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Issue 116 - 11th January 2008
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Front Cover

With the extension of the Rugby blockade, WCML mail services normally powered by Royal Mail Class 325 EMUs were diverted via Reading and loco-hauled. Class 47/4 No. 47805 passes Kenilworth on 28th December with No. 325011 in tow on the 10.19 Warrington-PRDC. **Ron Kosys**

Rear Cover

'J15' 0-6-0 No. 65462 approaches Greet tunnel on the Gloucestershire Warwickshire Railway on 6th January. **Jack Boskett**

Publication

The Railway Herald is due to be published every Friday and is available on e-mail subscription or from our website at www.railwayherald.co.uk

Submissions

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

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

Website

Our website contains all the back issues of the magazine together with a host of new features which will be online soon!

www.railwayherald.co.uk

National Rail Timetable

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

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

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

Editorial

Welcome to the start of a new year, one that will hopefully be prosperous, rewarding and happy for everybody - including the editorial team!

In our final issue of 2007, I announced in this section that a number of 'exciting developments' were in the pipeline. Well, following much work over the Christmas period (you didn't think we were actually resting did you?) we are pleased to announce that the new *Railway Herald* website will officially launch around midnight on 25th January.

Coinciding with the publication of Issue 118, and just five days ahead of the launch of Issue 1 of *Railway Herald Worldwide*, the new website will make it easier to download each magazine as it is published, will offer better access to all our Back Issues, will have a range of new sections and will allow all readers to manage their subscriptions to *Railway Herald* magazines online.

There are a number of new features that we hope readers will visit and make use of, as well as providing an interesting talking point on the lineside. There will be a full round-up, together with step-by-step instructions on how to use certain parts of the new website in Issue 118, but if you are really keen and want to be one of the first to visit and use the new site, it will be live from 00.01 (UK time) on Friday 25th January.

The existing website will be unavailable for around two hours from 22.00 on Thursday 24th January, while maintenance work is undertaken and the new site is implemented and tested.

Worldwide

We are delighted to report that submissions for the new *Railway Herald Worldwide* magazine are coming in daily. Many thanks go to all the photographers and enthusiasts across the world for their support. Long may it continue!

Railway Census 2007

A few people have asked how the Census project from late October is progressing. Work is still on-going on the report. Over 2,000 images were submitted during the seven days and these have now been sorted through and a number of them have been selected for use in the PDF and printed book. Once the new magazine is launched and work on the website has been completed, we expect to complete the project and publish the PDF version before Easter. Many thanks to all those who contributed to this massive project.

Our third birthday!

Look out for a special edition of *Railway Herald* magazine on 15th February (Issue 121) when the magazine will be celebrating its third birthday!

As ever, many thanks to our contributors, be they occasional or regular, and to our readers. The large number of comments we are receiving each week is evidence, if it were needed, that our ever-increasing readership enjoys and looks forward to the magazine each week, and we hope that will continue over the coming months and throughout 2008.

Richard Tuplin

Editor

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announces travels with *Duke of Gloucester* throughout February and early March.
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THE TYNESIDER on Saturday 2nd February
Departs from Manchester Victoria (07.30), Huddersfield (08.15), Wakefield Kirkgate (09.35), York (10.30) to Newcastle and return.
Adult Fares: Premier Class £164, First Class £99, Standard Class £69

CUMBRIAN COAST EXPRESS on Saturday 9th February
Departs from Leeds (07.00), Huddersfield (07.25), Manchester Victoria (08.15), Bolton (08.45), Preston (09.15), Lancaster (09.35) Barrow-in-Furness (pick up only 11.15) and return.
Adult Fares: Premier Class £169, First Class £106, Standard Class £74

THE CHESHIREMAN on Saturday 1st March
Departs from Mill Hill Broadway (07.00), St Albans (07.20), Luton (07.32), Bedford (07.55), Kettering (08.20), Melton Mowbray (08.50), Leicester (09.30).
Adult Fares: Premier Class £169, First Class £106, Standard Class £74

CUMBRIAN COAST EXPRESS on Saturday 8th March
Departs from Liverpool Lime Street (08.00), St Helens (08.25), Wigan (09.15), Preston (09.15), Lancaster (09.35) Barrow-in-Furness (pick up only 11.15) and return.
Adult Fares: Premier Class £169, First Class £106, Standard Class £74

All tickets must booked and paid for in advanced. No on-the-day sales allowed.

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Network Rail engineering work overuns...

Two major overruns with Network Rail engineering work occurred over the Christmas/ New Year period at Rugby and London Liverpool Street, causing considerable passenger disruption and much annoyance to both Virgin West Coast and 'one' railway management.

The latter expressed frustration and disappointment at the overrun of the engineering project at Liverpool Street and said that it occurred despite the extensive planning that took place into the closure of the terminus over the holiday period and assurances from Network Rail that the work plan was achievable over the nine-day closure. Network Rail only advised the train operator in the early morning of 2nd January that the work to reinstate overhead power lines would not finish until the following day, leaving 'one' with no time to warn passengers, in advance of the situation.

The position at Rugby was even worse; the reopening date of 30th December had already been stretched to 31st December but, in the end, the line did not reopen to through traffic until 4th January! Roger Ford, Technical Editor of *Modern Railways*, said the Network Rail bosses had failed to guarantee that contractors had sufficient manpower to complete the work on time, with many engineers choosing to spend this Christmas with their families after five festive seasons working. "This has blown the credibility of Network Rail management big time. I cannot recall something like this happening in all my time on the railways," he said.

Virgin Trains announced that Saver fares were available on all trains, including peak services on 4th, 7th and 8th January to enable passengers to travel at cheaper prices at peak times, and added that travellers holding Virgin Trains tickets dated 31st December, 1st, 2nd, and 3rd January and who have decided not to travel, can claim a full refund from where they purchased the ticket. As an alternative they were allowed to use these tickets to travel by Virgin Trains' services between 4th and 8th January.

◀ ***During the extended engineering blockade at Rugby, several mail services had to be loco-hauled over the Great Western Main Line. Class 47/4 No. No. 47847 powers through Iver on 3rd January bound for the PRDC at Willesden, with a trio of Class 325 units in tow.*** **Chris Holt**

... and Glasgow suffers disruption too

A programme to renew signalling equipment and track at Glasgow's Shields Junction also caused severe disruption.

The route should have reopened to timetabled services from the start of operations on 7th January, but on-going problems in the interface between the old and new systems resulted in the replacement bus services continuing and a partial return to services from 8th January.

A Network Rail spokesperson said: "The continued service reduction is a result of ongoing testing of newly-installed signalling equipment in the Shields Junction area. The delay has been caused by difficulties encountered by engineers when integrating new signalling equipment with the existing infrastructure. This has resulted in design modifications being undertaken on-site." As of 8th January four trains an hour were operating between Glasgow Central and Ayr, Largs and Ardrossan, with buses replacing trains between Paisley Gilmour Street and Glasgow Central.

With the lengthy over-run of the Portsmouth area re-signalling project and the latest problems at Sheilds Junction, not to mention the issues detailed above, pressure must surely be put onto Network Rail over the viability of total route closures and over the standards involved with the advance planning and testing of new signalling installations in the future.

National Express "not pleased" with customer inconvenience after Network Rail over-run.

National Express Group reported on 3rd January that is to seek an urgent meeting with Network Rail and the Office of the Rail Regulator regarding the severe disruption that its 'one' railway customers experienced recently with services in and out of Liverpool Street station.

Commenting on the disruption David Franks, Chief Executive of National Express train businesses said: "... a large number of our customers who would normally use our one railway services are unable to travel. This is not acceptable. We have worked with Network Rail over the past 18-months on the planned engineering work programme that was to be undertaken at Liverpool Street over the Christmas period. This was scheduled to be completed by last night (2nd January) for full operation of services this morning. However, only early this morning we were advised that the disruption would be ongoing into today and still at this time we have no firm indication of when full services will be operating again. This is not acceptable and we will be seeking an urgent meeting with Network Rail to understand how this situation has arisen.

While Network Rail appear to have planned engineering work on a route by route basis over the holiday period, they have failed to look at the national picture particularly the resourcing required and, as a result, we have large sections of the railway that customers are unable to access.

Over this Christmas period Network Rail appear to have bitten off more than they can chew and not taken into consideration the needs of our customers. We will be asking the Office of the Rail Regulator to carry out a full investigation to establish what caused these events and demanding that this situation does not arise again over a period when travel is at a peak"

▶ Recent years have seen a number of the railfreight operators realise that the sale of marked items as small as keyrings or as large as computer mice can bring them income from the enthusiast community, despite the lack of interest in the hobby in other respects. Of the three companies currently selling branded items through their websites, Freightliner, EWS and Direct Rail Services, only the latter encourages enthusiast interest in its operations through its open days at Carlisle Kingmoor TMD. Despite this however, the online web shops of Freightliner and EWS are both offering reductions on items through January. Visit the appropriate websites for further details.

▶ The New Street Gateway Partnership has appointed the Royal Institute of British Architects (RIBA) to introduce and manage the selection process for a Concept Designer to develop the scheme to redevelop Birmingham New Street station and the surrounding area. The Partnership involves Network Rail, Birmingham City Council, Advantage West Midlands, Centro (West Midlands Passenger Transport Executive) and the Department for Transport, who will work with the RIBA Competitions Office to award the contract to define the external form of the proposed flagship £550 million redevelopment. Martin Chambers, Network Rail's Project Director said: "This is an excellent opportunity to create a design that lives up to the station's status as one of the most important rail hubs in the country. Its design will need to act on both a functional and symbolic level and reflect the aspirations of modern day Birmingham and the wider West Midlands region."

▶ Merseytravel has removed the weekday evening restrictions on its one-day 'Saveaway' travel ticket as part of a review of its pre-paid tickets. Starting from 2nd January, the changes mean that passengers on the trains, buses and ferries buying a 'Saveaway' ticket can use the services all day any time after 09.30 Monday to Friday and any time at weekends. In addition, the All Zone version of the ticket will allow people to travel as far as Chester, Ellesmere Port and Ormskirk on Merseyrail trains.

▶ Class 47/4 No. 47528 which has languished at Wabetc Rail, Doncaster, for many months has been sold for scrap.

▶ Class 390 Pendolino No 390009 *Virgin Queen* was renamed *Treaty of Union* at Glasgow Central on 17th December, the event marking the 300th anniversary of the parliamentary union of Scotland and England in 1707. The unveiling was done by local MP, Mohammed Sarwar, accompanied by Railways Minister, Tom Harris MP.

▶ EWS Energy is introducing a freight service for British Gypsum, transporting gypsum from Drax power station to Gascoigne Wood for onward delivery by road to British Gypsum's plant at Sherburn. The site at Gascoigne Wood is owned by UK Coal and by using this extensive rail facility over 11,000 lorry movements per annum will avoid travelling on the road network.

▶ English Welsh & Scottish Railway Holdings Ltd has placed an order for 255 new 90tonne rail freight wagons for services in Britain and France. 105 low-sided box wagons have been ordered to support a seven-year infrastructure haulage contract with Network Rail and will be manufactured in Poland by Greenbrier. The first set of 15 wagons is currently receiving extensive testing in Poland and should arrive in the UK this month. The remaining wagons will be sent from Greenbrier to EWS in batches, with the final wagons expected by late spring. The wagons have been fitted with Axiom Rail's AMIII suspension systems. In France, Euro Cargo Rail has received the first stage of an order for 150 aggregate wagons. The first 44 were delivered in early December and immediately entered service. The remaining 106 are expected to be delivered early in 2008. Arbel Fauvet Rail at Douai in Northern France is building the 90tonne capacity wagons.

▶ Eurostar reports that its ticket sales for 2007 totalled £599 million, an increase of 15.5% on 2006 – and a record 8.26 million passengers were carried in the same period, up 5% on 2006 figures. Numbers seem as if they will be even better this year as from the period that St Pancras International opened on 14th November to 31st December, ticket sales grew by 20% over the same period in 2006. In addition, business travellers are continuing to switch to high-speed rail for short-haul travel between London and the Continent, to take advantage of a 10-minute check-in time. Eurostar's punctuality was at a high level throughout the year with 91.5% of trains arriving on time or early. By contrast, the latest available 2007 UK arrival/departure punctuality figure for airlines competing on Eurostar's routes is 68.8%!

▲ ***Class 357/0 Electrostar No 357030* Robert Harben Whitelegg 1871-1957 *arrives in the four-car Grays bay platform No 3 on 7th January, forming the 11.35 c2c service from Fenchurch Street. The platform is to be extended to hold eight car trains by Network Rail, the commencement date being awaited but expected to be some time in late February or early March.*** **Brian Morrison**

Summer timetable amendments for c2c

c2c has announced its proposals for a new summer timetable for commencement in May 2008 that will add 1,400 extra seats to the morning peak period into London.

A number of significant changes will take advantage of the improved operational flexibility provided by the new eight-carriage platform capability at Grays that is due to open at the beginning of that month - and will reflect customer feedback and requests from rail-user groups during the consultation process that is due to begin with passenger representative groups and rail user groups being offered the opportunity to comment on the new timetable. Proposed changes to trains via Rainham and Chafford Hundred include a new service to Fenchurch Street from Grays, additional stops at Limehouse and West Ham on various services and additional carriages on some workings between Grays and Fenchurch Street.

Trains between Basildon and Laindon are also to have a boost with an extra morning peak service and another in the evening. Additional stops are being included at Limehouse and West Ham during peak times and additional carriages added to an evening peak service.

UK Class 87 operation ends after 34 years

After a disasterous attempt to run a farewell railtour for the class (see Railtour News), the Class 87s bowed out of UK service without any fanfair at the end of December.

The final weeks in traffic for the sole remaining pair, Nos. 87022 *Cock o' the North* and 87028 *Lord President*, found the locos in use on the West Coast Main Line working mail trains. No. 87022 was dragged to Wembley on 2nd January.

▲ ***DRS Class 37 No. 37038 leads Class 87 No. 87022, complete with wreath through Cholsey, on the Great Western Main Line, on 2nd January.*** **Ken Brunt**
◀ ***The pair pass Banbury the same day.*** **Derek Elston**

Scottish incidents delay 'sleeper' and damage Class 37

Class 90 No. 90024 working the overngiht Caledonian Sleeper from London Euston to Edinburgh (with portions for Aberdeen, Fort William and Inverness) was severely delayed on the northern stretch of the West Coast Main Line on 23rd December 2007.

The train struck an object on the track around Crawford, 15 miles south of Carstairs and needed assistance from Class 57/3 No. 57307. The train was eventually terminated at Carstairs and passengers transferred by road coaches to their destinations.

The first week of 2008 also saw the first major collision of the year when Direct Rail Services Class 37/5 No. 37515 collided with a lorry on a crossing in Central Scotland on 4th January, causing severe damage to the locomotive.

With Class 57/3 No. 57307 Lady Penelope attached to the front of stricken Class 90 No. 90024, the overnight Caledonian Sleeper prepares to move from its location just north of Crawford Bridge in Lanarkshire bound for Carstairs. **Kenny Marrs**

The damage caused to DRS 'Heavyweight' Class 37/5 No. 37515 is clearly evident in this view of the locomotive stabled with Class 66 No. 66427 in Blackford Up Siding on 5th January. **Guy Houston**

GVA Grimley

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47355 "Avocet" photographed in May 2004 courtesy of "The Siding"

47355 "Avocet" photographed in December 2006 at Fragonset, Derby

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Whistling around the Globe!

A fantastic video record through the years of the popular Class 40s!

Whistling Giants - Part 1 ***(£19.95)***

Featuring the last part of the Class 40s mainline career from 1975 to 1987, the programme includes cine and VHS footage from the North West and North East of England, North Wales and Scotland.

Passenger and freight workings will appear including Summer Saturday trains to Skegness, Yarmouth, Scarborough and North Wales; railtours, freightliners, ballast workings and many more.

Running time approx 62 minutes.

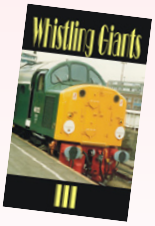
Whistling Giants - Part 2 ***(£19.95)***

Part two of the series takes the viewer back to the early days of the Class 40s and covers the 1960s to the mid-1980s.

A variety of Passenger and freight workings are featured including the final working of 40143 and footage of one of the early withdrawals, 40190, in action. 40s on Woodhead, double-headed workings and railtour action all feature.

Running time approx 63 minutes.

Whistling Giants - Part 3 ***(£19.95)***



The final installment of the Class 40 story from Globe Video. Highlights are too many to list in full but include historic clips of the Derby, Ashford & Brighton prototypes in action with scenes featuring 10001, 10202 & 10203. There are new EE type 4s at Stratford in 1958 and views of the Type 4s at Nottingham Victoria, Sheffield Victoria, Grantham, Doncaster, Crewe, Carlisle, Manchester and even Penzance! *Running time approx 77 minutes.*

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Metro & Light Rail

▶ Tyne & Wear Metro is carrying out a series of works to complete the engineering needed to remedy the trackside subsidence between Northumberland Park and Shiremoor. Services will be suspended all day Saturday and Sunday for eight consecutive weekends from 12th January between the two stations to allow engineers to work around the clock. A replacement bus service will operate between Four Lane Ends and Shiremoor and will call at all Metro stations in the affected area every 12 minutes. A Metro service will continue to operate every 24 minutes between Benton and Northumberland Park on Saturdays and on Sundays from 09.00. All weekday Metro services will operate as normal.

▶ Travel Midland Metro introduced a new one-day Metro Daytripper ticket from 2nd January. The new ticket is valid for unlimited travel on the Metro after 09.30, Mondays to Fridays, and all day on Saturdays, Sundays and Bank Holidays. It can be purchased on the tram and costs Adults £4 and Children (5-15) £3. For groups of up to 6 people (minimum one adult, maximum two), there is a Family ticket at £8.

Renewing the rails in Blackpool

▲ ***A view taken from the track bed along Blackpool Promenade on 6th January showing the severed tramway workings that have had services suspended over the winter months. Work to bring the sea wall defences up to a safe new standard have coincided with the upgrade of the tramways, making the promenade look more like a construction site than the North's premier holiday resort! A normal tram service is expected to be fully operational in time for the Summer Holiday traffic.*** **Chris Dixon**

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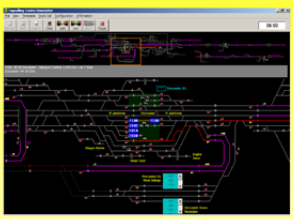

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▲ *GWR 'King' 4-6-0 No. 6024* **King Edward I** *powers through Malvern Wells on 29th December with a Bescot TMD - Hereford 'engine and support coach' move.* **David Coates**

UK Steam & Modern Traction Railtour Listings

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

	11th January	
VSOE	35028	London Victoria-Guildford-London Victoria Luncheon Special
	12th January	
Past Time Rail	76079	Manchester Victoria-Staleybridge-Diggle-Huddersfield-Hebdon Bridge-Copy Pit-Blackburn (short break)-Darwen-Bolton-Manchester Victoria
VSOE	EWS Class 67s	London Victoria-London Victoria Luncheon Circular
VSOE (Northern Belle)	EWS Class 67s	Blackburn-Leeds-Bradford-Edinburgh and return
	16th January	
VSOE	EWS Class 67	London Victoria-Bath Spa and return
	18th January	
VSOE	EWS Class 67	London Victoria-London Victoria Luncheon Circular
	19th January	
Hertfordshire (MM)	tbc	London Euston-Watford Jct-Milton Keynes Cen-Northampton-Coventry-Stafford-Crewe-Preston Docks (rev)-lancaster-Morecambe-Heysham Harbour and return
Kingfisher Railtours	34067	'The Golden Arrow': Coventry-Folkestone Harbour **Cancelled**
	26th January	
Pathfinder Tours	2 x Cl31	The Buffer Puffer 6.0: London Terminals Tour **Postponed**
VSOE	35028	London Victoria-Southampton Eastern Dock-London Victoria
	2nd February	
Pathfinder Tours	2x EWS Cl. 37	London KX-Clapham Jct-Uckfield-East Grinstead-London Bridge-Victoria-Charing Cross-Cannon Street-Blackfriars-Finsbury Park-Gordon Hill Bay Platform-Kings Cross
Railway Touring Company	71000	Manchester Victoria-Wakefield-York-Newcastle upon Tyne and return
Spitfire Railtours	55022	London Kings Cross-Edinburgh and return **Cancelled**
	8th February	
VSOE	EWS Class 67	London Victoria-London Victoria Luncheon Circular
	9th February	
Heartland Rail	2xCR Cl47	Bristol TM-Bristol Parkway-Yate-Cam & Dursley-Cheltenham Spa-Birmingham NS-Carlisle and return
Hertfordshire (MM)	2xGBRf Cl 73	London Victoria-- Wimbledon-Clapham Jct-Crystal Palace-East Croydon-Redhill-Reigate-Guildford-Alresford (rev)-Ascot-Hounslow-Kensington Olympia-Waterloo

Key to tour listings:

BLACK Charters expected to operate as booked.
GREEN Tours postponed to a future date by the operator
MM Merrymaker from Hertfordshire Rail Tours
RED Tours cancelled by the operator
WCRC West Coast Railway Company
BLUE Provisional excursion

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

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

The Week Ahead

Past Time Rail gets the New Year off to a fine start with the first of its new regular itinerary workings, 'The Cotton Mill Express'.

The train runs on a circular routing from Manchester Victoria, outwards via Standedge and Huddersfield and returns via the Calder Valley, Copy Pit, Blackburn, Darwen and Bolton. The train operates each month with the first working on 12th January hauled by BR Standard Class 4MT 2-6-0 No. 76079. The same locomotive is scheduled for the next working on 9th February and thereafter it could be 'Black 5' 4-6-0 No. 45407, or indeed double-headed if demand necessitates. The train is both attractively priced and timed and deserves to do well.

The north-west is the focus of Hertfordshire Railtours first outing of 2008, the highlight of which will be a trip along the steeply graded branch to Preston Docks, where participants will be welcomed by the Ribble Steam Railway. The tour, which originates at London Euston and picks up along the WCML and West Midlands also visits Morecambe and Heysham Harbour.

It should be noted that Kingfisher's third attempt to run a 'Golden Arrow' charter from Coventry to Folkestone Harbour, scheduled for 19th January, has now been cancelled completely due to engineering blockades. The company has two further trips to Folkestone Harbour booked for 5th April from Nottingham and 12th April from Taunton. Will these be the last? Nobody is saying!

Railway Touring Company Reader Offer

Check our our special reader offer for tours behind No. 71000 *Duke of Gloucester* from Railway Touring Company. Click here for details.

Useful Weblinks

- Online railtour listings
- Tour operators contact details
- Current fire-risk status info
- Email the railtours editor

▶ The AC Locomotive Group has confirmed that it has obtained a further on-board train monitoring and recording (OTMR) unit, which will be fitted to its early Network SouthEast-liveried Class 86/4 No. 86401 *Northampton Town*. The unit is due for delivery later this month with installation due towards the end of February. This will give the Group two mainline-registered Class 86s, which will perhaps fill the gap following the loss of the GBRf 87s at the end of last year.

▶ 'Expressions of interest' are being sought by the AC Locomotive Group for a potential Class 87 tour in Bulgaria later this year. The group has in mind a round trip between Sofia and Varna, a distance of just under 500 miles, featuring 'topped and tailed' Class 87s. The fleet is likely to be exported in groups of six locomotives, each following overhaul at Long Marston, with the first movement to Bulgaria likely to take place during the late summer. For more information, and to express an interest, click here.

Railway Touring Company Reader Offer

Would you enjoy a mainline ride behind the unique '7P' Pacific No. 71000 *Duke of Gloucester*?

The Railway Touring Company is offering *Railway Herald* readers a £5 discount on Adult, Child and Family tickets purchased over the phone, via the post or over the internet, for the company's forthcoming four charters with the locomotive.

The tours concerned are 'The Tynesider' on 2nd February (from Manchester, Huddersfield, Wakefield and York), the 'Cumbrian Coast Express' on 9th February (from Leeds, Huddersfield, Manchester, Bolton, Preston, Lancaster and Barrow), 'The Cheshireman' on 1st March (from Mill Hill Broadway and stations to Leicester) and the 'Cumbrian Coast Express' on 8th March (from Liverpool, St. Helens, Wigan, Preston, Lancaster and Barrow).

See the advert on Page 2 for further details. *Readers must quote offer code 'RHM'.*

Farewell to the 87s with the 'Electric Scot Fiasco'

On 29th December, some 600 people were left standing in the cold at Wolverhampton station for two hours, while efforts were being made to 'get some life' out of the rolling stock earmarked for the 'Electric Scot Farewell' tour in the nearby Oxley carriage sidings.

The train was due to feature the last operational run of a Class 87 on the British network, and it got to a point where the train actually did a circuit of the 'Soho Loop' via Bescot to ascertain if the stock could be 'kick-started' into life. Regretfully, it could not, and the train was cancelled as the return leg of the test run arrived at Wolverhampton.

What to the industry was just another enthusiast charter service, was to the passengers and photographers along the route, the passing of yet another piece of railway history. Only this time the event passed into history without the usual fanfare, the blowing of horns and the commemorative railtours, but with what may yet turn out to be severe consequences for the charter movement.

With no railtour to haul, No. 87022 *Cock o' the North* remained at Wolverhampton Oxley over the New Year period and was eventually towed back to Wembley by a DRS Class 37 a few days later (see Newsdesk).

The charter was originally scheduled to be operated under the Victa Westlink safety case utilising the blue/grey-liveried Cargo-D Mk3 set, but with Standard Class Mk2 vehicles. However, following the demise of Victa Westlink, Direct Rail Services stepped into the breach. This necessitated a change of rolling stock, as DRS had not 'audited' the Cargo-D set to operate under its safety case and therefore, the train was formed of a combination of DRS Mk3 and West Coast Railway Company Mk2 pressure ventilated vehicles.

It is likely that many will already have a clear understanding of what went wrong and who is to blame, but ahead of the official report uninformed judgements will only make matters worse. Direct Rail Services is conducting a full review of what went wrong and its findings, if published, should be available shortly.

But, the damage has already been done; there are already 600 totally disenchanted passengers who will think twice about going on another railtour in the future and the word will undoubtedly have spread. Already one source within a well known tour operator has described the incident as a 'disaster' and likely to impact on future business.

Looking back the evidence from 2007 points to an over-stretched railtour movement encountering numerous problems with the most notable ranging from lack of suitable motive power to last minute route changes as a consequence of engineering works, together with late cancellations due to gauging issues with perhaps the most important of all, being simply too many tours chasing such a small market.

Over recent years it has become increasingly more difficult to operate tours, be it as a result of the more congested railway, earlier starts and later finishes, the effects of major engineering blockades or simply tighter profit margins. But the players still tend to operate in isolation - maybe now is the time for greater co-operation for the benefit of everyone?

▼ ***Part of the problem with the stock, which is believed to have happened during the test run around the Soho Loop, was the lack of a properly closing guards van door! The offending door is pictured by one of the train's passengers as the stock returned to Wolverhampton Oxley.*** **Adam Jackson**

Steel shortage affects streamlined Duchess

The re-streamlining of No. 6229 *Duchess of Hamilton* has hit a significant problem due to the steel sheeting for the casing, which will form the outer skin of the streamlining, becoming difficult to source.

Donald Heath, Chairman of the 229 Club, reports that the steel that was previously available for delivery within a few weeks is now impossible to obtain within Western Europe, and Tyseley Locomotive Works is having to look much further afield in the direction of eastern Europe, or even further to Asia or America. The unprecedented demand for steel in India and China is cited as a likely reason for the shortage.

This means that the plan to unveil the locomotive in the National Railway Museum's Great Hall on 31st January will now not happen, and because of the circumstances it is also not possible to give a revised completion date.

▶ ***In early December, the Scottish Railway Preservation Society employed the BR blue-liveried Class 55 'Deltic' No. 55022 Royal Scots Grey on a Linlithgow to Lincoln charter, where passengers could enjoy the city's Christmas Market. Following arrival at Lincoln, the set worked ECS to Barnetby to allow the loco to run-round. Here No. 55022 passes Market Raisen on 7th December.*** **Richard Tuplin**

▲ *The move of four Arriva-liveried coaches from Crewe to Long Marston, where they will become part of the new Cargo-D Mk2, blue and grey liveried charter set, produced a pair of Class 20s on the cross-country route on 8th January. Sporting 'The Marauder' headboard, Class 20/9s Nos. 20905 and 20901 crawl along the recently reinstated Bromsgrove Down Loop on the approach to Stoke Works Junction with coaches Nos. 9521, 6964, 5971 and 6008 in tow.* **Don Gatehouse**

▼ *The same pair are pictured on the same day on the Cotswold Line passing the semaphore signals at Evesham.* **Ken Brunt**

▲ *Colas Rail Class 47/7 No. 47749* **Demelza** *ventured away from its normal Devon and Cornwall operating area on 2nd January when it was provided as motive power for a ballast regulator move from West Ealing to Didcot. Here the train passes Cholsey.* **Ken Brunt**

▼ *Riveria Train's Class 47/8 No. 47805 has been clocking up the miles over the Christmas period hauling Class 325 EMUs on the diversionary route via Reading, as a result of the Rugby blockade. Here, it is seen climbing the bank at Bishops Itchington, bound for Willesden via Banbury.* **Jack Boskett**

▲ *One of the two 3CIG heritage EMUs kept in traffic by South West Trains for working the Lymington Branch is pictured at Fareham on Christmas Eve, 24th December, making use of the Southampton - Eastleigh - Fareham triangle to turn the set, to even out the wheel wear.* **Daniel Hillebrandt**

▼ *The London Midland colour scheme introduced to the Class 350s following the franchise change in early December last year sits well on the Desiro trains. Here, Class 350/1 No. 350126 passes Acton Gate on a Birmingham New Street-Liverpool Lime Street service on the 29th December 2007.* **Jack Boskett**

▲ *The AC Locomotive Group's Class 86 No. 86101* **Sir William A Stanier** *has been undertaking test and crew familiarisation runs between Bounds Green and Doncaster daily since 8th January. Here the set, complete with all over corporate-blue liveried Mk3 DVT heads north through Sutton, near Retford, on 9th January, the Class 86 on the rear.* **Chris Booth**

▼ *EWS liveried Class 67s Nos. 67030 and 67014 working in multiple, drag First Scotrail-liveried Class 90 No. 90021, together with 13 Corus IGA wagons, designed for carrying long welded rail, towards Mirfield East Junction with the 08.56 Warrington Arpley to Doncaster Belmont service on the 28th December.* **James Rose**

▲ *The West Somerset Railway held its Winter Steam Festival on 29th December, an event that has now become a firm fixture in the line's calendar. With both the sun and the temperature dropping rapidly, GWR 0-4-2T No. 1450 and the WSR's auto-train climbs through Nornvis Bridge with the 15.15 service from Bishops Lydeard to Minehead. The locomotive had missed its previous booked working to Williton and back due to problems with the fire.*

▼ *GWR 2-8-0 No. 3850 passes Nornvis Bridge, near Crowcombe, with the 14.30 Bishops Lydeard to Minehead service on the same day. The Quantock Hills provide an impressive backdrop at this scenic location.* **Both: Glen Batten**

▲ *The scene that covenantors and steam enthusiasts have been waiting for. Inside the workshops at Darlington, sunlight streams through the windows and catches the smoke inside the building, as steam circulates from the chimney of A1 Pacific No. 60163* **Tornado** *- the first mainline steam locomotive to be built in the UK for over 45 years. All:* **Richard Tuplin**

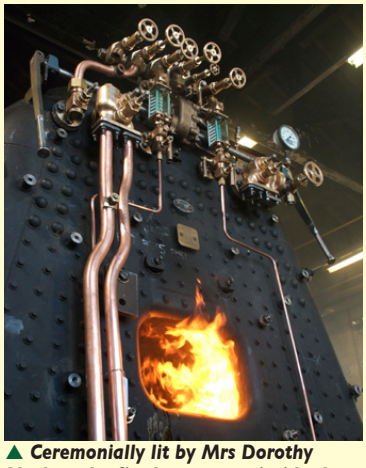
Tornado steams for the first time! The new A1 is here!

The A1 Steam Locomotive Trust lit the first fire in the 50th Peppercorn A1 class Pacific No. 60163 *Tornado* at Darlington on 9th January.

The fire itself, was lit by Dorothy Mather, widow of the locomotive's designer Arthur Peppercorn. Mark Allatt, chairman of The A1 Steam Locomotive Trust commented: "The lighting of the first fire is tremendous news for *Tornado* and the future of main line steam in Britain. *Tornado* is the first new main line steam locomotive to be built in Britain since 92220 *Evening Star* was completed in 1960, the first new express passenger steam locomotive since 71000 *Duke of Gloucester* in 1954, and the first steam locomotive to be built in Darlington, the birthplace of the railways, since 84029 in 1957."

The project to build No. 60163 *Tornado* was launched in 1990 and almost 18 years and £3 million later *Tornado* has undergone a pressure test and with a fire in the boiler, reached 250 lb/sq in for the first time on 11th January, overseen by representatives from the Trust's notified body Delta Rail and boiler inspector John Glaze, before receiving its 10-year boiler certificate.

The project is now only £27,000 and 36 weeks away from the loco's mainline debut. Once the target has been reached, the Trust will need to raise approximately £800,000 to service the loans taken out and bond issue taken up to ensure the locomotive's long term operations.



▲ *Ceremonially lit by Mrs Dorothy Mather, the fire burns away inside the firebox of No. 60163 on 9th January.*

▼ *With the fire lit, the A1 was pushed into the open to continue its steam testing. The loco should move to the Great Central Railway in April for testing and mileage accumulation, before full painting and naming in August.*

Middleton Railway celebrates 250 years of service

The Middleton Railway, Leeds will celebrate 250 years of unbroken service in 2008.

Although some wagonways had been built earlier, the Middleton Railway was the first railway to be constructed under powers from an Act of Parliament, its Act receiving Royal Approval on 9th June 1758 and becoming the first Act of Parliament to authorise the building of a Railway.

Built to transport coal from the Middleton collieries to the City of Leeds, the Middleton Railway played a crucial part in the start of the Industrial Revolution and its estate manager John Blenkinsop and engineer Matthew Murray began the railway locomotive industry that continued in Leeds until 1995.

The Middleton Railway has never closed since its inception. In 1960 it was the first standard gauge railway to be taken over by volunteers, who have operated freight and subsequently passenger services from that time to the present day.

The railway is to celebrate this achievement by holding two major celebrations during the year. The first will be over the 7th/8th June when a gala weekend will be staged celebrating the 250th Anniversary of the passing of the first Act of Parliament in June 1758, authorising the building of the Railway.

Later, towards the end of the summer on 20th/21st September, a second Gala Weekend, celebrating the 250th Anniversary of the first train and opening of the line from Middleton Colliery to Leeds on 20th September 1758, will be held.

A number of other events are being planned during the year, and will be announced shortly.

S&D theme to Great Central this winter!

A visiting locomotive will bring a distinctly Somerset and Dorset feel to the Great Central Railway's spectacular January Gala.

With at least five engines in steam, the railway hopes it will be a spectacular double track main-line show.

The confirmed visitor is LMS 0-6-0 '4F' No. 44422, making a much anticipated return after many years. In addition, up to four other locomotives from the home fleet including '8F' No. 48305 and 'King Arthur' 4-6-0 No. 30777 *Sir Lamiel*, which has recently returned to the GCR from main line duties.

The famous Somerset and Dorset route closed in 1966, the same year that a through service on the Great Central came to an end.

To go with the engines, visitors can experience an intensive service of passenger and freight operations and the line's Travelling Post Office (TPO) set will be in traffic.

On the Friday night before the event there will be a special line-up of the engines at Loughborough Central shed, posed for photographers. The railway is in talks to sign up another special guest locomotive which will be very appropriate to the theme and help provide a unique spectacle.

The Great Central had also hoped to play host to unrebuilt West Country Pacific No. 34007 *Wadebridge*, but as a result of the recent problem (see story below) that locomotive is now unable to attend.

Fire hits *Wadebridge*

The unrebuilt West Country Pacific No. 34007 *Wadebridge* was damaged after a fire in the cab, overnight on 30th December.

It is understood that that some firewood drying out on the footplate was ignited by a stray spark from the firebox.

There is extensive damage to the floorboards and cab fittings, together with the cabside steelwork, all of which will need attention before the loco can be steamed again.

▲ ***The newly acquired YEC 'Janus' 0-6-0DE stands on shed at Cheddleton.*** **David Gibson**

New addition to Churnet Valley fleet

The North Staffordshire Railway Co. has purchased a 0-6-0DE shunter from Ribble Rail at Preston Docks.

The locomotive is a 'Janus' class 0-6-0 produced by the Yorkshire Engine Co. and initially saw service at Littleton Colliery in Cannock. It arrived at the Churnet Valley Railway (CVR) on 8th January.

Once fully restored and repainted in a suitable livery it will be named *Roger H Bennett*, after a long-standing volunteer with the CVR who was a knowledgeable diesel driver and who died last year.

Elsewhere, the siding into Cheddleton 'down' platform was inspected on 3rd January by HMRI and fully approved for use. The railway's resident DMU was being stored in this siding prior to its completion as a passing loop.

Finally, the Churnet Valley Railway's Class 25 No. D7672 *Tamworth Castle* is to be out-shopped in 'ice cream van' livery shortly, to allow it to run in a special photo charter.

Great Eastern meets Great Western!

▼ ***During a photographic charter on the Gloucestershire Warwickshire Railway on 6th January, visiting ex-GER 'J15' 0-6-0 No 65462 is framed by the trees as it passes Didbrook on a local freight service.*** **Jack Boskett**

TURNING THE CLOCK BACK

Mountnessing Junction, Shenfield in 1952

Brian Morrison looks back to the 1950s and the Eastern Region at work around Shenfield and Hutton on 10th May 1952

The junction from Shenfield and Hutton (now just Shenfield) to the Southend Victoria line (or Southend-on-Sea (Victoria)) as it was known at this time, was established in 1889 with single line 'up' and 'down' loops joining up again as the twin track to Southend at Mountnessing Junction.

Shenfield was the limit of the 1,500volt dc electrification initiated by the LNER and completed in the first years of Nationalisation.

Today, both the main line to Norwich and

▲ Stratford (30A)-based 'Britannia' No 70003 John Bunyan passes east of Shenfield and Hutton, where the electrification then ended. The BR Standard 7P Pacific is powering a Liverpool Street-Norwich express on 10th May 1952, the day on which all these views were taken. **All: Brian Morrison**

◀ Hill designed ex-Great Eastern Class J20/1 No 64677 traverses the 'down' loop between Shenfield and Hutton and Mountnessing Junction, hauling a mixture of mineral wagons and vans heading from Stratford to Southend. Freight on the Southend Victoria branch has never been particularly common.

the branch to Southend Victoria operate at 25kv AC and all passenger services now run on electricity except for those to Lowestoft and Peterborough. Main line traffic for Norwich today is powered by Class 90s, with Class 315, 317, 321 and 360/1 EMUs operating local and semi-fast diagrams and Class 170 Turbostars on the diesel workings. Freight is almost exclusively in the hands of Class 66, 86s and 90s.

Back in 1952, 'Britannia' Pacifics were the mainstay of the Norwich passenger traffic and had been since the early 1950s with Class B1s, B17s, B12s and D16s operating to Ipswich, Clacton and Harwich. The N7 class hauled local trains on the non-electrified branches.

Since these images were taken the overhead electrification has been switched to 25kv AC and extended from Shenfield along the East Anglia Main Line to Ipswich and Norwich, but apart from the overhead electrification, the infrastructure between Shenfield and Mountnessing has changed little in the intervening years, although a number of the views shown on these pages would now be impossible to take due to over 50 years lineside growth of trees and shrubbery.

▲ ***A Liverpool Street-Southend-on-Sea (Victoria) train passes near Mountnessing Junction, east of what was then known as Shenfield and Hutton, powered by Class B17/6 'Sandringham' 4-6-0 No 61646 Gilwell Park. This was one of 22 of the class allocated to Stratford (30A) at this time.***

◥ ***A three-coach local service from Southend-on-Sea (Victoria) to Shenfield and Hutton approaches its destination at Mountnessing Junction, hauled by N7/3 class 0-6-2T No 69721.***

▶ ***Holden ex-Great Eastern Class B12/3 4-6-0 No 61546 comes under the Norwich main line and approaches Mountnessing Junction, hauling a Liverpool Street-Southend-on-Sea (Victoria) train.***

Diary

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

Details should be sent via email to ***editor@railwayherald.co.uk*** and should include a brief outline of the event, including the speakers name if appropriate, date, time and location, together with contact details (either telephone, web or email). *Railway Herald* cannot accept any responsibility for any inaccuracies or events which are amended, cancelled or postponed. Information, such as advance programmes and club meeting line-ups can also be sent through the post to the editorial address.

11th January 2008
Altrincham Electric Railway Preservation Society
Altrincham Methodist Church Hall, Barrington Road, Altrincham.
'Wester & Wessex Wanderings' by Tony Icke Start 19.30,
Non-members £3.00

Gloucestershire Warwickshire Railway (Birmingham Group)
Northfield Library, Church Road, Northfield, Birmingham.
'Members Miscellany' Start 19.30, Refreshments available.

12th January 2008
Stephenson Loco Society
Kidderminster Railway Museum.
'Members Slides'. Starts 14.15.
Contact 01242 582152.

14th January 2008
Matlock Railway Club
The Duke William, 81 Church Street, Matlock.
'Steam in the UK' by R. Falconer Starts 20.00. Members £1, Day Membership £1.50.

York Railway Circle
Archbishop Holgate's School, Drama Studio, Hull Road, York.
'Midland & Great Northern Railway & North Norfolk Railway' by David Harris. Starts 19.30.
Membership available.

15th January 2008
Permanent Way Institution (Nottingham & Derby)
The Midland Hotel, adjacent to Derby Station. 'Signalling in a P'Way World' by Andy Cokayne. Starts 18.30. Contact Colin Dowey on 01949 837067.

Permanent Way Institution (West Yorkshire Branch)
The Pullman Room, The Goldern Lion Hotel, 2 Lower Briggate, Leeds.
'Keighley & Worth Valley Railway' by Bruce MacDougall, K&WVR. Starts 18.30.
Contact Martin Woofe on 07747 160949.

RCTS (Cheltenham Branch)
The Victory Club, Burlington House, Lypiatt Road, Cheltenham.
"Twelve Countries Trains" by Ian Wilson. Includes Belgium, Croatia, Hungary and Lithuania!
Start 7.30pm.

Stephenson Locomotive Society
Fox Covert Inn, High Leven, Nr Yarm, Teeside.
'The Railways of Cornwall' by John Irving. Starts 19.30. Contact 01642 321205.

16th January 2007
Permanent Way Institution (Glasgow Branch)
Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow.
'The interface between structure and track' by Andy Stokes, Carillion. Starts 17.30

Permanent Way Institution (London Branch)
10th Floor Restaurant, 55 Broadway (LUL HQ), London St. James Park tube.
'Trent Valley Four Tracking' by Nigel Jacques. Starts 17.30

17th January 2007
Locomotive Club of Great Britain - North West
The Victoria Hotel, Wargrave Road, Newton-le-Willows, Merseyside.
'British Steam 1829-1968' by Frank Taylor. Meeting starts 19.35.

Marlow & District Railway Society
Garden Room, Liston Hall, Marlow.
'Up the Devil's Nose - A visit to the Guayaquil & Quito, Ecuador' by Mike Hyde. Meeting starts 19.45
Non-members £2.

Monmouthshire Railway Society
Room LL1, UWCN, Allt-Yr-Yn Ave., Newport , Gwent.
'16mm Archive Railway Films' by Chris Plaister. Meeting starts: 19.30 Non-members £3.

Stephenson Loco Society
United Reform Church Hall, Mowbray Road, New Barnet.
'Patagonia Narrow Gauge in 1996' by Alan Pearce. Starts 19.30
Contact 0208 368 6200.

18th January 2008
Great Western Society (Taunton Group)
Stoke St. Mary Village Hall, near Taunton. 'Have I got views for you' by Michael Pollard. Starts 19.30, Contact Peter Triggs on 01823 334188.

Locomotive Club of Great Britain, Central London Branch
Main Hall, Model Railway Club, Keen House, 4 Calshot Street.
"Just in front of the good Doctor, Operation 8" by Blake Paterson. Starts 19.15, Donation of £2.

Stephenson Loco Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road. Newcastle Upon Tyne. 'The Embsay & Bolton Abbey Steam Railway' by Steven Walker. Starts 19.00. Contact 01434 688946.

19th January 2008
Churnet Valley Railway
'Burns Night' event.

21st January 2008
Great Central Railway Society (Spinkhill Branch)
The Angel Hotel, College Road, Spinkhill.
Members evening (slides or digital). Starts 19.30.

Locomotive Club of Great Britain - Dorking Branch
Pethick-Lawrence House, 85 South Street, Dorking, Surrey.
'BR Branch Lines' by Dave Soggee. Meeting starts 19.30.

Matlock Railway Club
The Duke William, 81 Church Street, Matlock.
'Film Show - North from Carlisle by Steam' plus 'The Holiday Line' on the Atlantic Coast Express. Starts 20.00. Members £1, Day Member £1.50.

24th January 2008
RCTS (Sussex Branch)
Brighthelm Church & Community Centre, North Road, Brighton.
"Tales of an International Railway Journalist" by Chris Jackson. Start 7.30pm. Entrance £1.50

29th January 2008
Great Western Society (Taunton Group)
West Coker Club, West Coker, near Yeovil. ***AMENDED***
'Maurice Deane Remembered Again' by Ian Bennett. Starts 19.30, Contact Peter Triggs on 01823 334188 for more information.

1st-7th February 2008
Locomotive Club of Great Britain (Oversea's Tour)
'IGE Winter Steam' in Slovenia. Participants must be members of LCGB for insurance purposes. Further details visit the website at http://www.lcgb.org.com

1st February 2008
Gloucestershire Warwickshire Railway (Birmingham Group)
Northfield Library, Church Road, Northfield, Birmingham.
'Rambling around the regions' by Richard Icke. Start 19.30, Refreshments available.

RCTS (Bristol Branch)
St Peters Church Hall, Church Road, Filton.
'Central Switzerland's Railway Wonderland' by Arthur Turner. Start 7.30pm.

4th February 2008
Matlock Railway Club
The Duke William, 81 Church Street, Matlock.
'Film Show - Pure Steam in Oz'. Starts 20.00. Members £1, Day Membership £1.50.

RCTS (Merseyside Branch)
The Lever Club, Greendale Road.
'Civil Engineer Part 3' by John Ryan Start 7.45pm.

5th February 2008
Locomotive Club of Great Britain - Bedford Branch
St Johns Church Hall, St Johns Street, Bedford
'50th anniversary. 1959-1968' a joint presentation by branch members.. Meeting starts 19.30.

Locomotive Club of Great Britain - North London
Wood Green Labour Club, 3 Stuart Crescent, Wood Green, London. N22 5NJ.
'South African Slides' by Peter Watson. Meeting starts 19.30.

Permanent Way Institution (Darlington & North East Branch)
Railway Athletic Club, Brinkburn Road, Darlington.
'Bringing the trains back to Wensleydale' by Phil Kirkland, Nexus. Starts 19.00

Permanent Way Institution (Edinburgh Branch)
The Scots Guards Club, 2 Clifton Terrace, opposite Haymarket Station, Edinburgh.
'Modular S&C' by Tim Fenemore, Network Rail.
Meeting starts 18.00

Permanent Way Institution (Wessex Branch)
The Freemantle Club, Waterloo Road, Southampton.
'Copyright BR - The work of BR's Photographic Unit' by John Goss. Starts 18.00. Contact Eddie Gosling on 01252 614558.

RCTS (Watford Branch)
St. Thomas's United Reformed Church, Langley Road.
'The Midland Railway Trust' by Peter Featherstone.
Meeting starts 7.30pm.

Southern Electric Group (South Hampshire Branch)
Eastleigh Railway Institute in Romsey Road, Eastleigh.
'Miscellany of steam railway and tram slides' talk by Martyn Davies.
Meeting starts 19.30.
Entrance fee £2

6th February 2008

Permanent Way Institution (Thames Valley Branch)
Sussex House, Reading.
'Why manage Rail?' by David Baskett, Network Rail. Starts 17.30. Contact Rodney Pinchen at rodneyp@tinyworld.co.uk.

RCTS (Ipswich Branch)
St Thomas Church, Back Room Bramford Lane. Ipswich.
'Transport in the Philippines' by Dave Carson. Start 7.30pm.

Scottish Railway Preservation Society (Motherwell)
Conference Room, St. Mary's Church, Avon Street. Motherwell.
'An abc of BR Steam' colour slideshow by Hamish Stevenson. Starts 7.30pm, contact Alistair Maclean on 01698 263814.

7th February 2008

Great Central Railway Society (Rotherham Branch)
The Three Horseshoes, Bawtry Road, Wickersley.
'Through the Hope Valley and back over Woodhead' by Ted Hancock. Starts 19.30.

RCTS (Milton Keynes Branch)
CIU Workingmen's Club, London Road, Stony Stratford, Milton Keynes. 'The Waverley Route' by Dave Lovell. Start 7.30pm.

Scottish Rly Preservation Society (Edinburgh)
Quaker Meeting House, 7 Victoria Terrace, Edinburgh. 'From Wick to Penzance in the last 30 years' by Bob Cleary. Starts 7.30pm, contact Dr. Peter Howell on 0131 334 5232 for further details.

8th February 2008

Altrincham Electric Railway Preservation Society
Methodist Church Hall, Barrington Road, Altrincham. 'Welsh Highland Revival' by George Jones Start 19.30, Non-members £3.00

RCTS (Edinburgh Branch)
Quakers Meeting House, 7 Victoria Street, Edinburgh. 'Scottish Industrial Steam' by Hamish Stevenson. Starts 19.30

11th February 2008

Matlock Railway Club
The Duke William, 81 Church Street, Matlock. 'Tramways - A tour-de-force'. Starts 20.00. Members £1, Day Membership £1.50.

Permanent Way Institution (London Branch)
10th Floor Restaurant, 55 Broadway (LUL HQ), London St. James Park tube. 'Introduction of S Stock - The Permanent Way Issues' by Andrew Brice. Starts 17.30

RCTS (Sheffield Branch)
St Mathews Church Rooms, Carver Street.
'Platform 5' by Peter Fox. Start 7.30pm.

York Railway Circle
Archbishop Holgate's School, Drama Studio, Hull Road, York.
'My 1960s and steam operation in Serbia & Bosnia in 2007 after the Jugoslavian War' slide show by Robin Patrick. Starts 19.30. Non-Members £2

12th February 2007

8E Railway Association (Northwich Branch)
The Gladstone Club, Station Road, Northwich.
'Cine Film from the 1950s and 1960s' by Colin White. Meeting starts 19.45.

Abergavenny & District Steam Society
Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny.
The Right Kind of Snow' by Terry Nicholls. Meeting starts 20.00.

Monmouth Railway Society
Room LL1, UWCN, Allt-Yr-Yn Ave., Newport , Gwent.
'1960s Steam on Cine' by Mike Clemmens. Starts: 19.30. Non-members £3.

Permanent Way Institution (Croydon & Brighton Branch)
Room B110, Croydon College.
'Whats the problem? Solutions for this century.' by Peter Shrubsall, Vortok International. Starts 17.30

RCTS (Nottingham Branch)
Nottingham Mechanics, 3 North Sherwood Street.
'Steam in the North Staffs area' by Matlock Railway Club. Meeting starts 19.30

13th February 2007

Grimsby & Cleethorpes Railway Group
Royal Air Force Club, Alexandra Road, Cleethorpes.
'Steam in Cuba' by Ken Horan. Starts 19.30.

Permanent Way Institution (North Wales Branch)
The Town Crier Hotel, Chester.
'Why manage Rail?' by David Baskett, Network Rail. Starts 18.30. Contact Carl Barker on 01782 717472.

RCTS (Hatfield Branch)
Hitchin Christian Centre, Bedford Road. Hatfield.
'East Coast Memories' by Tom Gladwin. Starts 19.30

14th February 2007

Locomotive Club of Great Britain - St. Albans Branch
United Reform Church, Watford Road, Chiswell Green
'Robert Stephenson; The Mania Years' by Dr. Michael Bailey.. Meeting starts 19.30.

Permanent Way Institution (Manchester & Liverpool Branch)
Ove Arup Offices, St. James Building, Oxford Street, Manchester.
Meeting details to be confirmed closer to the date. Starts 17.00. Contact Rob Cummings on 0161 228 5321.

Permanent Way Institution (South & West Wales Branch)
Kings Hotel, High Street, Newport.
'Britannia Bridge and the Porthmadog Cross Town Link' by David Bateman, Consultant Engineer. Meeting starts 18.00. Contact Andy Franklin on 0207 557 8664.

RCTS (Newcastle Branch)
The Brunswick Methodist Hall, Newcastle. 'A Chinese Takeaway' by Raymond Rouke. Starts 18.30

15th February 2008

Great Western Society (Taunton Group)
Stoke St. Mary Village Hall, near Taunton.
Group AGM followed by 'Some more Goldern Oldies' by Neville Smale. Starts 19.30, Contact Peter Triggs on 01823 334188.

Locomotive Club of Great Britain, Central London Branch
Main Hall, Model Railway Club, Keen House, 4 Calshot Street.
"More treasures from the Dave Mills collection" by Roger Whitehead. Starts 19.15, Donation of £2.

18th-23rd February 2008

Locomotive Club of Great Britain (Oversea's Tour)
'Sachsen Winter Steam' in Germany. Participants must be members of LCGB for insurance purposes. Further details visit the societies website online at www.lcgb.org.com

Internet Links

Click on the name of the group or society to visit their website.

- Bassetlaw (Nth Notts) Rly Society
- Great Central Railway Society
- Great Western Society (Bristol)
- Locomotive Club of Great Britain
- Manchester Model Railway Society
- Marlow & District Railway Society
- North Wales Railway Circle
- RCTS
- Stafford Railway Society
- Stephenson Locomotive Society

▼ ***On 29th December, GWR 0-6-0PT No. 9682, with British Railways branding and renumbered as No. 9789 to commemorate the sixtieth anniversary of the formation of British Railways on 1st January 1948, is pictured with a 'Mince Pie Special' at Bledlow on the Chinnor & Princes Risborough Railway.*** **Tim Edmonds**

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