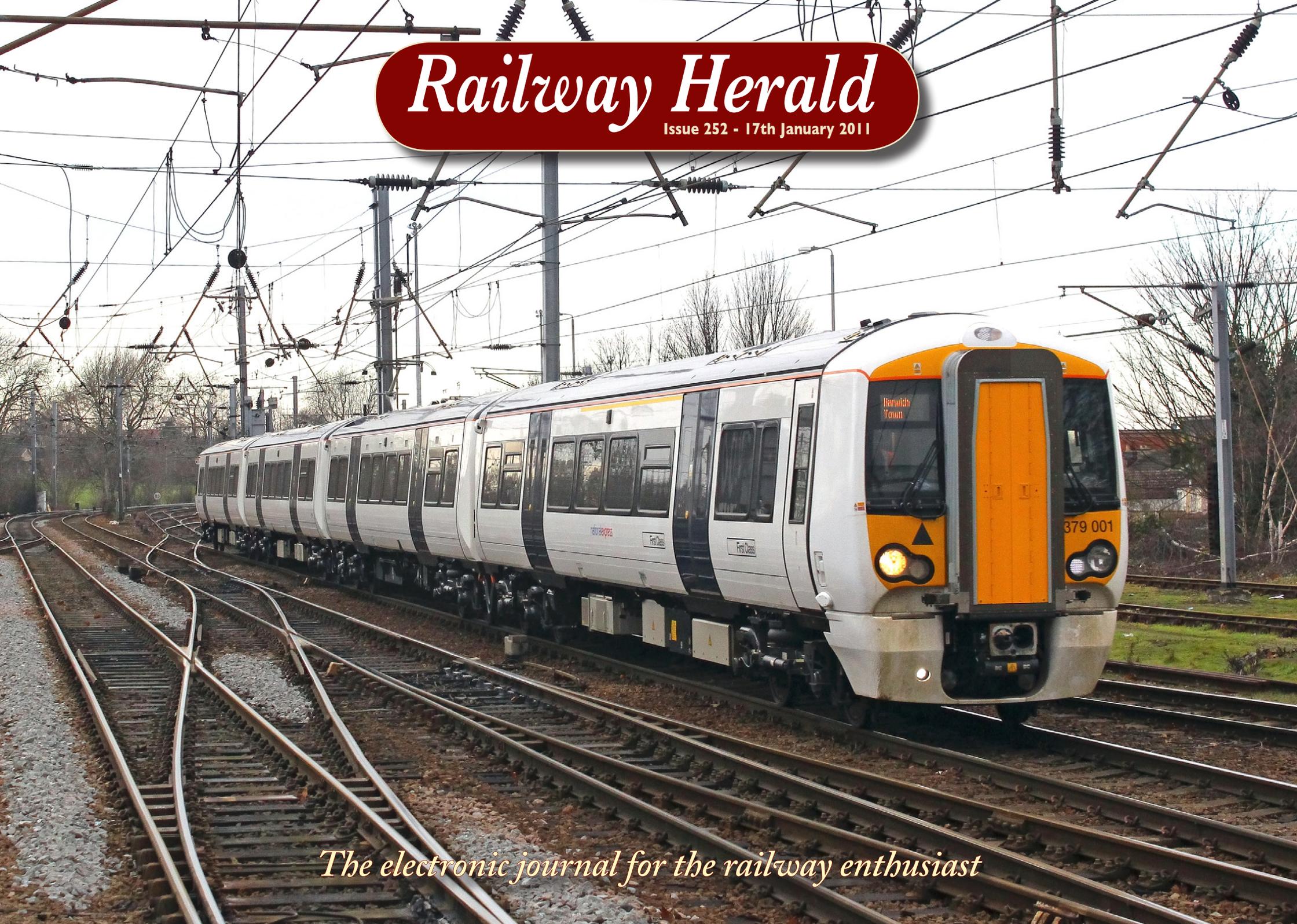


Railway Herald

Issue 252 - 17th January 2011



The electronic journal for the railway enthusiast

Railway Herald

Issue 252
17th January 2011

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Brian Morrison



Turning The Clock Back : Winter

With the recent severe weather across the country, together with less than perfect light during the day, and dark evenings, Brian Morrison delves into the archives for another selection of images from rail activity in the 1950s, looking at winter scenes.

Read more on
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12 News in Pictures

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

18 Preservation News

Tornado boiler to be returned to Germany, Bahamas Locomotive Society launch appeal to return 'Jubilee' to the main line, NRM's Class 71 could be returned to working order, and *City of Truro* to visit GCR for its January gala weekend.

In This Issue

New look for GBRf

GBRf has outshopped Class 66/7 No. 66731 from Brush Traction, Loughborough, in a revised version of its original colour scheme.

[Click here to read the story on Page 3](#)

Freightliner Class 70s arrive

The next batch of Freightliner Class 70s has arrived at Newport and entered traffic, although the offloading was not without its problems.

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

Light Rail & Metro News

Edinburgh Trams could begin testing later this year if a breakthrough occurs in talks with contractor Bilfinger Berger.

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Parry People Mover trial

GO! Co-operative Ltd is to trial a unique local rail service on the MHR for four weeks from 24th January.

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Essentials

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Including comprehensive listings.

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The dates of slide shows and information presentations.

Front Cover Caption:

The pioneer Class 379 'Electrostar' No. 379001 arrives into Ipswich on 8th January with a Norwich to Harwich Town working its first test on the National Network. **David Richardson**

Boston to Sleaford upgrade work continues

Work has begun on the next phase of a £21 million investment on the Boston to Skegness line that will involve the old track being renewed to improve reliability and give passengers a smoother ride, Phase I of the work having been completed in November 2009.

All the concrete sleepers and at least half of the track work is to be recycled, and further opportunities are being explored elsewhere to identify any other opportunities to increase the green credentials of the project.

At the same time, work to improve Skegness station is taking place by

removing redundant buildings from its frontage. The track work will stop over the busy summer tourist period and be completed in the autumn. The work at the station costing £400,000 is scheduled for completion by March.

In January and February, the line between Boston and Skegness will be closed at weekends from 21.40 on Saturday to 06.20 on Monday mornings. Between February and May, additional work will also take place during shorter, midweek overnight closures. All changes to services will be publicised by East Midlands Trains. The third and final phase of track work is scheduled from late September to December.

First Class 60 appears in DB Schenker red

▼ DB Schenker has outshopped Class 60 No. 60011 from Toton in its latest colours. The locomotive becomes the first of the class to carry the company's corporate colour scheme. It is believed that No. 60011 is the second to be overhauled as part of the Class 60 programme. Here, the loco passes Wickwar, bound for Westerleigh, with the 05.05 loaded petroleum tanks from Robeston on 14th January. **Edward Gleed**



The new-look bluebird takes to the rails....



▲ GBRf has outshopped the first ex-First Group liveried Class 66/7 in its new colours. The departure of Class 66/7 No. 66731 from Brush Traction on 10th January in the new livery, has seen the company return to its roots with a modified and smart version of the original colour scheme, complete with Europorte logos, which as well as being displayed on the cabsides and cab-ends, are also worked into the bodyside colours. **Gary Schofield**

... as GBRf goes international, with new Italy service

Container logistics operator, DFDS, is one of the first to sign a contract with GB Railfreight (GBRf) and Europorte Channel to haul a mixed goods multi-modal train from Daventry International Railfreight Terminal through the Channel Tunnel to France and then on to Novarro in Northern Italy.

Since Group Eurotunnel acquired GBRf for its Europorte subsidiary in May 2010, restructuring and contract

negotiations have been running side-by-side. John Smith, GBRf Managing Director, has now also been given responsibility for the management of Europorte Channel and has put in place a team that has taken on responsibility for developing freight services through the Channel Tunnel. The combination of GBRf and Europorte Channel means that the Group can now provide a 'one-stop shop' for hauliers needing to send goods by rail from Great Britain through the Channel Tunnel to Europe.

GBRf provided Class 66/7 No. 66731 to operate the first train from Daventry to Dollands Moor, where the motive power was changed for Class 92 No. 92028 *Saint Saëns*, now owned by Europorte Channel, which worked through the tunnel to Frethun, France, overnight on 10th/11th January. Here, it was handed over to European operator Captrain for onwards journey to Italy.

The train, which gives GBRf a new international option to its deep sea intermodal services, will initially run three days a week.

Freightliner's next batch of Powerhaul '70s' arrive

The ship containing the latest batch of Class 70 'Powerhaul' locomotives for Freightliner docked at Newport, Gwent, on 4th January, with offloading of the '70s' commencing the following day.

All did not go smoothly however, and while the first four locos, Nos. 70008-70011 were offloaded successfully, an incident onboard the *MV Beluga Endurance* resulted in No. 70012 being severely damaged. The vessels' crane had lifted the locomotive around five metres when the four slings around it ruptured causing it to drop onto the deck of the ship's pontoons, all five of which sustained damage. Freightliner confirmed

that no one was hurt in the incident and added that there are insurances to be followed, but after successfully offloading the damaged locomotive, No. 70012 remains at Newport Docks awaiting transport to be arranged, so that it can be returned to the United States. Presumably once back in the USA, its condition will be evaluated as to whether a repair is possible or whether the locomotive will be written off.

The remaining four '70s' moved on 11th January with No. 70009 at the helm, although an axle problem with the loco resulted in it activating a Hot Axle Box Detector around East Usk, and the loco was removed, with the remaining three continuing to Bristol Stoke Gifford Yard.

The following day, No. 70011 commenced operations on the Portbury to Rugeley circuit, while Nos. 70008 and 70010 worked north to Crewe Basford Hall on 12th January, then both locos headed onwards to Leeds Midland Road, prior to No. 70008 working its first Intermodal service during the early hours of 13th January, when it powered the 01.05 Leeds to Crewe Basford Hall service.

The four locos have been split between Freightliner's two divisions, with Nos. 70008 and 70009 joining classmates Nos. 70001 and 70007 in the DFGI Intermodal pool, while Nos. 70010 and 70011 have joined the rest of the fleet in the DFGH Heavy Haul pool.

▼ On only its second revenue-earning service for Freightliner Intermodal, Class 70 No. 70008 passes Ardleigh on the morning Trafford Park to Felixstowe intermodal service on 13th January. **Anthony Guppy**



Hopes run high for Baschurch reopening

A feasibility study carried out over two years ago into a wider use of the line between Shrewsbury and Chester came to the conclusion that there was no business case for reopening Baschurch station that was closed in 1960.

However, now that the Wrexham, Shropshire & Marylebone Railway has restored Shropshire's link with London,

its trains pass through Baschurch and campaigners hope to see the station reopen by the end of 2012.

Population in the area has grown immeasurably in the last 50 years, and a new rail group is to be formed by Shropshire Council made up initially of representatives from Shropshire and Telford & Wrekin and then extended further down the line to Hereford and Chester.

Menai Bridge strengthening project

A major project to strengthen the 160-year-old, 830 metre-long, Britannia Bridge that spans the Menai Strait has begun.

It is a joint effort by Network Rail, the Welsh Assembly Government and the UK Highway Agency, and the investment of nearly £4 million will help safeguard the future of the road and rail link.

The bridge linking the island of Anglesey and the mainland of Wales was designed by Robert Stephenson, and construction was completed in 1846. One aspect of its method of construction was novel; the box sections were assembled on-shore, then floated out into position before being gradually lifted into place using powerful jacks. Stephenson went on to design the High Level Bridge in Newcastle Upon Tyne, which can be seen as a second and more elegant version of the Britannia Bridge.

It is now Grade II listed. It was first built as a tubular bridge of wrought iron for carrying rail traffic, but following a fire in 1970, was rebuilt as a two-tier steel arch bridge on the original masonry piers, carrying both road and rail traffic.

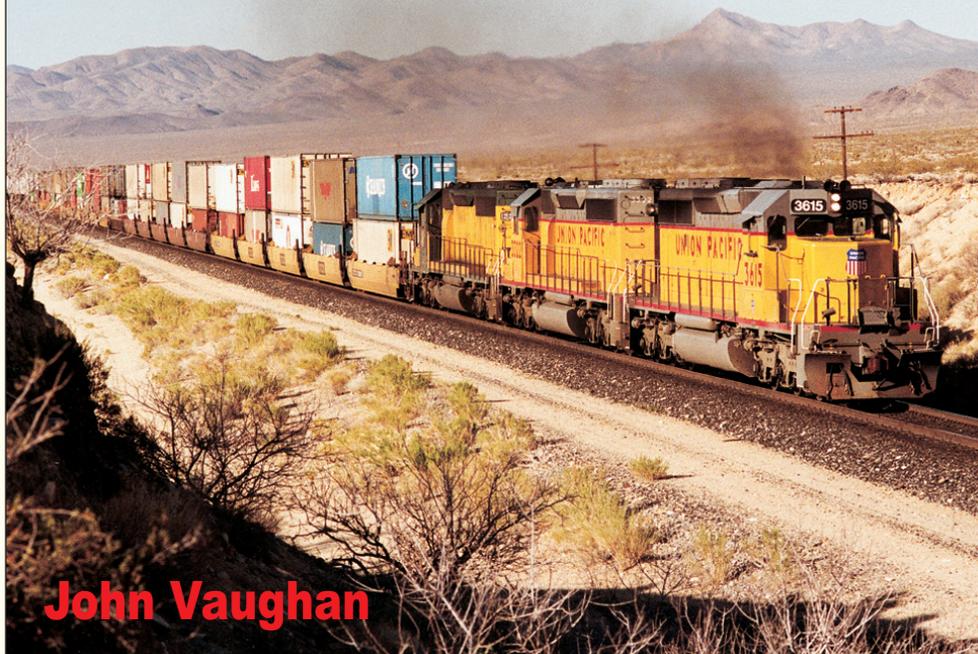
More than 50 engineers will be working around the clock in the

next four months to improve the structure and keep the railway and road open during the improvement work. Innovative techniques will be used, including a barge, abseilers and installing a movable platform on the rail deck to access the structure. The work includes replacing eroded steelwork, attending to the faulty drainage system on the highway, and attending to the old bridge parapets and stonework.

The steel portals on the approaches to the bridge will also be freshly painted, and a detailed inspection will be carried out inside the internal chambers of the three towers, the remotest parts of the bridge, to examine their condition. A special walkway will also be built to enable engineers to access the structure safely and swiftly to carry out ongoing inspections of the masonry piers.

Special efforts will be made to protect the listed structure and the surrounding environment, which include using special paint to minimise pollution and decontaminating all equipment before bringing it to the site. In addition, invasive plants on the bridge will be chipped up on site and will be used to create a local habitat for flora and fauna.

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Network Rail's departmental DMU reaches parts of the Network that other '150s' do not!

► Network Rail purpose-built Track Assessment unit No. 950001, based on the Class 150/1 design, is pictured at London Waterloo on 13th January, the unit forming quite an unusual sight working from Eastleigh Works to Woking Down Yard, via the City.

Marcus Lewis

▼ Two days earlier, the unit approaches Vauxhall, forming a circuitous working from Selhurst to Woking, via Crystal Palace, Staines and Waterloo.

Bill Turvill



Parry People Mover to operate trial service on Mid-Hants Railway

GOC! Co-operative Ltd, trading as GOCO, a multi-stakeholder travel co-operative, has announced that it is to trial a unique local rail service on the Mid-Hants Railway between Alton and Medstead & Four Marks for four weeks from 24th January.

It will be the first time that a co-operative has operated a rail service in the UK. The demonstration light rail unit will be a Parry People Mover of the same type as those operating on the Stourbridge Town branch, and will

connect with South West Trains' services to London Waterloo, the railcars being aimed at meeting the demands for a convenient and sustainable local rail service for the local population of around 7,000, including many London commuters. It will reduce the need for commuters to drive and park their cars at Alton station. The GOCO Mid Hants Link will run five times each Monday to Friday morning and afternoon peak time. Tickets will cost £5 return (£3 single) with reductions for concessions and can be purchased on the train. The Parry People Movers have a

flywheel to store energy, allowing the use of a smaller engine to minimise emissions.

The scheme has been made possible through the support of the East Hampshire District Council, Hampshire County Council, the Mid-Hants Railway, Parry People Movers and South West Trains. Finance has been provided through a special issue of loan stock from Lightweight Community Transport and GOCO members. Based on the success of the four-week demonstration runs, a permanent service is envisaged for later in the year

▼ Work has begun in earnest in preparing the single line sections of the Cotswold Line for doubling. On 8th January, rails have been delivered and positioned between the current tracks at Charlbury, excavation has begun on the site of the second platform, and ballast has been laid on the alignment of the new track. In the platform, First Great Western Class 166 No. 166212 prepares to depart with the 11.21 London Paddington-Great Malvern service. **John Stretton**



Revamp for Arnside Viaduct

Arnside Viaduct is to be revamped for the 21st century in the spring.

During January, Network Rail will be hosting a series of public drop-in sessions, providing neighbours of the viaduct with the opportunity to talk about the essential improvement work being carried out. Network Rail will be at

Victoria Hall in Grange-over-Sands on Tuesday 18th January, and at the Educational Institute in Arnside on the following day.

Key project people from Network Rail, May Gurney, First TransPennine Express and Northern Rail will be available to answer any questions or discuss any concerns.

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Metro and Light Rail News

Latimer Road station to close for three months to extend platforms

Latimer Road station will close for three months on 17th January in order that work to extend platforms can take place.

The works are part of the essential upgrade of the Circle and Hammersmith & City lines, which when complete will increase capacity for passengers

by 65%. New air-conditioned trains, which will be introduced on the Hammersmith & City line in 2012, will have seven carriages as opposed to the six-carriage trains that currently operate, hence the requirement to extend the platforms.

Work has already started at the station, the westbound platform has

been closed for platform extension works since last July. However, during that work engineers found the bridge that supports the platforms require strengthening work to the foundations and to the lattice girder of the bridge in order to support the new longer platforms safely. To ensure that the works are completed before the

trains come into service, the station will need to close for approximately three months.

It will close from 17th January until 24th April. The westbound platform will then reopen, with the eastbound platform remaining closed until the end of July, when it will reopen fully, in time for Notting Hill Carnival.

Moving forward in Edinburgh?

Edinburgh's trams could be up and running later this summer, albeit for testing.

If there is a breakthrough in the lengthy talks still underway with the international service group contractors Bilfinger Berger, it is anticipated that the first half-mile stretch of Edinburgh's new tram system between Gogarburn and Gogar Depot will open this summer, allowing trams to be tested on the short section of track.

The depot building is almost complete and it is hoped that the first tram can be moved in, in the not too distant future.



▲ On 12th January, London Underground's eight-car 'Rail Adhesion Train', formed of 1962 tube stock, worked a test run from Ruislip Depot to North Acton and back. This unit is normally only used in the autumn sandite period. The set is pictured approaching Greenford, while First Great Western Class 165 No. 165122 approaches alongside. **Julian Gajewski**

Hatfield Mine into administration

Powerfuel, the owners of Hatfield Colliery, near Doncaster, have failed to raise the required investment to build Britain's first clean coal power station on the site and has entered into administration.

The rail connected colliery near Doncaster, which has closed twice before but reopened under new management, supplies fuel for Ratcliffe Power Station. The appointed administrators will retain the 382 workforce, but

not the directors, and will operate the mine while a buyer is found. Freightliner stand to lose this traffic should the colliery finally close, removing another rail-connected business from the railway map.

The mine originally opened in 1916, after plans were proposed in 1910. In recent years however, Hatfield has struggled, being closed in 1993 by British Coal, reopened in 1994 and closed in 2001, then taken over by RJB Mining and subsequently transferred to Powerfuel.

Improvement work to be carried out to Waverley Steps

Major improvements to the Princes Street entrance to Edinburgh Waverley station are to begin in February.

A £7 million contract to rebuild the Waverley Steps, including the installation of three banks of double escalators and a feature entrance to the station on Princes Street, all of which are to be enclosed by a steel and glass canopy, has been awarded to Morgan Sindall and the work also includes building a level walkway and two new lifts allowing step-free access between Princes Street and the station.

The project will begin once the steps are closed to the public in early February, with the construction of them expected to take approximately a year. The two 16-passenger

lifts will be installed once the steps and escalator work is complete, with the contract due to be completed by July 2012. A temporary access bridge spanning Platforms 19 and 2 will be used during the closure of the steps to maintain access between the station and Princes Mall.

This will also maintain access to Princes Street for passengers as well as the route via the north ramp from Waverley Bridge. The redevelopment is being funded by Transport Scotland, and will progress in parallel with Network Rail's wider improvements to Waverley station, including reglazing of the roof, improvements to platforms, and future planned improvements to the Market Street entrance and Platforms 8 and 9.

Happy New Year

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Here's some of the highlights

'Class 60 Journal': the diminishing fleet of 'Tugs' at work on a variety of trains; stone / steel / iron ore / engineers / ECS, plus the heavy petroleum trains, which have been their saviour!

'Class 37 Turns': back again due to its popularity. There's plenty of great action, including 37425 on ballast duties, double-headed DRS 37s on scrap metal and intermodal traffic; 37409 and '37's on tour.

'Freight Flows': GBRf West Highland 'Alcan' 'large' pipes to Georgemas Jct DBS 'Stobart' train & 66048 Sheerness Scrap Ribbleshead Timber DBS Wagonload Bristol 'Boozeliner' Fastline (RIP) Boston steel 'Blast Furnace' trains, and more..

'The 70s': Nos.70001 to 70006 at work on coal, freightliner and ballast trains, plus 70003 on tour!

'Special Feature'

A nostalgic celebration of two 50th 'Golden' Anniversaries: Guest photographer Peter Tandy dips into his private collection for some great 1980s photos of Class 33s and the author digs out some of his favourite Class 37s.

'GWR 175': A commemoration of the Great Western Railway's 175th Anniversary with some stunning images.

'Loco Gallery': Plenty of Class 31, 43, 56, 57, 59, 66, 67, 73, 86, 87, 90, 92 action. Class 20s on 'S' stock moves 20s/47s 'vice' DMUs in East Anglia 55022's historic run to West Wales D1015 + 40145's 'never to be repeated' visit to Cornwall 87s on tour in Bulgaria, to mention just a few!

'Freightmaster' - No.60 : January to March 2011

The latest edition is now available

"completely updated following the December WTT timetable change".

As the new **'On Location'** photographic guide is proving so popular, we have now increased the coverage to **15 pages** of images and O/S maps.

In this issue : **TEESSIDE**

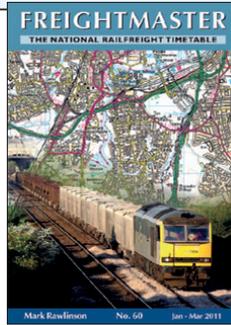
Locations include: Eaglescliffe, Tees Yard, Cargo Fleet, Grangetown, South Bank, etc.

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East London Line extension commences testing

▼ The East London Line (ELL) currently operates from Dalston Junction, southwards to New Cross, and onwards to Crystal Palace and West Croydon. At the northern end, passengers have to walk between Dalston Kingsland Road and Dalston Junction stations, when connections with the North London Line are required. Work is ongoing to extend the ELL from Dalston Junction to Highbury and Islington, forming the fourth side of the London Orbital route, and allowing cross platform interchange with Stratford to Willesden and Richmond services. The first train to traverse the trackwork from Dalston Junction to Highbury & Islington, Class 378/2 No. 378233 pauses at the latter station before continuing with infrastructure tests on 6th January. **Bill Turvill**



The News In Pictures

◀ The first Class 379 to be delivered by Bombardier to National Express East Anglia, No. 379001, is pictured during a brief call at Ipswich, while operating from Ilford Depot to Norwich on a testing run. The set paused at Ipswich to pick up the NRN Portable Radio before proceeding. **John Day**

◀▶ Misinformation! Note the 'Sorry, Not In Service' message, despite carrying passengers!, Silverlink-liveried Class 150/1 No. 150131, now used by First Great Western, is pictured working with Class 158 No. 158769 as the pair make a booked station stop at Filton Abbey Wood on 9th January while operating the 11.51 Bristol Parkway-Portsmouth Harbour service.

John Stretton

▶ Caught with sea spray, an unidentified Cross Country Class 220 Super Voyager runs alongside the Dawlish seawall, with the 13.23 Plymouth to Newcastle service on 30th December last year. **Kevin Gregory**



UK Steam & Modern Traction Railtour Listings

21st January 2011

VSOE 35028 London Victoria-Staines-Woking-Guildford-Redhill-East Croydon-London Victoria

22nd January 2011

UK Railtours tbc London King's Cross-Doncaster-Hellifield-Carnforth-Lancaster-Preston-Wigan North Western-Manchester Victoria-Rochdale-Todmorden-Hebden Bridge-Brighouse-Doncaster & return

29th January 2011

Pathfinder Tours DBS 66 & 2xHanson 31 & DBS 60 Bristol Temple Meads-Cheltenham-Birmingham Intl.-Bescot-Crewe Independent Lines-Sandbach-Altrincham-Chinley-Hope Valley-Sheffield-Westthorpe RR Loop-Deepear-Tinsley Yard-Aldwarke Exchange Sidings-Rotherham Central-Chesterfield-Derby-Washwood Heath Through Siding-Birmingham New St-Barnt Green & rtn

11th February 2011Pathfinder Tours tbc Swansea-Cardiff-Abergavenny-Wrexham General-Chester-Edinburgh Waverley
Spitfire Railtours 2xDRS 37 Carmarthen-Cardiff-Edinburgh Waverley **Cancelled****12th February 2011**Pathfinder Tours 2xDRS 37 Glasgow Central-Kilmarnock-Riccarron-Kilmarnock-Barrassie-Ayr Falkland Yard-Killoch-Falkland DGL-Ayr-Waterside-Ayr-Girvan-Barrhill-Stranraer Harbour-Barrhill-Girvan-Ayr-Barassie-Kilwinning-Johnstone-Paisley Gilmour St-Shields-Terminus Jct-Muirhouse Central Jct-Maxwell Park-Kings Park-Newton-Hamilton Central-Larkhill-Hamilton Central-Newton West Jct-Rutherglen East Jct-Larkfield Jct-Glasgow Central
Railtourer 2xWCRC 47 Bedford-Market Harborough-Leicester-Derby-Hellifield-S&C-Carlisle-Hexham-Durham-York-Chesterfield & return (in conjunction with WCRC)
Railway Touring Co. 34067 London Victoria-Bromley South-Swanley-Maidstone East-Appledore-Rye-Hastings-Crowhurst-Battle-Tunbridge Wells-Bat & Ball-Swanley-London Victoria
Spitfire Railtours 2xDRS 37 Glasgow Central - Inverness **Cancelled**
Vintage Trains 4965 Tyseley Warwick Road-Sheffield-Tyseley Warwick Road **Cancelled**
Vintage Trains 4965 Tyseley Warwick Road-Coleshill Parkway-Nuneaton-Leicester-Castle Donnington-Burton Upon Trent-Tamworth-Coleshill Parkway-Tyseley Warwick Road**13th February 2011**Spitfire Railtours 2xDRS 37 Glasgow Central-Fort William-Oban and return **Cancelled****14th February 2011**Steam Dreams 70000 London Victoria-Maidstone-Ashford-Dover-Folkestone-Ashford & return
Steam Dreams 34067 London Victoria-Brighton & return
Pathfinder Tours tbc Edinburgh Waverley-Chester-Wrexham General-Shrewsbury-Abergavenny-Pontypool & New Inn-Newport-Cardiff-Bridgend-Port Talbot Parkway-Swansea
Spitfire Railtours 2xDRS 37 Edinburgh Waverley-Carmarthen **Cancelled****18th February 2011**

VSOE 35028 London Victoria-Staines-Woking-Guildford-Redhill-East Croydon-London Victoria

19th February 2011

Statesman Rail tbc Derby-Belper(pu)-Chesterfield-Sheffield-Swinton-Shipley-Keighley-Skipton-Settle-S&C-Carlisle-Beattock-Crianlarich-Rannock-Fort William

Not all pick up/set down points are shown. Check with the operator before travelling any distance.**BLACK** Charters expected to operate as booked.**RED** Tours cancelled by the operator**GREEN** Tours postponed to a future date by the operator**BLUE** Provisional excursion

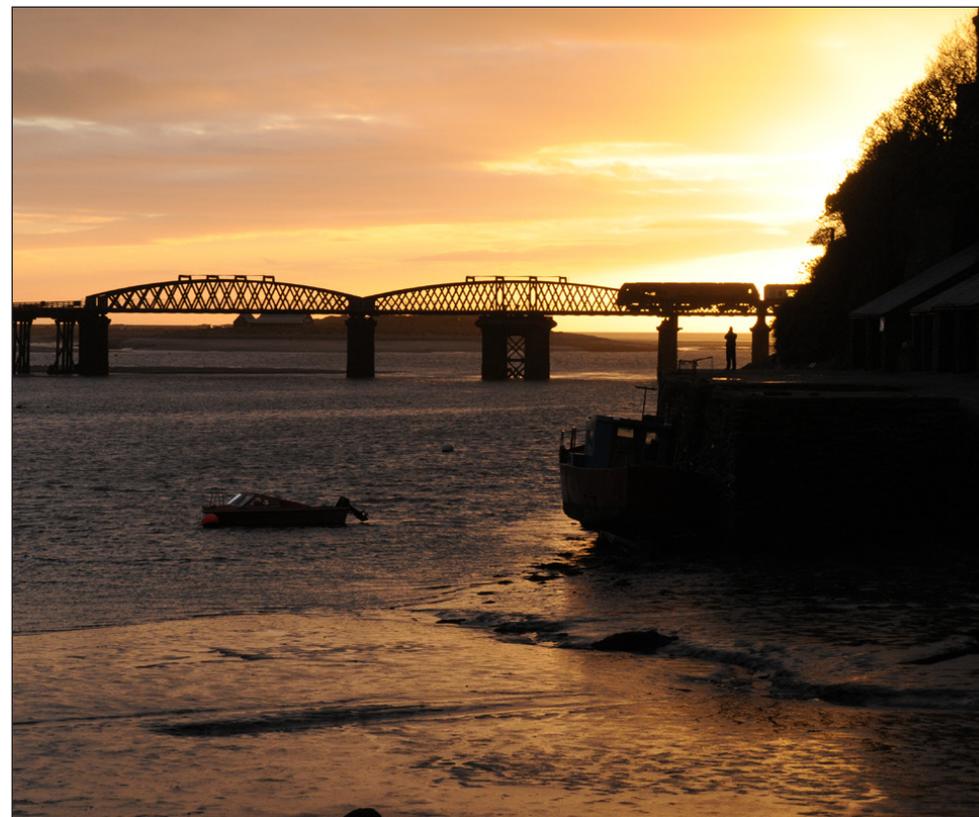
(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

The Week Ahead

There are just two railtours scheduled for this coming weekend, consisting of one steam and one modern traction working.VSOE is the only operator running main line steam in January, and its second luncheon circular of the month is booked to leave London Victoria around mid-day on Friday 21st January with 'Merchant Navy' Pacific No. 35028 *Clan Line* at the head of the 'British Pullman' for the usual circular around the Surrey Hills, travelling via Staines, Woking, Guildford, Redhill and East Croydon.

by John Whitehouse

Next day, UK Railtours provide the action with its 'Pennine Panorama' from King's Cross, which heads north via Doncaster, Leeds, Hellifield and Settle Junction onto the 'Little North Western', passing through the 'other' Clapham Junction and Wennington to Carnforth, where it joins the West Coast Main Line to reach Preston where a break is scheduled. The route back to King's Cross is via Wigan North Western and Manchester Victoria, after which the train takes the Calder Valley line through Rochdale, Todmorden, Hebden Bridge and Brighouse to Doncaster and the East Coast Main Line.



▲ UK Railtours operated the first Class 67-hauled charter train across Barmouth Bridge on 8th January. With the setting sun just hidden by the land, Class 67 No. 67030 hauls the return working to London on to Barmouth Bridge. **John Whitehouse**

UK Railtours revives the old HST Merrymakers, with East Midlands HST to Wymondham

As well as being the only operator to dip its toes into the general railtour market this month, UK Railtours continues to announce interesting future charters. In fact, a good proportion of its forthcoming programme seems to be aimed towards enthusiast type operations, especially in the mould of the 'Forgotten Tracks' charters.

Four recently announced trains certainly catch the eye, commencing with a charity special on 14th May, featuring an East Midlands Trains HST throughout from St Pancras International, picking up at Bedford, Kettering and Leicester, for a visit to the Mid-Norfolk Railway (MNR), which will be holding its 'Drags & Rescues Weekend' (see separate article). After reversing at Wymondham, the HST is booked to run over MNR metals to Dereham, where a break will allow passengers to enjoy some of the gala operations. It will then return to Wymondham and continue to Norwich, where a further short break will be taken. All proceeds from the charter will be donated to The Railway Children charity.

Norfolk, too, is the destination of the charter seven days earlier, which has Holt on the neighbouring North Norfolk Railway (NNR) as its destination. 'The Norfolkman' sets out from Stevenage, picking up at Potters Bar, Finsbury Park and Stratford, and heads for Norwich. Here the train will be split, as the layout at Cromer, where a reversal for Sheringham is necessary, cannot accommodate a full length train and half the passengers will stay aboard for the run through to the NNR, making use of the recently reopened level crossing at Sheringham, which joins the NNR to the National Network, and then onwards to Holt, the terminus of the line. Meanwhile, the passengers that left the train at Norwich will be taken by bus to Holt, where they reboard the train for the return to Norwich. It is hoped that there will be time for a

'leg stretching' break at Sheringham, as well as a layover in Norwich. The return working operates via Thetford and Ely to Peterborough, and then ECML back to London King's Cross.

'The Forgotten Tracks' theme certainly lives up to its name on 4th June, when the 'Midland & Great Central 2' provides the rare sight of a train, let alone a passenger train, on the 'Coalville Line' that connects the Midland Main Line at Knighton Junction, south of Leicester, to the Birmingham to Derby line, just to the south of Burton-upon-Trent. The only workings on this line nowadays are the infrequent movements of

London Underground stock between Derby, Old Dalby and Amersham, along with stone trains out of Stud Farm that tend to use the eastern end of the line.

The UKR charter works out of London Euston, picking up at Watford Junction, Bletchley and Bedford, and heads for the Coalville line, via Market Harborough. After scraping the rust of the railhead at Coalville, the charter then winds around Castle Donnington to rejoin the Midland Main Line at Trent Junction, and proceeds south as far as Loughborough Chord Junction, where it then reverses onto the Great Central Railway Nottingham for a visit to its

northern terminus at Ruddington, via East Leake. The return south will be via Melton Mowbray and Harringworth Viaduct.

Earlier, on 22nd May, the freight-only lines to Machen Quarry and Cwmbargoed are due for a visit with 'The Thames Taff' from Paddington, Slough, Reading, Didcot Parkway and Newport. This is, nowadays, a relatively rare opportunity to visit some of the freight-only lines in South Wales. Although Machen does have regular traffic from the quarry, the line from Ystrad Mynach up the heavily graded valley to Cwmbargoed has only recently had a return of rail traffic from Miller Argent's coal disposal point.

▼ **Class 67/0 No. 67021 crosses Barmouth Bridge on UK Railtours' London Euston to Barmouth, 'The Barmouth Bridge Explorer' charter. The tour featured the first Class 67s to venture further west than Machynlleth. The train was double-headed from London to Machynlleth, where No. 67030 was moved to the rear, and the charter proceeded in 'top and tail' mode in order to spread the weight when crossing Barmouth Bridge. Andrew Bannister**



Ups & Downs

by John Whitehouse

■ UK Railtours has secured the services of No. 71000 *Duke of Gloucester* to head its 5th March 'Salopian' outing from London Euston to Shrewsbury in place of No. 60163 *Tornado*. The train is scheduled to run along the WCML via Nuneaton and Stafford before taking the Gresty Lane Curve at Crewe to reach Shrewsbury. The return working is booked via Wolverhampton, Birmingham International to regain the WCML at Rugby.

■ Spitfire Railtours has cancelled its planned weekend of operations to Scotland in conjunction with the Scotland vs. Wales Rugby International at Murrayfield on 12th February, that should have featured DRS Class 37s. Low bookings have been reported as the reason, probably as the main working from Wales to Scotland was going head to head with a Pathfinder/Arriva Trains Wales working that had been announced several weeks earlier.

Railtour Golden Oldies

▼ Looking back to railtours of old, this occasional column starts with what is believed to have been the only time that an HST has operated on the Great Eastern main line to Norwich. Intercity Swallow-liveried Class 43 powercars Nos. 43187 and 43022 pass Brentwood on 15th June 1996, climbing to Ingrave summit with the 06.56 Hertfordshire Railtours charter from Plymouth to Norwich. **Brian Morrison**



Vintage Trains promotes first 'Castle' out of New Street

Having broken down the barriers of steam from Birmingham New Street last year, Vintage Trains is now consolidating that gain by arranging the first 'Castle' departure from Birmingham's ex-LMS gateway.

The train is booked for 21st May, when No. 5043 *Earl of Mount Edgcumbe* will be tagged on the rear of a departure from Tyseley Warwick Road round to Birmingham New Street, which will leave the 'Castle' facing the right way for a run along the traditional route of 'The Midlander', the prime Birmingham New Street to London Euston train of the day back in steam days. The only change being that it will now take the Northampton Loop instead of the more direct Weedon cut-off. The return is steam-hauled throughout from London Euston to Tyseley Warwick Road, working via Rugby, Nuneaton and Water Orton. No.

6201 *Princess Elizabeth* put up a fine performance on this train last year, and no doubt Tyseley will be looking for the 'Castle' to respond accordingly.

Currently 'Lizzie' is receiving attention at Tyseley, and will feature on two trips for Vintage Trains before moving on to London-based action for Steam Dreams. The Stanier Pacific is booked for a main line return on 26th March, working from Crewe to Carlisle and back, outwards via Shap and returning by way of the S&C.

Two weeks later No. 6201 will be on 'The East Midlander', which is a circuitous tour, again from Tyseley Warwick Road, travels via Nuneaton and Loughborough, before heading west by way of Castle Donnington and the North Staffordshire Line to Stoke-on-Trent, and then continuing via Alsager and Crewe to Chester. The return journey will be as outwards.

Compass Tours steams forward into 2011 season

Compass Tours 2011 programme reveals a significant shift from its previous all-modern traction policy with a series of steam-hauled workings each Monday in August to cater for the high season trade.

The trains will originate at Crewe, and work diesel-hauled to Liverpool Lime Street, where steam takes over for an outward run to Carlisle via the Settle & Carlisle, returning over Shap. The train reverts again to diesel haulage for the return to Crewe from Lime Street. As with all Compass Tours, a wide variety of pick up points is offered, which for the 'Mersey Moorlander' in addition to Crewe and Lime Street will be Hartford, Runcorn, Liverpool South Parkway, Mossley Hill, Prescot, St. Helens Central, Garswood and Wigan North Western. Fares range from £69 Standard Class to £109 First Class and £169 Premier Dining, and the trains are well timed with a departure from Lime Street scheduled for around 08.00

and returning just before 20.00. These Compass trains will provide some stiff competition to Railway Touring Company, whose fares on its workings from Liverpool are around £10 higher in the case of Standard Class, which is perhaps the most price sensitive sector.

In another major change, Compass Tours has select West Coast Railway Company as its train operator, so the traction on its diesel tours is likely to be standardised on West Coast Class 47s, with maybe a Class 57 also putting in an appearance. Using West Coast is also king pin for its steam operation, which is likely to dip into the pool of locos based at Crewe for the RTC weekend workings.

The Settle & Carlisle and Cumbrian Coast feature in the opening pair of tours, from Rugby and Trent Valley stations on 23rd March, and Hereford via Worcester Foregate Street and Wolverhampton two days later. Both work outwards over the S&C and return around the Cumbrian Coast. Several later tours feature Dundee, reached via

both Forth and Tay Bridges, with trains from Crewe and Liverpool Lime Street on 13th April, followed two days later with a trip from Blackpool that picks up at East Lancashire and Calder Valley stations as far as Brighouse. Three Dundee workings follow in May, from Rugby on 11th May, Holyhead two days later and from Skipton via the S&C on 30th May. The final Dundee outing announced so far is from Stoke-on-Trent on 1st June.

Other destinations featured in the extensive programme are Edinburgh, York and Durham, Stratford-upon-Avon, Bournemouth and Poole and Fort William. The great thing about the Compass programme is that it comes closest to saying that if you live in the North-West, North Wales, West Midlands and West Yorkshire, the chances are that it will be running a train that will be calling at a station near you. With a good range of destinations and competitive fares, just like last year when many of its workings were sold out, early booking is recommended.

Bahamas Locomotive Society launches major appeal to get its Jubilee back on the mainline

The Bahamas Locomotive Society (BLS) has announced the launch of 'Steam's Last Blast' Appeal to raise funds for the overhaul to main line standards of LMS 'Jubilee' 4-6-0 No. 45596 Bahamas

Following extensive research by the Bahamas Locomotive Society, it has been discovered that the loco was actually used by BR for its very last experiment, that was the fitting, at Crewe Works in May 1961, of its double chimney and blastpipe, designed to improve the performance of its steam fleet. A development that the society say produced arguably the most powerful unrebuilt 'Jubilee' locomotive, and has given the fundraising appeal its title. The aim is to raise £400,000 for the work, almost 30% of which has already been donated by a small group of society members, allowing the overhaul to start - a new chimney casting is currently being fabricated to replace the existing life expired one.

It is hoped that the work will begin this autumn, following completion of the 1888-built 'Coal Tank' No. 1054, with the hope of completion by 2015, in time for *Bahamas* to celebrate the 80th anniversary of its entry into service.

The Society envisage that a substantial amount of work will be contracted out to specialist contractors in order to speed-up the third overhaul. Given the loco's size, power and 'route availability' *Bahamas* should be capable of operating over virtually the whole of the UK's National railway system and 'heritage' lines.

Bahamas was constructed by the North British Locomotive Company in Glasgow in December 1934 for the London Midland & Scottish Railway, being one of just 25 of the class built there. It entered service on 12th January 1935 at Crewe North depot. After 31 years of service, No. 45596 was withdrawn from Stockport Edgeley shed in July 1966 by British Railways, being purchased by a group of enthusiasts for preservation.

Having been overhauled by the Hunslet Engine Company in Leeds, it returned in steam

to Stockport Edgeley on 11th March 1968 in crimson-lake LMS livery, although as Stockport Edgeley was closing *Bahamas* moved to Bury for six months before a further move to Dinting, near Glossop. It moved from Bury to Dinting in steam on 15th November 1968, three months after the official BR end of steam events!

After returning to the main line in 1972 and 1973, and again between 1989 and 1994, the locomotive has been based at Ingrow on the Keighley & Worth Valley Railway since 1990, although it hasn't worked since 1997.

A series of 'incentives' or 'benefits' has been devised by the Society in order to enable donors and supporters to become closely associated with 'Steam's Last Blast' Appeal. Supporters can help in several ways, by making one-off or regular donations, or by sponsoring certain items e.g. wheels, boiler, chimney, tubes etc. As a registered charity, any donations made by UK taxpayers can be Gift Aided which enhances the value of the donation by 25%.

The official web site ([click here](#)) contains full details about the 'Incentive Scheme' and also how to donate to STEAM'S LAST BLAST Appeal either on-line or by post. Supporters wishing to sponsor a particular item should contact John Hillier, the Appeal's Co-ordinator on 01572 747706 or by email jrh@johnhillier.co.uk.

▼ **The new chimney pattern produced for 'Jubilee' No. 45596 Bahamas. S.C. Allsop**



▲ The late afternoon sunlight of 3rd January, glints off the familiar silhouetted shapes of Class 20s Nos. 20166 and 20020, as the pair stand at Leeming Bar on the Wensleydale Railway. **James Wilson**

City of Truro for GCRs Winter Gala event

The Great Central Railway has revealed its guest engine line up for the three-day Winter Gala on 28th to 30th January.

Five non-resident locomotives will be in action and an Autocoach is also visiting. Themed around the key junction of Banbury, each of the 'Big 4' companies will be represented, with no locomotive dating from after Nationalisation.

The accent will be firmly on the Great Western however, and topping the bill will be the national collection's GWR 'City' 4-4-0 No. 3440 *City of Truro*, which is coming to the GCR after a Christmas spell at the GCR(N) in Nottinghamshire. Already at the railway is GWR 4575

class 2-6-2T No. 5526, which along with another guest, GWR 1400 class 0-4-2T No. 1450 will operate on the visiting Autocoach No. W178. Appearing in black livery for the first time is GWR 2800 class 2-8-0 No. 3850, and adding a dash of LNER flavour will be K4 class Mogul No. 61994 *The Great Marquess*, making its last appearance in action at the GCR after a four-month tenure.

From the home fleet, the Southern Railway is represented by 'King Arthur' class 4-6-0 No. 30777 *Sir Lamiel*, and 'Black 5' 4-6-0 No. 45305 flies the LMS flag. Resident GWR Hall No. 4593 *Pitchford Hall* is expected to complete the line-up.

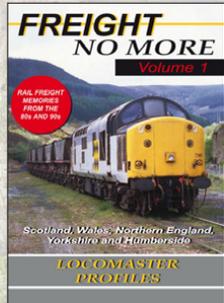
Preservation News In Brief

■ The Swindon and Cricklade Railway Society has received a donation from Swindon Council to allow its proposed extension to go ahead. The £65,000 contribution, which will be used to extend the track to Mouldon Hill Park, has come from a housing developer's statutory contributions to community facilities. It is hoped that the first trains could be running on the extension by Easter 2012.

■ The Class G5 Locomotive Company has handed over the bogie of the new-build 'G5' 0-4-4T to the NRM Locomotion for display, and has also announced that the remaining construction of the loco will be undertaken by Great Northern Steam at the premises of Rail Restorations (NE) Ltd in the old Shildon wagon works, once the boiler is complete.

Rail freight nostalgia from the 1980s and 1990s
FREIGHT NO MORE

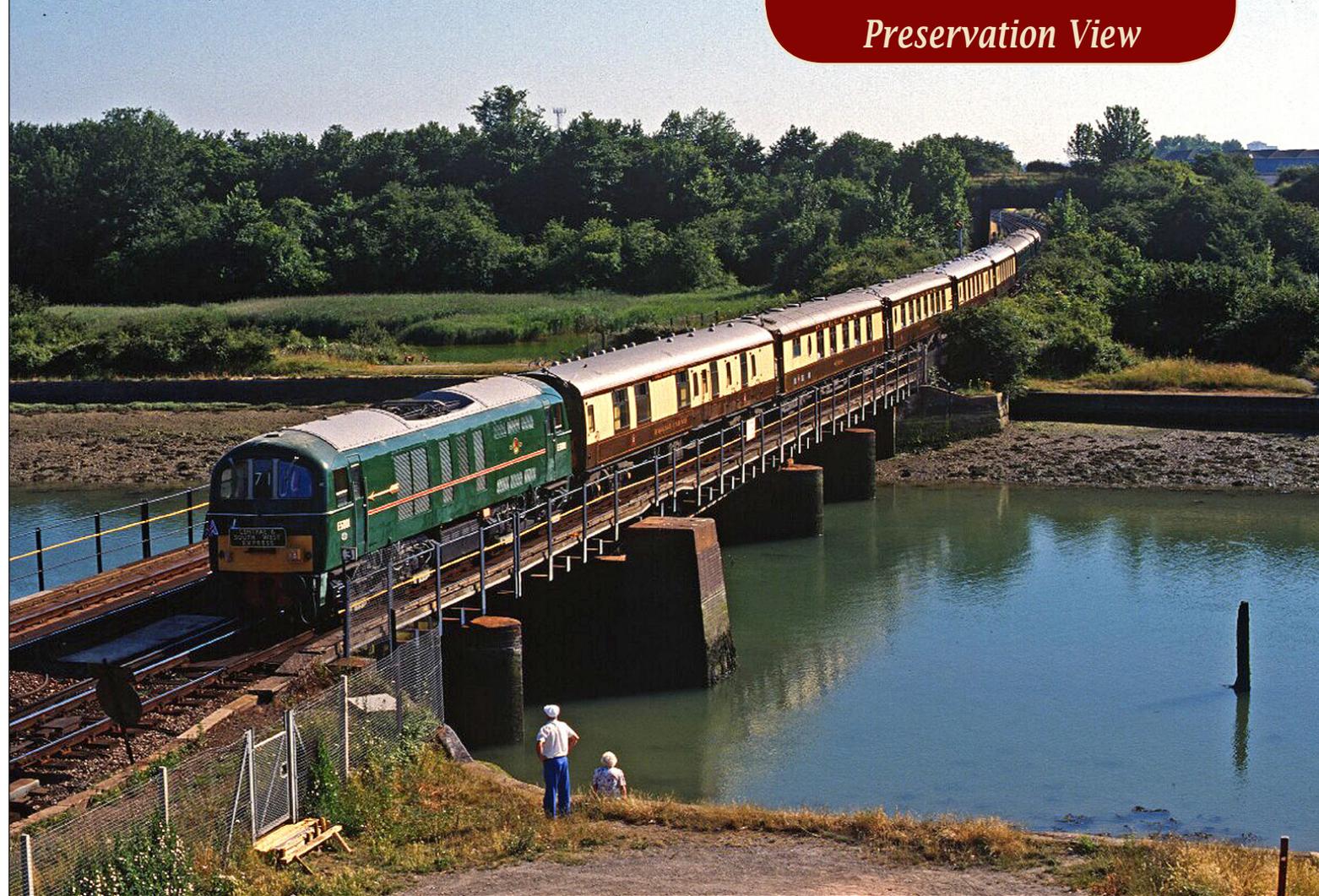
Today's rail freight scene is very different from that of 25 years ago. Block trains are the mainstay of the current scene - a far cry from the vast amount of wagonload traffic carried by Speedlink and, more recently, EWS Enterprise services. But it's not only the traffic that has changed - so has the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



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

This nostalgia-packed DVD is available now priced at £19.95 and is available (post free) by calling our Credit Card Hotline 01753 545888 or by sending a cheque or postal order to:

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▲ A scene that could yet be repeated. During its first period of main line activity after withdrawal by British Rail, the National Railway Museum's Class 71 No. E5001 approaches Portcreek Junction, Hilsea, on 17th July 1996, heading the 17.00 return VSOE special from Portsmouth Harbour to London Victoria. **Brian Morrison**

NRMs Class 71 could be returned to working order at Eastleigh Works

The only Class 71 electric loco to have been preserved, No. E5001, is to be reassessed for operational use again, it having last operated in 1995.

The locomotive is to move from Locomotion – the NRM at Shildon to Eastleigh Works in the next few weeks, following which Knights Rail Services Ltd will undertake a full evaluation.

If it should prove viable to restore the locomotive to working order, then it will be made operational within the works site, whereupon the NRM and other partners will decide its operational future. The locomotive has been out of service for several years, so the project provides great opportunities to form new partnerships, as well as being an ideal platform to cultivate

skill sharing to younger generations.

Withdrawn in 1976, No. E5001 was reinstated to operate on third-rail main line specials from 1992 to 1995, after which it returned to the NRM.

A total of 24 of the 750v DC third-rail and overhead locos were introduced from 1958, 12 of them being converted to Class 74 electro-diesels in 1967.

20 years since BR left Barrow Hill depot

Barrow Hill Roundhouse is holding a one-day diesel event on 5th February, to commemorate 20 years since British Rail vacated the Roundhouse and officially closed Barrow Hill Depot.

The shed will be open from 10.30 until 15.30, and admission will be £10. At various times four Class 20s will be operating shuttle services, in 'top and tail' formation with Class 09 No. 09012. All locos are subject to

availability and are courtesy of HNRC.

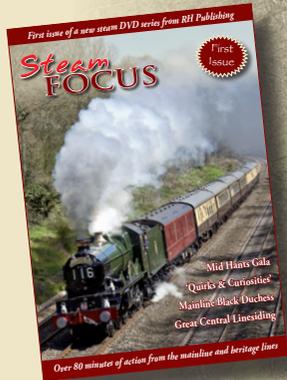
Subject to any operational changes on the day, the planned roster for the shuttle services is Nos. 20121 & 20132 between 10.30 and 12.30, Nos. 20096 and 20107 between 12.30 and 14.30 and all four Class 20s between 14.30 and 15.30. The Class 09 locomotive will be on the rear of ALL trains.

The cafe, shop and museum will be open, as will the Deltic Preservation Society building and the Roundhouse for static viewing.



Class 31 action on Dartmoor Railway

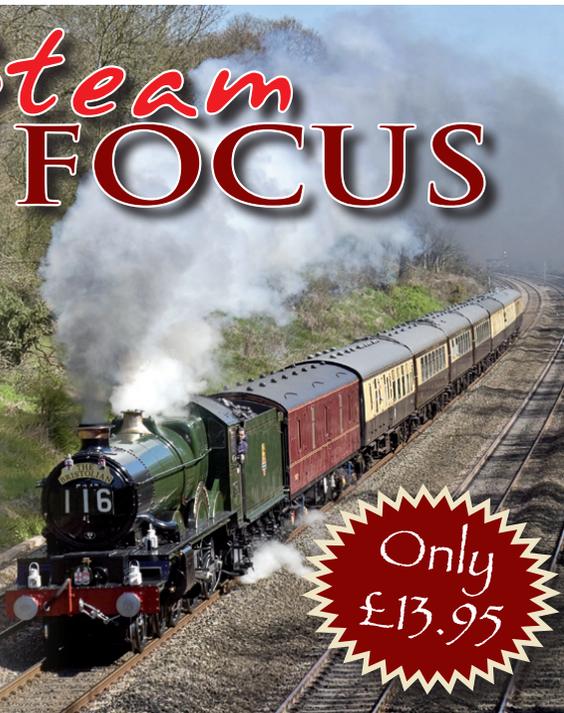
► The Dartmoor Railway held a successful Class 31 day on 8th January, with '31/1' No. 31190 and '31/4' No. 31452 'topping and tailing' services along the full length of the line. Here, No. 31190 stands at Okehampton after arrival with the 10.20 Coleford Junction to Meldon Quarry service. **Jamie Course**



Steam FOCUS

Heritage Lines featured include the East Lancashire, Ffestiniog, Great Central, Llangollen, Mid-Hants and North Yorkshire Moors Railways, while mainline steam-hauled charter workings include GWR, SR, LMS, LNER & BR Steam locomotives.

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

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

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

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

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Tornado boiler goes back to Germany

The AI Steam Locomotive Trust has advised that the boiler off Tornado will be returning to its manufacturer, DB Meiningen, in Germany, following the discovery that more extensive repairs to Tornado's firebox are needed than was originally anticipated when the winter maintenance was planned.

Although the full extent of the repairs have yet to be agreed with DB Meiningen, they will include the replacement of several hundred fixed stays and a number of flexible stays, as well as repairs to cracks in the two back and two front corners of the foundation ring. Only a very small number of weeping stays were identified out of more than 2,000 in the firebox, and therefore the

overwhelming majority of the firebox stay replacements are precautionary to prevent further unplanned work during periods in traffic.

The boiler was lifted from the frames at the end of last week at the NRM, York and sent by road and ferry to Germany, where a full assessment of the required work will be made and a rectification plan agreed with Trust engineers. The Trust decided to take this course of action due to the manufacturer's intimate knowledge of the construction of this type of firebox and the resources they have available to rapidly effect the agreed repairs.

The firebox has already been inspected by the Trust's boiler inspector and representatives from its Vehicle Authorisation Body, insurance company and operators.



▲ Class 47 No. D1501 was paired with Class 33/1 No. 33109 on 8th January on the ELR, seen here at Heaps Bridge en route to Bury. **Fred Kerr**

'Turkish Delights' come to Barry and Shildon as '8Fs' come home

Two British built '8F' locomotives have been repatriated from Turkey.

One of the locomotives, former

Turkish Railways Stanier Class 8F 2-8-0 No. 45170, War Department number 554, has moved to Locomotion: The National Railway

Museum at Shildon for display.

It was first built, steamed and tested at the North British Works in 1943. It was

initially stripped down to component parts for shipment to Turkey, but when this was cancelled in favour of sending it to Egypt instead, the locomotive was rebuilt and loaned to the LMS. It was allocated to Carlisle Kingmoor for a few months and then was put into store at Derby, before the final decision was made to ship it to Turkey, where it worked until the mid 1980s. The '8F' was located at Sivas before being purchased by a UK-based consortium, and transferred by rail 830 miles to Izmir for onward shipment. Along

with the other '8F' it arrived in this country on 27th December at Royal Portbury Dock, Bristol. Ultimately the locomotive will be restored at Hepscott, near Morpeth, but is on display at Shildon for the next six months.

The other '8F', No. 45166, is going to Barry in South Wales for storage in the ex-EWS shed that is now leased by John Buxton/Cambrian Transport. It is destined for eventual restoration and is expected to be moved to Barry by road, within the next week, complete with its tender.



▲ On a bright and sunny morning, ex-Turkey 8Fs Nos. 45166 (left) and 45170 stand with their tenders on Royal Portbury Docks on 9th January, awaiting their onward movements to Barry and Shildon respectively. **John Stretton**

Two classic programmes on one DVD

CLASS 50 FINALE The Laira Years

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

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

CLASS 50 FINALE - THE LAIRA YEARS is available now on DVD priced at £19.95 (post free) from the address below. Alternatively you can pay by credit or debit card by calling us on our CREDIT CARD HOTLINE on 01753 545888.

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Large logo '40' moves to Barrow Hill for main generator repairs

The Class 40 Preservation Society (CFPS) has postponed the planned repaint of its main line registered locomotive, after a problem was discovered with its main generator.

Class 40 No. 40145 was moved to Barrow Hill, where the power unit has been lifted out. HNRC has been contracted to split the main generator from the

power unit, which will then be sent to Bowers Electricals for repair. While the power unit is out of the locomotive, the CFPS engineering team is to clean the engine room, as well as undertaking an internal repaint.

To assist with the cost of financing the additional work and recent component replacements that have needed to take place, the CFPS has launched an appeal to members

and all enthusiasts to help fund the repairs and return the locomotive back to the main line once more. Further details on how to donate can found on the CFPS website.

As a result of the issues with No. 40145, the planned move of the Society's other Class 40 No. D335 has been postponed until mid-January, when it should move to Barrow Hill behind Class 55 No. 55022 *Royal Scots Grey*.

Once D335 moves, the first job for the HNRC team will be to lift the loco and inspect the damaged segmental bearing assembly at No.1 end, then assess the condition of No.2 end and report back to the CFPS with the findings, along with a quotation for any suggested repair work.

◀ With a 50-ton capacity road crane hired in especially for the job, the power unit of Class 40 No. 40145 is carefully lifted out of the locomotive at Barrow Hill. The main generator will now be split off before being sent for repair. **CFPS**



Forthcoming gala events including planned failures!

The Mid-Norfolk Railway will be placing an interesting twist on an otherwise normal diesel gala as its weekend event on 14th/15th May is to be themed as a 'Drags and Rescue Weekend'.

We are told to look out for Class 37s dragging DMUs, and maybe a Class 73 coming to the aid of a failed EMU! Amid the 'chaos' of various failed units on 14th May will be an incoming UK Railtours charter from St Pancras International formed of an East Midlands Trains' HST set (see UK Railtours article in Railtours section).

The 25th anniversary of the introduction into traffic of the General Motors Class 59s will be celebrated as part of the West Somerset Railway's 'Mixed Traffic Gala' booked for 11th/12th June. The

WSR has received a verbal agreement from Mendip Rail that two of its Class 59s will attend the event, together with a short rake of modern high capacity air-braked stone wagons. As the locomotives are air-braked only, a dual-braked set of Mk I coaches will be marshalled for the event. No other visitors have yet been announced, but the plan is to have seven main line locomotives in traffic, including five diesel hydraulics.

The Churnet Valley Railway is planning a diesel gala for the weekend of 26th/27th March, featuring the home-based Class 37s Nos. 37075 and 37109, together with Class 33s Nos. 33021 & 33102. The event is still in the planning stage, but it is confirmed that trains will also be operating through to Cauldon Lowe on the Moorland & City extension.



▲ LSWR 2-4-0 Beattie Well Tank No. 30585 runs-round the train to double-head with LSWR T9 4-4-0 No. 30120 on the 12.53 Boscarne Junction to Bodmin General service near the Camel River Bridge on 2nd January, during the Bodmin and Wenford Railway's 'Winter Steam Up' event. **Kevin Gregory**

GWR 'Manor' 4-6-0 No. 7812 *Erlestoke Manor* heads towards Kidderminster on the Severn Valley Railway with a 'Santa Special' on 19th December. **Donald Taggart**



On 2nd January, the Bo' ness and Kinneil Railway held an event to celebrate the 50th Anniversary of the Class 37s. Providing heating and traction, was DRS Class 37/4 No. 37423 *Spirit of the Lakes*, shown here, slowing for the signal with a Manuel to Bo' ness service on the approach to its destination. WCRC Class 37/5 No. 37685 was on the rear.
Alasdair Eadington



Martin Walker's team has been working on the restoration of Class 55 'Deltic' No. D9016 *Gordon Highlander*. The results were put on display on 15th January, when it worked with classmate No. 55022 *Royal Scots Grey* on the 12.00 Heywood to Rawtenstall service in 'top and tail' mode, seen arriving at Irwell Vale with No. D9016 leading. **Fred Kerr**





London Overground Class 172 No. 172005 arrives at South Tottenham forming the 09.47 Barking to Gospel Oak service on 4th January, the first day of the new 15-minute interval off-peak timetable on the line. **Brian Creasey**



Still carrying its *Bow Fell* nameplates, Class 60 No. 60015 drops downgrade from the old Buxton station, towards Great Rocks Junction on 4th January. This locomotive is now back in the WNTR pool at Toton. **William Snook**



DRS Class 37/5s Nos. 37510 and 37688 approach new Kew Junction on 12th January, with the 09.35 Sheerness Steel Works to Stockton empty scrap wagons. **Ken Brunt**

TURNING THE CLOCK BACK

Winter Action in the 1950s

The winter months haven't really changed very much since these photographs were taken, but what has changed is the ease at which such images can now be recorded with digital cameras, or even film cameras using the excellent Fuji 800ASA.

Film speed was at best 200ASA in the

1950s, and often less when, as frequently, one could not obtain the favourite emulsion of the day, Ilford HP3.

The main problem over 50 years ago was camera lenses. A maximum aperture of f4.5 was normal until later years when an expensive f3.5 came on the market, and for the few early trusting 35mm users, there was even f2.8. A f2.8 lens today records the

▼ Bulleid/English Electric No. 1-Co-Co-1 Diesel Electric No. 10202 rounds the Bickley-Petts Wood loop line on 11th February 1954, powering the down 'Golden Arrow' service from London Victoria.

Brian Morrison



edge image definition without problem, but using a f4.5 optic in those early days meant stopping down to at least f5.6 or framing the image within the edge boundaries to avoid blur. Both methods were used with the following illustrations.

► With a vans train bound for Bricklayers Arms passing above on the St Mary Cray-Chislehurst Loop, Maunsell 'King Arthur' Class 4-6-0 No. 30791 *Sir Uwaine* passes between Bickley and St Mary Cray Junctions on 26th January 1952, with an express from London Victoria to Ramsgate.

▼ An express from Cannon Street to Folkestone passes Chislehurst on Boxing Day 1952, powered by Battle of Britain Light Pacific No. 34079 *141 Squadron*.

▲ Heading a Charing Cross-Hastings express, Schools class 4-4-0 No. 30906 *Sherbourne* approaches Petts Wood on Boxing Day 1952.





▲ The 8.10pm express for Derby awaits departure time at St Pancras on 11th January 1952, headed by Leeds Holbeck-allocated 'Jubilee' class 4-6-0 No. 45651 *Shovell*. With only electric light bulbs illuminating the station in those days, the exposure for this photograph was three minutes @ f8 on 200ASA film!

► One of the two dozen Hill GER Class N7/2 0-6-2Ts rebuilt in 1943 with a round-topped boiler and reclassified N7/3, No. 69687 awaits departure time from a very cold Liverpool Street station on 5th February 1953, heading the 12.26 local service to Hertford East.



▲ With frost on the ground. Maunsell N class Mogul No. 31404 passes along the single loop line between Petts Wood and Chislehurst on 20th February 1953, heading a freight towards London.



Princess Coronation 8P Pacific No. 46250 *City of Lichfield* and **'Black 5' 4-6-0 No. 44771** both slog up Camden Bank on 7th November 1958, hauling the **'Red Rose'** express for Liverpool and empty coaching stock for Willesden, respectively.



17th January 2011 Great Central Railway Society (Spinkhill)

The Angel Hote 26 College Road, Spinkhill, Sheffield S21 3YB. 'Members' Evening. Starts 19.30. Contact Frank Greaves on 01909 473927 for further details.

20th January 2011 Ffestiniog Railway Society (White Rose)

Oxford Place Methodist Centre, Oxford Place, Leeds LS1 3AX. 'Members Slide Show'. Starts 19.30. Contact 01904 331973 for details.

Gravesend Railway Enthusiasts Society

Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. '1960s - 1980s Transport Slides' by David Wills. Meeting commences at 19.45. Contact Bob Poole on 01474 326232 for further details.

Locomotive Club of Great Britain (North West)

St David's Social Centre, 249 Wargrave Road, Newton-le-Willows, WA12 8EW. 'Scandinavian Narrow Gauge' by John Owen. Starts 19.30. Contact 01925 226473 for details.

Marlow & District Railway Society

Bourne End Community Centre, Wakeman Road, Bourne End, SL8 5SX. 'Railways on the Western Front' by Kim Winter. Starts 20.00.

21st January 2011 Cambridge University Railway Club

William Thatcher Room, Fitzwilliam College, Cambridge. 'Dave Theobald Tribute Evening' by Peter Greatorex and Mike Page. Meeting commences at 20.30. Contact the Secretary by email at secretary@curc.org.uk for further details.

Great Western Society (Taunton)

Village Hall, Stoke St Mary, Nr Taunton TA3 5DE. '1960s Steam' by Steven Rogers. Start 19.30. Contact 01823 334188 for further details.

26th January 2011 Basingstoke & District Railway Society

Wote Street Club, New Road, Basingstoke RG21 7NG. 'AGM and The Life and Work of Frank Hornby' by John Hollands. Meeting commences at 20.00. Contact the secretary on 01256 819401 for further details.

27th January 2011 Mid Hants Railway Preservation Society (Thames Valley)

The Church House, Church Street, Caversham, Reading, RG4 8AX. 'Steam in Cuba' by Ian Clare. Meeting commences at 19.45. Donation of £2 requested.

Stevenage Loco Society

The Community Arts Centre, Roaring Meg Retail Park, London Road, Stevenage SG1 1XN. 'Return to the Big Country' by John Day. Starts 19.45. Admission £2. Contact the Treasurer on 07803 046076 or at alan.pitt@lineone.net for details.

28th January 2011 Cambridge University Railway Club

William Thatcher Room, Fitzwilliam College, Cambridge. 'The British Railways Locomotive Naming Committee 1948-1958' by Andrew Dow. Meeting commences at 20.30. Contact the Secretary at secretary@curc.org.uk for further details.

Great Central Railway (London)

The Exmouth Arms, 1 Starcross Street, Euston, London NW1 2HR. 'Belgian Trams' by Alan Pearce. Meeting commences at 19.30. Contact Richard Butler on 01525 372487 for further details.

Great Western Society (North West)

St Hilda's Clubroom, Slater Street, Latchford, Warrington WA4 1DN. 'Vulcan Works' by Keith Naylor. Starts 19.30.

Shropshire Rly Society

The Gateway, Chester Street, Shrewsbury. 'Steam in Africa' by Mike Squire. Starts 19.30. Donation of £3 requested. Contact the secretary on 01743 243295 for details.

1st February 2011 Gravesend Railway Enthusiasts Society

Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 'Sittingbourne & Kemsley Light Railway' by John Fuller. Meeting commences at 19.45. Contact Bob Poole on 01474 326232 for details.

Locomotive & Carriage Institution

55 Broadway, London. 'Rail Vehicle Collection' by Anthony Coulls. Starts 18.00. Contact the Secretary, Stuart Smith at smithstuart@btinternet.com for further details.

North East Essex Railway Association

1st Floor, The Community Centre, The Triangle Centre, Frinton-on-Sea. 'Steam around Cambridge and Elsewhere' by Geoff King. Meeting commences at 19.45. Admission £1.50. Contact Roger Harvey on 01255 677165 for further details.

Southern Electric Group (South Hampshire)

Eastleigh Railway Institute, Romsey Road, Eastleigh. 'The Railways of Yorkshire' by Steve Bigley. Starts 19.30. Admission £2. Contact John Goodrich on 02380 670028 for details.

Weston super Mare Railway Society

Function Room, Conservative Club, Alexandra Parade, Weston super Mare. 'The Wheels of Industry' by Ian Chancellor. Starts 20.00. Contact the Chairman, Lionel Jones on 01934 628289 for further details.

2nd February 2011 Warwickshire Rly Society

The Lamp Tavern, Barford Street, Highgate, Birmingham. 'Poland, Hungary, Czechoslovakia' by Roger Crumblehome. Contact Don Taggart on 01746 710676 for further details.

3rd February 2011 SRPS (Edinburgh)

Quaker Meeting House, 7 Victoria Terrace, Edinburgh, EH1 2JL. 'USA - Kansas City Southern Railroad' by Kenny Williamson. Starts 19.30. Contact Dr Peter Howell on 0131 334 5232 for further details.

Great Central Railway Society (Sheffield)

The Harlequin, 108 Nursery Street, Sheffield S3 8GG. 'Manchester to Marylebone by the GCR' by Ken Grainger. Meeting commences at 19.30. Contact 01142 540275 for further details.

7th February 2011 North Yorkshire Moors Railway (Northallerton)

Northallerton Town Cricket Club, Farndale Avenue, Northallerton. 'Sugar & Steam' by Roger Darbyshire. Meeting commences at 19.30. Contact Ian McInnes on 01642 767233 for details.

8th February 2011 8E Railway Association

The Gladstone Club, Station Road, Northwich, CW9 5RB. 'Archive 50s & 60s Steam' by Colin White. Meeting commences at 19.45. Contact Paul Tench on 07790 486735 for details.

Great Western Society (Bristol)

BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG. AGM followed by '50 Years of the Great Western Society' by Frank Dumbleton. Meeting commences at 19.45. Visitors welcome. Contact 01454 324230 for further details

SRPS (Lanarkshire)

Holy Trinity Church, Avon Street, Motherwell, ML1 3AA. 'Isle of Man Revisited' by Ian Hastie. Meeting commences at 19.30. Contact Fred Landery on 01698 457777 for further details

9th February 2011 Basingstoke & District Railway Society

Wote Street Club, New Road, Basingstoke RG21 7NG. 'Wanderings in 1960's Yugoslavia' by Blake Paterson. Starts 20.00. Contact 01256 819401 for further details.

Oxfordshire Railway Society

Seacourt Day Centre, Seacourt Road, Oxford OX2 9LD. 'ORS Photo Competition/AGM/Members' Evening'. Meeting starts at 19.30.

Swiss Railways Society (London)

The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. 'Was it really 1997/8?' by Ron and Allan Dawes. Meeting commences at 19.00. Donation of £2 requested. Contact the Secretary, Ron Dawes on 020 8660 3532 for further details.

10th February 2011 Bath Railway Society

Bath Green Park Station Meeting Room, Bath. 'Steam on the Hedjaz Railway' by Brian May. Meeting commences at 19.30. Contact Kevin Plummer (evenings) on 01225 312564 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.

▼ Two Yorkshire Engine Company-built 'Janus' 0-6-0 diesel locos, Nos. 90 and 95, stand with Class 20 No. 82, previously No. 20066, at the TATA Works, Scunthorpe on 11th December. **David Hainsworth**



Continental Rly Circle

St Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. 'Switzerland' by Brian Stephenson. Meeting commences at 19.15. Admission £2. Contact Adrian Palmer on 01932 850624 or akpalmer@talktalk.net for details.

Friends of the West Highland Lines

Room 10, Partick Burgh Halls, Burgh Hall Street, Glasgow. 'Heritage Railways-UK' by Mr Charles McCosson. Starts 19.30. Donation of £1 requested. Contact Duncan Wilson at duncanwilson1955@hotmail.com for further details.

Locomotive Club of Great Britain (St Albans)

United Reform Church, Watford Road, Chiswell Green, Nr St Albans. '38 Years on Railways in North London & Hertfordshire' by David Cackle. Meeting commences at 19.30. Donation of £2 required.

**11th February 2011
Altrincham Electric Railway Preservation Society**

Altrincham Methodist Church Hall, Barington Road, Altrincham, Cheshire WA1 1HF. 'Red Sea Railway - the Railways of Eritrea' by Jennie Street. Starts 19.30. Admission £3, Members Free. Contact the Secretary, Andrew Macfarlane on 0161 928 9394 for further details.

Cambridge University Railway Club

William Thatcher Room, Fitzwilliam College, Cambridge. 'The Franchising Process' by Chris Stokes. Meeting commences at 20.30. Contact the Secretary at secretary@curc.org.uk for further details.

Great Western Society (Swindon)

Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon SN3 1JE. AGM followed by 'The Swindon Quiz' compiled by Joe Turner. Starts 19.30. Visitors welcome. Contact the Secretary on 01793 495976 for further details.

Shropshire Railway Society

The Gateway, Chester Street, Shrewsbury. '2010 Slide Show' by Karl Jauncey and Dave Richards. Meeting commences at 19.30. Donation of £3 requested. Contact the General Secretary on 01743 243295 for further details.

**14th February 2011
Lincoln Railway Society**

St Hugh's Church Hall, Harewood Crescent, North Hykeham, Lincoln LN6 8JG. British Railways Engine Sheds - Part 6 by Chris Banks Meeting commences at 8pm, non members welcome, entrance fee £3. Contact Publicity Member on 01522-705365 or email graham@the-st.fsnet.co.uk for further details.

Southern Electric Group (Sussex)

Deal Road, Southwick Community Centre, Southwick. AGM followed by 'Video Clips' by Derek Osborne. Starts 19.30. £2 Donation requested. Contact Bruce Cakebread on 01273 462094 for further details.

York Railway Circle

Archbishop Holgate's School, Hull Road, York YO10 5ZA. 'The Scarborough Spa Express 1981-2010' by Rob Tibbits. Starts 19.30. Contact Robin Patrick on 01904 412232 or at locopatrack@aol.com for details.

**15th February 2011
Monmouthshire Railway Society**

Room A10, UWCN City Campus, Usk Way, Newport, S.Wales NP20 2BP. 'Railway Cine Films' by Barry Foster. Starts 19.15. Admission £3.

**17th February 2011
Ffestiniog Railway Society (White Rose)**

Oxford Place Methodist Centre, Oxford Place, Leeds LS1 3AX. TBA. Starts 19.30. £2 donation. Contact the Secretary on 01904 331973 for further details.

Locomotive Club of Great Britain (Nth West)

St David's Social Centre, 249 Wargrave Road, Newton-le-Willows, WA12 8EW. 'A South American Miscellany' by Geoff Monks. Starts 19.30. £2 donation. Contact Neville Bond on 01925 226473 for details.

Marlow & District Railway Society

Bourne End Community Centre, Wakeman Road, Bourne End, SL8 5SX. AGM followed by 'Preserved and Modern Traction in Europe from 2005' by Adrian Palmer. Meeting commences at 20.00. Admission £3.

**18th February 2011
Great Western Society (Taunton)**

Village Hall, Stoke St Mary, Nr Taunton TA3 5DE. AGM followed by '50 Years of Kodachrome' by Neville Smale. Meeting commences at 19.30. Visitors welcome. Contact the Secretary on 01823 334188 for further details.

**19th February 2011
Great Western Society (South West)**

Parish Centre, Church End Road, Kingskerswell, Torbay. AGM followed by 'The W.R. in Wales' by Amyas Crump. Meeting commences at 18.30. Visitors welcome. Contact the Secretary on 01803 336329 for further details.

Irwell Vale Railway Photographers

Irwell Vale Village Church, Irwell Vale, Rossendale. 'Cine Films of Richard Greenwood'. Meeting commences at 19.30. Admission £3. Contact Mike Taylor on 01282 436653 or at mick.t@btinternet.com for details.

**21st February 2011
GCR Society (Spinkhill)**

The Angel Hote 26 College Road, Spinkhill, Sheffield S21 3YB. 'Steam Galas in 2010 on DVD' by Chris Jones. Starts 19.30. Contact Frank Greaves on 01909 473927 for details.

**23th February 2011
Basingstoke & District Railway Society**

Wote Street Club, New Road, Basingstoke RG21 7NG. 'Cable's Railway Year 2010' by David Cable. Starts 20.00. Contact the Secretary on 01256 819401 for further details.

**24th February 2011
Stevenage Loco Society**

The Community Arts Centre, Roaring Meg Retail Park, London Road, Stevenage SG1 1XN 'Along more... Byways' by Dave Soggee. Starts 19.45. Admission £2. Contact the Treasurer on 07803 046076 for details.

**25th February 2011
GCR (London)**

The Exmouth Arms, 1 Starcross Street, Euston, London NW1 2HR. 'The Wensleydale Railway' by Dave Gibson. Starts 19.30. Contact Richard Butler on 01525 372487 for details.

Great Western Society (North West)

St Hilda's Clubroom, Slater Street, Latchford, Warrington WA4 1DN. 'The Cheshire Side of the Cheshire Lines Committee' by Peter Hanson. Starts 19.30. Visitors welcome.

Shropshire Rly Society

The Gateway, Chester Street, Shrewsbury. 'Slide Show' by Mervyn Pritchard. Starts 19.30. Donation of £3 requested. Contact the Secretary on 01743 243295 for details.

**26th February 2011
Warwickshire Rly Society**

Joint Stock, Lower Temple Street, Birmingham City Centre. 'AGM & Annual Film Extraaganza'. Meeting commences at 13.45. Contact Don Taggart on 01746 710676 for details.

**1st March 2011
Gravesend Railway Enthusiasts Society**

Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 'Welsh Highland Railway' by Ian King. Starts 19.45. Contact Bob Poole on 01474 326232 for further details.

Locomotive & Carriage Institution

55 Broadway, London. 'Travels by Train Through Europe' by Mark Smith. Starts 18.00. Contact the Secretary, Stuart Smith at smithstuart@btinternet.com for further details.

North East Essex Railway Association

1st Floor, The Community Centre, The Triangle Centre, Frinton-on-Sea. 'Mangapps Museum' by John Jolly. Meeting commences at 19.30. Admission £1.50. Contact Roger Harvey on 01255 677165 for details.

Southern Electric Group (South Hampshire)

Eastleigh Railway Institute, Romsey Road, Eastleigh. 'HD Tramway Show' by John Laker. Meeting commences at 19.30. Admission £2. Contact the Secretary, John Goodrich on 02380 670028 for further details.

Weston super Mare Railway Society

Function Room, Conservative Club, Alexandra Parade, Weston super Mare. 'Trains in the Countryside' by Peter Triggs. Meeting commences at 20.00. Contact the Chairman, Lionel Jones on 01934 628289 or at wsm1977rlysoc@talktalk.net for further details.

**3rd March 2011
SRPS (Edinburgh)**

Quaker Meeting House, 7 Victoria Terrace, Edinburgh, EH1 2JL. 'The Penmanshiel Tunnel Disaster 1979' by Norman Butcher. Meeting commences at 19.30. A donation is requested from attendees. Contact Dr Peter Howell on 0131 334 5232 for further details.

Great Central Railway Society (Sheffield)

The Harlequin, 108 Nursery Street, Sheffield S3 8GG. 'The Joint Railways of South Yorkshire' by Bob Gellatly. Meeting commences at 19.30. Contact Ken Grainger on 01142 540275 for further details.

Back Issues

All of the back issues of the magazine are available 24 hours a day, on our website www.railwayherald.com

Rear Cover Caption

Class 97/3s Nos. 97304 and 97302 are pictured in 'top and tail' mode, sandwiching test coach No. DB999508 through Farnworth, while working from Shrewsbury to Longsight on 13th January. **Mark Jopson**

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