

The first major snowfalls of the 2010/2011 winter have brought chaos to many of Britain's transport services.

Road, rail and air have all had major problems after snow in most Eastern areas brought many transport networks to a halt. Across the country at 13.00 on 3rd December, ATOC reported that 72% of services that would normally run on a Friday were in operation, and of those, 53% were running to time. National Rail Enquiries has set up a dedicated hotline (08453 017 641) to provide passengers with up to date information about disruption caused by snow.

While delayed and cancelled services were prolific, passengers on one train in the South East were stranded for six hours overnight near Orpington, after the 20.05 Charing Cross to Hastings Electrostar failed under a mile from Sevenoaks, after ice formed on the third rail, with passengers being left in total darkness until 03.30. Another two services were trapped behind a failed EMU at Three Bridges, resulting in over 300 passengers spending the night on the trains before coaches and taxis could be organised for onward journeys. Across London, Victoria station was the worst hit when all services were cancelled.

Southern and Southeastern were two of the hardest hit operators, with most routes suspended at some point. London Overground services were operating to an amended timetable between Dalston Junction and West Croydon over the East London Line, with the route being closed between Sydenham and Crystal Palace. The Isle of Wight line was heavily disrupted on 2nd December, although the service has been running normally since.

Gatwick Airport services were suspended on 1st & 2nd December, following the closure of the Airport itself, while Eurostars along High Speed 1 were operating to a reduced timetable from 1st December, a situation that was expected to last until the 5th, the company advising passengers not to travel until 5th December, if at all possible. The procedures put into place on the Class 373 sets after the snow-related incidents last winter appear to be working at the present time, with no operational incidents relating to the trains being reported.

c2c was not operating too badly compared with other areas, although services were likely to operate around 20 minutes late according to National Rail Enquiries. First Capital Connect trains on the Great Northern route to Moorgate and King's Cross were running normally, although there was no cross-London 'Thameslink' service and all FCC trains heading north of London in the Bedford direction were starting or terminating at

▼ **On 1st December, the East Midlands HST set currently on hire to East Coast departs from York, with powercars Nos. 43058 and 43066, working the 11.30 London King's Cross to Newcastle service. Operating to the 80mph contingency timetable, the train was leaving York some 30 minutes later than normal. Peter Lovell**

St Pancras International. There were also no services at all between London and Sutton, via Mitcham/Wimbledon, while the City Thameslink to Brighton route was down to one train per hour, with passengers being told to expect delays.

Great Western was running normally, with the exception of the Newquay branch, which was closed because of the ongoing repairs needed as a result of three landslides. However, the Reading to Redhill route was working to an amended service. South West Trains had revised timetables in operation for most routes out of London, although there were no trains from Waterloo to Shepperton, Chessington South, Hampton Court or Guildford, via Leatherhead. Services were also suspended between Salisbury and Bristol.

National Express East Anglia services were operating, although with delays on all routes.

On the cross-Pennine line, the Hope Valley route was closed for a period, with Trans-Pennine services from Cleethorpes to Manchester being suspended totally, while East Midlands Trains' Norwich to Liverpool services were not running west of Sheffield. TransPennine recommenced operations on 3rd December between Manchester Piccadilly and Sheffield. The northern Trans-Pennine route over Standedge was unaffected, as was the majority of the North West.

Northern Rail, mainly because of its wide operating area, sustained major disruption. Services through Knottingley, on the Leeds to Manchester, via Dewsbury, service, Barton to Cleethorpes, Huddersfield to Barnsley, Scarborough to Bridlington, Doncaster to Adwick and Sheffield to York routes were all suspended. In addition, there were no trains between Lincoln and Sheffield, with four Northern Rail DMUs being reportedly stranded at Lincoln. Elsewhere, the company was operating Hull to Bridlington trains, with additional peak hour services to Cottingham and Beverley where possible. The routes from Middlesbrough to Whitby and Saltburn were both closed as well.

East Coast said it was carrying a third more passengers than at the same time last year, a total of 19,734 travelling between 28th November and 2nd December. The company is currently operating a special timetable across all services during the bad weather, with its trains limited to a top-speed of 80mph due to the large amounts of snow and ice around.

Scotland has, perhaps, been the worst hit. East Coast was advising passengers not to travel north of Edinburgh, and that an hourly service would operate between London and Edinburgh on a temporary timetable, although services would not call at Dunbar due to an ongoing points problem. Road replacement coaches were, due to the road conditions, not an option.

Early morning CrossCountry services, that should have commenced north of Edinburgh, were either starting from the Scottish capital or were cancelled throughout.

ScotRail was advising passengers not to travel, or to make alternative arrangements, as services from Edinburgh to Glasgow Central, via Shotts, Bathgate and the Fife Circle, Glasgow Central to Whifflet, Motherwell to Cumbernauld, Glasgow Queen Street to Falkirk, Dunblane, Dundee, Inverness, Aberdeen, Anniesland, Oban, Fort William and Mallaig were all cancelled. ScotRail's Edinburgh to Dunbar services were suspended, with National Rail advising passengers to 'use other train operators services', despite all other operators stating trains will not call at Dunbar! A 30-minute interval service operated from Glasgow Queen Street to Edinburgh, with an amended timetable on Glasgow Central to Ardrossan Harbour and Gourock in operation.

Various locomotives and snowploughs were out in force across the network, either attempting to keep routes open, or, in a number of cases, trying to reopen routes.

Freight services were also heavily hit, with few trains operating out of Immingham on 2nd and 3rd December, and no coal services operating out of Ayrshire to Cockenzie or Longannet Power Stations in Scotland.

Elsewhere, trains were running well, with Arriva Trains Wales, Chiltern, Heathrow Connect, Heathrow Express, London Midland, Merseyrail, Wrexham & Shropshire and Virgin Trains continually reporting normal services in operation.

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▲ **On a morning when Southern were running a limited service, SWT were at least able to operate an amended service on some routes. This was the view at Epsom on 2nd December as Class 455 No. (45)5920 arrives, with several Southern EMUs stabled. Ian Docwra**

▼ **There may be snow across Scotland now, but in late November coal was still being moved to Longannet Power Station in Scotland. On 30th November, Class 66/5 No. 66551 powers through Alloa Loop, running three hours late, with a loaded coal from Ravenstruther. Alex Napier**

◀ On its first day in service as a five-car unit, Class 221 No. 221142 departs from Lancaster on 30th November with the 07.20 Birmingham New Street to Edinburgh service. The additional vehicle, No. 60994 still carries the name of *BOMBARDIER Voyager*. **Brian Garrett**

Virgin completes its Class 221 upgrade to five-car sets

The project to reform two four-car Class 221 Super Voyager trains to provide greater flexibility and offer consistency in the operation of Birmingham-Scotland and London-Chester-North Wales services is now complete.

As a result, Virgin Trains no longer operates any Class 221 Super Voyagers as four-car units. No. 221144 was taken out of service on 22nd November, and the two non-driving cars removed and prepared for insertion into sets 221142 and 221143. Set No. 221142 undertook a test run on 28th November and entered service on 30th November as a five-car unit on Edinburgh services, while classmate No. 221143 performed a test run on 2nd December and entered service on 3rd December on North Wales services.

Elsewhere, the first of the new Class 390 'Pendolino' sets being built by Alstom was due to arrive in the UK on 1st December, via the Channel Tunnel. However, the set remained stuck in France due to there being no room to accommodate it at Dollands Moor! The set is reported to have departed from the factory on 26th November.

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UK News In Brief

■ The Falmouth branch in Cornwall is currently closed for two weeks to allow two miles of the 12-mile branch to be relaid, and vegetation cut back.

■ The controversial Tesco store at Gerrards Cross, which is built over the railway, has finally opened. The project was delayed when part of the tunnel being built over the line collapsed in 2005.

■ Ribblehead station will host a carol service on 9th December, starting at 17.00. There will also be the annual open day at Settle station from 10.00 to 15.30 on 11th December, with sherry, wine, soft drinks and mince pies accompanying the 'Settle Voices' choir.

■ The Royal Border Bridge at Berwick-upon-Tweed was lit-up for its 160th birthday. The bridge links Scotland and England on the ECML, and was officially opened in 1850 by Queen Victoria. The lights on the bridge arches were lit for the first time on 27th November.

■ Following a £1.7 million refurbishment, Middlesbrough station has been awarded the International Station of Year award! The other stations in the running were Newry, Carrickfergus and Belfast in Northern Ireland, Westport, Waterford, Connolly, Clongriffin and Heuston in the Republic of Ireland, Hoylake, Maghull and Liverpool South Parkway in Merseyside, as well as Ormskirk, Southport, Hull, Scunthorpe in England, and Dolau in Wales.

■ The branch from Par to Newquay has been closed after severe weather caused three mudslides around the Pontsmill area on 24th November.

■ An independent survey commissioned by Merseytravel has shown a massive demand for a new station between Moreton and Moels on the West Kirby line. Originally suggested more than 20 years ago, the new station will now be a priority in the Local Transport Plan, although funding for the construction has still to be identified.

■ The new car parking facility at Southampton Airport Parkway, which is being developed through a partnership between South West Trains and Network Rail, is due for completion by Summer 2011. Work started in July and is progressing well. The multi-storey car park is being built on the site of the old car park and aims to provide an additional 375 parking spaces.

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Metro and Light Rail News

Docklands completes introduction of triple sets to Lewisham

The introduction of six-car trains (three two-car sets) is now complete on the Docklands Light Railway route from Stratford to Lewisham in addition to that from Bank to Lewisham, the additional coaching stock is reported to increase capacity by 50% for each train during the morning peak.

The Olympic Delivery Authority (ODA) Director of Transport, Hugh Sumner, said: "The introduction of three-car trains on the Stratford-Lewisham line will deliver additional capacity before, during and after the Games. The ODA welcomes this upgrade as part of a £6.5 billion nationwide investment in transport associated with the Games, as the route will continue to be an important option for those with disabilities, people with luggage and parents with small children or pushchairs".

During the morning peak, every other train will run a six-car configuration while in the evening and off peaks, the longer trains will run according to demand. Fifty-five new carriages have been added to the DLR fleet to enable six-car operation. They have been delivered over the last two years at a cost of £100 million and were funded by TfL (£80m) and the ODA (£20m). The DLR currently carries almost 70 million people a year and has a reliability figure of 98.6%.

▼ **Class B07 B-2-B units Nos. 107 & 131 arrive at Limehouse on 30th November, forming a Docklands Light Railway service from Woolwich Arsenal to Tower Gateway. These are the units that now operate as three two-car sets on both Bank to Lewisham and Stratford to Lewisham lines. Brian Morrison**

Burst water pipe causes disruption to Midland Metro services

Services on the Midland Metro in Birmingham have been restored after major disruption from ice caused by a burst water pipe on one of the coldest nights of the year.

The pipe was in an empty property above Hockley Tunnel in the Jewellery Quarter. On a night where temperatures in the city went as low as -7C, water soaked through the tunnel roof and onto overhead power lines and the track, forming thick ice along a five-metre stretch. It was discovered early on the morning of 3rd December in a routine check by Midland Metro staff. Services were suspended at 05.15 between the Jewellery Quarter and Snow Hill stations for the ice to be removed, although trams ran as normal from Wolverhampton St Georges to Soho Benson Road in Birmingham. This was done by workmen operating a Mecalac, a vehicle that operates on road and rail, and which has a cherry-picker basket enabling the overhead lines to be reached to remove the ice. To do this, however, the power had to be turned off between Jewellery Quarter and the Wednesbury Great Western Street stops, as the latter was the nearest point on the line where the Mecalac could access the line from the road.

Services were suspended between these two stations shortly before 13.00, but resumed at 16.00.

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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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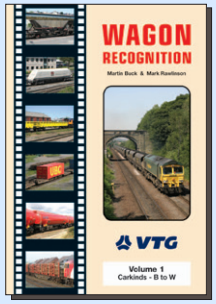

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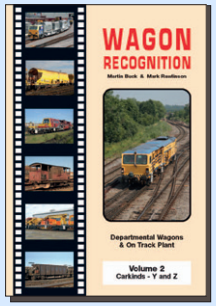

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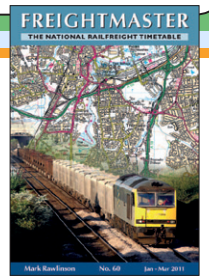

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CrossRail begins rolling stock procurement

The Crossrail project has reached a major milestone with the procurement process to purchase new trains having got underway.

A notice has been published in the Official Journal of the European Union (OJEU) covering the combined procurement of rolling stock, a light maintenance and stabling depot at Old Oak Common, long-term maintenance arrangements for rolling stock and depot facilities, and private finance sufficient to design, build and maintain the rolling stock and depot facilities.

The capital cost of the new Crossrail rolling stock and depot facilities is in the region of £1 billion. A new fleet of 60 trains, able to carry up to 1,500 passengers will operate Crossrail services, providing new journey opportunities and faster journey times. Crossrail will be a high-frequency metro system with up to 24 trains per hour between Paddington and Whitechapel during the peak.

Rail Minister, Theresa Villiers, said: "At a time of pressure on public spending, the Government has made a commitment to investing in more than 2,100 new carriages for Britain's railways. Today procurement for around 600 of those carriages begins. They will help Crossrail boost rail capacity in London by 10% and transform journeys across South East England. The Government recognises how important it is to tackle overcrowding and improve reliability on the railways - Crossrail ticks both these boxes, and also has the potential to generate up to £50 billion for the country's GDP". To ensure value for money, the intention is that the new trains are based upon technology already developed by the worldwide rolling stock market for deployment on other railways. A revolutionary new train design is not required.

The intention is for the operation of Crossrail services to be let as a concession by TfL London Rail, similar to the concession let by Transport for London for the London Overground. Once complete, Crossrail will be the largest addition to the transport network in London and the South East for 50 years, and will help an extra 1.5 million people to access London's major employment centres. There will be a light maintenance depot for the new trains at Old Oak Common.

▼ **In winter sunshine, Class 59/0 No. 59005** *Kenneth J Painter* **approaches Blue Anchor on 3rd December, with the Minehead to Westbury stone empties. These trains carry rock armour in connection with sea defence work being undertaken by the Environment Agency. Lee Robbins**

We will continue to invest in rail says Welsh Transport Minister

The Welsh Minister for the Economy & Transport, Ieuan Wyn Jones, announced in late November that the budget for his department had been reduced as part of the current Government 'belt-tightening'.

He said that: "Wales' road, rail and bus network will continue to receive investment. This budget sees our continued support for sustainable travel and public transport, with these two areas receiving the majority of our investment. We will be maintaining our commitment to the Sustainable Travel Towns initiative, the Welsh Transport Entitlement Card and the reopening of rail lines. We want to create an integrated transport system that allows people to travel easily using public transport and rely less on their cars".

But he also admitted that some road projects will not be going ahead and that tough decisions will have to be taken to prioritise which areas receive funding.

What the impact on rail services will be should become clearer over the coming weeks, specifically as to how the Welsh Assembly-funded loco-hauled service between Holyhead and Cardiff will fare.

The department confirmed last week that £3.5 million would be spent over the coming months on refurbishments to Arriva Trains Wales rolling stock. The precise details of the upgrades are still be negotiated, and an announcement is expected shortly on what work and rolling stock will be affected.

Rail freight nostalgia from the 1980s and 1990s

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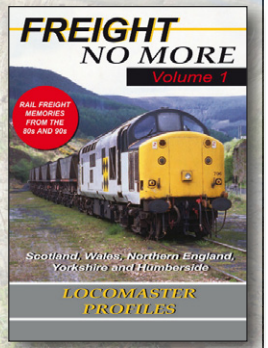

Today's rail freight scene is very different from that of 25 years ago. Block trains are the mainstay of the current scene - a far cry from the vast amount of wagonload traffic carried by Speedlink and, more recently, EWS Enterprise services. But it's not only the traffic that has changed - so has the 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!

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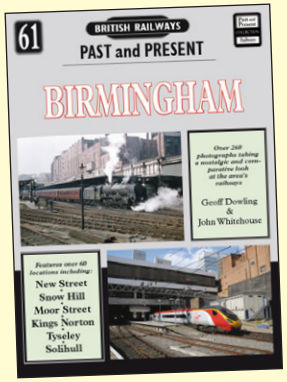

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The News In Pictures

◀ On 28th November, both Orpington and Sevenoaks services were diverted from London Victoria to City Thameslink because of engineering work. The Sevenoaks services used the cross-over immediately south of City Thameslink and the 'wrong' platform in both directions. Orpington services used the normal platforms, the Sevenoaks arrivals forming the Orpington departures and vice versa. All services were formed of Networkers. Here, Class 465/2 No. 465248, working the 10.06 departure from Orpington presents an unusual sight as it arrives at City Thameslink, cresting the grade from Blackfriars. **Bill Turvill**

◀▼ The 09.58 Northern service from Scarborough to Hull departs from the Beverley stop on 29th November, formed of Class 158/0 No. 158902. **Sue Simpson**

▼ London Overground Class 378/2 No. 378202 stand at West Brompton Station with a Willesden Junction-Clapham Junction Shuttle service on 2nd December, many services were disrupted in the London area which lead to cancellations. **Julian Gajewski**

UK Steam & Modern Traction Railtour Listings

7th December 2010

VSOE	35028	London Victoria-Guildford-London Victoria
Steam Dreams	44932	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	Kings Lynn-Watlington-Downham Market-Ely-Cambridge-King's Cross (& rtn)
Railway Touring Co.	44871	Liverpool LS-St.Helens Central-Manchester Victoria-Rochdale-Todmorden-Castleford-York & return
Torbay Express Ltd		Bristol TM-Bath Spa-Reading-London Paddington & return **Cancelled**

13th December 2010

Steam Dreams	60163	Hedge End-Haslemere-Guildford-Clapham Jct-Bromley-Sevenoakks-Maidstone-Ashford-Hastings-Tonbridge-Bromley-Clapham Jct & return

15th December 2010

Steam Dreams	34067	Woking-Chertsey-Staines-Clapham Jct-Stratford-Broxbourne-Ely & return

16th December 2010

Railway Touring Co.	60007	Norwich-Thetford-Brandon-Ely-March-Peterborough-Grantham-York & return

17th December 2010

Steam Dreams	34067	Ashford-Tonbridge-Sevenoaks-Bromley South-Staines-Reading-Oxford & return

18th December 2010

Railway Touring Co.	60007 & 60019	London King's Cross-Stevenage-Grantham-York-Newcastle Central & return
Statesman Rail	tbc	Kettering-Langley Mill-Chesterfield-Swinton-Doncaster-Edinburgh Waverley & rtn
Vintage Trains	5043	Tyseley Warwick Road-Coleshill Parkway-Tamworth HL-Burton-York & rtn
Hastings Diesels Ltd	Hastings 1001	Hastings-Battle-Wadhurst-Tonbridge-Kensington Olympia-Sherherds Bush & rtn
UK Railtours	tbc	Ely-Cambridge-Royston-Potters Bar-Kew-Chertsey-Woking-Winchester & return

21st December 2010

VSOE	35028	London Victoria-Guildford-London Victoria
Railway Touring Co.	34067	London Victoria-Bromley South-Maidstone East-Rye-Hastings-Crowhurst-Battle-Tunbridge Wells-Sevenoaks-Swanley-London Victoria
Steam Dreams	45305	London King's Cross-Stevenage-Cambridge-Ely-Thetford-Norwich & return

22nd December 2010

Steam Dreams	45305 & 44932	London Victoria-Bromley South-Dover-Canterbury West-Ashford-Tonbridge & rtn
Steam Dreams	44932 & 45305	London Waterloo-Twickenham-Chertsey-Guildford-Redhill-Weybridge-Waterloo

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.

▲ **SR Merchant Navy Pacific No. 35028** *Clan Line* **returned to the main line in fine form on 29th November, after its problems earlier in the year. The Pacific is pictured passing Tamworth at speed, on a test run from Crewe to Northampton. John Whitehouse**

Main line steam locomotive update

'Merchant Navy' Pacific No. 35028 *Clan Line* **was in fine form on a main line test run on 29th November, when it ran from Crewe to Northampton at the head of a rake of ex-Virgin Mk2 coaches.**

The loco was booked for a relaxed 50mph between Crewe and Stafford, and then passed for 75mph running onwards to Northampton. It was certainly making full use of that dispensation as it passed through Tamworth. At Northampton, the coaching stock was detached and returned to Crewe by the Class 67 that accompanied the loaded trial, while *Clan Line* and two support vehicles continued south via the West Coast Main Line to Wimbledon. It should return to main line activity this week at the head of two VSOE British Pullman workings.

Not so good news for the two 'Britannias' however, as it now looks certain that neither will see main line activity this year. Work continues on the firebox of No. 70013 *Oliver Cromwell* at Crewe. Meanwhile, the anticipated loaded trial of classmate No. 70000 *Britannia* around the Carnforth Circle on 1st December was cancelled, and instead the locomotive returned to Crewe under its own power that evening in order for a number of outstanding tasks to be completed, together with the fitment of air-braking equipment.

Elsewhere in this issue, Graeme Bunker of Steam Dreams says that he remains 'hopeful' of Battle of Britain Pacific No. 34067 *Tangmere* being available for two of his trains booked to run in the week prior to Christmas. This is an optimistic indicator, as other recent reports have also indicated that the overhaul of *Tangmere* at Carnforth is close to completion.

Meanwhile, 'Princess Royal' Pacific No. 6201 *Princess Elizabeth* is set to winter at Tyseley, as other necessary work has been identified in addition to the replacement of eight flue tubes and one small tube previously reported. The appointment of Steve Underhill as Chief Mechanical Engineer of the 6201 Princess Elizabeth Locomotive Society would also seem to have further cemented the relationship between 'Lizzie' and Tyseley. The next scheduled main line outing for No. 6201 is a Birmingham to Chester working on 9th April next for Vintage Trains.

The Week Ahead

by John Whitehouse

Another abundant week of tours ahead, probably as many in one weekend as there will be in the first two months of 2011!

Hopefully, the weather will moderate and have a less destructive effect on charter operations. Steam again is the predominant form of traction, with a variety of locomotives and itineraries to choose from. Tour of the week is determined more by the point of departure than any other consideration, because a Tyseley 'Castle' from Birmingham to London Paddington, although always of note, is not unique.

The feature of this particular tour is all in the name, which is 'The First Moor Street Express', and as the name suggests it is the first express to leave Birmingham's third, and beautifully renovated, terminal platforms at Moor Street. Walk into the booking hall and you walk back decades, into a time when the Great Western held sway. On the morning of 11th December, visitors should find an ex-Great Western 0-6-0PT simmering at the buffer stops with a rake of empty coaching stock that will form Vintage Trains working to Paddington, and in so doing becoming the first express out of Moor Street's terminus platforms since 1987. At the business end will be No. 5043 *Earl of Mount Edgcumbe*, although in an ideal world it should have been another Tyseley Castle, in the form No. 7029 *Clun Castle* at the helm, as that engine hauled the last express out of the old Moor Street terminus platforms before they closed. Alas, the overhaul of *Clun Castle* will not be completed in time.

The route to Paddington is via Solihull, Leamington Spa, Banbury, Oxford, Didcot and Reading, as the traditional faster route via High Wycombe is affected by engineering work that day. The train will also work back into Moor Street in the evening, and it is believed that 5700 class 0-6-0PT No. 9600 will again take the empty stock back to Tyseley.

Another feature of the activity this week is scheduled the return of Merchant Navy Pacific No. 35028 *Clan Line* to main line duties after undergoing winter maintenance at Crewe, that hopefully has solved the injector problems that forced it off the main line earlier this year. It is booked to head a VSOE British Pullman 'Christmas Luncheon' working around the traditional Surrey Hills circuit, through Woking, Guildford and Redhill from London Victoria on 7th December, and again four days later on 12th December. It will be good to see *Clan Line* back on the main line.

York is the destination for three tours over the weekend, all steam-hauled. Railway Touring Company provides two of the trains, with 'A4' Pacific No. 60007 *Sir Nigel Gresley* booked out of Cambridge on 11th December, working 'The Christmas White Rose', via Ely, March and Peterborough, and then north along the East Coast Main Line. Also heading north on the ECML on the same day will be 'A1' No. 60163 *Tornado* on its penultimate working for 2010, ahead of withdrawal for winter maintenance and a repaint into BR Brunswick green. The Pacific is booked to work a Steam Dreams 'Cathedrals Express' throughout from King's Cross to York and back. The third working is on 12th December, which also involves a change to the advertised traction. Originally No. 6201 *Princess Elizabeth* was booked to haul RTC's 'Yuletide York' from Liverpool Lime Street to York, and back via Manchester Victoria and the Calder Valley route. As ongoing boiler work on 'Lizzie' will not be completed in time, Ian Riley's 'Black 5' No. 44871 will deputise.

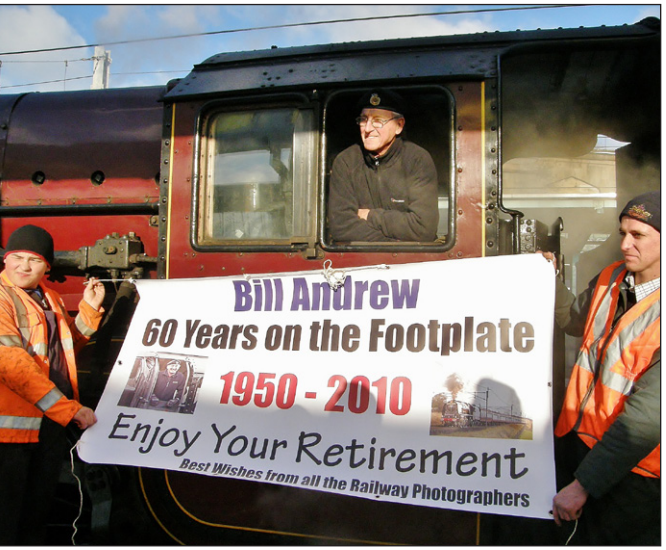
Railway Touring Company has no less than four trains operating over the weekend. In addition to the pair mentioned earlier, the 'Bath Christmas Market' is booked to run on 11th December from Haywards Heath, operating via Preston Park, Hove, Worthing, Chichester, Fareham, Eastleigh, Salisbury and Westbury. LMS-power looks set to head the train in the shape of 'Black 5' No. 44932. The next day is the 'Christmas Party', as the 'Christmas Fenman' originates in RTC's home town of Kings Lynn, also picking up at Watlington, Downham Market, Ely and Cambridge. At the time of writing it appears that this may now be a one-way steam run, with No. 60007 *Sir Nigel Gresley* working south, and returning diesel-hauled in the absence of No. 70000 *Britannia*, whose main line certification has been delayed.

Three non-steam tours are scheduled for 11th December, one of which particularly stands out. This is Rail Blue Charter's 'Royal Scot' booked for Class 86/1 No. 86101 *Sir William A Stanier* throughout between London Euston and Glasgow Central, rekindling memories of the 'Electric Blue' age on the West Coast. The train will look like the 'real thing' as well, as the electric loco will be heading Rail Blue's Mk3 blue & grey set. Unfortunately, appearances of the AC Locomotive Group's flagship locomotives have not been as frequent as many would have liked, so this is a tour to be savoured. UK Railtours will be making its traditional visit to the Dickensian Fayre at Grassington, which sets out from Guildford, picking up at Woking, Staines, Clapham Junction and Finsbury Park, ahead of a run north along the ECML for Skipton. Finally, Statesman Rail also heads for Bath Spa and its Christmas Market from Peterborough, and then across country via Stamford and Melton Mowbray to reach the Midland Main Line for further pick-ups at Leicester, Market Harborough, Kettering and Bedford.

▼ **Gresley-designed A4 class Pacific No. 60007** *Sir Nigel Gresley* **powers 'The Cathedrals Express' past Crofton on 1st December, while working from London Victoria to Bristol Temple Meads. Ken Brunt**

▲ LMS 'Black 5' 4-6-9 No. 45305 heads Vintage Trains Tyseley to Chester charter near Penkridge, north of Wolverhampton, on 27th November. **Ken Bull**

▼ Colleagues from West Coast Railway, along with railway photographers, commemorated well-known Driver Bill Andrew's imminent retirement after arrival at Carlisle with the 'Christmas Fellsman' charter on 27th November. On this occasion, Bill had driven LMS 'Jubilee' 4-6-0 No. 5690 *Leander* from Carnforth, via the S&C, and has been a steady hand at the helm on many main line steam charters. **Allan Mckever**



Snow brings charters to a standstill

The onset of extremely low temperatures and heavy snow has caused havoc with charter operations.

Last weekend was due to be one of the busiest of the year, with six charters all heading in the direction of the popular annual Lincoln Christmas Fayre. Following the unprecedented adverse weather, which is reported to have left the centre of Lincoln as a virtual no-go area, the organisers took the difficult, but inevitable decision to cancel the market. Treacherous underfoot conditions remained, and Steam Dreams, Compass Railtours and the SRPS cancelled their trains booked to run from King's Cross, Linlithgow and Lockerbie respectively, while the Railway Touring Company working from Newcastle did run but got nowhere near Lincoln as snow was blocking all but the route from Newark into the city. Instead the steam section was a circular from York, via Leeds and Wakefield Kirkgate. This also illustrated that problems were not just at the destination, as the effects of the weather also delayed the ECS working to Newcastle to the degree that it did the passenger pick-ups while working north.

Pathfinder was due to go to Lincoln and Cleethorpes from Eastleigh on 4th December, which was another early casualty of the weather, as was Statesman's 'Edinburgh Christmas Statesman' from Whitchurch. Hastings Diesel's 'Christmas Enigma' from Hastings to St Albans, Bedford and Bletchley also followed suit, as Network Rail said the tour could not operate due to 'force majeure', although HDL did add that it is unlikely that the crew could have got to the depot at St. Leonards anyway, as it was reported to be knee-deep in snow.

However, the snow has been selective, with the eastern parts of the country, together with the south east, being most affected. Operators not only had to consider the conditions en route and at their intended destinations, but also the potential situation at their tour's point of origin and it's associated pick-up points. This is why tours originating in Scotland and the south east have been so badly hit.

With both 'Brits' still at Crewe, its 'Black 5s' to the rescue for Steam Dreams

Imagine you are stuck somewhere in the middle of nowhere. The Class 7 or 8 up front has failed, and you are becoming desperate, the hour is already late and you have punters who really want to get home before breakfast time. What lifts your heart?

The answer ... the sight of a clanking work-begrimed 'Black 5' coming your way; the archititle 'go anywhere, do anything, get you out of a hole machine'. Graeme Bunker of Steam Dreams may not quite see it that way, but on 7th December, Carnforth-based No. 44932 will cover for *Tangmere* on the Sherbourne charter, and on the 21st December, the 'Cathedrals Express' to Norwich will now feature No. 45305, which is being brought down from Tyseley especially for the occasion!

But there is more to come! Although the down-side is that the advertised double-headed 'Britannia' combination will not now happen on Steam Dreams' 'White Cliffs' luncheon working and the evening train around the Surrey Hills on 22nd December, the up-side is that both trains will now have a pair of Stanier Class 5MTs up-front', in the shape of Nos. 44932 and 45305. West Coast Railways and the 5305 Locomotive Preservation Society will no doubt ensure that its respective locomotives actually look totally pristine and don't clank for the occasion! The prospect of a pair of 'Black 5s' working on the Southern a couple of days before Christmas can only mean that Santa has arrived early. And who cares if they do look a bit work-stained - that means they are doing what they are supposed to do - pull trains!

The only remaining question being asked at Steam Dreams is what will haul the 'Christmas Carol' workings from Guildford to Ely on 15th December, and Ashford to Oxford two days later? The word is that the company remains hopeful that No. 34067 *Tangmere* will be ready in time after its now protracted overhaul at Carnforth. But, on the other hand, if it is not available, there should be a pair of 'Black 5s' lurking around looking to top up their accumulated grime!

Spitfire heads for Scotland from Wales and London

Scotland figures strongly in Spitfire Railtour's early 2011 offerings, as two of the three recently announced tours head North of the Border, and both offer a weekend of railtouring!

The first trip goes head to head with Pathfinder and Arriva Trains Wales on 11th February with a weekend charter from South Wales to Edinburgh for the Six Nations Rugby International between Scotland and Wales at Murrayfield. Spitfire works out of Carmarthen, picking up also at Llanelli and Gowerton, and thereafter it appears to be a carbon copy of the Pathfinder working announced some weeks ago. One significant variation is that Spitfire plans DRS Class 37s throughout, whereas Pathfinder / Arriva Trains Wales will probably have a DBS Class 67. Both trains pick up along the South Wales main line via Cardiff, and then the Welsh Marches as far as Shrewsbury.

However, it is in Scotland that the company goes its own way, as Spitfire plans two one-day trips to Pathfinder's single 'Galloway Galloper' to Stranraer on 12th February, which is also booked to feature DRS Class 37s.

On 12th February, Spitfire heads north for Inverness from Glasgow Central with 'The Granite Clansman' that reverses at Edinburgh Waverley before heading north, via Stirling and Perth. Next day, Fort William is the destination with the 'West Highland Way'. This sets out from Glasgow Central, and picks up at Glasgow Queen Street. Both these trains are scheduled for a pair DRS Class 37s. For the Scots it must feel like the age-old experience of waiting for a bus - nothing comes along for ages, and then three arrive all at once!

Two weeks later, and Edinburgh Waverley is Spitfire's destination, 'Deltic'-hauled from London King's Cross, with York as an optional set-down point. The route is ECML throughout, which is classic 'Deltic' territory, but there is a twist, as Spitfire has two positioning trains lined up that will take No. 55022 *Royal Scots Grey* on to more unfamiliar territory. The activities of the weekend commence on Friday 4th March, around breakfast time from Preston, and then southbound along the WCML via Crewe, Stafford and the Trent Valley to London Euston. Of note, is that a path over the faster direct line via Weedon has been requested instead of the more traditional Northampton routing for charters. London Paddington is the starting point for the return positioning working on 6th March, but the route back has still to be confirmed as far as Nuneaton, after which the train is booked via the Trent Valley, Stafford, Crewe, Stockport, Manchester Victoria and Bolton to Preston.

Sandwiched between these two Scottish trips is a DRS-hauled multi-traction tour from Birmingham International to Carlisle via Sheffield and the Settle & Carlisle on 19th February, returning by way of the Tyne Valley and ECML to York prior to working back south through Sheffield. Classes 20, 37, 47, 57 and 66/4 are the quoted motive power.

▼ **Deltic No. 55022** *Royal Scots Grey* **stands at York, with the northbound 'Edinburgh Explorer' on 4th December. Mark Allatt**

Dismay as 'domino' effect hit Compass Tours Christmas charter excursion

The derailment of some carriages at Crewe's Down Holding Sidings during the early hours of 27th November was to have dire consequences for Compass Railtours' 'Festive St. Nicholas Explorer', which was booked to operate from Nuneaton, via the Trent Valley, to Stafford, Crewe, Stockport and onwards to York over the Standedge route.

Following the derailment, the charter stock for the Compass train was blocked in. As is usual in these kind of situations, all operations were stopped pending the arrival of a manager to review the situation, with the result that the empty stock was further delayed, by which time Compass felt it necessary to put in place a recovery plan of its own. By speaking to London Midland control, passengers from Nuneaton and Trent Valley stations were transferred by service train to Stafford, as it was already too late to even consider taking the stock down to Nuneaton as planned.

What happened next can best be described as a 'domino' effect, as the lengthy wait for permission to leave the sidings was compounded by the train then being routed onto the wrong line out of the yard. This then required a set back, followed by a further delay, while awaiting a new path. When the departure did finally happen, a locomotive run-round was required at Gresty Lane, which itself was complicated due to local congestion! In an attempt to recover some time, Compass requested a path through Gresty Lane Yard and then direct via Basford Hall, which in the event was refused, causing the train to be routed into the station to run-round, cost even more lost time. The empty stock eventually reached Stafford around four hours late, by which time several of the intending passengers had given up and headed home.

Kevin Melia of Compass sympathised, saying: "We can understand why some parties by then had chosen to go home, as waiting so many hours is frustrating, but on such a cold day it is also far from pleasant". The outward run arrived at York around 150 minutes late, and returned one hour later than scheduled in order to preserve the reason for visiting York in the first place. It is understood that all passengers booked on the charter will be receiving a full refund as a consequence of the problems with the tour. Additionally Kevin Melia recorded his gratitude to the London Midland control room and certain stations on the pick-up route for, "taking a proactive and helpful attitude towards helping a small excursion organiser such as ourselves".

However, the attitude and performance of Network Rail was placed firmly under the spotlight; signalling errors, lack of foresight and judgment being just some of the criticisms he feels contributed towards making the initial delay that was attributed to the derailment much worse, as the events of the morning unfolded. An already difficult week for Compass was compounded by the appalling weather conditions over recent days, with the Worcester to Edinburgh working on 1st December being delayed, and the Lincoln charter two days later being cancelled.

LMS 'Black 5' 4-6-0 No. 45305 hammers past Stableford, on the WCML, with the 'Deva Explorer' from Tyseley Warwick Road to Chester on 27th November. **Geoffrey Dingle**

Great Western's 'Monarch' heads to Shrewsbury

Pathfinder Tours used GWR 'King' 4-6-0 No. 6024 *King Edward I* **on 27th November to work the final leg of a Paignton to Shrewsbury charter, the 'King' taking over the train at Bristol Temple Meads.**

▲ **Here, No. 6024 passes through Bristol Stapleton Road on 27th November, bound for Shrewsbury. Unfortunately, the remains of Network Rail engineering work do nothing to enhance the run-down feeling of the station. Mike Ware**

▶ **With the last rays of the afternoon sun lighting the underside of the smoke,** *King Edward I* **gets the ECS movement into Shrewsbury back on the move, prior to the return working. Dave Ash**

Preservation News In Brief

■ A generation gap is being bridged between the Mid Hants Railway and South East Water (SEW) to ensure the success of a new apprenticeship scheme. South East Water's Mike Keleher, who has spent 41 years working in the water industry, is spearheading a scheme to help railway apprentices on the Watercress Line learn the ropes, producing specially-treated water. The process uses reverse osmosis to produce highly purified water for the engine's boilers, and early signs are showing that the plant is already helping to stop naturally occurring mineral deposits building up inside the boilers, which will hopefully reduce the cost of major overhauls As well as its expertise, SEW has pledged £2,000 to the railway's new apprenticeship programme to preserve the railway's future.

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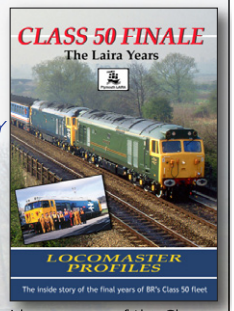

Produced with the co-operation of Laira depot, you can see every aspect of how the Class 50 fleet was maintained and managed - from A exams to overhauls. Covering the period from the summer of 1991 to the final railtours in March 1994, the programme features plenty of 'behind the scenes' footage at Laira 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 - THE LAIRA YEARS is available now on DVD priced at £19.95 (post free) from the address below. Alternatively you can pay by credit or debit card by calling us on our CREDIT CARD HOTLINE on 01753 545888.

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▲ **Carrying blue undercoat livery, a virtually complete GWR 'King' 4-6-0 No. 6023** *King Edward II* **stands on the turntable at Didcot Railway Centre. The locomotive will make its debut at Didcot on 2nd April. Adrian Knowles**

King Edward II to make gala debut at Severn Valley in September

One of the most anticipated events for 2011 is the completion of 'Mission Impossible', the £700,000 restoration of the 'other King', No. 6023 ***King Edward II*****.**

It has been a long and laborious process, not made easier as its driving wheels were cut by acetylene torch during its 22-year stay at Woodhams scrap yard in Barry. All that will be put aside at Didcot on 2nd April next year, when the new 'King' will be unveiled for the first time. It is due to carry the 'experimental' early BR-lined blue livery. Running in is scheduled to take place on the Mid-Norfolk Railway during the coming summer, and then comes the move to the Severn Valley Railway where it is booked to star in the three-day Autumn Steam Gala.

It will be an all-Great Western affair, with Tyseley-based Castle 4-6-0 No. 5029 *Nunney Castle* already confirmed, and negotiations for two other 'celebrity' guest locomotives presently underway.

The prospect of a single-chimney 'King' attacking Eardington Bank is certainly one to look forward to, and with the other notable attendees in the pipeline, the SVR Gala, which is scheduled to take place between 23rd & 25th September already has the hallmark of being one of the major events of 2011.

It is believed while at the SVR, the locomotive will be prepared for main line certification, which will be continued when visiting the Great Central Railway during October 2011.

The contractors working on behalf of the North Yorkshire Moors Railway have commenced the final stage of the redevelopment programme for Pickering station - the project to install a replica of its 19th century roof. The first twi steel trusses for the £500,000 scheme are now in place, and when complete will return the station to how it looked when it was completed in 1847. The roof was removed by British Rail in the early 1950s and replaced by canopies. This was the scene on 23rd November, prior to the start of the roof trusses being located. Work has ceased temporarily to allow the railway to operate its Santa Special season. Philip Benham

Wirksworth line to open to Duffield

The Ecclesbourne Valley Railway has announced that it plans to open the remaining southern end of its line in April 2011.

Currently it operates from Wirksworth to Idridgehay, as well as a northern extension from Wirksworth to Ravenstor. The new extension will take the line to Duffield, where a connection with the Derby to Sheffield main line can be made. Unfortunately Network Rail ripped out the connecting point work from the Derby to Sheffield Midland main line to the Wirksworth branch when the latter passed into private ownership.

The proposed EVR timetable will be cast so as to make main line connections. With developments 'up the road' involving the Matlock branch and Peak Rail, 2011 will be a notable year for railways in west Derbyshire.

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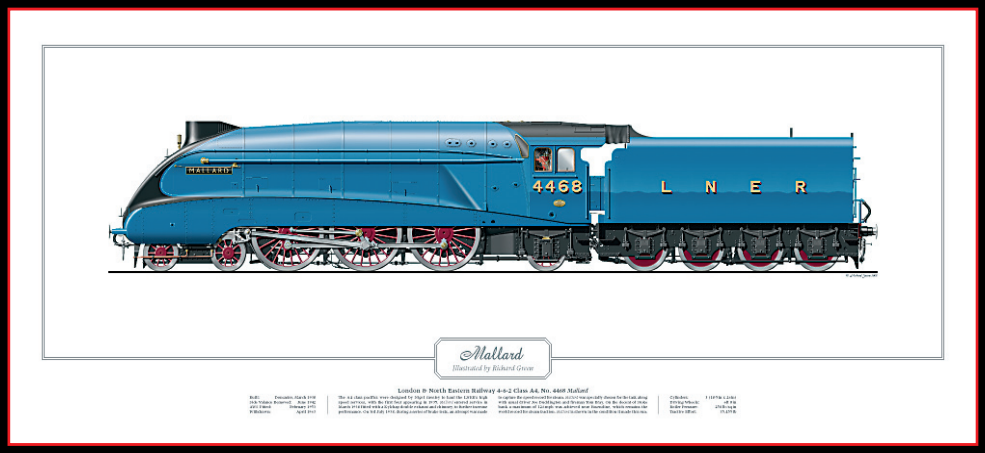

LNER 4-6-2 Class A4, No. 4468 *Mallard*

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

LOCOS IN PROFILE

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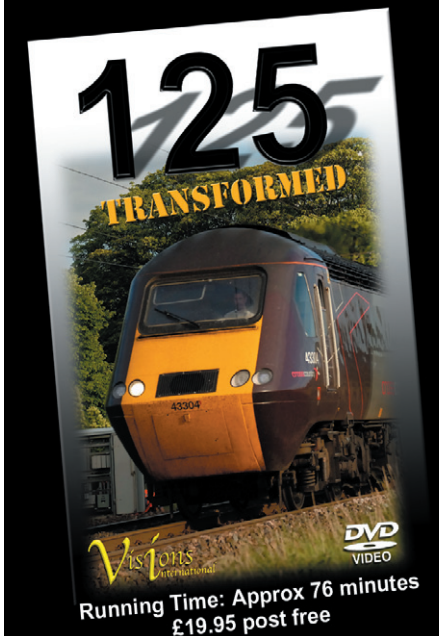

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At that time, First Great Western had received only 14 power cars with the new MTU engine. So, apart from Midland Mainline's VP185 units, the majority of the 125 fleet was still Valenta-powered.

All that has changed in the four-year period covered by this programme. With the exception of MML, every operator decided to follow the FGW route, with the result that only two Valenta-powered cars will be working by the end of 2010.

On the operator front only FGW remain from 2006, these changes have resulted in new liveries for the 125 sets, providing even greater variety to an already fascinating period.

125 Transformed covers all this in detail, operator by operator, with summary graphics and a selection of quality footage to illustrate each one.

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Engineering work closes Severn Valley for five weeks

The uphill battle to maintain the integrity of track work and lineside infrastructure, and the financial burden this imposes, can be graphically illustrated at the Severn Valley Railway.

Major engineering work at the two locations of Arley and Bewdley, will result in the railway being shut for business between 4th January and 11th February. At Arley, the railway needs to remove what is described as a 'very-wet' sub formation beneath the track, install new drainage, rebuild platform walls and replace the track. Also included in this work is further relaying between Arley and Victoria Bridge.

Additionally, the arches of Sandbourne Viaduct, located between Bewdley South Signal Box and the Safari Park, need to be waterproofed, which involves lifting the track and infill, installing a membrane and renewing the drainage, then restoring the infill and relaying the track.

The cost is estimated at a cool £500,000! This is addition to the lost traffic receipts and ancillary revenue. From 11th February, services will operate between Bridgnorth and Highley until the commencement of through running between Kidderminster and Bridgnorth on 26th March. It needs to be emphasised that advertised services will run as normal over the Christmas period until 3rd January 2011.

▼ **BR Standard 5MT 4-6-0 No. 73129 crosses the part-frozen Butterley Reservoir on 27th November, while working 'Santa Special' duties at the Midland Railway - Butterley. Frank Lees**

Fairlie's, Garratt's and a Mallet for WHR

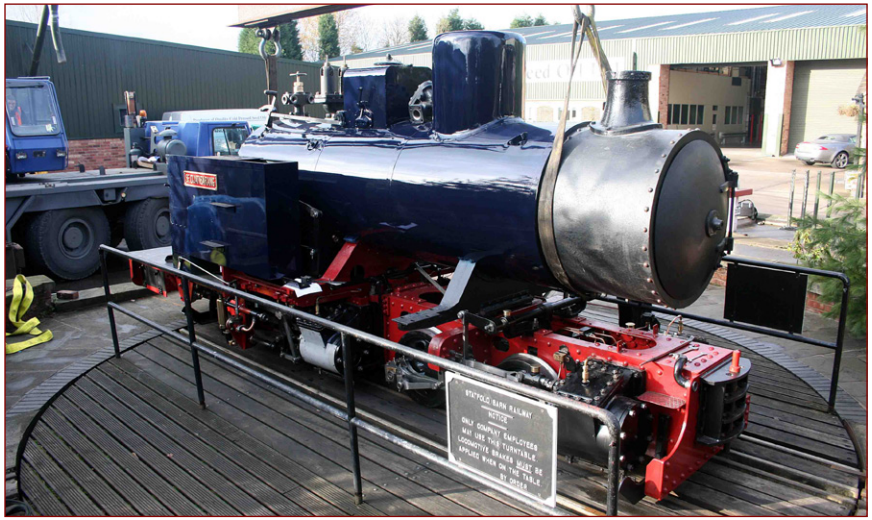
The Ffestiniog and Welsh Highland Railways will not only be celebrating the formal opening of a through line between Caernarfon, Porthmadog and Blaenau Ffestiniog in 2011, but will also have a fascinating collection of locomotives in action.

The selection is bound to be popular with enthusiasts, and will include the Manning Wardle replica 2-6-2 *Lyd*, which is due to appear in authentic 'Southern' livery, Beyer Garratt NG/G16 No. 143, returning after overhaul, and Hunslet 2-4-0 *Linda*.

In addition there will be some outstanding visitors in the shape of Adrian Shooters' Darjeeling Himalayan 19B, *Chaloner*, a vertical-boilered DeWinton, together with Statfold Barn's two-foot gauge Mallet. The latter is a 0-4-4-0T, Jung Works No. 4878 built by H.E. Oving of Rotterdam in 1930, and saw use on the Jatibarang Brebes Sugar Mill Railway in Indonesia, and is currently under overhaul at Statfold Barn. It is scheduled to undergo test runs prior to Christmas, with a view of moving to the WHR early next year. A public debut is planned for 19th March on the Statfold Barn Railway, which is believed to be the first time a Mallet has operated in Great Britain on a public passenger-carrying railway. To view the rolling chassis of the Jung Mallet under test at the Statfold Barn Railway, click here.

Paul Lewin added, "For the first time, visitors will be able to see three different types of articulated locomotives working together, the Ffestiniog's Double Fairlies, K1, the world's first Garratt, NG/G16 No. 143, the last Garratt to be built by Beyer Peacock in Manchester, and the Statfold Barn Jung Mallet No. 9 (the number allocated at the Sugar Mill). It is also the first time these different locomotive designs can be seen competing against each other to see who really is King of the Hill'

▼ **Jung Mallet No. 9, built in 1930, is pictured at the Statfold Barn Railway, nearing the end of its restoration. SBR**

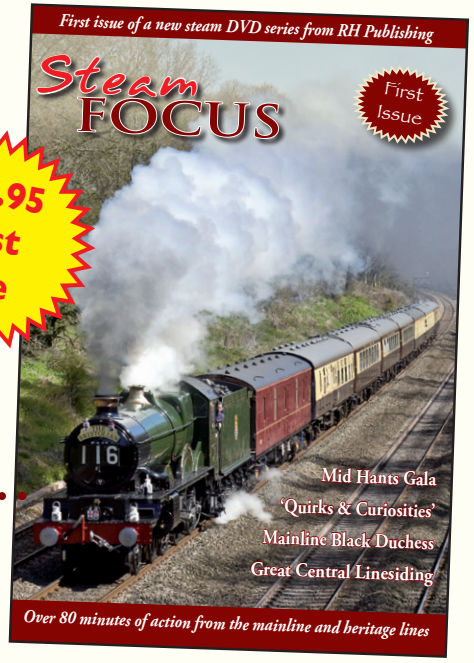


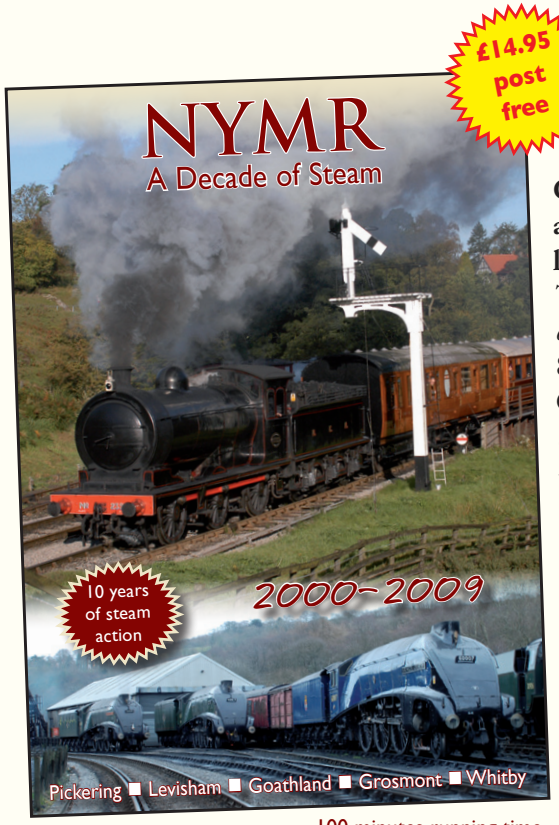
Steam FOCUS

The first issue of Steam Focus DVD magazine, looks at action from the first half of 2010, as well as some of the more notable events during 2009. Featuring the East Lancs, Ffestiniog, Great Central, Llangollen, Mid-Hants and North Yorkshire Moors Railways, plus main line action from across the country, including *Mallard* moving to Shildon, 60009 *Union of South Africa* on the Highland Main Line, *Duchess of Sutherland* in black livery and much more.

90 minutes running time

Issue Two will be released in February 2011





100 minutes running time

NYMR A Decade of Steam

Charting the locos in action on the NYMR between 2000 and 2009, this DVD features over 35 different steam locos at work.

The engines featured include GWR 'City' No. 3440 *City of Truro*, and tanks Nos. 4277 and 6619. SR 'S15' No. 825, 'Terrier' No. 32678, 'West Country' and 'Battle Of Britain' Pacifics Nos. 34028 *Eddystone*, 34081 *92 Squadron* and 34101 *Hartland*. LMS 'Black 5s' Nos. 44767 *George Stephenson*, 45212, 45407, LNWR 'Super D' No. 49395 and S&D 7F No. 53809. LNER A4s Nos. 60007 *Sir Nigel Gresley*, 60009 *Union of South Africa*, 60019 *Bittern*, A1 No. 60163 *Tornado*, A2 No. 60532 *Blue Peter*, V2 No. 60800 *Green Arrow*, B1 No. 61264, K4 No. 61994 *The Great Marquess*, K1 No. 62005, Q6 No. 63395 and J15 No. 65462, plus BR 'Britannia' No. 70013 *Oliver Cromwell*, Standard 4MTs Nos. 75014, 75029 and 76079, and WD No. 90775.

The viewer also has the ability to turn the narration off, leaving the viewer to enjoy the pure sounds of steam.

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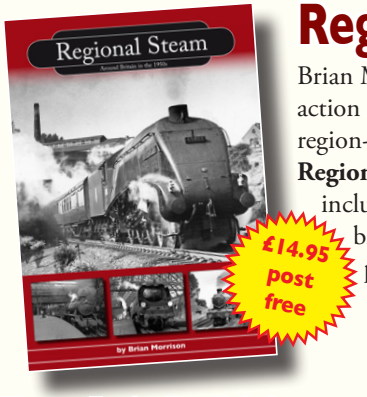
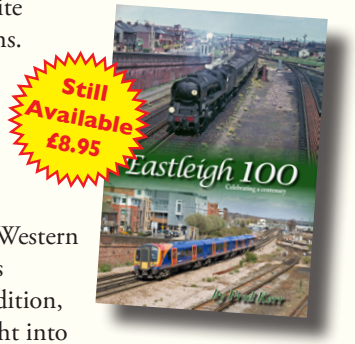


Regional Steam

Brian Morrison, takes a look back at steam action from the 1950s around the country, region-by-region in this, his 50th book. **Regional Steam** is a 128-page printed book including over 200 high quality, black & white photographs.



Eastleigh 100

The book describes how the London & South Western Railway's works at Eastleigh came about and its development over the intervening years. In addition, ex-Eastleigh fitter, Ron Cover, gives us an insight into day-to-day operations.

The Tornado Story

The building, testing and first operations of *Tornado* feature on this DVD, filmed in co-operation with the A1 Steam Locomotive Trust.

Archive film of the 'A1s' in the 1960s is included, together with the Royal naming and all mainline runs up to the end of April 2009. Tornado's visit to the Barrow Hill LNER weekend and the NYMR in 2009 also feature.

60 minutes running time

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E&OE.

In poor weather conditions, East Coast Class 43 powercar No. 43316 leads an ECS working through a quiet Wakefield Westgate towards Leeds on 3rd December. **Neil Scarlett**

◀ A light engine movement from Tonbridge to St. Leonards edges its way out of a snowbound yard under diesel power on 3rd December, with Class 73/2 No. 73212 leading classmates Nos. 73213, 73207, 73206 and Class 66/7 No. 66728. **Alan Hazleden**

GBRf Class 66/7 No. 66702 *Blue Lighting* **passes through a very Arctic-looking Ipswich on 3rd December, with a lightly loaded Felixstowe - Hams Hall intermodal service. Keith Partlow**

Climbing to Cauldon Lowe

A photo essay by John Whitehouse

There will no doubt be a fair amount of reflection at Moorland & City and the Churnet Valley Railway following the rollercoaster ride of its reopening galas for trains to Cauldon Lowe.

Reflection only it must be stressed, on how to benefit from the experience gained on the three weekends of operations to Cauldon Lowe, as overall they have to be considered a great success.

On the first weekend of running, trains were full to capacity (and probably a little more as well, judging by the number who were standing in isles and compartments), and it comes as no surprise that the passenger figures far exceed anything seen on the Churnet Valley at any point in its existence. It had to be, as Moorland & City must have taken a huge financial gamble in bringing in some very high profile locomotives, and hopefully it paid off, not only in raising the profile of the galas but also making it a financial success.

Timetabling was tight, and suffered on the opening day as the need to remove a defective coach caused the official reopening train to be nearly an hour late. Water pressure problems also affected operations, resulting in the second train being 'topped and tailed' with, happily, an all Southern pairing of West Country

▲ **Class 33 No. 33021 pilots GWR Prairie No. 5199, which was providing train heating, at Blackbrook on 26th November.**

▼ **BR Standard 8P Pacific No. 71000** *Duke of Gloucester* **heads towards Cauldon Lowe on 13th November, during the first of the three weekends. Both: John Whitehouse**

Pacific No. 34028 *Eddystone* and Class 33/0 'Crompton' No. 33021.

The middle weekend, which featured a mixed traffic timetable has been reported as being busy, but not at the levels seen during the first weekend, and there were high hopes for the final weekend of operations, which was to feature all-diesel traction. Needless to say, this was disrupted by the adverse weather conditions that coincided with the event, with a foretaste on 26th November when the first train of the day was cancelled due to difficulties in starting the rostered locomotives. To counter the cold, steam locomotives were included in the consist to heat the stock. The deteriorating weather conditions took a greater toll over the weekend, particularly it is understood, on the final Sunday, when only one of the three round trips is reported to have operated. This was despite the great efforts of many people to keep the trains running.

However, it has to be remembered that this was the team's first experience of running to Cauldon Lowe, over a line which goes straight into a 1 in 40 incline from Leekbrook Junction, and presents a significant challenge to steam and diesel traction alike. Also, in addition to running an intensive timetable, unprecedented crowds had to be coped with, especially on the first weekend. The learning curve was always going to be steep, and that was before such unprecedented bad weather set in.

So, well done Moorland & City and Churnet Valley. It was always going to be a challenge, and maybe it proved to be a bigger challenge than either anticipated. But looking ahead, this experience will stand both in good stead for the next project, the reopening to Stoke-on-Trent, which will certainly bring with it problems of a different nature. The gala events were intended to raise the profile of the reopened line, and one thing is certain, that profile has been well and truly raised, both locally and nationally. With a main line connection re-established, it will be also be good to look forward to the prospect of aggregate from the quarry again being moved by rail, as after all the Cauldon Lowe is intended to be a commercial railway, and not a heritage line.

▶ On the opening day, 13th November, BR Standard Class 8P No. 71000 *Duke of Gloucester* storms up the 1-in-40 incline through Bradnop Cutting, with the first revenue-earning passenger service on the branch line for 75 years. Nigel Capelle

← Contents Page

▲ Bullied Pacific No. 34028 *Eddystone* leaves Leekbrook Junction, and begins the 1-in-40 climb to Bradnop with a Kingsley & Froghall to Cauldon Lowe working on 13th November. **Nigel Capelle**

▲ LMS 'Black 5' No. 44767, with assistance from Class 37 No. 37075, tackles the 1-in-40 climb through Bradnop with the 13.00 Kingsley & Froghall to Cauldon Lowe on 21st November. **Nigel Capelle**

▼ Visiting Class 37/0 No. 37109 leads LMS 'Black 5' No. 44767 *George Stephenson* at Winkhill on 26th November. The Lafarge works can be seen in the background. **John Whitehouse**

▼ Resident Class 37/0 No. 37075 eases its train across the level crossing at Apesford on 26th November, during the diesel gala weekend. **John Whitehouse**

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.

▼ **A quartet of snow-covered South West Trains Class 455s stand at London Waterloo on the morning of 2nd December, awaiting their next southbound workings. Ian Docwra**

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

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Rear Cover Caption

Southern-operated Class 377/1 'Electrostar' No. 377130 departs from East Croydon station during a brief respite from the snowstorm on the afternoon of 30th November.
Frank Lees

Magazine Information

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