

The Railway Herald



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Front Cover

On 29th November, the scheduled working of the WCRC Carnforth - Scarborough charter by No. 850 Lord Nelson was operated by No. 46115 Scots Guardsman due to gauging problems. The charter caught the sun at Hellifield as it accelerated from its brief water stop at Long Preston. **Fred Kerr**

Rear Cover

Remaining disguised as BR Standard 7P Pacific No. 70048 The Territorial Army 1908-1958, No. 70013 Oliver Cromwell arrives at Rothley on 27th November. **John Whitehouse**

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

Submissions

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

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

Website

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

National Rail Timetable

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

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

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

Electric locomotive to return to former Woodhead Trans-Pennine route in December

A Class 86 is to work a charter over part of the former Woodhead line in December.

The special working will return an electric locomotive back to the route for the first time in nearly 30 years, albeit only on the surviving electrified section between Manchester and Hadfield. The visit marks the first-ever

occasion that a Class 86 has visited the branch.

Vintage Trains has announced that during the layover at Manchester Piccadilly on 20th December of its 'BBC Kidney Kids' charter from Birmingham New Street with No. 86259 Les Ross, the stock will be used for a return working to Hadfield. The '86' will

lead the train from Manchester, with Class 47/7 No. 47773 in charge for the return working.

Outline timings are for a noon departure from Manchester Piccadilly, returning at 13.28. The fares, which can be purchased on the day aboard the train are priced at £15 adult and £10 child (aged between 5-15 years).

Next London Midland Class 350 'Desiro' delivered



▲ The latest of the new delivery Class 350/2s No. 350237 is dragged through Denmark Hill behind Class 66/0 No. 66002 Lafarge Quorn, within the consist of an EWS International Dollands Moor to Wembley service on 25th November. The unit was moved from Wembley to Northampton depot a few days later. No. 350237 is the sixth unit to be delivered through the Channel Tunnel, with the previous units being Nos. 350231 (11th October), 350232 (30th October), 350233 (4th November - unconfirmed), 350235 (13th November) and 350236 (22nd November). It is thought that No. 350234 remains in Germany at the present time. **Wayne Radford**

Heritage Railway Association name KWVR & NNR as joint winners of its large groups award

The Keighley & Worth Valley Railway and the North Norfolk Railway have been selected as joint winners of the Heritage Railway Association's national award for large groups, the Association representing most of the heritage and tourist railways in Britain and Ireland.

The Worth Valley award praises the line for 'commitment to volunteer-led preservation in the community and the professionalism exemplified by overcoming a recent, potentially serious operating issue at its 40th anniversary gala, this referring to an unexpected challenge faced by

railway volunteers when a diesel engine was derailed at Oxenhope earlier this year.

The North Norfolk award was particularly for its preservation of a unique set of Great Northern Railway carriages.

Congratulations go to both railways on their wins.

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Major rebuild could lie ahead for Liverpool Central station ... but not for 12 years!

Liverpool Central station could be expanded or rebuilt in 2020 to cope with growing passenger numbers, Network Rail having started a 12-week consultation on the future of the city region's rail infrastructure.

Its Route Utilisation Strategy (RUS) for Merseyside could see an 'immediate package of investment' to increase Central station's capacity in the short term and this would be completed by 2015 at the earliest.

The RUS document also suggests building a new station or

underground platform between 2020 and 2025. The station has only just missed out on £12 million of funding, as in October, the Office for Rail Regulation turned down a bid application from Merseytravel to overhaul the station.

The transport authority asked for the money after branding it 'a tip' that poses safety concerns as passenger numbers continue to increase over the years. Some 60,000 passengers use the station every day, a growth in usage of more than 50% over the past five

years. Other plans in the RUS include lengthening peak-time services in Liverpool with the introduction of a new train fleet in 2014. Also, daytime services from Chester to Liverpool could increase from every half-hour to every 15 minutes and the new trains would also run faster. Between 2014 and 2019, the Merseyrail network could expand with a new route to Skelmersdale.

Network Rail says it will redraft the RUS after the consultation ends, with firm plans published next spring.

Eight more months of disruption for users of the West Coast Main Line says Virgin CEO

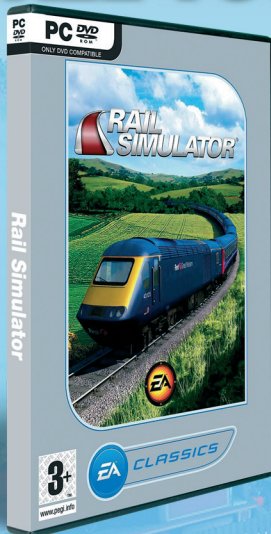
According to Virgin Trains Chief Executive Officer, Tony Collins, passengers could face another six months of train delays on the WCML despite £8 billion of engineering work, as he casts doubts on Network Rail's claims that the railway will be fully functional again by mid-December.

When asked if he thought rail users would have a better service in the near future, he said: "We are working with Network Rail to make sure the track is reliable, but there is a lot of activity going on around the tracks and I still think the next six months will be challenging. I think we will still see Network Rail taking a high level of possession of the track for works between now and June and we are anxious to know if the railway will be reliable. As far as I'm concerned the jury is still out on whether or not they will be able to deliver."

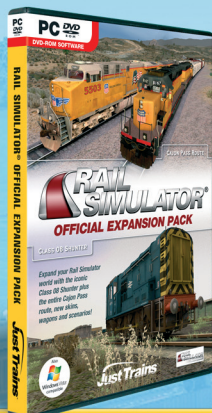
► First GBRf Class 66/7 No. 66727 pauses with Class 86/2 No. 86212, still in its old Virgin Trains livery, at Evesham on 25th November, during a move from East Ham depot to Long Marston. Jack Boskett



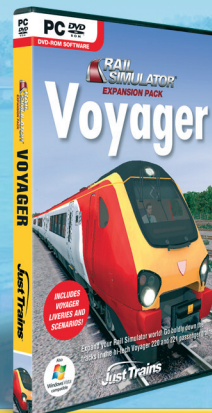
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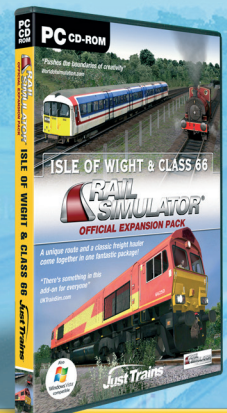
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New look Class 442s unveiled

The first ex-South West Trains Class 442 in its new guise as a Gatwick Express unit was shown for the first time to stakeholders and the railway press at Brighton on 29th November.

Seventeen such reconditioned five-car units will eventually operate in pairs on the London Victoria-Gatwick Airport services which are being extended to Brighton, the intended six diagrams starting on 15th December.

The interiors of the EMUs have been stripped out, totally redesigned with both airport passengers and commuters in mind. The old First Class semi-compartment coach is now a Standard Class 2+2 and the 'Wessex Electric' 'snug' is now a First Class 2+1 saloon.

The train offers quite generous luggage space, comfortable airline-style seating and a provision for wheelchairs and is in a new-style livery with 'Gatwick Express' clearly shown on the bodysides.

▲ The first of the units to be reliveried and to carry the new bodyside livery, Class 442 No. 442414 is pictured at Lewes on a driver training run on 25th November. **Tony Callaghan**

▶ New First Class interior in the refurbished Class 442 Gatwick Express units, that was once the snug.

▶▶ New Standard Class interior, including wheelchair space and tip-ups.

▼ The New Standard Class interior featuring 2+2 seating. **All: Brian Morrison**



CrossCountry wins award for on-board French wine

A classic French white wine served as part of CrossCountry's new on-board menu has been voted the best European white wine at the prestigious Mundus Vini Great International Wine Awards.

CrossCountry introduced the Chardonnay, Domaine Peiriere, in September this year and it has proved a success with customers – even helping contribute towards a 6% rise in on-board wine sales, with CrossCountry now selling some 1,200 bottles of white wine each week.

CrossCountry's Managing Director, Andy Cooper, himself a fan of the award-winning wine, said: "We are delighted that not only is our new menu proving popular with our customers, but also that we are able to now offer a European award-winning product. Our new on-board menu offers three key things; variety, quality and value for money and therefore we're sure it will continue to be successful as people travel with us across Britain."

Strike action threatens pre-Christmas Eurostar services

Train managers at Eurostar have voted to strike in a row over shift patterns, threatening pre-Christmas disruption. The Rail Maritime and Transport Union (RMT) and Transport Salaried Staffs Association (TSSA) claim new shifts have been imposed without agreement.

TSSA General Secretary, Gerry Doherty, saying that the rotas, "undermined the employees' work-life balance. All our members want is for weekend duties to

be shared equally among train managers on both sides of the Channel". Eurostar maintains that 'reasonable' changes have been made to share the workload between the UK, France and Belgium. RMT members voted by 60 to 4 for strike action and by 58 to 6 for other forms of industrial action on an 83% turnout, and TSSA members voted by 11 to four for strike action and by 12 to three for action short of a strike on a 94% turnout.

SWT Salisbury depot to receive upgrade for six-car trains

South West Trains' Salisbury Traincare Depot is to have a new fuelling shed to increase the fuel service capability to meet operational needs, and will also have additional toilet waste removal capabilities installed.

The fuelling facility will have a concrete shed floor with drainage via an oil interceptor; providing environmental compliance in case of spillages or leaks; an open ended shed covering both roads to

give weather protection to staff; an oil and coolant top-up point and a crossover between the departure roads to allow six-car trains to use both roads.

Depot manager Lisa Hindley said: "The construction of the fuel shed is a significant investment in the depot infrastructure, which, with the efforts of the maintenance team based here, enable us to meet the demands of our busy diesel fleet." The work will start early in 2009.

❖ South West Trains is trying out a new cashless payment system at 10 of its car parks. Users just turn up and park, then call the number on the car park ticket machine giving their car and parking details and pay with a credit or debit card. The six-month trial, in partnership with technology provider RingGo, will take place from 8th December at Andover, Basingstoke, Farnborough, Havant, Southampton Parkway, Surbiton, Winchester and Woking. The trial will include daily parking, off peak and weekend parking (where applicable) but will not include period or annual season tickets. Also, there will be a 20p transaction charge on top of the parking fee.

❖ The Scottish Borders Council has backed a motion calling for work on reopening the line between Edinburgh and the Borders to be speeded up. The starting date for the Waverley line construction is currently 2011, but it is said that undertaking the project earlier would help boost the local economy.

❖ Chiltern Railways is the second TOC to consider installing covers on carriage windows to stop phone signals in 'Quiet Coaches'. The covers are a kind of see-through rubber coating that stops signals getting into the coach, and Chiltern now wait to see how effective it is and how popular it is with the passengers.

❖ After campaigning for nearly 14 years, residents have finally won their fight to raise the platform height at Aberdyfi station, which is now to get a £30,000 Welsh Assembly Government grant to solve the problem of the inordinate stepping distance between the platform and the trains to give better access to disabled travellers. The plan is to reduce the stepping distance with a special structure without a full rebuild and ensure that trains stopping at the station are accessible for all.

❖ An attempt is being made to urge Scotland's Transport Minister, Stewart Stevenson, to back a campaign to reopen Thornhill station on the Glasgow-Carlisle line. The platforms are still in place, but trains haven't stopped there since 1965. A contract has been awarded to carry out a Scottish Transport Appraisal Guide as a first step on the road to reinstatement, but as always, the main stumbling block will be cash and the Scottish Government will be asked to provide a major grant to help the station re-open.

Railway heritage commemorated in Glasgow

▼ **When the Edinburgh and Glasgow Railway opened in 1842, distances were indicated by distinctive cast-iron mileposts, derived from turnpike practice, that showed the miles to Glasgow Queen Street and Edinburgh Haymarket, the eastern terminus until 1846. The Railway Heritage Committee wanted a milepost to be placed at one of the stations on the route, and First ScotRail organised the installation of one of six survivors that Network Rail had in store. Milepost 14, formerly at Dullatur, has been put on permanent display at the end of Platforms 2 and 3 at Queen Street. An official unveiling ceremony by Peter Ovenstone, the chair of the Scottish Subcommittee of the Railway Heritage Committee took place on 26th November. Bill Turvill**





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Southeastern, by South West!

▲ Providing an unusual sight at Tonbridge on 24th November, South West Trains Class 455/7 No. 5732, with 'Woking' displayed in the route information panel, heads for Chart Leacon Works, Ashford, to be refreshed following the complete refurbishment that the facility undertook on the fleet over two years ago. **Kim Rennie**

£1 billion earmarked for transport in 2009

Transport projects have been allocated an additional £1 billion next year to stimulate the economy by accelerating government plans to cut congestion and increase rail capacity, transport secretary Geoff Hoon announced this week.

This includes the £700 million announced in the Pre-Budget Report to make the most of

Britain's rail and road networks, as well as £300 million of new funding to speed up the delivery of improved transport links to key UK airports and ports.

The £700 million already announced on 24th November will be mainly spent on motorways, but does include a provision for 200 new carriages earlier than originally scheduled for services in the Thames Valley, around Bristol

and on longer distance inter-urban services in northern England and there is £54 million to help enhance the North London Line to increase the long-term freight capacity of the cross-London rail route.

From Dalston Junction to west of Camden Road, the line is to be doubled to four tracks to alleviate current bottlenecks and the signalling is to be improved.

▼ Class 377/2 Electrostar No 377215 passes Carpenders Park on 11th August 2008, forming the 14.11 Southern service from Watford Junction to Brighton. These trains cease to run from the new December timetable but will be replaced by a new Milton Keynes - East Croydon service in January. **Brian Morrison**

❖ Southeastern is to run a 'High-speed Britons campaign' to name the first 12 Class 395 'Javelin' EMUs trains after British greats, a start having already been made with the first unit named after Kent's own Dame Kelly Holmes. Every voter will be entered into a prize draw to win a free 2009 annual season ticket on the Southeastern network.

❖ Dutch-based VolkerWessels is taking full ownership of GrantRail Group, with the purchase of the 50% stake holding owned by its joint venture partner, Corus. Doncaster-based GrantRail Group Ltd was formed in 1996 as a 50/50 joint venture between the international rail and construction group VolkerWessels and the European steel producer Corus and has grown substantially, year on year since then. The acquisition by VolkerWessels of Corus' 50% stake was completed on 26th November 2008 but the group will continue to trade under the GrantRail name.

❖ PC rail simulation publishers, Just Trains, is looking for national network and heritage line train drivers, as well as professionals who work with locomotives and rolling stock to assist them with future projects. They have an ongoing quest for information, details, drawings and photographs on a variety of these items. If you think you may be able to help, please email the company at alex@justtrains.net. The company is also offering Railway Herald readers a 10% discount off all train simulation products purchased through the Just Trains website - see the advert on Page 3 for further details.



Major refit underway for Neasden control centre

Major changes are occurring at the London Underground Jubilee Line control centre at Neasden. As part of the line upgrade, which will mean faster and more frequent passenger trains, Tube Lines has started to completely refit the control centre.

The Jubilee Line is currently controlled from two centres, one in Neasden Depot and one at Baker Street. A detailed work programme will overhaul the Neasden centre so that the service control team can manage the whole line from Stanmore to Stratford from a single location, a significant improvement on the existing double location set-up.

New technology and desk layouts will make Neasden one of the most advanced line control bases in the world. Instead of a classroom style layout, service controllers will sit in a circular layout to ensure that they can easily communicate with each other. This arrangement together with new multi-functional desks will enable flexibility to oversee smoother services and respond more effectively

should problems arise or incidents happen.

The focal point of any service control centre is the overview display, which shows details of what is happening along the entire line. Most centres use a single bank of screens at the front of the classroom layout. The new circular formation is made possible by using flat screens suspended from the ceiling. Tube Lines and London Underground have worked together closely to design the most effective control centre to satisfy operational needs, and have carefully planned the refit to ensure that the London Underground team can continue to oversee daily services throughout the work.

Conrad Fawcett, Senior Project Manager at Tube Lines said: "It's a tough job to completely refit a live control centre, but our careful planning and the teamwork we are seeing from London Underground mean we are confident all will run according to plan. When the changeover is complete, service controllers will have a state-of-the-art base to provide the best passenger services."

TfL skills need

Transport for London has invited contractors and consultants to bid for a place on its engineering and project management framework, which is up for renewal and is set to place orders worth between £400-500 million.

The four-year framework encompasses a broad range of architectural, construction and engineering jobs, including Tube upgrades, Crossrail, Docklands Light Railway extensions and London Overground enhancements. TfL says that the nature of the projects mean that it sometimes requires short-term specialist skills to complement its in-house teams. Specifically, it is seeking experts in programme management and strategy, road user and transport engineering, transport planning and analysis, civil and structural engineering, mechanical and electrical engineering, commercial services, asset management and transport related professional services.

The framework will be split into 11 lots but it has yet to be decided how many bidders will be selected; 32 companies have a place on the existing framework. Tenders must be submitted by 30th December.

CrossCountry joins the latest electronic revolution

Arriva operated CrossCountry has announced the launch of a new and easy way for passengers to buy and collect their CrossCountry Advance tickets via www.crosscountrytrains.co.uk.

The quick and simple 'e-ticket' enables travellers to print their tickets at their own computer or laptop, cutting out additional trips to the station and the need to

queue. E-tickets must be printed off and presented to station and onboard staff when required and will incorporate specific journey details, including the passenger's name and other relevant security features. Advanced tickets can be purchased online 24-hours any day up to 18.00 on the day before departure, subject to availability.

Following the launch of the new

e-ticketing service, CrossCountry is also making its website 'mobile-friendly' for the first time to enable users of mobile phones and PDAs to access CrossCountry information on the move.

The mobile facility will enable people to access live train times, timetables, station information and importantly, book their train tickets via their mobile phones.

▼ A sight that could almost have been the 1990s at Crewe! It's actually the 24th November 2008 and Riveria Trains Class 47/7 No. 47769, still carrying its Virgin Trains livery, stands in Platform 12 with WCRC Class 37/7 No. 37712, working a Carnforth to Clapham Junction ECS service. On the next line across is Class 87 No. 87002 Royal Sovereign returning from Carnforth 'light engine' behind Class 86/1 No. 86101 Sir William A Stanier bound for Crewe LNWR and finally, DRS Class 37/0 No. 37069 crawls into Platform 11 with the Holyhead to Stoke RHTT working! **Brad Joyce**





▲ Ex-Gatwick Express luggage van No. 68501 is pictured at London Blackfriars on a Tonbridge to Tonbridge circular working. Motive power was provided by GBRf Class 73/2s Nos. 73206 Lisa and 73208 Kirsten. **Wayne Radford**

▶ In preparation for the extension of some Gatwick Express services from Gatwick Airport to Brighton, Gatwick Express-liveried Class 73/2 No. 73212 Dave Berry has recently been employed on route learning duties. Here, the '73' heads away from the camera at Holmethorpe, Redhill, with a Three Bridges to Stewarts Lane run on 25th November. **Keith Hemsley**

▼ The first run of newly received DRS Class 66/4 No. 66433 was on hire to Fastline following the failure of No. 66302 on 25th November. The first run was on a Ratcliffe Power Station to Daw Mill Colliery working, which here passes Portway on 26th November. **Fred Kerr**



New station for Golbourne and upgrade to Metrolink on the cards as part of TIF bid

The Association of Greater Manchester Authorities (AGMA) has announced plans for a new railway station at Golborne, west of Manchester, and further upgrades to the Metrolink tram system as parts of the final package for Manchester's £3 billion Transport Innovation Fund (TIF) bid.

The improvements were announced after a public consultation into the TIF proposals, which include the introduction of a two-zone congestion charge payable by drivers crossing the M60 orbital motorway or entering the city centre during peak hours. Manchester residents will have the opportunity to vote for or against the TIF package in a referendum to be held in early December.

In an attempt to persuade more residents to vote 'yes' AGMA - which represents the 10 Manchester local authorities, seven of which back the introduction of road pricing in the city - has now agreed to introduce further transport improvements on top of the extensive bus and light rail measures already announced. In addition to a new station at Golborne, these include the

previously reported development of the East Lancashire Railway, improvements to the Blackburn/Bolton/Salford rail corridor and the expansion of station car parks across the region to provide an additional 2,000 spaces.

On top of the Metrolink expansion schemes, which would triple the size of the existing tram network, AGMA wants to build a new Metrolink stop at Kingsway Business Park, between Shaw and Rochdale, as well as developing a business case to extend Metrolink beyond the Trafford Centre to the planned Port Salford development, via the new Salford Reds stadium and the Chill Factor. An extra 1,400 park and ride spaces are planned for Metrolink stops.

Despite the potential £3 billion that would be available for transport improvements, critics of the TIF bid have questioned whether the budget can be stretched to deliver the latest planned projects. In addition, the income to be generated by the proposed congestion charge for enhancements is likely to fall after AGMA revealed a raft of concessions designed to reduce opposition from motorists.



▲ The centre-car on National Express East Anglia-liveried Class 317/5 No. 317502 looks rather the worse for wear at Cambridge on 29th November, possibly the result of a vandal attack. **Thomas Blampied**

Family pet takes a not-so purrrfect journey!

Reader John Lloyd reports on a true story of a cat that appears to have used up all its nine lives when its curiosity led it to climb onto a small ledge under a freight wagon at Billingham that was undergoing maintenance.

The wagon was one of the DRS operated fleet of intermodal vehicles, that are regularly tripped from Carlisle to Billingham, Teeside, for maintenance.

However, while exploring the wagon, the train began to move on a 100-mile journey across the Pennines from Teeside to Carlisle! Upon eventual arrival, the tortoiseshell cat was discovered covered in dirt and shaking with fright when an engineer peered

under the wagon. It was eventually coaxed out with titbits and taken to an animal sanctuary, where staff are hoping to trace the owner on the other side of the country.

A representative of the Animal's Refuge in Carlisle said: "She is obviously someone's pet who strayed somewhere she should not have gone. She must have got such a shock when the ground started rushing past beneath her. The only option would have been to hang on and stay on the little ledge. How she didn't fall off no one will ever know but she clung there for 100 miles.

After such a frightening trip, it would be nice to see a happy ending and end her home - but maybe not by train!"

UKRAINE

Diesel and Modern Traction Tour

17 - 30 May 2009

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After our very successful 2008 tour of depots in Western Ukraine, this time we are heading to the less visited Eastern Ukraine. Again we visit lots of depots and five strategic reserves, plus the great Locomotive Works at Lugansk. Photo runpasts at scenic locations.




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Rail-Blue Charters

SPECIAL OFFER FOR READERS
A ticket offer from Sheffield is available - see last issue



Lincoln Christmas Market

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

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

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

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

Join us as our special train starts its journey at Shrewsbury and heads via Crewe, Wilmslow and

Stockport to Sheffield via the beautiful Hope Valley route. We continue via Conisborough and freight lines around Doncaster, before taking the Gainsborough route to reach the City of Lincoln.

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

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

We pick up at Shrewsbury dep 07.00 (back 20.30), Crewe dep 07.53 (back 19.41), Wilmslow dep 08.12 (back 19.20), Stockport dep 08.22 (back 19.11) and Sheffield dep 10.05 (back 17.43). We arrive Lincoln at 11.35 and depart at 16.15.

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UK Steam & Modern Traction Railtour Listings

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

3rd December		
Steam Dreams	60007	London Victoria-Ascot-Reading-Bath-Bristol TM & return
UK Railtours	2xEWS 67	Huntingdon-Stevenage-Potters Bar-London Finsbury Park-Bath Spa-Bristol Temple Meads (break/rev) & return
5th December		
SRPS	2xWCRC 47	Linlithgow-Edinburgh Waverley-Drem-Berwick upon Tweed-Alnmouth-Morpeth-Cramlington-Newcastle Upon Tyne-Durham-York-Doncaster-Gainsborough-Lincoln (break/rev) and return
Steam Dreams	34067	London KX-Potters Bar-Stevenage- Lincoln (break/rev) & return
UK Railtours	2xEWS 67	Lincoln Christmas Market-London Euston-Watford Junction-Leighton Buzzard- Bletchley-Bedford-Corby-Melton Mowbray-Loughborough-Nottingham-Lincoln (break) & return
6th December		
Compass Tours	2xRiviera 47	Shrewsbury-Gobowen-Wrexham General-Chester-Helsby-Frodsham-Warrington Bank Quay- Blackburn-Hellfield-S&C-Carlisle (break/rev) Carlisle-Shap-Preston-Warrington Bank Quay & return
Past Time Rail	45407	Manchester Victoria Bolton-Darwen-Blackburn-Copy Pit-Hebden Bridge-Huddersfield-Standedge-Manchester Victoria
Past Time Rail	6024	Yuletide Torbay Bristol TM-Taunton-Paignton-Kingswear & rtn
Rail-Blue Charters	40145	Shrewsbury-Crewe-Wilmslow-Stockport-Sheffield-via Doncaster Freight Lines-Lincoln and return
Railtourer	2xWCRC 47	Stevenage-Sandy-St. Neots-Huntingon-Peterborough-Grantham-Newark-Retford-Doncaster- Edinburgh (break/rev) & return
Railway Touring Company	60019	Haywards Heath-Preston Park-Hove-Worthing-Chichester-Havant-Fareham-Eastleigh-Salisbury-Westbury-Bath (break/rev) & return
UK Railtours	2xEWS 67	Ealing Broadway-London Finsbury Park-Stevenage- Lincoln & return
7th December		
Railway Touring Company	60019	London KX- Lincoln & return Cancelled
Steam Dreams	34067	London KX-Potters Bar-Stevenage- Ely (break/rev) & return
Vintage Trains	5043	Dorridge-Solihull-Tyseley-Nuneaton- Melton Mowbray & return
9th December		
Steam Dreams	30777	London Waterloo-Clapham Junction-Woking- Salisbury & return
10th December		
Railway Touring Company	60019	East Croydon-Swindon-Bath Spa & return Cancelled
11th December		
Steam Dreams	60007	London Victoria-Redhill-Guildford- Oxford & return

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

BLACK Charters expected to operate as booked.

RED Tours cancelled by the operator

GREEN Tours postponed to a future date by the operator

BLUE Provisional excursion

WCRC West Coast Railway Company

(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

The Week Ahead

A bumper week is in store for railtours, with the Christmas season now well and truly in full swing with charters operating over an extended weekend period.

Full details of pick-up points and routes can be obtained from our comprehensive steam and modern traction tour listings by clicking here.

Bath Spa and Bristol Temple Meads are the joint destinations of both tours scheduled for Wednesday 3rd December, with Steam Dreams operating with 'A4' No. 60007 *Sir Nigel Gresley* from Waterloo and running via Newbury and Westbury, while UK Railtours set out diesel-hauled from Huntingdon with a pair of EWS Class 67s and travel via Finsbury Park.

Lincoln's famous Christmas Market is always a popular railtour destination, with this year being no exception. Three tours operate to the city on Friday 5th December, with Steam Dreams using Bulleid Light Pacific No. 34067 *Tangmere* from King's Cross and the SRPS from Linlithgow with a pair of West Coast Class 47s. Meanwhile, UK Railtours work out of Euston, reaching Lincoln via the Bletchley to Bedford route.

Saturday 6th December has two tours heading for Lincoln, both diesel-hauled from Shrewsbury with Class 40 No. 40145 *East Lancashire Railway* for Rail Blue Charters and from Ealing Broadway for UK Railtours with EWS Class 67s. On the same day, Railtourer will have a pair of West Coast Class 47s on their 'Edinburgh Christmas Special' from Stevenage, which picks up at stations through to Doncaster, while Compass Railtours have the 'Festive Fellsman' from Shrewsbury to Carlisle, outwards across the Settle & Carlisle and returning over Shap with a pair of Riviera Class 47s.

The weekend also has some steam activity, with Past Time having a busy day with two tours operating. For a change, and by popular demand, the 'Cotton Mill Express' will work in the reverse direction, via Bolton, Blackburn, Copy Pit, Huddersfield and Standedge back to Manchester Victoria with 'Peak' No. 45407 the likely motive power.

Following on from the success with the summer-dated 'Torbay Express's' the company will be operating the 'Yuletide' version commencing on 6th December and each Saturday thereafter until 22nd December. The format will be the same, with steam-haulage throughout from Bristol Temple Meads, picking up at Weston-super-Mare, Taunton and Exeter St. Davids through to Kingswear. The 'Yuletide Torbay's' should also see a welcome mainline return for ex-GWR 4-6-0 No. 6024 *King Edward I*.

The weekend draws to a close on 7th December with two further steam-hauled tours. Steam Dreams completes a busy few days with the third train working within five days, which again features No. 34067 *Tangmere*, this time from King's Cross to Ely. Last, but by no means least, is Vintage Trains, which this year do not feature any of the customary Christmas luncheon trains, but head for the Melton Mowbray 'Christmas Fayre' from Tyseley Warwick Road with 'Castle' class 4-6-0 No. 5043 *Earl of Mount Edgcumbe* for traction.

◀ **Charter operators had somewhat of a mixed day on 29th November, when GWR Castle class 4-6-0 No. 5029 Nunney Castle was reported as being failed at Ludlow with air compressor problems while working the Past Time charter from Paddington, which it took over at Bristol Temple Meads for the onward leg via Ludlow to Shrewsbury. On a chilly and slightly foggy morning, No. 5029 Nunney Castle heads the 'Welsh Marches Express' past Penpergwm, south of Abergavenny, bound for Shrewsbury. Mick Rogers**





▲ As the sun sets on a cold afternoon, LMS Stanier 'Black 5' 4-6-0 No. 45407 The Lancashire Fusilier steams up the climb between Great Rocks and Peak Forest with the return leg of Past Time Rail's 'Buxton Spa Express' railtour on 30th November 2008.

▼ A few of the locals from the nearby village have braved the frosty conditions to watch No. 45407 The Lancashire Fusilier climb through Combs with the outward leg of Past Time Rail's 'Buxton Spa Express' railtour earlier that morning. **Both: Jonathan Stevenson**



Hastings Diesel tour to Folkestone Harbour selling well

It was reported in the last issue about the railtour using Hasting Diesel Limited's DEMU from Hastings to Folkestone Harbour via London Victoria on Sunday 21st December.

It can now be advised that there will be an additional 'shuttle' working between Folkestone Harbour (dep 14.00) and the sidings at Folkestone East and return (arr 14.20). The return fare is £5 (adult) £1 (accompanied child) and it is payable on the train (no advance booking). The organisers have also stated that Standard and Club Class between London Victoria and Folkestone Harbour and return is full, but there is some availability between Hastings and London Victoria and return. Contact the organisers at www.hastingsdiesels.co.uk

Also look out for future dates featuring this unique DEMU, as a full programme of mainline charters is being planned for 2009. The units have been off the mainline for an extended period, complicated by the need to upgrade the entire stock with central door locking to meet current safety and operating standards, as well as TPWS and OTMR.

Another new operator enters the charter train market

XL Railtours is another new name hoping to break into the railtour market. Its website gives a Chesterfield address and it is believed the company has connections with the Ecclesbourne Valley Railway that runs from Duffield to Wirksworth in Derbyshire.

An earlier attempt to run a tour last year did not get off the ground, but in 2009 its website has three potential tours in the offing, commencing on 9th May with steam haulage from Worcester to the south-west on a charter from Nottingham, returning double-headed over the Lickey Incline. Scarborough is the destination on 18th July from Didcot, Oxford and Worcester with steam from Saltley.

Finally, the company appears to have plans for a proposed '400-mile steam safari', taking in five of the Western Region's major inclines! In fairness, these tours are very much in the early planning stage, and it could well be that in order to operate the tours the ambitions may need to be scaled back somewhat.

The website gives a contact number of 0845 833 9466, but currently it does not seem to be manned. Developments will be awaited with interest.



Zero tolerance to charter train anti-social behaviour *The Response!*

Following our story in last week's *Railway Herald* relating to the growing concerns of anti-social behaviour on charter trains in general, several readers contacted us with numerous comments, mainly in support of the article. Opinions are those of the writer, not the magazine and its editorial team.

Dear Sir,
I feel compelled to write concerning your news item re loutish behaviour on diesel charters.

This has become such a problem that my friends and I no longer book on such tours and avoid certain charter companies all together. I know that a friend has written to the manager of one long-standing diesel tour operator about the jobs that are allowed to congregate at the bar of these trains. Then there is the hugely dangerous practice of leaning well out of the windows. He has not even had the courtesy of a reply.

It is my belief that most operators of these diesel enthusiast charters really don't care how their passengers behave – otherwise they would have done something about it long ago.

I suspect they will care when they are no longer allowed to operate them by Network Rail.

John Alborough, Suffolk

Ed. I can assure you that all of the charter promoters and indeed the charter train operators, under whose safety case these trains run, do take behaviour very seriously,

Dear Sir,
I wish to clarify that the incident on the Capital Whistler Railtour that resulted in the police being called to the Train at Leeds did NOT involve members of the CFPS or followers of the Class 40 locomotive itself.

The train was already fully booked when the Class 40 was called upon to cover for the unavailable Class 55.

Some 'Deltic' enthusiasts cancelled their bookings and a few Class 40 enthusiasts managed to fill the vacated places, which were scattered throughout the train.

Such was the desperation of

some Class 40 followers to travel behind their favourite traction, that they even paid to travel in the more expensive dining area once all other seating options had been filled rather than miss the chance to travel.

The incident that resulted in the police being called happened in coach C where a party booking for a birthday celebration was seated. These travellers were not enthusiasts of any particular traction and were just taking advantage of a cheap priced journey to London.

The CFPS was just simply the loco providers with as few as 76 members scattered throughout the train full of some 500+ passengers.

Once the real cause of the damage had been identified, suspicion of Class 40 followers was erased and the loco was then given the all clear to work the Lincoln charter for Rail-Blue Charters.

It should be stressed that West Coast Rail is noting the behaviour of ALL Rail Enthusiasts in general and not specifically Class 40 enthusiasts as was implied in your article.

I would be grateful if you could make that point clear as both WCRC and SRPS who have used the loco frequently have never encountered problems with the CFPS members and other followers of the Class 40 loco when it has been in use on their trains.

John Stephens, CFPS

Ed. - John many thanks for explaining the situation further. As far as I am aware there was no point in the article where we implied the problem was caused by Class 40 members or indeed by enthusiasts. However, as evidenced by the inclusion of your letter in this issue, we are more than happy to confirm the position.

A rollercoaster ride!

◀ **Spitfire Railtours' Poole to Blackpool charter on 29th November found employment for a pair of West Coast Rail Class 37s. With No. 37676 Loch Rannoch leading classmate No. 37248, the pair approaching Old Milverton, on the Coventry to Leamington Spa line on 28th November, with the empty coaching stock movement from Carnforth to Poole, in preparation for the following day's charter. Peter Tandy**

CHRISTMAS SPECIALS

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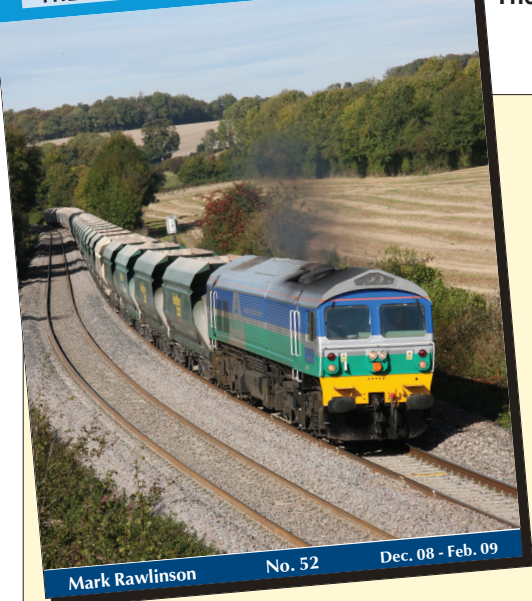
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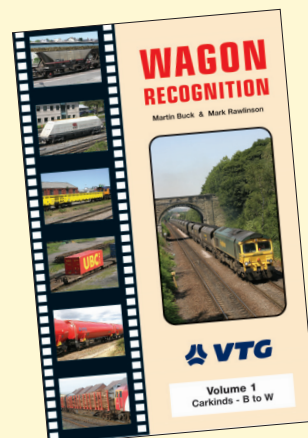
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Weekly Pictorial



▲ Mk3 DVT No. 82305 is at the rear of the 11.10 Wrexham General - London Marylebone service, powered by Class 67 No. 67015, as it departs from Banbury on 27th November under a very threatening sky. **John Coleman**

▼ Class 67 No. 67015 calls at Tame Bridge Parkway, while working the 12.55 Wrexham General - London Marylebone two days later. **Jamie Course**





▲ The original 'Gatwick Express' EMU-type stock has been given another all-over promotional branding, advertising Emirates airline. Here No. (4600)04 is pictured passing through East Croydon, shortly after sunset on 24th November. **Mark Ainsworth**

▼ Converted for use on Gatwick Express services, Class 442 No 442414 is shown to stakeholders at Brighton on 28th November. **Brian Morrison**



Weekly Pictorial



▲ Class 31/1 No. 31105 leads Mk2 DBSO No. 9714 with a Derby RTC to Old Dalby Test Track working, running almost two-hours late at this point. The train passes Frisby, west of Melton Mowbray, on 24th November. **Carl Westwood**

▼ Network Rail's gauging train is pictured at Bournemouth running nearly an hour late on 27th November. The working was the 16.18 Eastleigh to Selhurst via Bournemouth test-run, operated in 'top and tail' formation by Class 31/6 No. 31602 and green-liveried Class 31/1 No. 31190. **Derek Hopkins**





▲ The end of the night shift approaches on 24th November at the east end of Chester station as Northern Rail-liveried Class 142s Nos. 142060 and 142057 await their first workings of the day.

▼ At the west end of the station, Class 507 No. 507006 waits to form the 05.38 Chester - Liverpool Central service on 24th November. **Both: Jez Smith**



Weekly Pictorial



▲ On the evening of 17th November, First GBRf Class 66/7s Nos. 66727 and 66715 await their next duties in Eastleigh Yard. The lights above are not reflection through the camera lens, nor are they the strange movements of a UFO captured on camera - but the result of a time exposure taken as a plane makes its final approach to land at Southampton Airport! **Nathan Williamson**

▼ Fastline ran its first coal train to Ironbridge on Monday 1st December 2008. DRS Class 66/4 No. 66433 was hired-in for the train, which originated from Immingham Docks and was formed of a mixed rake of Fastline and First GBRf hoppers. No. 66433 returns the empty hoppers to Chaddesden Sidings in Derby, as it departs on time from Ironbridge Power Station and crosses the Albert Edward Bridge. **Gary S. Smith**





▲ The current visit of BR Standard 7P Pacific No. 70013 Oliver Cromwell to the Great Central Railway provided an opportunity for local photo charter organiser Russ Hillier to run an event on 27th November. Still carrying its commemorative nameplate and masquerading as No. 70048 The Territorial Army 1908-1958, the locomotive heads a freight working at Rabbit Bridge on the approach to Swithland. **Fred Kerr**

▼ The afternoon section of the photo charter found the locomotive performing run-pasts, complete with a rake of crimson and cream Mk1 stock. Here No. 70048 approaches Rothley station. **John Whitehouse**



'Flying Pig' may make SVR 'Festival of Steam' gala

The Severn Valley Railway will be operating a major early season 'Festival of Steam' Gala in 2009, scheduled for 6th-8th March.

Already confirmed are 'A4' No. 60007 *Sir Nigel Gresley*, which, as already reported, will be arriving from York by way of a Vintage Trains charter on 28th February and No. 71000 *Duke of Gloucester*. Also on the requested list is No. 5029 *Nunney Castle* and No. 70013 *Oliver Cromwell*, and confirmation of the availability of each is currently awaited. As a bonus, it is hoped that the SVR's own 'Flying Pig', Ivatt Class 4MT Mogul No. 43106, will also be available, but it is believed that its availability could be a 'close run thing'.

An intensive 50-minute timetable is envisaged. Interestingly, it is believed that this will not be the first visit of No. 71000 to the railway, as during its BR career it traversed the Kidderminster – Bewdley – Hartlebury section in order to turn after working a special into Stourbridge Junction, due to it being too big to fit on the turntable at Stourbridge.

Other dates for the diary will be the 1960's Transport Day on 21st February and the Members and Shareholders Weekend on 28th/29th March.

In a separate development, recently withdrawn from traffic 'Black 5' No. 45110 will move to Barrow Hill in January for a two-year loan period,

the significance of which is that the SVR now has managed to get all its non-operation fleet under cover. Stanier 8F 2-8-0 No. 48773 has recently joined the collection in the Engine House at Highley, while No. 7819 *Hinton Manor* has replaced No. 4930 *Hagley Hall* in the shopping mall in Swindon. On the subject of Highley, work has now commenced on the erection of a footbridge at the south-end of the station to improve the connection to the Engine House.

Numbers for the year are reported as being excellent, as the budgeted figure of 190,000 has already been surpassed with the Santa and Mince Pie Season still to happen. The success of the railway has been recognised with a number of awards, including being awarded the best tourism experience award given by the Heart of England Excellence in Tourism awards, which means that the SVR now go forward to Visit Britain awards in early 2009.

The line has also received 'The Chairman's Award' for the most outstanding contribution to tourism in the region. Additionally the railway has secured the Peter Manisty Award from the Heritage Railway Association for an outstanding contribution to the heritage railway movement. Rumour has it that there may be more to follow!

Project to built an 84000 class 2-6-2T now underway

The project started in the 1990s by South Devon Railway fireman, John Besley, to construct a Riddles 3MT class 2-6-2T is now well underway.

The metal base that holds the boiler and wheels has been worked on for the last few weeks at The Boro Foundry in Lye and workers have drilled the steel plates ready for painting and for the next stage of construction.

The two men behind the project from 2003 are Chris Proudfoot and Tony Massau who work on the Severn Valley Railway. Tony is an engine driver and Chris is a fireman. The project to build the first engine of this class since the 1950s will be carried out mainly at Bridgnorth.

The estimated cost of the new loco will be about £1,250,000, the most expensive item being the boiler and firebox, and they would love to hear from anyone who would help sponsor the building of this item to traditional design. The 82045 Project now has over 80 members, all of whom contribute financially to it.

Approximately £40,000 had been raised so far.

Final runs for Llangollen Class 20 announced

Following the announcement in September confirming the result of a members and shareholders ballot, the Llangollen Diesel Group has announced that Class 20 No. D8142 has been sold and will leave the Llangollen Railway within weeks.

The locomotive is to undertake one farewell return trip along

the scenic Dee Valley on 7th December. Named the 'Whistling Wardrobe Festive Farewell' the train will depart Llangollen at 12.30 and run to Carrog and back. Tickets for this last opportunity to sample Class 20 haulage on the Llangollen Railway for the foreseeable future are available for a £10 donation to the Group's

restoration fund for its other locomotives. Interested parties should note that payment for the trip must be made on the train.

A commemorative ticket will be issued to all passengers (while stocks last) and complimentary mince pies will be available!

Details of the new owner are not being made available.

▼ With the Swanage Railway-based 'M7' due to be repainted next year, a special photo charter was operated on 24th November. Here, the BR black-liveried 0-4-4T No. 30053 approaches Corfe Castle station with two Bullied coaches. Jack Boskett



Bluebell begins trial clearing of Imberhorne Cutting

Work has got under way to clear Imberhorne cutting of a mass of domestic waste in preparation for extending the Bluebell Railway directly to East Grinstead, an extension of two miles to give the line a run of 11 miles from Sheffield Park.

The Mayor of East Grinstead, Councillor Ginnie Waddingham and Television Presenter Nicholas Owen, in the presence of local councilors and officers of the Railway set the giant excavator, which was used on the Channel Tunnel Rail Link through Kent, to work on clearing the cutting, which is 500 metres long and 10-12 metres deep

“Environmental law in the 1960s and 1970s was much more relaxed than it is now,” said project director Chris White. “You couldn’t adopt that approach now - waste has to go to proper registered landfill sites.

This rubbish looks like grey mud but you can pick out the odd frozen pea packet or bit of plastic, though there was a good deal less plastic around in the 60s and 70s than there is now.”

Initially, the clearance will only take place for a couple of weeks, as a trial to establish the needs when work commences in full next year, although tests have



▲ The first obvious signs that the 500-metre-long Imberhorne Cutting is to be excavated - a giant excavator, previously used to construct the Channel Tunnel Rail Link, loads the first lorry on 25th November. Nigel Longdon

found the 125,000 cubic of waste in the 546yd cutting is not toxic, but it will still take about a year to clear the waste at a cost of £5 million.

The pilot clearance is being funded directly as a result of the Bluebell Railway’s share offer

which was launched this summer and which has raised almost £500,000. The Share Offer remains open until the 31st

December. Anyone who wishes to receive a prospectus can obtain one by ringing 01825 720800 or via the Bluebell website

<http://www.bluebell-railway.co.uk>. A copy may also be collected from East Grinstead Museum.

It is hoped the extension will open in 2010, with trains entering East Grinstead over the 10-arch Imberhorne viaduct and linking the line to the National Network.

SOUTH CHINA STEAM PHOTO TOUR

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ANOTHER INTERESTING STEAM PHOTO TOUR TO INDUSTRIAL AND EXOTIC LOCATIONS!

After a very successful tour of North China, we are this time heading to the interesting South, which, whilst not having the huge mines of the North, offers some lovely scenic lines, as well as the more usual industrial locations.



Some of the lines are home to the now rare QJ type locos, which we should see still at work. Some time will also be spent enjoying the spectacular NG Shibanzi Railway, with coal, mixed freight and passenger services into the remote villages in the hills.

Please contact Jim Colley for full itinerary and prices for this fascinating tour.



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Turning the clock back



TURNING THE CLOCK BACK

Dumfries, 29th June 1957

Brian Morrison looks back to the era when steam traction was still king and the advent of mass dieselisation was only on the horizon



▲ *Class 2P 4-4-0 No. 40616 stands at Dumfries station, after arrival with the 10.58 local service from Stranraer on 29th June 1957.*

◀ *With its smokebox 'SC' plate indicating that it had a self cleaning smokebox, Carlisle Kingmoor-allocated Stanier 'Black 5' 4-6-0 No. 44901 climbs north of Dumfries, with an excursion train to Heads of Ayr. All pictures by the author*

In terms of traffic volume, Dumfries probably hasn't changed too much since the 1950s, although local services from Carlisle and Kilmarnock/Stranraer are rather more sparse and the only others to call are a handful of direct, but very long-winded, trains between Newcastle and Stranraer.

The big change is the type of passenger trains. Back in the 1950s, the route was traversed by express workings as well as local services.

Turning the clock back



Today the former have vanished from the route.

In fact, the number of daily freights probably exceeds the passenger turns. Types of motive power are now obviously very limited, being mainly Class 66

locomotives, against what could be seen over 50 years ago.

This selection of nine illustrations taken in June 1957, depict 10 different classes covering LMS designs, as well as the occasional BR Standard.

▲ 'Jubilee'-hailed freight was not a common sight in the 1950s, but this long mixed working appeared from Carlisle Kingmoor on the day, heading north through Dumfries with No. 45732 Sanspareil.

▼ Hauling an unfitted southbound mixed freight, containing wagons and vans, one of the fleet of 245 Holmes 5MT 2-6-0 'Crabs' No. 42805 passes south of Dumfries. Just over 60 of the type were allocated to Carlisle and north of the Border.



Turning the clock back



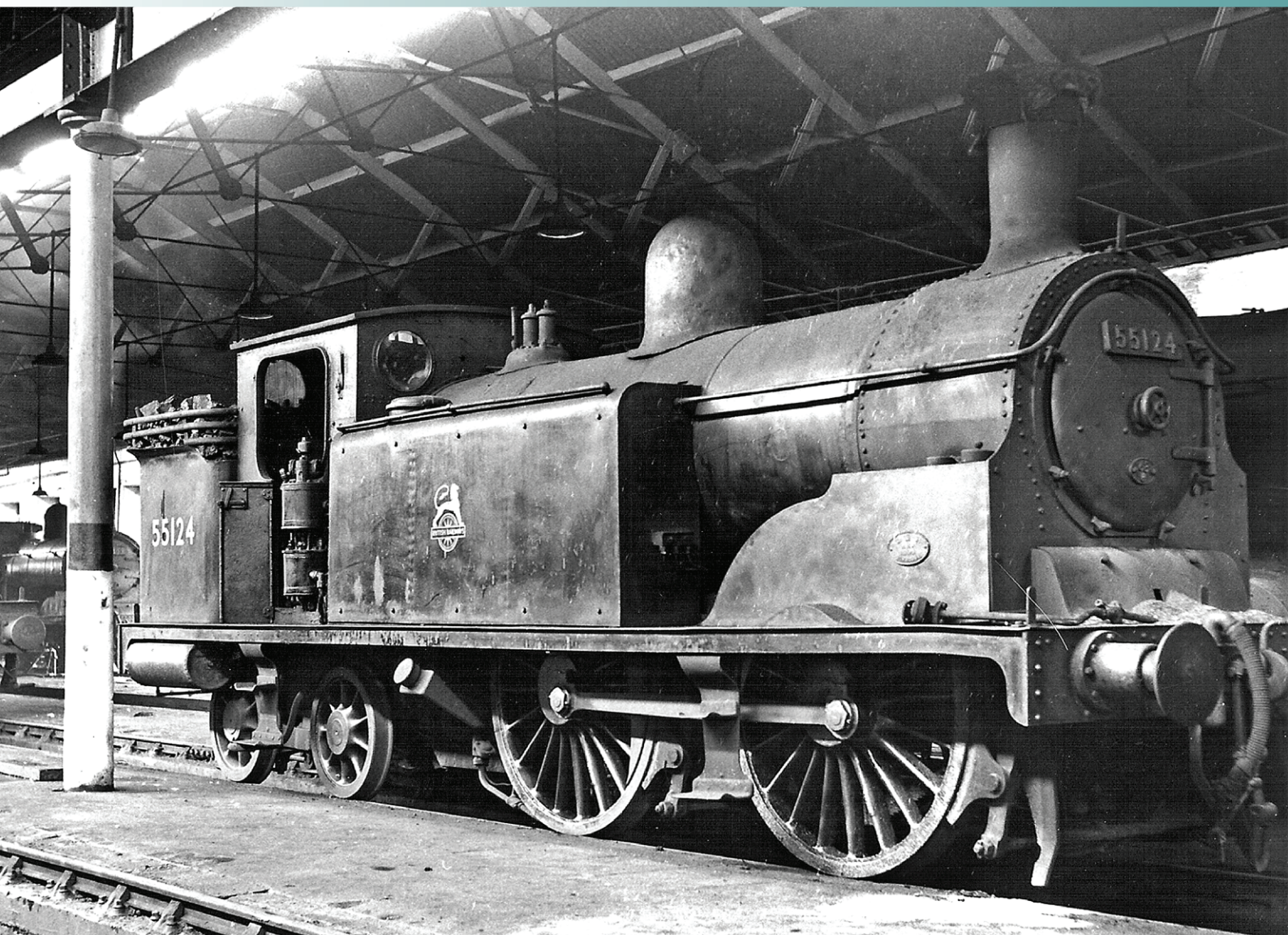
▲ The southbound 'Thames-Clyde Express' heads through Dumfries, powered by 'Royal Scot' 4-6-0 No. 46103 Royal Scots Fusilier.

◀ Hauling a southbound mixed freight containing five new-looking vans next to the locomotive, BR Standard 5MT 4-6-0 No. 73079 ambles along the main line south of Dumfries.

▼ The 08.05 train from Stranraer to Dumfries is recorded near its destination on the day, its four coaches hauled by 'Black 5' 4-6-0 No. 44996 and piloted by Class 4P 3-cylinder 'Compound' 4-4-0 No. 40920.

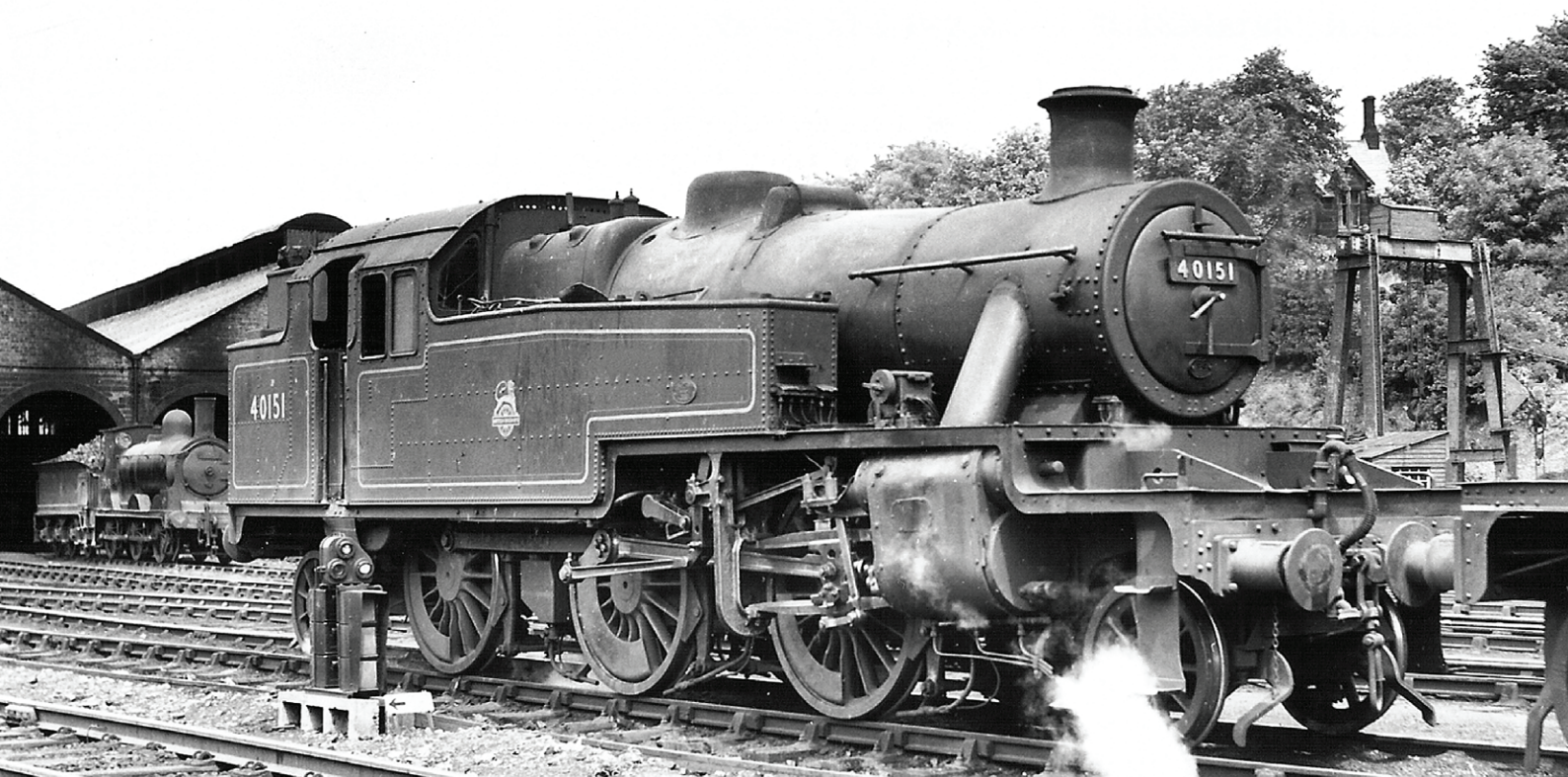


Turning the clock back



▲ Introduced to the Caledonian Railway by McIntosh in 1895 and still allocated to Dumfries in 1957, No. 55124 was the only remaining representative of his 10 '19' class 2P 0-4-4Ts with a railed coal bunker.

▼ Dumfries shed (68B) had an allocation of around 30 locomotives at the end of the 1950s, consisting of 10 differing types from 'Black 5s' to 2-6-0s, 4-4-0s and a variety of 0-6-0 and 0-4-4 Scottish tanks. It was closed in 1966. On the day of this visit, Stanier Class 3MT 2-6-2T No. 40151 simmers outside the shed, and to the rear is another 68B resident, Drummond 2F class 0-6-0 No. 57349.



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

Details should be sent via email to

editor@railwayherald.co.uk and should include a brief outline of the event, including the speakers name if appropriate, date, time and location, together with contact details (either telephone, web or email). *Railway Herald* cannot

accept any responsibility for any inaccuracies or events which are amended, cancelled or postponed. Information, such as advance programmes and club meeting line-ups can also be sent through the post to the editorial address.

1st December 2008

RCTS (Port Sunlight)

The Lever Club, Greendale Road, Port Sunlight. Members' Slides 30 per member on first generation Diesel & Electric Multiple Units. Meeting commences at 19.45.

2nd December 2008

Gravesend Railway Enthusiasts Society

Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. Christmas Social Evening with Refreshments. Meeting starts 19.45. Contact Roger Hart on 01474 8333320 for further details

Locomotive & Carriage Institution

London Underground Limited HQ, St. James Park Station, London. 'Barrow Hill Roundhouse' by Mervin Allcock, Project Manager. Meeting starts 18.00 Contact Stuart Smith, on smithstuart@btinternet.com for further details.

Locomotive Club of Great Britain (Bedford Branch)

St John's Church Hall, St John's Street, Bedford. 'Scotland Part 3' by Chris Banks. Meeting starts 19.30.

Locomotive Club of Great Britain (Nth London Branch)

Wood Green Labour Club, 3 Stuart Crescent, Wood Green, London N22 5NJ. Annual Branch Quiz. Meeting starts at 19.30.

Permanent Way Institution (Darlington & North East)

Railway Athletic Club, Brinkburn Road, Darlington. 'Settle and Carlisle Railway' by Robert Welsh, Network Rail. Meeting starts at 19.00 Contact Dave Lugsden on mobile 07825 766328 or e-mail David.Lugsden@Networkrail.co.uk.

Permanent Way Institution (Wessex Section)

The Freemantle Club, Waterloo Road, Southampton. 'The Bluebell Railway Northern Extension' by Chris White, Bluebell Railway Infrastructure Director. Meeting starts at 18.00. Contact Eddie Gosling on 01252 614558 or e-mail e.gosling@ntlworld.com for further details.

Permanent Way Institution (West Yorkshire)

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

RCTS (Watford)

St Thomas's United Reformed Church, Langley Road, Watford. Members Slides, Sausage Rolls & Mince Pies. Meeting commences at 19.30.

Southern Electric Group (South Hampshire Branch)

Eastleigh Railway Institute in Romsey Road, Eastleigh. 'The Southern Electric 1909-1969' by Ted Goodman. Meeting starts at 19.30. Entrance fee £2

Yeovil & District Railway Society

Yeovil Sports & Social Club, Johnson Park, Yeovil. 'Annual Quiz & Buffet'. Meeting commences at 19.30. Contact Roger Marsh on 01935 814367 or www.ydrs.org.uk for details.

3rd December 2008

Basingstoke & District Railway Society

Wote St. Club, New Road, Basingstoke. 'The 1952 Harrow & Wealdstone accident' by Peter Tatlow. Meeting commences at 20.00 Contact 01256 326096 for further details. Visitors welcome.

Burton Railway Society

Marston's Social Club, Shobnall Road, Burton-upon-Trent. 'Steam on Cine in the 1950s and 1960s' by Mike Clemens. Contact Mark Ratcliffe on 01283 221537 for further details for further details. Meeting commences at 19.30

Permanent Way Institution (Thames Valley)

Sussex House, Reading. 'Old Commercial Cine Films of Railway Civil Engineering Works' by Frank Banfield. Meeting starts at 17.45. Contact Peter Simmons, e-mail peter181102@yahoo.co.uk for further details.

RCTS (Ipswich)

St Thomas Church, Back Room, Bramford Lane, Ipswich. ;Branch Annual General Meeting followed by Members Slides & Seasonal Refreshments. Meeting commences at 19.30.

Stephenson Locomotive Society

Hayes Village Hall, Hayes Street, Hayes, Bromley. 'The Modern Railway - Out and About in the United Kingdom' by Bernie Holland. Meeting commences at 19.30. Contact the local secretary on 0208 289 9935 for further details.

4th December 2008

Great Central Railway Society (Rotherham)

The Three Horseshoes, Bawtry Road, Wickersley. 'Members Evening - slides or digital' with buffet. Meeting starts at 19.00. Contact the secretary on 0114 254 0275 for details.

Irish Railway Record Society

The Exmouth Arms, 1 Starcross Street, London NW1 2HR. 'Locos of the Great Southern Railway' by Michael McMahon. Meeting commences at 19.00.

Permanent Way Institution (Bristol & West of England)

Arup Auditorium, 63 St Thomas Street, Bristol. Annual Inter Section Quiz. Meeting commences at 18.00. Contact Phil Harrison on 0117 9765432 or e-mail philip.harrison@arup.com for details.

Permanent Way Institution (South & West Wales)

Kings Hotel, High Street, Newport. Annual Inter Section Quiz Meeting commences at 18.00. Contact Andy Franklin on 0207 557 8664. mobile 07824 410782 or e-mail Andy.Franklin@networkrail.co.uk.

Permanent Way Institution (Thames Valley)

Kings Hotel, High Street, Newport. Annual Inter Section Quiz. Meeting commences at 18.00. Contact Peter Simmons, e-mail peter181102@yahoo.co.uk for further details.

RCTS (Milton Keynes)

CIU Workingmens Club, London Road, Stony Stratford. 'Christmas Evening with Members' Presentation' Meeting starts 19.30.

Scottish Railway Preservation Society (Edinburgh Group)

Quaker Meeting House, 7 Victoria Terrace, Edinburgh. Members' Slide Evening followed by Seasonal Refreshments. Meeting commences at 19.30. Contact Dr Peter Howell on 0131 334 5232 for details.

Stephenson Locomotive Society

St John Ambulance Centre, Sandes Avenue, Kendal 'Preservation Aims and Progress at Kirkby Stephen East' by Stainmore Railway Company Ltd. Meeting commences at 19.15. Contact the local secretary on 01539 720706 for further details.

5th December 2008

Gloucestershire Warwickshire Railway (Birmingham Area)

Northfield Library, Church Road, Northfield, Birmingham. 'Twenty years of mainline steam' by Malcolm Ranieri. Doors open 19.00 for 19.30 start.

Permanent Way Institution (Edinburgh)

The Scots Guards Club, 2 Clifton Terrace, Opposite Haymarket Station, Edinburgh. Technical Visit. Meeting starts 18.00. Contact Nicola Topping on 0141 555 4290, mobile 07919 127995 or e-mail nicola.topping@networkrail.co.uk for further details.

Permanent Way Institution (Irish Section)

Royal Hotel, O'Connell Street, Dublin. Winter General Meeting. Meeting starts 14.00. Contact Tara O'Rourke on 00353 87 2943562 or e-mail tara.orouke@irishrail.ie for further details.

RCTS (Bristol)

St Peters Church Hall, Church Road, Filton. 'Images of European Steam - Vintage & Sound Cine Film' by Terry Nicholls. Meeting commences at 19.30

Stephenson Locomotive Society

Settlement Centre, Union Street, Middlesbrough. 'Doncaster Locomotive Works 1949-1955' by Bill Glasspoole. Meeting commences at 19.00. Contact 01642 321205 for further details.

6th December 2008

Locomotive Club of Great Britain (Main Club)

Victory Services Club, near Marble Arch. Christmas Reunion. Main Speaker Mark Allatt on 'A1 60163 *Tornado*'.

RCTS (West Riding Branch)

Visit to Crewe Basford Hall commencing at 11.00 plus Christmas Drinks. Contact the branch secretary, Malcolm Riley on 01274 589488 or mobile 07887 908501 for further information.

Stephenson Locomotive Society

The Friends Meeting House, Mount Street, Manchester. 'The Class 185 Introduction Project' by Paul Staples. Meeting commences at 14.00. Contact the Secretary on 0161 928 2461 for further details.



8th December 2008

Lincoln Railway Society

St Hugh's Church Hall, North Hykeham, Lincoln. 'A preservation miracle in medium format' by Simon Hopkins. Meeting commences at 20.00. Contact 01522 705365 for details.

Permanent Way Institution (London)

10th Floor Restaurant, 55 Broadway (LUL HQ), London. Christmas Quiz by Peter Lugg. Doors open 17.30 for 18.00. Contact Paul Gammage, e-mail pjgammage@aol.com for further details.

RCTS (Northampton)

St Crispin Social Club, Berrywood Road, Duston. Branch Annual General Meeting followed by Christmas Entertainment. Meeting commences at 19.30.

RCTS (Sheffield)

St Mathews Church Rooms, Carver Street, Sheffield. 'The South Yorkshire Joint Railway' by Bob Gellatly. Meeting commences at 19.30.

Stephenson Locomotive Society

New Trinity Parish Hall, Saltcoats, Ayrshire. 'Was it on or was it off? A Tale of Cab Signalling' by Robin Nelson. Meeting commences at 19.30. Contact the Secretary on 01294 822303 for further details.

Southern Electric Group (Sussex Branch)

The Deall Room, Southwick Community Centre (short walk from Southwick Railway Station) '50 Years of Taffy's Travels' by Peter Jones. Meeting commences at 19.30. A donation of £2 is requested. Contact the Branch Secretary on 01273 504791 for further details.

York Railway Society

Archbishop Holgate's School, Drama Studio, Hull Road, York. 'Main line steam in 2008' - DVD presentation by Karl Jauncey and Dave Richards of PSOV. Meeting commences 19.30. Contact Robin Patrick on 01904 412232 for further details. Visitors £2 entrance fee.

**9th December 2008
Abergavenny and District Steam Society**

Upper Room, The Hen & Chickens, Flannel Street, Abergavenny Quiz with a Difference by Terry & Mary McCarthy. Meeting commences at 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ntlworld.com for further details.

Great Western Society (Bristol Group)

BAWA, 589 Southmead Road, Filton. 'A Bit of Argy-Bargy - The 2007 PTG Tour of Argentina' by Dave Winter. Meeting commences at 19.45.

Monmouthshire Railway Society

Room A28, UWCN, Allt-Yr-Yn Avenue, Newport. 'History of Monmouthshire Canal' by P.Hughes. Meeting starts 19.30. Entrance £3 non-members.

Permanent Way Institution (Lancaster, Barrow & Carlisle)

Railway Hotel, adjacent to Preston Station Carnforth Visitor Centre. 'Nottingham Royal Centre Crossover Replacement' by Philip Bull, Parsons Brinkerhoff, Manchester. Doors open 17.30 for 18.00. Contact Philip Bull on mobile 07920 702614 or e-mail Bullp@pbworld.com for details.

RCTS (Scunthorpe Branch)

The Star Public House, Rochdale Road, Ashby, Scunthorpe. Branch Annual General Meeting & Members' Night - Slides and Prints - Your Choice. Meeting commences at 19.30. Presenters to contact the Secretary.

RCTS (Merseyside, Chester & North Wales Branch)

Observation at Warrington Bank Quay 09.45-16.30. Contact Geoff Morris on 01244 376808 or e-mail geoffreymorris@tiscali.co.uk for further details.

RCTS (Nottingham)

Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'Colwich Motive Power Depot' by John Meredith. Starts at 19.30.

▲ Looking remarkably clean in the autumn sunshine, Class 43 powercar No. 43149 departs from Newton Abbot on 24th November, operating 'back-to-back' with classmate No. 43149. The purpose of the move was a proving trial for the latter powercar over the Devon Banks.
Nathan Williamson

Internet Links

Further contact details for the clubs and societies listed can be obtained from our website by [clicking here](#).

Should your club or society event be listed here? If so then please e-mail the Editor with the appropriate details, including the name of the society or group, venue and meeting details.

Scottish Railway Preservation Society (Lanarkshire Group)

Vestry Hall, Holy Trinity Church, Avon Street, Motherwell. 'Steam in Switzerland and Eastern Europe' by Alistair MacClean. Meeting commences at 19.30. Contact Fred Landery on 01698 457777.

10th December 2008

Grimsby & Cleethorpes Railway Group

RAF Association Club, Alexandra Road, Cleethorpes. 'The GN(!): A Rhapsody in Blue' by Ken Grainger. Meeting starts 19.30. Contact the secretary on 01724 341358 for details.



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