

# Railway Herald

Issue 202 - 23rd November 2009



*The electronic journal for the railway enthusiast*

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## Publication

*Railway Herald* is published weekly, 47 times a year.

## Submissions

We welcome submissions from all readers, especially digital photographs. Pictures should be sent to the editor at [editor@railwayherald.com](mailto:editor@railwayherald.com)

Good quality scans of colour slides and prints are also acceptable. There is currently 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 back issues of the magazine and is available at [www.railwayherald.com](http://www.railwayherald.com)

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## Have you visited our Imaging Centre yet?

The *Railway Herald* Imaging Centre contains almost 25,000 images uploaded by our readers and visitors to the website, and people are already viewing on average 20,000 pictures a DAY! We have now relaunched our popular 'Class-by-Class' section, which has been extended to cover steam, diesel and electric locomotives and multiple units.

### Elsewhere in this issue



#### 8 Siemens unveils the Class 380

At a press event held at its Krefeld factory in Germany, Siemens unveiled the new style 'Desiro', currently being built for First ScotRail.

#### 10 Notable Workings

The weekly column looking at the rare and unusual workings that have occurred over the past week, including the Class 60 Report. Readers contributions are welcomed. Please forward to [editor@railwayherald.co.uk](mailto:editor@railwayherald.co.uk).

## In This Issue

### Upgrade for 'worst' stations

The Government has set aside an initial £50 million fund to improve 10 railway stations branded the worst in Britain.

[Click here to read the story on Page 4](#)

### Derailment at Neville Hill

A collision between two empty HST sets at Neville Hill brought problems for the rail operators this week, as did the weather.

[Click here to read the story on Page 6](#)

### High Speed goes full speed

The new Southeastern timetable, which starts on 13th December, brings with it the introduction of the full Class 395 high-speed services.

[Click here to read the story on Page 5](#)

## World Report

News and pictorial content from around the globe with specific emphasis on North America, Europe and Australia.

[Click here for World News on Page 26](#)

### Essentials

#### 16 Railtours & Excursions

News from the charter scene, with comprehensive tour listings.

#### 32 Diary

The dates of slide shows and information presentations.

#### Front Cover Caption:

A pair of Class 375/3s led by No. 375309, and Class 465/1 No. 465153 run side-by-side near Shortlands on a wet 20th November. **Brian Morrison**

## Siemens introduce the new Class 380 'Desiro'

**At a press event held at its Krefeld factory in Germany, Siemens unveiled the new style 'Desiro', now being built for First ScotRail**

A total of 38 Class 380s are being built by Siemens for introduction on the electrified routes in Scotland. The 38 units, a total of 130 vehicles, are a mixture of three-car (22) and four-car (16) trains, providing ScotRail with the ability to operate the fleet in three, four, five, six or seven car formations, depending upon passenger demand.

To conform with the latest safety standards, the cab area of the driving vehicle has been redesigned, giving the Class 380s a swept back front end. However, the addition of corridor connections presents a less than flattering look! To give the driver maximum visibility, the corridor connections are hinged and have been designed to fold back into the bodyshell at the top, using compressed air. Only time will tell as to how this feature fares in traffic.

Interesting comparisons can be drawn with the existing

Alstom Class 334 design, which as two three-car units provides 366 seats. The new '380s' in a seven-coach formation provide 490 seats.

The operation of the new EMUs in seven-coach formation will be possible following numerous platform lengthening works across the region by Network Rail.

The first '380s' are due for delivery from September next year with the final units due to arrive around March 2011.

The class will follow the 3800xx series for three-car units and 3801xx series for four-car trains. Building work is approaching completion on the first set, No. 380101, with the centre cars and one driving vehicle in the final stages of assembly, and the other driving car undergoing commissioning. Elsewhere at Krefeld, vehicles for the next two sets are presently in pre-assembly. Work is currently a week ahead of schedule.

Once each unit is complete, it will be transferred to the Siemens test track at Wildenrath for exhaustive



testing as per previous designs, prior to delivery to Great Britain.

Once the units are in Scotland, they will be based at Shields Road Depot in Glasgow, and maintained by ScotRail with additional support from Siemens. Driver training and mileage accumulation will then be undertaken prior to entering traffic.

▲ The new style front end, designed to comply with the latest safety standards, is seen on No. 380101. The first of the new units is due to arrive during the middle of 2010.

► The bright and airy looking interior of the '380s' showing a mix of table and airline style seating.

Both: Tony Miles



## Government pledges £50 million to upgrade 10 'worst' stations on Britain's rail network

**The Government has set aside an initial £50 million fund to improve 10 railway stations branded the worst in Britain.**

The 10 were identified by 'station champions' Sir Peter Hall and Chris Green in a report that said almost half of the country's interchange stations fell short of

proposed minimum standards for information, facilities, car and bicycle parking and environment. The report said the 10 worst should have been upgraded many years ago, but had fallen foul of planning problems and lack of investment.

Transport Secretary, Lord Adonis, said: "I want every station to be a good station,

a hub of local community life and somewhere that you wouldn't mind spending time, with adequate facilities". The 10 worst are Barking, Clapham Junction, Crewe, Liverpool Central, Luton, Manchester Victoria, Preston, Stockport, Warrington Bank Quay and Wigan North Western.

Last week Network Rail

announced it would be investing £3.25 billion in rail station upgrades across the country, but Clapham Junction was not included in the programme! Wandsworth Council's transport spokesman said: "£50 million cannot fix the country's 10 worst railway stations - all the Government is offering is a lick of paint. Commuters

hoping to see a significant improvement are set for another disappointment. Ministers have known about the state of Clapham Junction for years. We want real investment and a real timetable to tackle the station's underlying issues".

The council says that passengers at the 16-platform station, billed

as 'Britain's Busiest Station', complain about the damp inter-platform subway, the dilapidated footbridge and a lack of any waiting rooms. A full station upgrade would be upwards of £100 million.

It is not yet clear where the £50 million will come from or how the cash will be divided between the 10 troubled stations.

## Virgin welcomes investments but wants to do more

**Virgin Trains is pressing for train operators to be allowed to make major station improvements as it welcomed plans introduced by Secretary of State for Transport, Lord Andrew Adonis, to invest £50 million in stations following a fact-finding tour of 10 stations, five of which were operated by Virgin.**

The operator has previously made clear that investment in stations is urgently required to cope with increasing numbers of customers. It has had growth in customer numbers of almost 20% this year and wants greater investment in its stations to help cope with demand.

Although Virgin Trains operates 17 of its stations, it is not allowed to carry out major changes that are required to some dilapidated station buildings, and now wants

changes to stations to come within the franchise process so that train operators can introduce substantial improvements such as new business meeting rooms, lounges and waiting rooms, as well as other new customer facilities.

In May this year, Sir Richard Branson called for a major change in the way station improvements are funded, and has now said: "The private sector has already invested heavily in fleets of new trains, and there is much more that we at Virgin would like to do to add further rail improvements in future. Stations are clearly in need of major overhaul and, with public finances under constraint, the time is right for the private sector to be even more heavily involved in pioneering projects that would radically change public perceptions".

## Canterbury benefits from 'Access for All' programme

**Passengers travelling from Canterbury West are also set to benefit from a more accessible station.**

The City Council has granted provisional planning approval for the installation of a new footbridge and new lifts under Access for All'.

The project, which will create a step-free route between the station entrance and both platforms, will also include new tactile paving along the edge of the platform to assist the visually impaired and an enhanced CCTV system. Other stations in the Southeastern

area that have already benefited from Access for All improvements are Herne Hill and Orpington, and work is now underway at Lewisham, while improvements are also planned for a further 10 stations, including Gravesend, Sittingbourne, Strood and Swanley.



▲ Due to the derailment at Neville Hill, the Wigan breakdown crane was called upon, with Class 37/4 No. 37425 *Pride of the Valleys* providing traction on the Wigan to Bescot leg, seen here passing Stafford. Once the train reached Bescot, a Class 66 took the crane to Neville Hill, while No. 37425 worked a ballast train to Shirley, in the West Midlands. **Brad Joyce**

## High Speed goes full speed from 13th December



▲ The first high-speed services between Faversham and St.Pancras International operated on 21st November. Class 395 'Javelins' Nos. 395003, 395008, 395016 and 395022 were involved. This view taken at Chatham, shows No. 395003 on the left, forming the 10.23 St Pancras-Faversham service, while on the right is No. 395022 working the 10.29 Faversham to St Pancras. **Bill Turvill**

**Southeastern high-speed 'preview' services with Class 395s started on 21st November along the North Kent line from Faversham. The high-speed 'preview' train will run only on Saturdays and will operate a half-hourly return service from Faversham to St Pancras International.**

The 'preview' trains offer passengers the chance to experience the service before the full timetable is introduced on 13th December. They also allow Southeastern to continue to test, train employees, adjust to passenger feedback and ensure that the full introduction runs smoothly. The first service will depart Faversham at 08.59

and will call at Sittingbourne, Rainham, Gillingham, Chatham, Rochester, Strood and Gravesend, before joining HSI at Ebbsfleet International and arriving at St Pancras International at 10.11. Passengers not travelling to London will be able to use the service along the North Kent line using a normal mainline ticket until Ebbsfleet International. The supplement for using the high-speed services only applies for the part of the journey on HSI from Ebbsfleet International to St Pancras International.

Due to a new Southeastern timetable from 13th December, incorporating the introduction of its full Class 395 'Javelin' high-speed services, Southern-operated trains will no longer call at

Waterloo East and Charing Cross. Passengers most affected will be those using daytime services from Reigate and Tonbridge, and evening and weekend services from Caterham and Tattenham Corner, which stop at stations through the Forest Hill/Sydenham and New Cross Gate corridor.

Southern early morning services from Eastbourne/Hastings/Rye to Ashford will be retimed to provide connections with Southeastern's new high-speed '395s' to St Pancras International, and some early morning services from Ashford to Brighton will also be retimed between Ashford and Hastings to provide connections at Hastings with Southeastern services to Charing Cross.

## Severn Tunnel rail infrastructure upgrade

**A £150 million investment in the area around Severn Tunnel Junction involves the long awaited replacement of 50 year old technology, the development bringing the opportunity to provide extra capacity on the network necessary for the introduction of new services and paves the way for electrification of the South Wales-London route.**

New track, new layout and modernised signalling technology will provide a marked improvement in performance, and is expected to significantly cut delays. Platform 4 at Severn Tunnel Junction, which was abandoned during a cutback in the 1980s, is also nearing restoration. Around 3.5 miles of new track is also to be installed and 16 sets of life-expired points are being renewed to create a new layout in the area to improve train movements into and out of the tunnel.

The signalling equipment between Severn Tunnel Junction and East Usk will also be completely modernised with new technology, which will be controlled, for the first time in Wales, from the new signalling centre in Cardiff. This move has created 11 new jobs for the region and six additional signallers are set to join in the later part of 2010. As part of the re-signalling work, 81 signals, 10 new signal gantries, 168 train detection counters and 39km of power cable will be installed. A dedicated siding facility in the area will also be created to house tunnel emergency rail vehicles and track machines.

In connection with the project, rail services between Newport and Bristol and Newport and Gloucester will be replaced by coach services between 27th December and 3rd January 2010. The work is the first phase of the wider £400 million South Wales re-signalling scheme which will involve improvements being made to the Cardiff area over the next five years. Not generally known is that the station was originally called Rogiet station after the nearby village, and was renamed after the opening of the Severn Tunnel in 1886.

## Bombardier gives you the chance to have your say on interior design of the future

**Bombardier Transportation has introduced a worldwide web-based contest for the creation of innovative interior designs for trains entitled 'YouRail - Visions of Modern Transportation', which calls upon consumers to create and express their vision of future train interiors.**

Participants in the competition are invited to submit their proposals for different categories over the Internet. Bombardier executives and external experts will select the winning design and award prizes worth €10,000 for

the best entries, which will be presented in September 2010 at the rail technology trade show, InnoTrans, in Berlin.

The contest can be accessed at [www.yourail-design.bombardier.com](http://www.yourail-design.bombardier.com). It is open to everyone interested in innovative interior train design. Participants can submit freely created designs for three types of travel, leisure, business and commuter. In a second category, a 3D configuration tool can be used to design seat covers to create inviting interiors. Deadline for submissions is 14th December.

## A week of problems for rail travellers and the network

### Flood damage to a railway bridge near Feltham on 15th November, caused significant disruption to South West Trains (SWT) services on the line.

Trains between Weybridge, Reading, Windsor and Eton Riverside, Staines, Feltham, Twickenham, Richmond and London Waterloo were expected to be disrupted for up to four weeks, and passengers who travel along the route from Weybridge, Windsor or Reading to Waterloo, via Staines or Richmond, were advised that their journeys may take longer than normal, and where possible they were advised to seek alternative routes. On 19th November, SWT announced that it expects to be able to offer passengers affected by the damaged bridge an improved rail

▼ **The collapsed railway bridge over the River Crane preventing the passage of trains between Whitton and Feltham. Bill Turvill**



service at some point during week commencing 23rd November, but is unable to be more specific at this stage.

Services in and out of Leeds station were delayed on 17th November, following a collision and derailment at the entrance to Neville Hill Depot in the early hours of the morning that partly blocked the depot entrance. Two East Midlands HST empty stock workings being involved, with Class 43 powercar No 43059 striking Buffet Car No. 40729, causing extensive damage. The Hull line was blocked in one direction, affecting services travelling north of Leeds, buses replaced trains between Leeds and Selby and Leeds and York, and Northern ran an hourly shuttle service between Leeds and York, with replacement buses between Selby and Leeds in

▼ **The aftermath of the Neville Hill derailment at daybreak on 17th November. Mk3 buffet No. 40729 can clearly be seen on its side, where it ended up after Class 43 powercar No. 43059 collided with it. Once Network Rail had removed the overhead cabling allowing the crane jibs to work freely, breakdown cranes from Wigan and Margam were brought in to clear the vehicles.**

**Adickieboy**



each direction, the disruption being expected to last well into the following day. Network Rail said engineers worked through Tuesday night to remove overhead line electrification and get the lifting crane to site. The lifting itself took a significant amount of time on 18th November.

Caused by local power supply problems, a fire near Sittingbourne resulted in severe signalling problems occurring on 17th November, all Ramsgate, Dover Priory and Faversham services being terminated at Gillingham. Rail replacement buses operated between Gillingham and Faversham, where rail services then continued. There were no services between Sittingbourne and Sheerness-on-Sea, and buses replaced trains. The situation continued into the following day.

## Crossrail construction work commences around London Paddington

● **Passengers using parts of Paddington station are likely to face disruption as around 50 lorries begin removing more than five million tonnes of earth to make way for the Crossrail tunnel.**

● In addition to the increase in heavy traffic, residents fear excessive noise, vibrations and a rise in pollution levels, as work gets under way on the new rail link. Lorries will transport vast amounts of earth from sites in Royal Oak and Westbourne Park, as well as Paddington and parts of London's West End over a period of some three years. The lorries will operate between the hours of 08.00 to 18.00 on weekdays, and 08.00 to 13.00 on Saturdays.

● The tunnelling itself is set to take place between 2011 and 2014, with passenger services on Crossrail due to start in 2017. Westminster Council's planning subcommittee approved the routes for construction traffic on 12th November under the Crossrail Act.

● A spokesperson for Crossrail said: "Construction projects are by their nature potentially disruptive, but it is

critical that the impact on London is kept to a minimum while Crossrail's construction is underway. We are working with the Port of London Authority, British Waterways and the rail industry to maximise the use of water and rail transport for delivery and removal of materials. There will be a need for some delivery and removal by road, but Crossrail is working closely with all affected local authorities prior to this taking place, to follow best practice guidelines and minimise disruption. The lorry routes are based on those that were submitted and scrutinised through the three-and-half year Crossrail Act process. Submissions for approval of the routes under the Crossrail Act are being made to all relevant local authorities, and Crossrail lorries will be required to travel on designated routes within designated times. Traffic Liaison Groups consisting of Crossrail, local highways authorities, Transport for London and other key stakeholders are being set up to facilitate the planning of traffic management arrangements for Crossrail works".

## Revamp for EMT timetable in December

● **From commencement of the winter timetable on 14th December, East Midlands will be running two trains an hour between Sheffield and St Pancras International, many also calling at Chesterfield.**

● This means that instead of the current hourly service, an additional 11 trains will run from Sheffield and 13 from St. Pancras on weekdays and Saturdays. East Midlands is also offering some special value tickets, with prices starting at £10 for a single between

Sheffield and St. Pancras. In addition, there are other benefits for travellers from Sheffield City Region, including Chesterfield. Services between Sheffield and Leicester will increase from one train an hour to two, and those between Sheffield and Derby will increase to four per hour from the current three.

● Details are on East Midlands Trains' new online 'Best Fare Finder' tool, which compares ticket prices from multiple times of the day and days of the week on one single, easy to read page.

## Last semaphores go on North London Line

**A key stage was reached in enhancing the Gospel Oak to Barking line, known as the Goblin by commuters, with the closing of Harringay Park Junction manual signalbox on 15th November.**

The 1959 box, thought to control the last semaphore signals on a London Overground route, worked to the panel signal boxes at King's Cross, Upper Holloway and South Tottenham.

On its last day, only 10 of its 25

levers were in use, but the busy route meant that there was almost always a train in section. This is due to the line being heavily used by freight services.

Control has passed to South Tottenham signalbox, which with the replacement of semaphores with colour light signals, will allow an increase in capacity, something that will be needed when the passenger service is doubled to four trains an hour in 2010, using the new Class 172s.

▼ Working as set L705, Class 118 DMS No. 51319 and Class 116 DMBS No. 53820 pass Harringay Park Junction signalbox on 17th February 1989, forming the 12.30 Network SouthEast service from Barking to Gospel Oak. **Brian Morrison**



## Step-free access for Staplehurst station

**Staplehurst is the latest station to be provided with step-free access for passengers under the Department for Transport's £370 million 'Access for All' station accessibility investment to make the railway more accessible for everyone.**

Ann Widdecombe, MP for Maidstone and The Weald officially opened the new footbridge and two

passenger lifts on 17th November, marking the completion of the £2.8 million project.

Charles Horton, Southeastern Managing Director, said: "These improvements, along with the recently opened accessible toilet, will not only benefit existing customers but also help open up the rail network by making it more accessible for new passengers".

## Metro and Light Rail News



▲ London Underground's Track Recording train departs from Harrow on the Hill on the Metropolitan Line while working Test Train No. 776 from Neasden Depot to Watford on 17th November. **Julian Gajewski**

▼ Work on the first stage of the Edinburgh Tram project continues seven days a week, after a brief pause due to financial problems earlier in the year. This was the scene on 15th November at the west end of Princes Street, looking towards Waverley showing the running line in place and the road surface having been restored. **Paul Braybrook**





▲ The interior of Cowlairs Signalling Centre in Glasgow. **Bill Turvill**

## £200 million Cowlairs Signalling Centre celebrates first birthday

**Since the first commissioning of the £200 million purpose-built West of Scotland Signalling Centre at Cowlairs nearly one year ago, ScotRail is reporting some of the best levels of performance in living memory.**

The centre was constructed on a former train cleaning yard situated to the north of Glasgow Queen Street station, the previous signalling system being completely replaced by two high-tech Westlock interlocking systems housed within the new building. The modernisation transferred control of eight remote free-wired interlockings to five Modular Control System desks, a job previously carried out by signallers operating six NX (eNtrance eXit) panels. It also required the replacement of Cab Secure Radio/Signal Post Telephone concentrators and the installation of new Train Describers.

Basically, the upgrade provided a computer-operated system that has

made train signalling easier to monitor, operate and identify potential issues.

The new centre was purpose-built to allow additional signalling resources to be transferred to it over the next decade, with the ultimate goal being to control the entire west of Scotland railway from one location. Paisley signalling will transfer in 2011, Glasgow Cathcart in 2012, Motherwell North in 2014, Yoker in 2015 and Motherwell South by 2020. In the longer term, other routes may also be incorporated.

Meanwhile, the centre is geared for the introduction of new services to Kilmarnock and Edinburgh, via Shotts, in the new December timetable, but the most visible change for passengers has been the station platform renumbering: 11A became 12 and 12 became 14 and 13 became 15. New platforms 12 and 13 will deliver greater flexibility and increased capacity for the station and provide longer platforms for the new Class 380 units for ScotRail.

### UK News In Brief

■ Transport for London (TfL) has announced that it will operate an additional rail service between Clapham and Willesden Junctions every Saturday over the Christmas period so that shoppers have the maximum number of travel options available. From 28th November to 19th December, there will be three Saturday trains operated by Southern every hour instead of two.

■ With a quarter of a million individual downloads recorded since entering the iTunes app store last month, thetrainline.com app is a firm favourite in the free travel app download chart, now holding No.3 position. Since launching in October, thetrainline.com app has, on average, been downloaded over 7,500 times a day by iPhone train users. Its clever features, quirky functions and ease-of-use has helped to please travellers planning

journeys in advance and commuters looking for their next train home. The fact the app can store information for off-line use, locate a user's current location with the inbuilt GPS and is free to download and use has all helped the app go down well with the online community. The app is free to download at <http://store.apple.com/uk> - simply search for thetrainline or find it in the Travel section of the iTunes App Store.

■ The number of people using the Par to Newquay branch line this year has broken all records – with three months' usage still to be added to the total before the year is finished. A total of 63,120 one-way tickets have been sold this year so far, smashing the previous record high of 60,832, set during the whole of 2004. Now the Friends of the Atlantic Coastline (FoCAL) would like to see

these numbers of passengers result in better funding, facilities and services. FoCAL said: "In 2004, there were eight trains in action, which obviously resulted in the 60,000 using the branch line. But this year we only have seven trains".

■ Arriva CrossCountry has introduced its biggest ever onboard promotional campaign in an attempt to raise awareness of the options available on the train operator's award-winning website. From last week, the campaign appeared on over 1,000 separate poster frame, wall panel locations across the operator's Voyager, HST and Turbostar fleets. The campaign aims to send a message to passengers that the CrossCountry website not only offers cheap deals in advance with no booking fee, but also promotes its e-ticket and online seat reservation options.

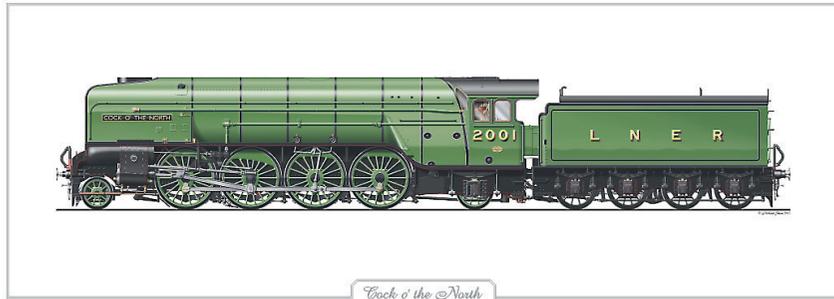
### RH Statistical Information

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

#### Covering the period 16th-22nd November

Our previous edition, Issue 201 was downloaded **37,712** times and a total of **6,981** copies of previous issues were also downloaded. The *RH* website has provided **304,802** web pages to users, an average of **30.2** pages every minute, seven days a week! *Railway Herald* now has a **monthly** average download of **127,091** - this is the number of copies downloaded in an average four week period.

Limited Edition Print of LNER 2-8-2 Class P2/1  
No.2001 *Cock o' the North* in original condition



*Cock o' the North*  
Illustrated by Richard Green

LNER 2-8-2 Class P2/1, No. 2001 'Cock o' the North'.  
Illustrated by Richard Green. This is a limited edition print of a locomotive in its original condition.  
The print shows the locomotive in the condition it entered service in 1934.  
Scale: 8mm/ft (Print size 690mm x 305mm). 500 signed & numbered. £28 (free p&p).  
Further details: www.locos-in-profile.co.uk

The print shows *Cock o' the North* in the condition it entered service in 1934  
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This 60-minute DVD tells the story of the project and the construction of 'Tornado'.

Produced in co-operation with The AI Steam Locomotive Trust, the DVD shows the construction, testing (both on the Great Central & National Network) together with all of the loco's mainline runs until the May 2009.

Also included is the unveiling at the NRM, the Royal naming at York, and *Tornado's* appearances at Barrow Hill & the NYMR steam gala.

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▲ Class 37s Nos. 37038 and 37603, 'topping and tailing' a Carlisle Kingmoor circular RHTT diagram, via Middlesbrough, stand in the goods loop at Hexham on 11th November. **Brad Joyce**

**A cracker of a deal for Christmas on Merseyside**

Merseytravel and Merseyrail are repeating the 'Christmas Cracker' promotion, operated for the past 15 years in the run up to Christmas, with a festive flat return fare on Merseyrail of just £1.

Tens of thousands of people took advantage of last year's 'Christmas Cracker', which again runs every Thursday evening for late night shopping in the six-week run up to Christmas, which began on 19th November and runs to Christmas Eve. It also operates all day every Sunday during

December until Christmas from 6th to 20th December. Tickets go on sale at Merseyrail Wirral and Northern line stations from 16.00 every Thursday, except at Liverpool city centre stations where they will be available from 18.00, as well as all day on Sundays in December until Christmas.

This year the offer is only valid on Merseyrail's Wirral and Northern Lines, but the £1 return flat fare extends to stations as far as Southport, Ormskirk, Kirkby, West Kirby, New Brighton, Ellesmere Port, Chester and Liverpool city

centre stations. A total of 31 Merseyrail stations currently offer free 'park and ride' facilities.

In addition to this deal, Merseyrail will be running its own 'Family for a Fiver' ticket deal on the Wirral and Northern Lines only, starting Monday 30th November and running until Wednesday 30th December, when a return journey for two adults and up to three children will be £5 on Monday, Tuesday and Wednesday evenings from 15.00. Tickets will be available from staffed stations only.

## Class 378 Delivery Programme

The three-car Class 378/0 sets will be renumbered into the 3782xx series from 2010, when they are extended to four-car units. Class 378/0s and 378/2s are dual-voltage 25kv AC and 750v DC units.

DC units. Class 378/1s provide 23 four-car units for use on the East London Line services and are 750v DC only. Believed to be correct as of 20th November.

Unit	Location	Delivery Date	Loco Used			
378001	New Cross Gate Depot	4th Sep	66730	378018	In Traffic	23rd Aug 66728
378002	Derby Litchurch Lane			378019	Derby Litchurch Lane	
378003	Derby Litchurch Lane			378020	Derby Litchurch Lane	
378004	New Cross Gate Depot (*1)	13th Nov	66729	378021	Derby Litchurch Lane	
378005	In Traffic	15th Apr	66731	378022	Derby Litchurch Lane	
378006	Derby Litchurch Lane			378023	Derby Litchurch Lane	
378007	In Traffic	11th May	66730	378024	Derby Litchurch Lane	
378008	In Traffic (*2)	7th Aug	66728	378135	Derby Litchurch Lane	
378009	Derby Litchurch Lane			378136	Chart Leacon Depot (*5)	3rd Nov 66729
378010	In Traffic	8th Sep	66728	378137	New Cross Gate Depot (*3)	5th Oct 66730
378011	Willesden Depot	28th Oct	66729	378138	Chart Leacon Depot	6th Oct 66730
378012	Willesden Depot	10th Nov	66729	378139	Chart Leacon Depot	16th Oct 66730
378013	In Traffic	18th Jun	66728	378140	New Cross Gate Depot (*6)	3rd Nov 66729
378014	In Traffic (*4)	28th Aug	66728	378141	Chart Leacon Depot	3rd Nov 66729
378015	In Traffic	4th Jun	66730	378142	Chart Leacon Depot	5th Nov 66729
378016	In Traffic	2nd Jul	66732	378143	Chart Leacon Depot	17th Nov 66729
378017	In Traffic	14th Aug	66730	378144	Chart Leacon Depot	19th Nov 66729
				378145	Derby Litchurch Lane	

### Notes:

- \*1 Visited Shoeburyness for tests as a four-car unit, leaving on 15th September. Was also delivered from Derby to New Cross Gate as a four-car formation, with the addition of vehicle No. 38201, which will eventually be in No. 378001, on 28th September behind Class 66/7 No. 66730. The set returned to Derby on 3rd November (hailed by Class 66/7 No. 66729) reportedly for repairs.
- \*2 Visited Selhurst arriving on 7th May behind Class 66/7 No. 66730, but returned to Derby afterwards.
- \*3 Became the first of the fleet to operate on the Network in a four-car formation while on trials. It was delivered from Derby to Chart Leacon on 17th September by Class 66/7 No. 66728.
- \*4 Believed to be the first of the Class 378s to work on the Watford to London Euston services on 16th October, but with conductors rather than driver-only operation.
- \*5 No. 378136 was delivered to Chart Leacon Depot for testing and mileage accumulation on 3rd October by Class 66/7 No. 66730.
- \*6 No. 378140 was delivered to Chart Leacon Depot for testing and mileage accumulation on 20th October by Class 66/7 No. 66730.



▲ Class 378/1 No. 378142, currently based at Chart Leacon Depot, Ashford, approaches Godstone during mileage accumulation runs on 9th November, prior to moving to New Cross Gate Depot. **Andrew Crampton**

## Felixstowe branch closed by road vehicle

**The Ipswich to Felixstowe branch was closed on 12th November, when, according to reports, a car crashed through a lineside fence, colliding with a passing Freightliner service.**

It is understood that the vehicle collided with the 18th wagon of Freightliner Intermodal's 12.06 Felixstowe Docks to Ditton service between Felixstowe and the intermediate station on the branch at Derby Road. The impact of the crash resulted in the wagon becoming derailed. Motive power for the train was Class 66/5 No. 66558. First GBRf's Hams Hall to Felixstowe Intermodal was waiting in the loop at Derby Road for the Freightliner service to pass, and although physically unaffected by the accident, it was obviously unable to proceed on the single-track branch to the docks, resulting in Class 66/5 No. 66574 being dispatched from Ipswich to haul the train back to Ipswich Yard.

The branch passenger service was also suspended. The event took several hours to clear, although the Ditton service was able to go forward with the first sixteen wagons later in the afternoon and the branch reopened overnight.

## Improvements for Shelford

**National Express East Anglia (NEXA) and Network Rail have been working together to improve the environment and passenger facilities at Shelford station in Cambridgeshire, as part of a £380,000 investment by Network Rail.**

The improvement work completed at the station includes the complete resurfacing of both platforms using tactile paving as required, re-roofing the ticket office and some general redecoration on the London-bound platform. The NEXA Manager for the Ely area commented: "I am very pleased with the work that has been completed at Shelford, improving the station environment and facilities for passengers. The station is much brighter and more welcoming and the project was completed on schedule with the minimum of disturbance to customers".

## SELRAP plans grow

**Should the Skipton-East Lancashire Rail Action Partnership be successful in its campaign to get the 11.5 mile Colne-Skipton rail link restored, it is proposed that there should be a new station at Kelbrook, called West Craven Parkway.**

The new station would be a key link for the area, and would mean people from Barnoldswick, Salterforth, Kelbrook, Sough and Foulridge would be able to park their cars there and catch trains into Lancashire or Yorkshire. More importantly, the idea is to introduce a regular bus service from Barnoldswick, meeting up with train departures and arrivals. It could be an extension of the existing town service. However, there are as yet, no firm plans for the location, and one question that is still being considered is whether the Parkway would replace a station in Earby, but the feeling is that Earby would still have its own facility. An alternative site being considered for the Parkway is a former wartime ammunition site by the railway in Barnoldswick.

## A fare state of play?

**The various train operating companies have announced how their fares will rise in January.**

The average rise is said to be 1.1%, the lowest since Privatisation of the industry in the 1990s, but there are concerns that some 'unregulated' fares, which include cheap day returns, could rise by considerably more.

**Arriva Trains Wales** unregulated fares will rise by an average of 5%. **Chiltern** fares are to rise by an average of 1.4%, with the unregulated prices rising about 3%.

**CrossCountry** fares are to go up by an average of 2.7%. The company declined to give a separate figure for its unregulated fares.

**East Coast** says that fares will rise by an average of 0.75%.

**East Midlands** has an average overall rise of 1.8%.

### **First Capital**

**Connect** reports that its fares will remain the same in January or may even go down.

### **First Great**

**Western** has a rise in unregulated fares by an average of 2.47%, with some tickets going up by nearly 4%.

### **First TransPennine**

says that it is freezing its fares in the New Year as it put them up in June this year. It will be reviewing them again in May 2010.

**National Express** is either freezing fares or reducing them by 0.4%, both on its East Anglia routes and its c2c franchise.

**First ScotRail** has some unregulated fares being cut by 0.4%, but others will rise by 3%.

The company said about 70% of rail fares in Scotland would be frozen or cut.

**Southeastern** advise that most season ticket holders will have to pay 1.6% more, not the 0.4% decrease for regulated fares that applies to other train operators.

The TOC was made an exception because of its investment in the new Class 395 'Javelins' that form part of its services. Some off-peak day returns will be rising by 7.3%.

**Southern** says that its fares will rise in January by an average of 0.8%.

**South West Trains** maintains that there will be no increase in fares on average.

**Virgin** is having its unregulated fares going up by an average of 2.8%, with some tickets rising by as much as 6%.



▲ In the pouring rain, Class 66/5 No. 66515 makes a rare sight as it struggles on the climb through Dunblane with a Ravenstruther to Longannet loaded coal service on 14th November. Following a points failure at Alloa, the train was diverted from Stirling and had to travel via Perth and Ladybank to reach its destination. **Graeme Eadington**

## Ipswich conductor says goodbye after 50 years service

**National Express East Anglia (NXEA) conductor, Irving Silverwood, is retiring in his 50th year of service on the railway.**

He has had a remarkable career in the rail industry, which began in January 1960 at Lime Kiln Quay crossing in Woodbridge, Suffolk, as a crossing's boy. He soon progressed in his career, moving to take charge of Ferry & Hayward crossing just north of Woodbridge station for a year, until becoming a messenger boy in the Ipswich Top Yard freight depot. Later, he became a goods yard shunter, before progressing to become head shunter at Ipswich Docks. He then became one of the youngest freight guards at Ipswich, before transferring to become a passenger guard.

For some time he also worked as Ipswich station supervisor, before deciding that his heart lay in being a passenger conductor, the position he remained in

until his retirement. During his impressive career, Irving has worked on passenger, mail, parcels and freight trains and his long career has spanned steam, diesel and electric services. The NXEA Conductor Manager said: "Irving's dedication to the railway is remarkable. He has had a career of incredible longevity and diversity. He is a real character, with incredible enthusiasm for his work, who genuinely loves the railway and is very

supportive of his colleagues.

Customers and colleagues alike will miss him when he retires. I would like to thank him for his commitment to his job".



## The News In Pictures



◀ South West Trains Class 158/0 No. 158889 calls at Totnes, forming the 14.20 Waterloo to Penzance Saturdays-only service on 14th November. Strangely for a Penzance-bound service, the unit has 'Blackpool Pleasure Beach' in the destination indicator! From the timetable change on 12th December, South West Trains services will no longer operate south of Exeter. **Nathan Williamson**

◀◀ On the first morning after replacing double-headed Class 47s on this route, Colas Rail 66/8 No. 66841 approaches West Hampstead with a Dollands Moor to Dagenham working on 12th November. **Hal Nail**

▼ Network Rail-liveried Class 97/3 No. 97301 enters Doncaster on 19th November, while working a series of 'light engine' trips from Derby. **David Wragg**



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

**Friday**

**13th November 2009**

**DB Schenker's Class 37 fleet remains at two locomotives, both based in the North West, with No. 37401 working to Stanton Grove, while large logo Class 37/4 No. 37425 *Pride of the Valleys* was at Warrington, both locos being used on the afternoon 'trip' to Gladstone Dock.**

Meanwhile 'celebrity' Class 92 No. 92017 *Bart the Engine* was employed on Channel Tunnel duties, working north to Wembley. The overnight Crewe to Sizewell flask train had Class 37s Nos. 37087 *Keighley & Worth Railway 40th Anniversary 1968-2008*, 37608 and 37423 *Pride of the Lakes* at the helm as far as Ipswich, where No. 37087 was removed to take up RHTT workings. Class 66 No. 66076 ventured down the Wensleydale Railway in the morning on a MoD working to Redmire. Class 57/3 No. 57313 was used to move Class 320 EMU No. 320310 from Springburn Works, Glasgow, to Shields Road, while the regular RHTT working from Toton to Cricklewood, normally in the hands of Class 67 No. 67029 and Mk3 DVT No. 82146, was 'topped and tailed' by Class 67 No. 67029 and Class 66 No. 66066. As a result of having no tail or marker lights working on the DVT, the 18.20 Liverpool Street to Norwich was piloted by Class 47/7 No. 47712 *Pride of Carlisle* on thunderbird duties throughout. Class 66/7 No. 66729 was provided

to move Class 378 No. 378004 from Derby to New Cross Gate Depot, following modifications at Bombardier

Finally, as reported in Railway Herald last week, the East Coast franchise Nationalisation finally took place shortly before 23.59 today. The first HST set to carry the new branding (the change of logos etc having been undertaken at Edinburgh Craighentiny) worked south ECS as the 18.25 to Bounds Green in preparation for the launch the following day.

**Saturday**

**14th November 2009**

**Hanson Traction provided Class 31/1 No. 31190 to work the 'Hoot & Boot' charter from Eastleigh to Hooton, via Donnington and Shrewsbury.**

The loco took over from Class 66 No. 66139 at Fenny Compton. Also on railtour duty was Hastings Diesels Ltd 'Thumper' No. 1001, heading from the south coast to Sheringham, while Class 67s Nos. 67016 and 67017 were provided to 'top and tail' the 'Northern Belle' on its Crewe to Edinburgh working this morning. 'Royal' Class 67 No. 67006 *Royal Sovereign* was used on the VSOE during the afternoon on a working from London to Guildford and return

**Monday**

**16th November 2009**

**With Class 60 No. 60041 working out of Peak Forest at the end of last week, the start**

**of this week found it based at Immingham and being used on the iron ore circuit to Scunthorpe.**

Class 57/0 No. 57002 was once again in charge of the Carlisle to Chirk timber traffic, the locomotive having gained a large Colas Rail sticker on the bodyside alongside the DRS compass logo. That evening, Class 90 No. 90018 had charge of the Garston to Dagenham automotive working, while Class 37/6 No. 37602, which worked overnight last night from Crewe to Network Rail's RHTT base at York Thrall Works, headed south during the day working from York to St. Blazey with a replacement

**Operational DB Schenker Class 60s**

Loco	Working Area	Loco	Working Area
60013	Peak Forest	60073	Acton Yard
60039	Toton	60074	Margam
60040	Immingham	60077	Immingham
60041	Immingham	60084	Margam
60051	Peak Forest	60085	Margam
60054	Immingham	60091	Immingham
60063	Immingham	60096	Warrington

*Correct as of 19th November.*

RHTT set. Door problems on the First Great Western loco-hauled set resulted in the 17.21 Bristol to Cardiff working being cancelled, the set, with Class 67s Nos. 67024 and 67022 in 'top and tail' mode, headed

for Barton Hill, where the offending coach was removed prior to the train working through to Newport to take up its booked diagram. Class 31/1 No. 31105 was employed on test train duties during the week,

▼ **Class 31/1 No. 31190 arrives at Shrewsbury with Pathfinder Tours 'Hoot and Boot' charter on 14th November, passing the recently restored Severn Bridge Junction Signal Box. Ben Williams**



working off Selhurst Depot and heading for Eastleigh tonight.

**Tuesday**

**17th November 2009**

**The day started badly for West Yorkshire, following a shunt collision at Neville Hill depot in the early hours, blocking the western exit from the depot.**

Two East Midlands Trains HST sets were involved when Class 43/0 No. 43059 collided with Mk3 buffet No. 40729, which along with Mk3 FO No. 41113 ended up at severe angles to the track, with the buffet car also coming off at least one of its bogies. Problems for East Anglia resulted in Class 321/3 No. 321342 and Class 321/4 No. 321426 working the 09.00 Norwich to Liverpool Street service this morning rather than the booked Class 90.

In the North West, Class 37/4 No. 37401 headed to Dowlow again today, while classmate No. 37425 worked the morning trip to Gladstone Dock, prior to heading to Wigan to collect the breakdown train and work it through to Neville Hill, via Bescot, to collect other vehicles. Class 66/0 No. 66206 was also

### Class 70 Report

Loco	Working Area
70001	Birmingham Lawley Street (Crew Training)
70002	Bristol Stoke Gifford (Crew Training)

### Workings Information

Both Class 70 locomotives have remained at their respective locations, although No. 70001 worked a 'light engine' circular trip from Lawley Street to Walsall and return on 18th November, departing the terminal at 10.30. No. 70002 remains at Bristol for crew familiarisation.



▲ An unusual visitor to Cornwall, DRS Class 37/6 No. 37602, returns across the Royal Albert Bridge on the 17th November, with a St Blazey to York working comprising RHTT vehicles. **Paul Maycock**

► Since the end of oil related traffic to Llandarcy last year and with delays to the proposed Thames Gateway Container terminal due to the economic climate, the Thameshaven branch in south Essex now sees very limited use. On 18th November, Departmental DMU No. 950001 heads along the branch as it returns to Ilford with a test train. **Stuart Chapman**

despatched from South Wales with the Margam crane.

It appeared to be single loads on the West Coast Main Line when Class 47/0 No. 47245 working from Southall to Carnforth past Carpenders Park with a single coach in tow, followed 15 minutes later by Class 92 No. 92017 *Bart the Engine* with a single wagon! In between these two workings was First GBRf Class 66/7 No. 66729 hauling Class 378/0 No. 378001 northwards to Derby. Following arrival at Bombardier, the '66' returned south with Electrostar No. 378143 in tow, bound for Chart Leacon Depot. Having headed south yesterday, Class 37/6 No. 37602 left Cornwall at lunchtime with an RHTT set in tow, bound for York. Driver training continued with EuroPorte-branded Class 92 No. 92043 today, which worked from Dollands Moor to Willesden and back. Problems with Class 325 No. 325014 resulted in a late departure for the 16.26 Willesden PRDC to Sheildmuir postal service, which finally left with Class 86/7 No. 86701 *Orion* in charge as far as Warrington Dallam, from where Class 87 No. 87002 took over. Also in the consist were Class 325s Nos. 325015 and 325006. After a long period at Barrow Hill, DRS Class 57/0s Nos. 57004 and 57009 were collected by DRS Class 66/4 No.



66432, bound for Carlisle Kingmoor.

**Wednesday  
18th November 2009**  
**Overnight, a loco-change took place on the FGW diagram, with Class 67 No. 67016 replacing classmate No. 67024.**

In the North East, Class 60 No. 60091 *An Teallach* found itself at North Blyth, after working the 09.20 service from Lynemouth. It

returned with the 12.00 North Blyth to Tyne Yard working. Class 87 No. 87002 headed south during the afternoon on the 16.16 Sheildmuir to Warrington RMT mail service. Class 508 EMUs No. 508303 and 508302 were hauled from Eastleigh to Bescot by Class 67 No. 67005 during the afternoon.

**Thursday  
19th November 2009**  
Large logo-liveried Class 37/4 No.

37425 *Pride of the Valleys* was used on the Warrington to Toton TMD trip, while Class 47/7s No. 47769 *Resolve* and 47749 *Demelza* were provided for the Burton West Yard to Dollands Moor steel working. Also working was Network Rail's Class 97/3 No. 97301, which went from Derby RTC to Doncaster and back. Having completed its recent driver training work, Hanson Traction Class 47/0 No. 47270 *Swift* worked 'light engine' from

Edinburgh to Washwood Heath.

First GBRf Class 66/7 No. 66729 was back at Derby this afternoon to take Class 378 No. 378144 to Chart Leacon. In use, although currently allocated to the DB Schenker stored pools, were Class 60 No. 60009, working from Leicester to Acton Yard, No. 60011, working off Peak Forest, and No. 60019, which is presently performing 'super-shunter' duties at Scunthorpe.

## UK Steam &amp; Modern Traction Railtour Listings

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

**26th November**

Railway Touring Company 34067 Poole-Christchurch-Southampton-Salisbury-Bath Spa-Bristol TM & rtn  
Steam Dreams 60163 London KX-York (break/rev) & return

**27th November**

Steam Dreams 60163 London KX-York (break/rev) & return

**28th November**

Compass Tours DBS 66 & 92 Crewe-Manchester Piccadilly-Bolton-Bamber Bridge-Blackburn-Whalley-Clitheroe-S&C-Carlisle-Carlisle-Beattock-Edinburgh Waverley & return  
**Past Time Rail 5029 Eastleigh-Birmingham Intl-Ludlow-Shrewsbury & rtn Cancelled**  
Pathfinder Tours DBS 67 Eastleigh-Romsey-Salisbury-Warminster-Trowbridge-Chippenham-Swindon-Oxford-Banbury-York-Darlington-Durham & return  
Rail-Blue Charters tbc Shrewsbury-Newcastle upon Tyne & return  
Railway Touring Company 60007 Newcastle upon Tyne-Durham-Darlington-York-London KX (& return)  
Railway Touring Company 34067 Swanage-Bournemouth-Basingstoke-Reading-London Paddington & rtn  
Spitfire Railtours 2xDRS 37 Birmingham International-Birmingham New St-Telford Central-Wellington-Shrewsbury-Wem-Whitchurch-Nantwich-Crewe- Wilmslow-Stockport-Guide Bridge-Huddersfield-Wakefield Kirkgate-York and return via Meadowhall-Sheffield-Edale-Stockport-Wilmslow  
Spitfire Railtours 2xDRS 37 York-Durham-Newcastle-Sunderland-Hartlepool-Eaglescliffe-Thirsk-York  
Statesman Rail 5690 (Burnley Rose Grove-Blackburn-Preston-Carnforth)- Wennington-Settle Jct-Hellifield-Skipton-Leeds-York & return  
Steam Dreams 60019 London- Cheltenham-Worcester Shrub Hill (break/rev) & return  
**Torbay Express Ltd 6024 (Eastleigh-Birmingham International)-Hereford (& return) Cancelled**  
UK Railtours 2x DBS 67 Watford Junction-Finsbury Park-Potters Bar-Stevenage- York & return  
Vintage Trains 4965 Tyseley WR-Walsall-Stafford-Crewe-Chester-Wrexham-Gobowen-Shrewsbury-Wolverhampton & return

**29th November**

**Past Time Rail 45407&76079 Manchester Victoria- Peak Forest-Buxton & return Cancelled**

**1st December**

Steam Dreams 60019 London-Bath Spa (break/rev) & return

**3rd December**

Steam Dreams 60019 London-Lincoln (break/rev) & return

**4th December**

SRPS/North East Railtours 2xDBS 67 Linlithgow-Edinburgh Waverley-Newcastle upon Tyne-Durham-York-Doncaster-Gainsborough-Lincoln & return  
Rail-Blue Charters 2xDRS 47 Sheffield-Manchester Piccadilly-Bolton-Chorley-Blackburn-Accrington-Rose Grove-Hebden Bridge-Brighouse-Doncaster-Gainsborough-Lincoln

**5th December**

NENTA Traintours 2xWCRC 47 North Walsham-Norwich-Ipswich-Stowmarket-Bury St.Edmunds-Ely-March-Peterborough-York-Keighley-Skipton (break/rev) & 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

**Railtour operations this weekend jump from one extreme to the other. Last weekend was one of the quietest of the year, and this coming Saturday is one of the busiest, with nine tours operating, if you include an add-on for Spitfire, that is!**

But the fun starts earlier with Steam Dreams already in 'all systems go mode' on Thursday and Friday, 26th & 27th November, with a 'Cathedrals Express' each day between King's Cross and York, featuring the 'A1' No. 60163 *Tornado* throughout. And for good measure they make it three in a row on 28th November with 'A4' No. 60019 *Bittern* working to Cheltenham Spa and Worcester Shrub Hill from London Victoria, which runs via Staines, Ascot, Reading and Swindon.

The Railway Touring Company is battling to keep up with the pace set by Steam Dreams, and in this period under review earns a credible draw, with three tours of their own. They too start on 27th November with Battle of Britain Pacific No. 34067 *Tangmere* operating 'The Bath and Bristol Christmas Express' from Poole. After a day-off on Friday, two more trains are booked to run on 28th November, which feature steam from different ends of the country. In the south, *Tangmere*

is again in action, this time with the 'Capital Christmas Express' from Swanage through to London Waterloo and back (note, this is a change from the original plan to work into Paddington). The feature of this train is that it is a through working off the Swanage Railway. Meanwhile, to the north, RTC provide the rare opportunity to be steam-hauled south from Newcastle-upon-Tyne through to King's Cross with the 'London Christmas Steam Express'. 'A4' No. 60007 *Sir Nigel Gresley* is the booked locomotive southbound, with the return being diesel-hauled.

There are two other steam tours of note, commencing with Vintage Trains that will have No. 4965 *Rood Ashton Hall* up front on the 'City of Chester' tour from Tyseley Warwick Road to Chester, via Wolverhampton, Stafford and Crewe. There has been a change to the itinerary of this train which was originally booked to return via Wrexham and Shrewsbury, and it is believed that gauging issues now mean it will return via Crewe and Wolverhampton, as outward. The other tour features 'Jubilee' 4-6-0 No. 5690 *Leander* on what is now becoming another regular itinerary route, from Carnforth, via the Little North Western, to Hellifield, Skipton, Leeds and York for Statesman Rail. The 'St. Nicholas Steam Express' originates at Rose Grove and

by John Whitehouse

picks up via Blackburn and Preston to Carnforth.

York is the destination or set-down point for a number of charters. Spitfire Railtours has the 'Jorvic Growler' from Birmingham International, which picks up through to Crewe, via Shrewsbury. The outward trip is via the Standedge route, returning along the Hope Valley. For good measure, there is a mini-tour option, which is a circular from York via Durham, Newcastle-upon-Tyne, Sunderland, Hartlepool and Thirsk. DRS Class 37s are the booked traction.

UK Railtours also has York in its sights, with a charter from Watford Junction, which runs via Finsbury Park. As well as the 'Jorvic Growler' add-on, two other tours also venture north of York. Pathfinder set down at York and Durham from Eastleigh, with the train being routed via Salisbury, Trowbridge, Swindon, Oxford and Banbury with DRS 67s, and Rail Blue's re-dated 'Tyneside Executive' by virtue of its name does York, Durham and Newcastle-upon-Tyne. It originates at Shrewsbury and goes around several houses to reach its destination, which include Crewe, Wigan, Leyland, Blackburn, Rose Grove, Hebden Bridge and Brighouse. DRS Class 47s are booked, but DRS Class 37s may put in an appearance, subject to the availability of the DRS 47 fleet.

You can view the long-term line-up of railtours by visiting our dedicated railtours section of our website - log on to [www.railwayherald.com](http://www.railwayherald.com)

# Whistling through the Cornish Dutchy with a difference ... oh and a 'Wizzo'!

**The headline above serves to emphasis an objective which if it comes to fruition, will result in one of the tours of the decade.**

The Class Forty Preservation Society and the Diesel Traction Group have been engaged for some time in evaluating a joint venture involving No. 40145 *East Lancashire Railway* and D1015 *Western Champion* and a two-day tour to Cornwall. They now have a draft outline and seek expressions of support in order to translate the plan into reality. This is important because they need to know that the support is there in order to take on the

significant costs involved of running a tour of this magnitude.

And what a tour it is likely to be. Here is an outline of their plans. The proposed dates will be 15th & 16th May 2010, and will involve No. 40145 working the train from the North-West, via Birmingham and Oxford to Westbury, where D1015 will be attached to double-head through to Plymouth. At Plymouth the locomotives will be separated to proceed to Penzance in 'top and tail mode'. After a short break, they work back to Truro, and will reverse to visit the Falmouth branch, before returning to Penzance with

the Class 40 leading from Truro. The following day dawns and brings with it the 'Holy Grail', a Class 40 and Class 52 'topping & tailing' to St Ives! After reaching that iconic Cornish outpost, the train will return again to Penzance for a break before proceeding 'up-country' to Par, where the charter will reverse for a trip to Newquay with No. 40145 leading. The return to Plymouth and onwards to either Bristol, Westbury or Oxford will be double-headed at which point No. 40145 will then continue to home.

Falmouth, St Ives and Newquay are all notoriously difficult to reach nowadays with

charters, and if the CFPS and DTG can pull it off it will be a defining railtour. However, there is still the small matter of ensuring that it will run. The organisers think that a fare of £120 is inevitable, and that may be just a starting point. This needs to be weighed against what you will get for the money, and the prospect of a Class 40 & 52 combination to Penzance, Falmouth, St. Ives and Newquay is simply awesome. To express your interest to the DTG please email [m.j.street@btinternet.com](mailto:m.j.street@btinternet.com), and to the CFPS email [chairman@cfps.co.uk](mailto:chairman@cfps.co.uk)

We wish the CFPS & DTG the very best of luck in making this weekend happen.

## 'Hall' and 'Castle' for Sapperton and 'Princess' out of Euston for early 2010

**Neil Stevens certainly seems to be making his mark at Vintage Trains since his arrival as Marketing Manager, as in addition to the two tours mentioned last week two 'crackers' have now been announced.**

Double-heading is the feature for the 'Great Western Incursion' on 20th February from Tyseley Warwick Road, Birmingham Snow Hill and Smethwick Galton Bridge to Didcot, via Worcester Shrub Hill, Sapperton and Swindon. Nos. 4965 *Road Ashton Hall* and 5043 *Earl of Mount Edgcumbe* should enliven the Cotswold Hills en route.

It is then all-change, as on 6th March the 'Doric Olympian' features prime LMS-power in the shape of No. 6201 *Princess Elizabeth* from Crewe to Kensington Olympia, which runs via the Trent Valley and the West Coast Main Line through to Willesden Junction. Steam on the WCML south of Rugby is rare, and steam out of Euston even rarer, and that is where

the return working commences. Close your eyes for a moment and imagine a dark and crisp-March evening with the walls of Camden Bank echoing to the sound of a Stanier 'Princess' getting to grips with the adverse gradient at the head of a heavy train! Of all the London termini, Euston is probably the most difficult for steam operations, due primarily to pathing constraints and that steam cannot work into the station because of fire regulations, so this is an opportunity not to be missed.

Last week details of Vintage Trains 'Help for Heroes' train were given from Crewe to Euston, via Wolverhampton, Birmingham New Street, Birmingham International and Coventry, which is booked to be hauled by preserved Class 86/2 No. 86259 *Les Ross*. 'Help for Heroes' is a cause close to our hearts, and readers who will not be travelling on the train may still like to make a donation. Vintage Trains has set up a direct link for any such donations which is [www.justgiving.com/vintagetrainsH4H](http://www.justgiving.com/vintagetrainsH4H)

## Tyseley Panniers take on Coalbrookdale and Ironbridge

▼ Tyseley's recently returned GWR 5700 class Pannier No. 9600 joined with 9400 Class Pannier No. 9466 to work a Vintage Trains charter from Bescot to Tyseley via Ironbridge and Bridgnorth on 14th November. The train is pictured on the second leg of its journey, bound from Ironbridge to Bescot, passing Shifnal. **John Whitehouse**





Merchant Navy Pacific No. 35028 *Clan Line* slips as it restarts a VSOE circular tour from a signal stop near Stewarts Lane, Battersea, at the same time as the driver of Southern Class 455 No. 455823 also restarts his train from a signal stop above the Merchant Navy, while another '455' heads for London and a Class 377 heads out of the Capital. **Ian Docwra**

## Ups & Downs by John Whitehouse

■ Compass Railtours has cancelled the 'Christmas Pendle Scotsman' due to operate on 28th November from Crewe to Edinburgh, via the Settle & Carlisle route, due to emergency engineering works between Blackburn and Hellifield.

■ Torbay Express says that it will be running an extended season of trains to Kingswear in 2010, from early summer until early autumn. Improved catering facilities will be provided and more off-train activities are to be made available at Kingswear. The locomotive pool is likely to include, among others, Nos. 6024 *King Edward I* and 60163 *Tornado*. Full details are due to be announced soon.

■ If you cannot commit to a day out with steam, but fancy some steam action, then Steam Dreams may have a solution. Previously, on an informal basis, the company has allowed short distance travel on its trains, and have now decided to formalise the opportunity. The chance to travel for just part of the journey is because some seats are unoccupied until the outer pick-up points are reached. On all trains from 26th November, the opportunity to travel on these short sections is extended to include all local journeys in the London area between the termini and all pick up/ set down points. Fares will be payable in cash on the day, and intending travellers can check availability in advance by dialling 07775 35005. A range of options will be available from £15 for a trip to Woking, Stevenage or Ascot, £20 to Shenfield, Reading, Tonbridge and Maidstone East, £25 to Guildford via the Surrey Hills and £30 to Peterborough.



▲ Tyseley's own 5700 Class 0-6-0PT No. 9600 leads Dennis Howells 9400 0-6-0PT Class No. 9466 on the climb through Coalbrookdale on 14th November. In the event the train only operated to the Network Rail limit, resulting in it being hauled by Class 47/7 No. 47773 down the branch and the Panniers attacking the climb on the return. **John Whitehouse**

▶ Having left Coalbrookdale behind, the Panniers ease off Oxley Viaduct bound for Bridgnorth, via Bescot and Kidderminster, on 14th November. **Donald Taggart**





▲ NBR 4-4-2 Atlantic engine No. 868 *Aberdonian*, at unknown location and date. North British Rly Study Group Collection

## SRPS aims to preserve North British-built Atlantic tender underframe and wheels discovered in Cambridge

**A long surviving set of locomotive tender frames and wheels, used for 60 years as a support for a waste oil tank, has turned out to have real historical importance, as the last known part of a once famous Scottish locomotive.**

The North British Railway Class H and Class I Atlantic locomotives were built between 1906 and 1921. They were powerful and iconic locomotives, which upheld the prestige of the NBR, operating express trains over some of the steepest and most tightly curved main lines in Britain.

Superseded by Gresley standard

designs, the last NB Atlantic was cut up at the start of the Second World War. Amazingly, a surviving relic – the tender underframe and wheels, probably from No.879 *Abbotsford*, built by the North British Locomotive Company in 1906 – was found recently at Cambridge. It has now been moved to the yard of Moveright International in Sutton Coldfield, where it awaits its fate.

The Scottish Railway Preservation Society has begun an Appeal to acquire the last of *Abbotsford* and to bring the tender back to Bo'ness. There, the plan is to remove the existing oil tank and to restore the frames and wheels to their original

condition as part of an express passenger locomotive, one that in its day caught the public imagination as a dramatic expression of the power of steam.

The total cost of acquisition and restoration is estimated as £5,900. The Society welcomes donations to help give this remarkable object a useful future. Donations should be sent to SRPS, 4 Baberton Mains Avenue, Edinburgh, EH14 3EQ marked "NBR Atlantic Locomotive Tender Appeal".

Will anyone one day build a replica NBR Atlantic? It would be nice to dream so, and if they do, the tender will be waiting for them!

## Renovation work continues on GVR Class 108 and 'Shark'

**The Garw Valley Railway's Class 108 DMU is having its seating renovated and re-upholstered, and in a rolling programme, the flooring in the DMBS vehicle is also being replaced.**

The 'Shark' brakevan at the line is also under restoration as a joint project by the GVR and the local Assisted Recovery in the Community group.

Wooden timbers on the van have been replaced and painted, and

attention has now moved to the roof where the old felt is being removed and the roof timbers beneath rubbed back and prepared for paint, caulking and re-roofing. Attention is also being given to the underframes and plough equipment.



## 44871 on its way back!

▲ Riley and Son employee Stuart Gray lights the first warming fire that the boiler of LMS 'Black 5' 4-6-0 No. 44871 has seen in over 15 years. After an extensive overhaul of the boiler, successful hydraulic tests have been passed successfully. The warming fire was lit on 14th November, with steam being raised gradually over the following few days before final inspections took place. **Stuart Gray**

## Gateshead repaint - almost there!

**The reported repainting of 'Generator' Class 47/4 No. 47402 Gateshead into green as No. D1501 was not completed in time for the diesel event in October or the theme day at the beginning of November.**

The locomotive is now expected to make its debut in green during November and should be in use during the East Lancashire Railway's Santa Special season.



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	D	D	☐	☐	☐	☐	★
Oxenhope d	0900	1015	1100	1230	1400	1530	1700
Haworth d	0905	1020	1106	1236	1406	1536	1706
Oakworth d	0908	1023	1109	1239	1409	1539	1709
Damems r	0913	1028	1113	1243	1413	1543	1713
Ingrow M d	0916	1031	1118	1248	1418	1548	1718
Keighley ⇌ a	0925	1040	1125	1255	1425	1555	1725

	D	D	☐	☐	☐	☐	★
Keighley ⇌ d	0940	1100	1145	1315	1445	1615	1745
Ingrow M d	0945	1106	1151	1321	1451	1621	1751
Damems r	0948	1109	1154	1324	1454	1624	1754
Oakworth d	0952	1115	1157	1327	1457	1627	1757
Haworth d	0955	1120	1205	1335	1505	1635	1805
Oxenhope a	1000	1125	1210	1340	1510	1640	1810

1700 from Oxenhope, and 1745 from Keighley do not operate on December 31st



WORTH VALLEY



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For up to the minute information and more details on all the events listed here visit [www.kwvr.co.uk](http://www.kwvr.co.uk)

## Its nice to go a wandering ... well maybe!

**The Middleton Railway in Leeds played host to its second visiting diesel shunter of the year in mid November.**

Volunteers arriving on 14th November were surprised to find Class 11 'lookalike' No. AD601 in the car park, and seemingly ready for service. However, it quickly became clear that the loco (normally based at the Lakeside & Haverthwaite Railway) had been delivered without any involvement from anyone from the Middleton Railway.

Several phone calls later and after a certain amount of head scratching, it transpired that it was actually en route to the Hunslet Engine Company for repair and somehow the haulier's instructions had translated that into the Middleton Railway, which is indeed situated in

Hunslet, Leeds! As the haulier concerned has keys to the car park at Moor Road, they had simply let themselves in, dropped it off and left with an empty trailer!

The owners were contacted and advised of the whereabouts of their wandering shunter, and arrangements were put in place to have it collected the following week.

No. AD601 was built by the LMS at Derby in 1945, went straight into War Department use and passed into preservation at the Lakeside and Haverthwaite Railway in July 1980, and has not visited another line in preservation - until now!

▼ LMS Derby built No. AD601 from the Lakeside & Haverthwaite Railway stands in the yard at Moor Road on the Middleton Railway. **Middleton Rly**



## To all heritage railways - help us to help you

**We are always happy to publicise news from the heritage railways and numerous preservation groups.**

So, if you want to tell our readers about what's happening, maintenance or restoration work on locomotives or rolling stock, general news from your railway or group, or want to

publicise an event that is coming up - tell us about it!

You call the editorial office on 01904 500175 or email [editor@railwayherald.co.uk](mailto:editor@railwayherald.co.uk) - whether its a full article, just snippets of news or images, we are always willing to help the heritage movement promote themselves.

Bagnall Cranford No. 2, Andrew Barclay No. 1931 and 4wVBT No. 7 take part in the first photo charter at the Rutland Railway Museum on 11th November. This is the first time in over 20 years the museum has had three locos in operation. **Stuart Chapman**





The Churnet Valley Railway held an 'Anything Goes' gala on 14th November.

▲ GWR Prairie No. 5199 arrives at Consall being piloted by Class 03 No. D2334 with a service for Kingsley & Froghall. **Brad Joyce**

▶ With a 'Cambrian Coast Express' headboard, No. 5199 departs from Consall.

◀ Class 03 No. D2334 awaits the road while one of the line's Yorkshire Engine Company 0-6-0 industrial diesels approaches Consall with the 4VEP set. **Both: David Gibson**

## Preservation View





Class 37/4 No. 37401 on the Tuesdays-only 09.50 Dowlow - Warrington Arpley 'Enterprise' trip nears Peak Forest, where it collected several dry powder tanks and a fuel tank before continuing.

**Andrew Taylor**

LIMIT OF SHUNT FOR CEMEX STAFF



Class 92 No. 92017 *Bart the Engine* waits for the signal at Stafford, while working an 'Enterprise' service from Wembley to Mossend on 13th November.  
**Brad Joyce**



▲ CSX CW44AC's No. 270 and 528 are pictured in Clinton, South Carolina, running on the former Atlantic Coast Line towards Laurens, hauling a train consisting of empty coal hoppers on 6th November. At this location the line runs parallel to Torrington Road. **Andy Carr**

## Norfolk Southern investment in Philadelphia

**Norfolk Southern and the Pennsylvania Department of Transportation are investing \$11 million in the railroad's Philadelphia Navy Yard intermodal facility, to expand track and capacity.**

The expansion is part of Norfolk Southern's multi-state 'Crescent Corridor' initiative to establish a high-speed intermodal rail freight route between the Gulf Coast and the North-east. The proposed investment, \$6 million from Norfolk Southern and \$5 million from Pennsylvania, will create the capacity to handle more than 72,000 containers and trailers annually. Construction is scheduled to begin in mid-2010.

The 'Crescent Corridor' scheme is projected to divert more than one million truckloads of freight from the highways to the rails annually, saving the U.S.A. more than 170 million gallons of fuel per year. When fully operational, annual benefits to Pennsylvania are expected to include nearly 700,000 long-haul trucks diverted to rail, almost 10 million gallons of fuel saved, carbon dioxide reduction of 110,000 tons, more than \$44 million in traffic congestion savings, and avoidance of an estimated \$8.5 million in accident costs.

Over the next 10 years 26,000 jobs in Pennsylvania are expected to be created or enhanced by the project. Norfolk Southern is also constructing a new \$95 million intermodal facility in Franklin County, Pennsylvania, and has \$52 million in improvements planned for its existing Harrisburg intermodal terminal, along with \$27 million in track and signal upgrades.

## Significant investment for PATH system

**The Port Authority of New York and New Jersey is to fulfill a commitment to the Port Authority Trans-Hudson (PATH) rail system's long-term growth, having authorised more than \$340 million worth of contracts to help replace antiquated mechanical train controls on the 101-year-old system with a new computerised signaling system.**

The overall project is expected to cost \$580 million and is a major part of the Port Authority's \$3.3 billion plan to modernise the entire PATH system, an initiative that

also includes a new 340-car train fleet and 10-car platforms on the Newark to World Trade Centre line. The new improvements, are designed to add up to 20% capacity to meet the system's future peak-time demands, in addition to increasing safety and reliability.

The largest contract, worth \$321 million, has been awarded to the Siemens Team for the design, manufacture and installation of the new signal technology, as well as the removal of the old system. Siemens Team is a consortium of Siemens Transportation Systems, Safetran Systems Corporation and D/A Builders.

## New owners for BNSF

**Berkshire Hathaway, a diversified company with a variety of interests including motor and life insurance has signed an agreement to purchase Burlington Northern Santa Fe (BNSF), for \$44 billion.**

The transaction price includes all assets and subsidiaries of BNSF, as well as \$10 billion in outstanding debt. The deal requires approval by the holders of the 77.4% of outstanding shares not currently held by Berkshire Hathaway, as well as customary closing conditions, including a mandatory Department of Justice review. Completion is expected early next year. BNSF will continue to operate from its Fort Worth, Texas, headquarters

## Upgrade milestone for Bombardier

**Hungary: Bombardier MÁV Kft. has reported that it has reached a milestone in the suburban fleet modernisation programme it is undertaking for Hungarian Railways MÁV.**

The 300th refurbished suburban railcar of the Bhv series has been ceremoniously inaugurated at the company's assembly hall in Dunakeszi. The cars, modernised by Bombardier, will provide comfortable and safe transportation of tens of thousands of passengers, most of them being commuters from the suburban areas of Budapest. The 300th Bhv vehicle, in the same way as all in the modernisation programme, was fully refurbished.

Originally manufactured at the Dunakeszi factory some 30 years ago,

the cars are being upgraded with cost-efficient and eco-friendly technologies, including modern heating, lighting and insulation to meet 21st century requirements.

Since 1998, the MÁV suburban fleet has been modernised in multiple phases at Dunakeszi, along with the BDt driving trailers which are also being refurbished there, providing shuttle services for the suburban railway traffic in Hungary. As part of the programme, a total of 359 vehicles have been upgraded, the work extending the lifetime of the cars by at least 15 years, and including the complete renovation of the entire interior and the installation of a passenger information sound amplifier system and remote controlled, self-closing ramp-doors.

▼ TransRegio, a private rail operator in Germany, uses Siemens-built Desiro ML type three-car EMUs for its Mittelrheinbahn Cologne to Mainz hourly passenger service. The 16 units, built in 2008 at Krefeld, are leased from Angel Trains and are classified as '460s' by the German federal railroad authority. The service started running on 14th December last year and the company has a 15-year concession. The units are maintained at a new workshop in Koblenz, which also contains the control centre, and was built at a cost of €100 million. One of the units is pictured at speed beside the River Rhine on 24th October. **Bill Turvill**



▲ A new stabling point has been opened at Ostend, behind the signal box at the end of the yard, as a result of graffiti attacks on locos stabled around the station. Class 21 No. 2150, and Class 13s Nos. 1346 and 1334 head up several lines of locomotives on 6th October. **Ron Cover**

## Project to extend the life of rails in the Channel Tunnel

**Eurotunnel encounters two types of problem related to rail wear. Firstly, in the tunnel, rails are affected by cracks (fatigue defects), which requires them to be reground regularly and replaced completely after 650 million tons of traffic, or about every six years.**

Secondly, the rails in the terminal loops in France and England wear extremely rapidly because of the small curve radius of the track, which is between 300 and 500 metres. These lines are used by the 'Shuttles' to turn around in order to go back through the tunnel in the opposite direction.

To solve the two problems, studies have been initiated, subsidised by the French state within the framework of the Train System Availability project.

The rails sub-project is directed by Corus Rail France, partnered with Railtech for the thermit welding of rails and by INSA Lyon, which is the university institute studying wear and cracking mechanisms. Corus has supplied the rails for the test areas. Bainitic grade rails have been installed for the tracks in the tunnel, this type of steel being known for its fatigue resistance in the mechanical engineering industry, but is an innovation for rails. These steels are more resistant, but also more difficult to work. MHH extra-hard heat-treated rails have been laid in the two terminal loops. Particularly wear-resistant, they are used for heavily-loaded mine tracks, for example, their production being made possible with the development by Corus of a specific heat treatment procedure

that avoids the need for roller straightening in the final stage. This procedure leaves an extremely low level of residual stress in the rails, which substantially reduces the risk of crack propagation in the web of the rail. The declared objective of the study is to lengthen rail life by 50%, both in the tunnel and in the terminal loops. The MHH test rails were laid in April and September 2007. The bainitic rails were laid in January and March 2007. For the time being the results are on target, but the study will not be completed for another four years. The long-term commercial aim is to replace the 56km of double track in the tunnel and the 15km totalled by the loops in France and England. About 15,000 tons of heat-treated rails have been supplied to Eurotunnel by Corus over the last four years.

## Hector Rail operates new Oslo to Denmark service

**Denmark: From 7th November, Hector Rail, the independent rail operator in Scandinavia and Germany, started to run trains between Oslo and Padborg in Denmark, acting as a subcontractor to TX Logistik.**

The contract is for three years and will employ one locomotive with the special equipment needed to cross the Öresund Bridge. Hector Rail has 10 such locomotives in its fleet, each being

capable of operation in Norway, Sweden, Denmark and Germany. Between Padborg and Rotterdam, TX Logistik deploys its own locomotives, and the total journey through five countries takes less than 30 hours.

Each train will replace 32 trailers. Pick-up and distribution services will be made with modern environmentally friendly 'Euro 5' trucks. Also the locomotives meet high environmental standards, as they are equipped with regenerative braking.

▼ **Belgium Class 55s No. 5512 and 5514 arrive at Brussels Midi on 17th October, having rescued failed Thalys EMU No. 4306, which was working the 06.25 Paris to Cologne. Passengers were transferred to a replacement set at Brussels for the onward journey. **Ron Cover****

## Corus Rail's Modular platform design used in Paris after successful application in London

**France: Following installations in Mill Hill and London Blackfriars, Corus Rail has now installed its first modular platform system in France, in the Paris suburb of Mitry Claye.**

The company has now installed more than 50 such platforms across Europe and has become a major player in the market. The main advantage of the Corus system is that its design allows the majority of the installation work (including foundation construction) to be done behind a safety fence and away from the operating

railway. This means that the railway does not need to close during the majority of the work, resulting in obvious cost savings.

Modular platforms fit various needs, including length extension for longer trains and height extension for the handicapped and elderly. Instead of the usual concrete, Corus has redesigned the platform concept to create a wholly modular product made from rectangular hollow steel sections. The objective is to provide a cost-efficient, quick way to design and install platforms with systems that can be customised with all

kinds of surfaces and finishes.

The use of lightweight components minimises foundation impact and eliminates the need for costly and time consuming ground treatment measures. In addition, specific installation material is not required and the structure has a 75-year life span. During that period, the system is also adjustable and can be relocated to another location if required.

Also, the height can be changed by simply altering the adjustable feet. This allows for variation in foundation levels to be accommodated within certain tolerances.

## Major bridge work on Irish Sligo route

**ire: Trains between Sligo and Dublin were back on track again from 9th November, following the installation of a new Drumsna railway bridge over the Shannon River between 27th October and 6th November.**

The work involved the installation of a new four-span bridge with the bridge arches raised an additional one metre to accommodate larger vessels on the river. New concrete bedstones were constructed on top of existing piers and abutments and the embankment at the Sligo end was upgraded. The main steel superstructure was fabricated off site, then transported and lifted into a temporary position on the existing piers. The concrete deck was cast on site, the existing structure was removed and the new bridge slid into position.

Reopening of the line marks the final phase of the transformation of the Sligo line. Since 1999, over €150 million has been invested in Sligo services, including the total renewal of track along the route, resignalling, level crossings, platform lengthening and other safety factors. In January 2008, the route was the first to benefit from the New Intercity Railcar fleet, and levels of service have now gone from three services a day each way in 2003 to currently eight services a day each way.





## Portugal workings

◀ The Lousã Branch, connecting the big city of Coimbra to the smaller town of Serpins, was due to close by the end of October to be turned into a tram-train line. Here, CP Class 04550 two-car DMU No. 0465 departs from Serpins with the 09.08 Regional service to Coimbra-Parque station

▼ Takargo locomotive No. 6004 hauls one of the latest examples of the class, No. 6006, dead in tow as the pair arrive at their destination with the 03.45 service from Madrid-Abroñigal to Entroncamento. The train takes almost half a day to cover the distance between the two points.

**Carlos Loução**



## New three-year deal for Brisbane grain trains

**Australia: GrainCorp has reached an agreement with Queensland Rail for the provision of main line trains to service its Mackay, Gladstone and Fisherman Islands (Brisbane) export grain port terminals.**

The three-year deal involves three trains, one for Mackay and Gladstone and another two for Brisbane. GrainCorp will be responsible for deployment of rail assets and the co-ordination of the freight operation of the trains.

GrainCorp Managing Director, Mark Irwin, says

the agreement will benefit Queensland growers by giving them a reliable transport option. The weekly grain rail capacity between Toowoomba and Brisbane will increase by as much as 50%, significantly reducing the number of vehicles on the Warrego Highway.

As well as the deal with QR, GrainCorp also confirmed the addition of two trains to its existing contract with Pacific National in New South Wales and Victoria.

The new deals bring the total number of GrainCorp-managed trains in Australia to 17.

## Alstom says no Australian high-speed for 10 years

**French transport, power and engineering giant Alstom insists Australia will not have a high-speed rail link between Sydney and Melbourne for another 10 to 15 years, despite having the technology.**

Alstom spent a reported AUS\$20 million last decade on an earlier failed bid to win government approvals for the link between Melbourne and Sydney, the third most dense air traffic corridor in the world.

"In Australia, there are still many roadblocks before it can be a possible project,"

Alstom Australia's customer director Jean de la Chapelle reportedly said last week, continuing, "If you consider only the management and maintenance of rolling stock, a return on investment is possible, but it is impossible if you integrate the need for infrastructure. Public financing is needed for the infrastructure's tunnels, bridges and rail. This is the way it has been done in Europe".

His comments follow recent calls from some quarters in Australia to revisit the project.



▲ A 3,010hp Pacific National DL-class loco has resumed running Veolia's regular Environmental Services' division waste products train between Sydney and Tarago in southern New South Wales, much to the delight of rail enthusiasts. Noted for their guttural roar, high volume genuine USA Leslie whistles and full-width nose cabin styling, in a railway scene today largely dominated by end-cab hood units, the DLs also offer their crews a quieter ride in a much larger cab. Here, Pacific National-liveried DL50 leads elderly ALCO helper No. 48160 and EMD No. 8106 approaching Joppa Junction with returning empties on 11th November. **Leon Oberg**

▼ Class 80 Co-Co No. 8039 shunts a newly arrived 'B' set EMU at Midland on 19th October. Still on the standard gauge bogies that it travelled on from the manufacture in the Eastern States. In the open wagons are the narrow gauge motor bogies that will be fitted prior to delivery to the suburban network in Perth. **Colin Gildersleve**





Australian train operator South Spur Rail Services has this month introduced a new service conveying containerised grain from northern and southern New South Wales (NSW) silos. The first to run to Forbes in southern NSW winds through reverse curves in the formidable Cullerin Range, worked by Coote-liveried RL-class 3,500hp Nos. RL301 and RL306. **Leon Oberg**



**23rd November 2009**  
**Locomotive Club of Great Britain (Brighton)**  
 Brighton Model Railway Club Room, BR London Road Station, Shaftsbury Place, Brighton. Branch AGM & Photo Competition. Meeting starts at 19.30.

**RCTS (Maidenhead)**  
 Cox Green Community Centre, Highfield Lane, Cox Green. 'The History and Redevelopment of St Pancras Station' by Doug Irvine. Meeting commences at 19.30.

**RCTS(Sheffield)**  
 St Matthews Church Rooms, Carver Street, Sheffield. 'Recent Travels' by Steve Batty. Meeting starts at 19.30.

**RCTS (Northampton)**  
 Weston Favell Parish Hall, Booth Lane South, Weston Favell. 'A Digital Tribute to Great British Railway Photographers' by Brian Stephenson. Meeting starts at 14.00.

**24th November 2009**  
**RCTS (Nottingham)**  
 Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'Steam in Southern Africa' by David Thornhill. Meeting starts at 19.30.

**RCTS (Shipley)**  
 Saltaire Methodist Chapel, Saltaire Road, Shipley. 'Travels with a Camera' by David Scriven. Meeting starts at 14.00. Contact the Branch Secretary at bigmal.w.b.r.cts@talk21.com for further details.

**RCTS (Welwyn Garden City)**  
 The Methodist Church, Junction of Ludwick Way and Colegreen Lane, Welwyn Garden City. 'Transport Pictures 1954-1986' by John Burden. Meeting commences at 14.15.

**RCTS (Woking Branch)**  
 The Wheatsheaf Ember Inn, Chobham Road, Woking. 'Join the ORR and see the World' by David Brace. Meeting commences at 19.30.

**Tewkesbury Railway Society**  
 YMCA, Church Street, Tewkesbury. Slide Show 'More in Focus Women's Institute Ramblings' by Pete Berry. Meeting commences at 20.00.

**25th November 2009**  
**Basingstoke & District Railway Society**  
 Wote St Club, New Road, Basingstoke. 'More World and UK Trips' by Ian Francis. Meeting commences at 20.00. Visitors welcome. Contact the Secretary on 01256 326096 for further details.

**26th November 2009**  
**Locomotive Club of Great Britain (Croydon)**  
 United Reform Church Hall, Addiscombe Grove, East Croydon. 'A Photographer's View of Railways' by Ian Silvester. Meeting starts 19.15.

**27th November 2009**  
**Great Western Society (Oxford)**  
 Pauling Human Sciences Centre, 58 Banbury Road, Oxford. 'The U.K. Rail Atlas' by Stuart Baker. Meeting commences at 19.30.

**Shropshire Railway Society**  
 The Gateway, Chester Road, Shrewsbury. 'Manchester Central Stations' by Chris Makepeace. Meeting commences at 19.30.

**Stephenson Locomotive Society**  
 The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. '100 Years of Railways in the North East (A Celebration of the SLS's Centenary)' by John Irving. Meeting commences at 19.00. Contact the Secretary on 01434 688946 for further details.

**1st December 2009**  
**Gravesend Railway Enthusiasts Society**  
 Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. Christmas Social. Meeting commences at 19.45. Contact Roger Hart on 01474 833320 for details.

**Locomotive and Carriage Institution**  
 LUL Headquarters, 55 Broadway, St James's Park, London. 'Chiltern Trains' by Adrian Shooter. Meeting starts at 18.00. Contact Stuart Smith at smithstuart@btinternet.com for further details.

**Locomotive Club of Great Britain (Bedford)**  
 St John's Church Hall, St John's Street, Bedford MK42 0DL. 'Scotland Part 4' by Chris Banks. Meeting commences at 19.30.

**Locomotive Club of Great Britain (North London)**  
 Wood Green Social Club, 3 Stuart Crescent, Wood Green, London N22 5NJ. Annual Quiz. Starts 19.00.

**Permanent Way Institution (Darlington & North East)**  
 Railway Athletic Club, Brinkburn Road, Darlington. 'Keadby Canal Drawbridge' by Andy Barnes. Starts 19.00. Contact David Lugsden on 07825 766328 for details.

**Permanent Way Institution (Wessex)**  
 The Freemantle Club, Waterloo Road, Southampton. 'Rail/Wheel Interface Issues' by Dr Mark Burstow. Starts 18.00. Contact Richard Workman on 01428 645771 for details.

**RCTS (Watford)**  
 St Thomas's Church, Langley Road, Watford. 'Members' Slides Evening'. Meeting commences at 19.30.

**Southern Electric Group (South Hampshire)**  
 Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Five of my Railway Favourites' by Alistair Jeffrey. Meeting starts 19.30. Admission charge £2. Contact John Goodrich on 023 8067 0028 for further details.

**Tewkesbury Railway Society**  
 YMCA, Church Street, Tewkesbury. Photo Competition Results. Meeting commences at 20.00.

**Weston super Mare Railway Society**  
 The Function Room, The Conservative Club, Alexandra Parade, Weston super Mare. 'A Walk Through the Archives of the West Somerset Steam Railway Trust' by Ian Coleby. Meeting starts at 20.00. Contact Lionel Jones on 01934 628289 for further details.

**2nd December 2009**  
**Basingstoke & District Railway Society**  
 Wote St Club, New Road, Basingstoke. 'More Steam in the Landscape' by Mike Tyack. Meeting commences at 20.00. Visitors welcome. Contact the Secretary on 01256 326096 for further details.

**Burton Railway Society**  
 Marston's Social Club, Shobnall Road, Burton upon Trent. 'A Thousand Eggs on a Bicycle' by Colin Boocock. Meeting commences at 19.30. Admission £1.50 non members. Contact Mark Ratcliffe on 01283 221537 for further details.

**Oxfordshire Railway Society**  
 Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LN. Annual Bumper Film Show by Alan Willmott. Meeting starts at 19.30. Visitors welcome £4.

▼ After several weeks of operating route learning duties from Craigentiny with Serco, former Haymarket allocated Class 47/0 No. 47270 Swift, arrives at Edinburgh Waverley on 20th November working from Craigentiny Depot to Washwood Heath. **Alasdair Eadington**



**Permanent Way Institution (Bristol & West of England Branch)**  
 Arap Auditorium, 63 St Thomas Street, Bristol. Christmas Special Event. Doors open at 17.30 for 18.00 start. Contact the Secretary, Phil Harrison on 01179 765432 or by e-mail at philip.harrison@arup.com for further details.

**Permanent Way Institution (Thames Valley Branch)**  
 Davidson House, Reading. A Social Event Featuring Miniature Railways. Doors open at 17.15 for 17.45 start. Contact the Secretary, Peter Simmonds by e-mail at peter181102@yahoo.co.uk for further details.

**Stephenson Locomotive Society**  
 Hayes Village Hall, Hayes Street, Hayes, Bromley. 'Steam in Various Places since 1960' by J.B.Snell. Meeting starts at 19.30. Contact 0208 2899935 for further details.

**3rd December 2009**  
**Permanent Way Institution (South & West Wales)**  
 Kings Hotel, High Street, Newport. 'The Waverley and Balmoral' by Alan Hopson. Meeting starts at 18.00. Contact Andy Franklin on 07824 410762 for further details.

**RCTS (Milton Keynes)**  
 The Crown Public House, Market Square, Stony Stratford. 'Members' Presentations, Vocal, Illustrated or Three Dimensional' Meeting starts at 19.30. Contact the Secretary at dexter-skiddaw@tiscali.co.uk 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.

### Scottish Railway Preservation Society (Edinburgh)

Quaker Meeting House, 7 Victoria Terrace, Edinburgh. Members' Slide Evening. Contact Dr Peter Howell on 0131 334 5232 for further details.

### Stephenson Locomotive Society

St John Ambulance Centre, Sandes Avenue, Kendal. 'Recent Railway Rambles' by David Alison. Meeting starts at 19.15. Contact the Secretary on 01539 720706 for further details.

### 4th December 2009 Friends of Hellfield Station

Refreshment Room, Hellfield Station. 'The S & C From The Early 1900s' by Barry Atkinson. Meeting commences at 19.30. Admission £3.50. Contact Barry Atkinson on 01282 842505 for further details.

### Gloucestershire & Warwickshire Railway (Birmingham)

Northfield Library, Church Road, Northfield, Birmingham. 'Railway Architecture' by Alan Atkinson. Meeting starts 19.30.

### Permanent Way Institution (Edinburgh)

The Scotts Guards Club, 2 Clifton Terrace, opposite Haymarket Station, Edinburgh. Technical Tour - tba. Starts 18.00. Contact Alan Morrison on 07834 507497 for further details.

## Back Issues

All of the back issues of the magazine are available 24 hours a day, on our website [www.railwayherald.com](http://www.railwayherald.com)

## Rear Cover Caption

In bright winter sunshine, Class 31s Nos. 31285 and 31465 (nearest the camera) 'top and tail' a test working north past Northway, Gloucestershire, on 20th November. **John Stretton**

### RCTS (Bristol)

St Peters Church Hall, Church Road, Filton. 'The Great Way Round - Paddington to Penzance via Bristol and Millbay' by Terry Nicholls. Meeting commences at 19.30. Contact the Secretary at paul.udey@talktalk.net for further details.

### RCTS (Carnforth)

Committee Room, Royal Station Hotel, Carnforth. 'The Stainmore Railway' by Mark Keith. Meeting commences at 19.30.

### RCTS (Kettering)

'Quiz Northampton Branch versus Kettering Locomotive Society (Away)' Meeting commences at 19.30. Contact the Secretary at northampton@rcts.org.uk for details.

### Scarborough Railway Society

Public Library, Vernon Road, Scarborough. AGM & Christmas Social. Meeting commences at 19.30. Contact A.Scales on 01723 366974 or by e-mail at e-mail@scarboroughrailwaysociety.org.uk.

### Stephenson Locomotive Society

The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. Yuletide Festivities. Meeting commences at 19.00. Contact the Secretary on 01434 688946 for details.

### Stephenson Locomotive Society

Settlement Centre, Union Street, Middlesbrough. 'Class 180 - The Story so Far' by Paul Nugus. Meeting starts at 19.00. Contact the Secretary on 01642 321205 for further details.

### 5th December 2009 Caledonian Rly Assoc.

Settlement Metropolitan College, North Hanover Street, Glasgow. (opposite the eastern entrance of Queen Street Station). 'Locomotives & Stations through the Lens of J.L. Stevenson' by Hamish Stevenson. Meeting starts at 14.00. Contact the Treasurer, William S. Cooper on 01357 521540 for further details.

### Irwell Vale Railway Photographers

Irwell Vale Village Church, Irwell Vale, Rossendale. 'An Update on the Modern Traction Scene' by Terry Eyres. 19.30 start. Donation of £3. Contact the Secretary, Mike Taylor by e-mail at mike10fmpd@tiscali.co.uk for further details.

### RCTS (West Riding)

'Crewe Basford Hall at 09.00hrs' Contact Malcolm Riley on 07887 908501 or by e-mail at bigmal.w.br.rcts@talk21.com for further details.

### Tewkesbury Railway Society

YMCA, Church Street, Tewkesbury. Charity Disco. Commences 20.00.

### 7th December 2009 North Yorkshire Moors Railway (Northallerton)

Northallerton Cricket Club, Farnedale Avenue, Northallerton. Christmas Evening. Meeting starts at 19.30. Admission £1.50. Contact Ian McInnes on 01642 767233 for details.

### RCTS (Ashford)

The Elwick Club, Church Road, Ashford. Branch AGM and followed by 'The Marsh Line Route' by Kent Community Rail and Transport Officer. Meeting starts 19.30. Contact southeast@rcts.org.uk for details.

### RCTS (Port Sunlight)

The Lever Club, Greendale Road, Port Sunlight. 'Yet More American Wanderings' by Gordon Davies. Meeting commences at 19.45.

### RCTS (Northampton)

St Crispins Social Club, Berrywood Road, Duston. Branch AGM followed by Christmas Entertainment. Meeting commences at 19.30.

### RCTS (Sheffield)

St Matthews Church Rooms, Carver Street, Sheffield. 'The South Yorkshire Joint Railway - Part 2' by Bob Gellatly. Meeting starts at 19.30.

### Stephenson Locomotive Society

The Friends Meeting House, Mount St., Manchester. 'The Sierra Leone Rly Museum Project' by Steve Davies. Starts 14.00. Contact the Secretary on 0161 928 2461 for details.

### Stephenson Locomotive Society

Kidderminster Railway Museum, Kidderminster. Christmas Event. Starts at 14.00. Contact the Secretary on 01242 582152 for further details.

### York Railway Circle

The Library, Archbishop Holgate's School, Hull Road, York. 'Main Line Steam in 2009' by Karl Jauncey and Dave Richards. Meeting starts 19.30. Contact Robin Patrick by e-mail at locopatr@aol.com for details.

### 8th December 2009 Abergavenny and District Steam Society

Upper Room, The Hen & Chickens, Flannel Street, Abergavenny TBA by Gerald Davies. Meeting commences at 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ntlworld.com for details.

### Monmouthshire Railway Society

Room LL1, UWCN, Allt-Yr-Yn Ave, Newport, South Wales. 'The Paul Riley Collection; 1961 - 1966' by Tony Bowles. Meeting commences at 19.30. Admission: non-members £3.

### Permanent Way Institution (Croydon & Brighton)

Matt MacDonald House, Sydenham Road, Croydon, CR0 2EE. 'The Tram Train Concept' by Tim Kendall. Starts 17.45. Contact Martin Cresswell on 07815 968245 for further details.

### RCTS (Nottingham)

Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'Tales Behind the Slides' by Bob Goodman. Meeting starts at 19.30.

### RCTS (Scunthorpe)

The Star Public House, Rochdale Road, Ashby, Branch AGM plus Members' Night - Slides and Prints. Meeting starts at 19.30.

### Scottish Rly Preservation Society (Lanarkshire)

Vestry Hall, Holy Trinity Church, Avon Street, Motherwell. 'Managing Railway Holidays' by W. Stuart Sellar. Contact the Secretary, Fred Landery on 01698 457777 for further details.

### Tewkesbury Rly Society

YMCA, Church Street, Tewkesbury. DVD Presentation 'The USA and Beyond' by Julian Stanley. Meeting commences at 20.00.

### 9th December 2009

**Oxfordshire Rly Society** Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LN. 'Annual Bumper Film Show' by Alan Willmott. Starts 19.30. Visitors welcome £4.

### Permanent Way Institution (London)

7th Floor District Room, 55 Broadway (LUL HQ), London. 'Christmas Event - London's Built Railway Heritage' by Jim Cornell. Meeting starts 18.00. Contact Shazma Mahmood-Shakoor on 07921 943820 for further details.

### RCTS (Cardiff)

Old Church Rooms, Park Road, Radyr. '48 Year Wander around Britain with a Camera' by David Walker. Meeting starts at 19.30. Contact the Secretary at noelinda@noel65.fsnet.co.uk for further details.

### RCTS (Hitchin)

Hitchin Christian Centre, Bedford Road, Hitchin. Members' Evening. Meeting commences at 19.30.

### Stephenson Locomotive Society

YMCA, Bridge Street, Guildford. 'British Railways in the Nationalisation Years' by Gordon Pettitt. 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 (near Kings Cross Station). Christmas Quiz. Meeting starts at 19.00. £2 donation. Contact Ron Dawes on 020 8660 3532 for details

### 10th December 2009 Continental Railway Circle (London & The Home Counties)

St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ 'Balkan Memories' by Les Folkard. Meeting commences at 19.15. Admission £2.00. Contact Adrian Palmer on 01932 850624 for further details

## Magazine Information

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