The Railway Herald

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Front Cover

Battle of Britain Pacific No 34067 Tangmere blasts up the bank towards Bickley Junction on 14th February 2008, hauling a Valentines Day special from London Victoria to Dover via Canterbury. **Brian Morrison**

Rear Cover

The guard signals departure of the evening freight from Cheddleton, during a photographic charter on the Churnet Valley Railway on 9th February. **David Gibson**

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.

Newsdesk

Duke of Gloucester returns, but encounters SPAD

No. 71000 *Duke of Gloucester* returned to the mainline following overhaul and repairs on 2nd February for The Railway Touring Company's 'Tynesider' which featured the locomotive throughout on a return working from Manchester to Newcastle upon Tyne.

The day was not without incident, however, as No. 71000 passed a signal at danger (SPAD) at Low fell Junction on the outskirts of Newcastle. Unconfirmed reports indicate that the driver was already slowing for the signal, but as it was on his blind side it is reported as being passed at very slow speed and the train was gently stopped roughly an engines length beyond the signal. After investigation, a Class 66 was attached to the front and towed No. 71000 and the train into Newcastle Central via the High Level Bridge, after special dispensation for a one-off movement across the bridge was agreed by Network Rail; the High level Bridge over the Tyne is normally banned to steam traction.

After de-training the passengers, the train was then hauled onwards to Tyne Yard by the Class 66 to allow No. 71000 to be serviced. After completion of servicing, the Class 66 hauled the train back into Newcastle Central, with *Duke of Gloucester* at the rear, via the King Edward Bridge, thus positioning it at the front of the train for the return to Manchester. Meanwhile, the crew who were booked to cover the York-Manchester leg of the tour were ferried to Tyne Yard to take over for the return working, which they covered throughout. It is understood, that a pilot-man was on the footplate between Newcastle and York.

Despite the problems of the day, the train was reported to be only 30 minutes late returning from Newcastle, and was virtually on-time back into Manchester.

Given the circumstances, this was a very credible performance by all concerned in both dealing with a difficult situation and also making every effort to keep the train running, and as far as possible, to time.

Happy 3rd Birthday ... Railway Herald Magazine!

Publication of Issue 120 of *Railway Herald* marks our 3rd birthday!

Over the course of the last three years the magazine has expanded and the recent refurbishment of our website, together with the introduction of the new *Railway Herald Worldwide* publication has brought more work for our limited team. However, the comments that we receive back following the publication of each issue, show that the magazines are what you, the readers, want. But we welcome your comments at any time!

Railway Herald WORLDWIDE

from the publishers of Railway Herald

A new monthly round-up of news and some of the best railway photography from around the world in a digital magazine, available direct to your desktop

Railway Herald Worldwide is published on the first Tuesday of every month and available on e-mail subscription (free of charge) or it can be downloaded direct from our new look website at **www.railwayherald.com**

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- The latest news and events from across Europe, the America's and the Asia Pacific region
- **Winter railroading - USA style!** A look a the snow covered railway scene in the United States.
- **Australian High Speed** - A pictorial review of the Australian XPT trains and a round-up of the current fleet.
- **Up and over the Rockies** - *Ian Lothian* takes us on a journey photographing Canada's 'Kicking Horse' pass.
- Plus much, much more!

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DRS and the Stobart Group launch the Stobart Pullman

Having purchased and refurbished a number of Mk3 125mph ex-Virgin West Coast passenger coaches, Direct Rail Services has now rebranded the set as part of the tie-up with the recently formed Stobart Group.

The vehicles are to be used on the Stobart Rail Tour Pullman workings, now that the Hertfordshire brand has been dropped as the company is part of the Stobart Group, following the end of the Victa WestLink operation.

The train made its inaugural appearance on the network on 12th February, working a VIP special from London Victoria via the suburbs, Fareham and Southampton and returning via the West London Line arriving back at London Euston.

The train was powered by Class 47/7 No. 47712, named *Pride of Carlisle*, and Class 47/4 No. 47802, named *Pride of Cumbria*. It is perhaps ironic that with Hertfordshire having started the popular 'Blue Pullman' operation, the rolling stock of which was sold to Cotswold Rail following the administration of FM Rail, that the first train should be worked by No. 47712 - which was previously one of the two dedicated 'Blue Pullman' locomotives!

The first public run of the set took place on 14th February, with a Finsbury Park to Bourneville working, with the Hertfordshire brand now being displaced by Stobart Pullman. The train's next outing is over the Settle & Carlisle on 23rd February. Visit the website at http://www.stobartpullman.co.uk for details.

***▲ Recently returned to traffic, Class 47/7 No. 47712 leads the return leg of the inaugural Stobart Pullman through Lyne on 12th February. Classmate No. 47802 was on the rear.* Ken Brunt**

***▶ One of the ex-Direct Rail Services liveried Mk3 FO vehicles, now reliveried with the familiar Stobart branding and name, passes through Southampton Central on the inaugural train.* Brad Joyce**

***▶▼ Looking resplendent, having been recently repaired and repainted into the latest DRS Compass colour scheme, No. 47712, originally named Lady Diana Spencer when converted into one of the 'push-pull' fitted Class 47/7s, is now named Pride of Carlisle. The locomotive, complete with appropriate headboard is pictured leading the inaugural charter through Fareham.* Mervyn Turvey**

***▼ The other locomotive used on the inaugural tour was DRS's Class 47/4 No. 47802 Pride of Cumbria. Here the locomotive brings up the rear of the train on the outbound working at Wimbledon. Visible behind the locomotive is one of only three non-Mk3 vheicles in the train, this one being the Mk2 brake, while the other vehicles are Mk1 Kitchen cars.* Brian Morrison**

▶ National Express East Coast is laying on an extra train from Edinburgh for rugby fans returning from the Scotland vs England 'Six Nations' match in the city on 8th March. The service will leave Edinburgh Waverley at 18.50 and call at Newcastle at 20.21, Darlington at 20.50 and terminate in York at 21.20. The match is unlikely to finish much before 18.00, which means that normally there would be only a limited number of regular services available to fans returning home that evening.

▶ Freightliner Heavy Haul (FHH) has been awarded the Logistics Provider of the Year Award, announced at the Annual Coal UK Awards dinner on 6th February. The company was chosen over other rail freight operators, port companies and shipping agents, nominations being received from across the industry with judges selecting FHH for excellent service and reliability.

▶ GBRf has signed a new eight-year track access contract with Network Rail, covering the period from June this year to December 2016. GBRf has enjoyed considerable success over the past few months, increasing commercial services by a third in just one four-week period from 854 trains in October last year to 1089 in November.

Work continues at Manchester Airport

People travelling to Manchester Airport by road between 15th February and 3rd March are advised to allow extra time for their journey at peak hours.

As part of a £15 million scheme to create a third platform at the airport station, Network Rail will be sliding a new bridge into position under one of the main access roads to the airport during this period, Outwood Lane, the main road to Terminals 1 and 3, which passes over the ends of the station platforms.

The work is said to be vital to meet future demand for travel to the airport as currently there are only two platforms available, and with over 300 trains a day calling, two often have to occupy the same platform at any one time.

Rail passengers will be largely unaffected by the work, except for the weekends of 23rd/24th February and 1st/2nd March, when rail services between Manchester Piccadilly and the airport will be suspended and replaced by road coaches.

Track crews needed for Polish steam operation

Wolsztyn Experience (WE) in Poland, which has given many hours of fulfilment to aspiring steam drivers from all over the world, is now looking for help from aspiring trackmen.

WE is associated with the still operational 750mm gauge Smigiel Railway that runs a sparse passenger service with a single car DMU and has occasional freight services. WE has acquired a PX48 0-8-0 tender steam locomotive, which it would like to run at Smigiel, but unfortunately the track is in too poor a state on which to operate the engine, and the Smigiel company do not have sufficient funds to improve the track.

The manager at Smigiel, through WE, has asked if any UK enthusiasts would like a working week on the track to make a start on the improvements to allow the steam loco to run on the line. It is proposed to depart from the UK on 26th/27th April, with work on the track taking place from 28th April to 2nd May, returning to the UK on 3rd/4th May. This weekend is the Grand Parade of steam at Wolsztyn and as a thank you WE will give participants free tickets to this event, and the steam-trip to Wroclaw, a major Polish city.

The costs of the working week will be flights or train fare to or from Poland plus accommodation. Depending upon how many volunteers come forward, it is anticipated that the final decision to go ahead with Operation Trackman will be taken in the last week of March. Readers interested in helping should contact Bob Gibbens on +44 1332 557095 or mobile +44 7715 374636 or email bob@5689ajax.fsnet.co.uk

Colchester Improvements

Improvements underway at Colchester station include refurbishing the passenger subway at a cost of £265,000.

The project includes new walls, flooring, stairs and lighting to transform the look of the area to provide a more pleasant environment for passengers.

New visual displays and CCTV improvements will also be a feature of the refurbishment project upon completion. A £60,000 refurbishment of the passenger toilets has recently been completed and other improvement work includes repairs to the stairs providing access to the car park, resurfacing of large areas of the platforms and new lighting throughout the station.

This work complements the installation of new passenger lifts at the station last year.

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Tories call for probe by National Audit Office
Jim Laing to sell Chiltern Railways and its stake in London Overground
Watchdog urges government to consider terminating First Great Western
Work on EARL to be suspended during review
Eurostar's full high speed timetable won't arrive until December
TfL gets new rail powers outside London area
Punctuality: ATOC loses Network Rail vote
Milestone reached at Heathrow Terminal 5: first look at London 's newest tube station

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Heavy Freight movement

A unique collection of programmes looking at the popular Class 56s and 58s.

National Grids *(£14.95)*

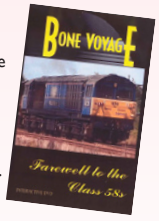
Released in March 2000, this programme looks at the popular Class 56 locomotives built in Romania and at BREL Doncaster and Crewe. The programme combines the classes day-to-day operations with, in some cases, rare and unique footage of this popular locomotive type at work.
Running time approx 65 minutes.

Pulling Power *(£17.95)*

As a follow-up to the popular National Grids this video is an extended programme featuring the class at work over the period 1983 to 2002. With well over an hour of fast-flowing entertainment from throughout the UK we see both freight and passenger workings as well as a multitude of liveries. As always, special attention has been paid to the soundtrack so as to give maximum enjoyment.
Running time approx 75 minutes.

Bone Voyage - The Class 58s *(£19.95)*

This programme pays tribute to the sterling work undertaken by the Doncaster-built Class 58 locomotives. This collectors item, which includes rare footage of the Class 58s, is complimented by sights of them at work on their regular duties. With scenes ranging from Cornwall and Kent to the North of Scotland we see the class on freight duties, top link passenger work,' electric 'drags', and railtours. Features all 50 locomotives. *Running time approx 81 minutes.*



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Signallers strike ahead from RMT over colleague and conditions

More than 50 RMT signallers in the Lincoln area are to take two separate days of strike action after voting by more than four to one in favour of supporting a colleague they say has been treated unfairly by Network Rail, and to defend agreed procedures in dealing with displaced staff.

The signallers and supervisors will not book on for shifts that begin between 00.01 and 23.59 on 23rd February and again on 1st March. The RMT has also warned that it will ballot all signallers and supervisors in the area between Doncaster and King's Cross if the dispute is not settled within seven days.

The ballot was sparked when Network Rail was said to have effectively ignored a national agreement by making redundant a local operations manager with 33 years service, rather than offering him suitable options under established procedure. He was made redundant from his post, despite his seniority, in breach of what is known throughout the rail industry as the PTR&R – the Promotion, Transfer Redundancy and Resettlement arrangements.

Union General Secretary, Bob Crow, maintains that Network Rail has effectively torn up the existing agreement and tried to deal with his member under a process that has never been agreed, and on this basis his colleagues rallied round to defend their workmate and their conditions.

National Rail Enquiries Success

The National Rail Enquiries online rail journey planner, designed and run by Transeo (an alliance of Thales and EWS), is now consistently attracting one million enquiries every working day.

Just months after its initial launch, the planner became one of the most frequently used travel sites in the UK, offering an online timetable journey planner with links to online ticket retailing. Visitors can also view live departure boards with real-time feeds from 2,500 stations, receive up-to-the-minute service announcements, browse through station information, and benefit from special offers.

Second refurbished Class 153 in traffic

▼ ***The second of FGWs refurbished Class 153s has entered traffic. 'Local lines'-liveried No. 153368 is paired with recently transferred First North Western liveried No. 153361 on 2nd February, forming the 11.45 Penzance to Plymouth, captured at St Erth.*** **Nathan Williamson**

▶ The Department for Transport has agreed to upgrade Stalybridge station. The work will take place as part of its £370 million 'Access for All' programme in England and Wales and work on a new ticket office and waiting area is due to start soon.

▶ Following the order last year by Freightliner for new rail head gantry cranes at Lawley Street, Birmingham, the company has made a further £4 million investment in two new cranes for it's Trafford Park terminal. As part of a similar deal to the two Birmingham cranes on order, Liebherr Container Cranes Ltd, the leading manufacturer of container cranes in Europe, will soon begin production of a further two cranes for installation at the Manchester terminal in 2009.

▶ 'one' railway is raising customer service standards at Alresford station on the Colchester to Clacton-on-Sea line with a dedicated member of staff now located at the station to provide customer service, information and sell tickets. A new ticket office, equipped with modern Tribute ticket issuing facilities, opened at the end of 2007 and is open on Mondays to Fridays between 06.40 and 13.15. The office sells most types of tickets, including a full range of season tickets.

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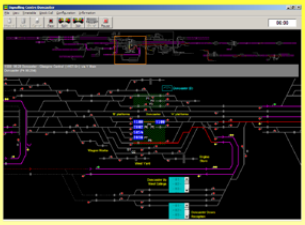

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Class 180 DMU's go into store at Wolverhampton Oxley

Following the abandoning of Class 180 operations by First Great Western, the Alstom-built five-car DMU fleet is progressively being stored at Alstom's Oxley Depot in Wolverhampton.

A 'path' exists every Monday morning for a further member of the fleet to be transferred from Old Oak Common to Wolverhampton, the latest unit to be moved being No. 180111 on 11th February.

Currently Oxley is home to six stored Class 180s in the form of Nos. 180103, 180106, 180107, 180111, 180112 and 180114. The future for the majority of these trains is still to be officially decided, but it is known that Hull Trains are looking to take two units to provide extra seating on its King's Cross service and allow the Class 86 operation, currently covering for the loss of a Class 222 Pioneer set, to be withdrawn.

▲ *Class 180 Adelante No. 180104 passes Ashbury Crossing, about half-a-mile east of the site of Shrivenham station on 4th February, with the 11.48 London Paddington - Cheltenham Spa service.* **Ken Mumford**

▶ *The first of Cotswold Rail's Class 57 locomotives, No. 57006 has been outshopped from Brush Traction, Kilmarnock, wearing the new corporate colours of Advenza Freight. No. 57006, complete with 'The Maurauder' headboard, stands in the works yard on 14th February, shortly before being returned to traffic.* **Bill Wilson**

▼ *On 6th February, Class 47/7 No. 47761 was moved from Margam to Gloucester by Class 57/0 No. 57005. The locomotive has been purchased by the 47401 Project as a source of spares for the Group's other two locomotives. On 11th February, Cotswold Rail's Class 57/0 No. 57005 was used to haul the '47' as the 09.00 Gloucester-Butterley, pictured here at Natton, near Ashchurch. It is anticipated that subject to little work being required, No. 47761 MAY operate a small number of farewell runs, prior to donating its bogies to No. D1516 and being stripped for spares.* **Jack Boskett**

Say hello to ... ... Metro Ken!

Nexus has unveiled 'Metro Ken' – an eye-catching illustrated cartoon character who will be appearing across the Tyne & Wear Metro to let travellers know when important works are taking place.

The illustrations will be seen on billboards and posters and have been designed to be a symbol for a variety of small and large scale developments as Nexus pushes ahead with its plans for the £600 million upgrade of the 30 year-old system.

The cartoons are part of Metro's new 'All Change' campaign, which will see new logos appearing to help the public understand the benefits of refurbishment projects and the temporary disruption they are likely to cause.

There are 10 different 'Metro Ken' cartoons in the series. They were brought to life by the acclaimed illustrator Ian Bilbey, who has undertaken the artwork for a whole host of familiar national advertising campaigns including the Volkswagen Beetle, HSBC, BT and Boddingtons beer.

Network Rail's £40 million HOBC investment

Network Rail has ordered a new Plasser and Theurer High Output Ballast Cleaning system, the third to operate on the network.

The £41.7 million investment will drastically reduce the time it takes to clean and replace track ballast, being capable of cleaning some 600 metres of track ballast during a typical midweek eight-hour night-shift.

For any readers not familiar with the operation of such a system, the ballast cleaning train works by excavating ballast from beneath the track while holding the track in its correct position. The machine passes the excavated material through large vibrating sieves, removing damaged ballast, or 'fines', to specialist wagons in the train, before returning the larger pieces of ballast to the track. Finally, the machine then adds new ballast from wagons to make up for the 'fines' removed.

The new machine will be used to clean ballast on the West Coast and East Coast Main Lines as well as in Scotland. The total system comprises one ballast cleaner, two power wagons, 44 MFS wagons, one compaction machine and one consolidation machine.

▲ *One of the existing High Output Ballast Cleaner machines (HOBCs).* **Network Rail**

The other two Network Rail High Output Ballast Cleaners operate across the western and eastern routes.

Fifth refurbished HST set in traffic with NXEC

National Express East Coast (NXEC) is continuing the 'Mallard' refurbishment programme on its 13-strong HST fleet and this week introduced a fifth upgraded HST into service, all to be completed by 2009.

The work on the passenger vehicles is being carried out by Wabtec Rail in Doncaster. The new–look interiors are brighter and more spacious, and design features include new, softer contoured seats with improved back supports and fold-up armrests for easier access; new luggage racks with more storage space; new tables, carpets and lighting; new toilets and vanity units; laminated glass windows and refurbished vestibules.

All NXEC trains are fitted with wireless internet, which became free of charge to passengers in both First and Standard Class throughout the trains from day one of the franchise change on 9th December last year.

The powercar refurbishment programme is progressing at Brush Traction, Loughborough, with 18 Class 43s having now been outshopped and fitted with MTU power units. A further 14 powercars are still to be dealt with.

In the longer term, the Department for Transport is leading a national procurement exercise to introduce a new fleet of replacement high-speed trains throught the Intercity Express Programme. These sets will be used across the country, although testing of the first vehicles is expected to begin on the East Coast Main Line from 2012, before a network rollout in 2015.

EERAILTOURS 2008

DIESEL TOURS

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STEAM TOURS

12-31 - October - New Zealand:
Two weeks chasing mainline steam on North and South Island, with visits to private steam lines, bush railways and museums. Options to ride some mainline steam (subject to availability). In the final week we join in the North Island Main Trunk Steam celebrations. Lots of steam on different lines. Private air-conditioned bus to shadow all steam specials throughout the tour.

Bulgarian Steam Tour and Weekend
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Contact Jim Colley for itineraries for all tours

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▲ *The only Merchant Navy Pacific currently passed to operate on the National Network, No. 35028* **Clan Line**, *steams across Hurstbourne Viaduct on 13th February with the 10.35 London Victoria to Bath VSOE Pullman service.* **Ken Brunt**

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.

		16th February
Past Time Rail	6201	(Birmingham International-Birmingham NS-Wolves-Stafford-Crewe-Preston-Carnforth-Ravenglass (break/rev) **CANCELLED**
Past Time Rail	tbc	London KX-Stevenage-Peterborough-York-Edinburgh and return
Pathfinder Tours	D1015	Ealing Broadway-Reading-Didcot-Oxford-Banbury-Birmingham NS-Crewe-Holyhead (break)-Warrington-Stoke on Trent-Stafford & rtn
VSOE (Northern Belle)	2xEWS Cl.67	Birmingham International-Derby-Sheffield-Edinburgh and return
		22nd February
VSOE (Northern Belle)	2xEWS Cl.67	Coventry-Northampton Circular
		23rd February
Heartland Rail	2xCR Cl47	Kensington Olympia-Reading-Swindon-Bath Spa-Bristol Parkway-Yate-Cam & Dursley-Birmingham NS-Liverpool Lime Street and return
Hertfordshire Railtours	tbc	London KX-Stevenage-Peterborough-Leeds-Skipton-Settle-Carlisle (break/rev)-Hexham-Durham-York and return
Past Time Rail	6201	(Hereford-Shrewsbury-)Hellifield-Carlisle-Shap-Carnforth (& return)
Past Time Rail	2xEWS Cl 37	London KX-via ECML-Settle-Carlisle-Hexham-Durham and return
Spitfire Railtours	55022	Liverpool LS-Manchester Victoria-Huddersfield-York and return
Vintage Trains	2xClass 47	Birmingham Moor Street-Stourbridge Junction-Worcester FS-Hereford (break)-Ludlow-Shrewsbury-Birmingham NS
		28th February
Hertfordshire Railtours	tbc	London Paddington-Slough-Reading-Cardiff-Llandrindod Wells-Craven Arms-Wellington-Wolverhampton and return
		1st March
Hertfordshire Railtours	tbc	Northampton-Basingstoke-Southampton-Dorchester-Weymouth (break/rev)-Dorchester-Castle Cary-Westbury and return
Kingfisher Railtours	48151	Carnforth-Lancaster-Preston-Blackburn-Rose Grove-York and return
Past Time Rail	tbc	Swansea-Port Talbot Parkway-Bridgend-Cardiff Central-Newport-Chepstow-Lydney-Gloucester-York and return
Pathfinder Tours	tbc	Watford Jct-Coventry-Bham Int-Bham NS-Barnt Green-Cheltenham Spa-Gloucester (57/3)-Machen-Barry-Margam-Newport (66/5 tnt 60)-Bham NS (EWS 66)-Watford Jct (57/3)

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.

Useful Weblinks

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

The Week Ahead

After a long and frustrating period of non-activity, Spitfire Railtours should enjoy its inaugural charter on 23rd February.

Ironically, the company's first trip was originally planned for mid-2007 and was due to feature No. 55022 *Royal Scots Grey* from London King's Cross to Newcastle, and with luck it will be No. 55022 again which will lead from Liverpool Lime Street for a full day out, travelling via the Standedge route to York, and then on classic 'Deltic' territory on the East Coast Main Line northwards over the River Tyne through Newcastle to the Scottish capital of Edinburgh. After the troubles the company has encountered over the past few months and the loss of the fully booked 'Electric Scot Farewell' on the day of operation, we wish them well for the future.

Having lost this weekend's Ravenglass working due to gauging issues, Past Time Rail head for more secure ground with No. 6201 *Princess Elizabeth* working northbound over the Settle & Carlisle and then south over Shap on a train which originates at Hereford and runs via Shrewsbury and Crewe. Steam commences at Hellifield and runs through to Carnforth on the return leg. This tour is already sold out, and a re-run has been organised for 20th September along the same route with 'A4' No. 60007 *Sir Nigel Gresley* as the booked traction.

Also heading for the Settle & Carlisle is Hertfordshire Railtours with a Pullman working from London King's Cross. The return leg is via the Tyne Valley and the ECML. DRS Class 47s should feature.

It should be noted that Past Time's charter to the Settle & Carlisle line with a pair of EWS Class 37s has been postponed until 24th May, while Vintage Trains' charter to Worcester and the Welsh Marches has been cancelled.

On 16th February there is a rare chance to see a 'Western' on the North Wales Coast main line, with the Irish Traction Group's 'The Irish Mail' from Ealing Broadway via the West Midlands and Crewe to Holyhead. The return working will run via Warrington, Stockport and Stoke-on-Trent. The train is scheduled to be hauled by No. D1015 *Western Champion* throughout.

▲ *BR Standard 4MT No. 76079 heads 'The Cotton Mill Express' out of Standedge Tunnel on the Trans-Pennine route on 9th February.* **Derek Elston**

Steam Dreams develops its charter services as 2008 programme is announced

Steam Dreams has officially launched its 2008 programme that contains details of no less than 40 trains throughout the year featuring a wide variety of locomotives.

The motive power for the company's tours in 2008 are split between Nos. 34067 *Tangmere*, 30777 *Sir Lamiel*, 6024 *King Edward I*, 6233 *Duchess of Sutherland*, 60007 *Sir Nigel Gresley*, 60019 *Bittern* and 70013 *Oliver Cromwell*.

Along with the core itineraries there are a number of new and interesting developments. Firstly, Steam Dreams benefit from the transfer of Eurostar services from Waterloo International to St. Pancras International, which has enabled all of its trains to the south-west division via Worting Junction to be based on London Waterloo.

This year the programme contains more trains to Norwich following the acquisition of a path from London King's Cross on Sundays, which runs via Cambridge and Ely. This is an important development as it opens up the market from both Cambridge and Ely for steam-hauled day trips to Norwich as well as offering those cities as a destination in their own right from London. This may well develop into a more regular working in the future. Currently, *Bittern* will operate on this route on 4th May and *Duchess of Sutherland* on 31st August, together with a Christmas train on 20th December.

On 16th July, Steam Dreams is likely to be the first operator to make use of the West Somerset Railway's new turntable at Minehead (see Preservation News) with a train from London which also sets down at Castle Cary for passengers wishing to travel to the City of Wells. Traction for this train is to be confirmed. Previously, charters could only be worked one-way with steam due to the lack of turning facilities, but the new turntable means that they can now operate both ways with steam motive power thus making them an even better attraction.

Three days later should see a positioning special to get No. 6233 *Duchess of Sutherland* to Southall in preparation for its programme on Steam Dreams' operations throughout August. The train is a Chester to London working, although at the time of going to press, the route has still to be confirmed. The outward leg is likely to be in the hands of a Class 50.

◀ ***First GBRf-operated Class 73/2 locomotives Nos. 73209 Alison and 73206 Lisa power the 'Oozlum Bird II' charter for Pathfinder Tours along the Mid-Hants Railway on 9th February. The train originated at London Victoria and worked through to Alresford.*** **David Warwick**

▶ *Railway Herald* would like to apologise for our comprehensive railtour listings on the website not being as up-to-date as it should be at present. This is due to technical problems with transferring the data between the old and new websites, which has also prevented updates being processed. It is hoped to have all the issues resolved and the listings fully up-to-date within the next few days.

▶ Vintage Trains will again be visiting the Cosford Air Show this year, which is one of the premier events of the summer calendar in the West Midlands. The company will be employing 'Pannier' No. 9466 throughout from Tyseley Warwick Road to Cosford via Sutton Park, Walsall and Wolverhampton.

▶ Kingfisher is seeking expressions of interest for an ambitious Scottish tour in July, the highlight of which is to celebrate the 60th anniversary of a Bullied Pacific's last visit to the Highland mainline during the 1948 Locomotive Exchanges. The company has an option to use Battle of Britain Pacific No, 34067 *Tangmere* for four days in July. The plan for day one is to use *Tangmere* from Carnforth via Shap and Beattock to the Glasgow area, followed on day two with the climb over Druimuachdar Summit to Aviemore, with day three taking the locomotive south over the Forth Bridge. However, the company needs to ensure that the train can be filled, so for more information or to register interest go to www.kingfisherrailtours.co.uk

▶ A pair of DRS Class 20s will be the feature of Spitfire's latest tour on 19th April from Crewe, picking up at Stafford, Wolverhampton, Birmingham New Street, Banbury and Oxford to Weymouth. Entitled 'The Wey-farer', it is booked for Class 20 haulage throughout.

▶ The mainline fleet has gained another member in the shape of Class 86/2 No. 86259 *Les Ross*. The locomotive was acquired directly from HSBC Leasing by Midlands Radio personality Les Ross, after whom Virgin Trains named the locomotive. The '86' has been overhauled and restored to mainline running at Tyseley. The Class 86/2 successfully completed a loaded test run in company with Tyseley's Class 47 No. 47773 on 8th February on an Oxley – Crewe – Oxley diagram.

▲ *Class 37/4 No. 37422 Cardiff Canton leads Pathfinder Tours 'Buffer Puffer' charter from London Bridge to Uckfield around the London suburbs at Twickenham on 2nd February. Classmate No. 37401 was on the rear.* **Chris Wilson**

▶▶ *No. 37422 catches the last rays of the afternoon sun as it stands beneath the London Eye at Charing Cross on 2nd February.* **John Thompson**

Railway Touring Company changes operator and looks towards powerful double-header

The Railway Touring Company (RTC) will shortly be taking delivery of its own set of Mk1 carriages which are being out-shopped in the early British Railways livery of carmine and cream, or 'blood and custard' as it is better known.

The set, which is owned by Riviera Trains, will be for the exclusive use of the RTC and will be unveiled on a private charter due to operate on 11th April from Euston to Victoria, via Staines, Guildford and Redhill, which will be hauled throughout by 'A4' No. 60019 *Bittern*.

This is not the only change for RTC this year as the company has departed from its long-time train operator, West Coast Railway Company, in favour of EWS. The reason for the change has not been divulged, but it has been apparent that since Deutsche Bahn took over, EWS has been much more proactive in the charter market.

Railway Herald has also learnt of a plan to run probably the most powerful combination of locomotives to date, on a main line passenger train when on 17th May RTC is looking to use No. 6024 *King Edward I* and No. 71000 *Duke of Gloucester* in tandem on an outing from Bristol Temple Meads to Plymouth and back. RTC's Nigel Dobbing concedes that this trip is perhaps not for the purists, but you have to say such a combination of power on a train, probably three coaches heavier than anything yet seen steam-hauled over the Devon Banks is likely to provoke a lot of interest.

The current limit for a single locomotive is nine vehicles, including the support coach. It is due to originate at Birmingham International, and pick up at Birmingham New Street and Cheltenham. It will be interesting to see how this project progresses.

Meanwhile, changes are necessary with RTC's 'North Briton' tour, which is due to leave King's Cross on 12th April. If No. 60007 *Sir Nigel Gresley* does not overcome the paperwork issues that has dogged attempts to return to mainline running, then No. 71000 *Duke of Gloucester* has been earmarked to cover the York to Edinburgh outward section, and the Glasgow via Carlisle and Hexham to Darlington return section of the tour.

Pathing and gauging issues along the Aberdeen route have already resulted in a change, as the northbound working from Edinburgh with No. 60009 *Union of South Africa* will now still cover the Forth and Tay Bridges, but then reverse at Dundee and possibly run tender first for the few miles to Perth, where the train will then again reverse to continue to Inverness.

Here again is a potential problem, as No. 61994 *The Great Marquess* is not on the EWS approved list, and as EWS are the train operating company for the tour, Ian Riley's No. 45407 is on standby to double-head with No. 60009 both ways between Perth and Inverness, as well as covering the run to Kyle of Lochalsh on 14th April. Efforts to achieve EWS acceptance of No. 61994 continue.

▲ *The tender for A1 Pacific No. 60163 is lowered on to the frames at Darlington.* **Graeme Bunker**

Tender tank fitted to frames for new 'A1'

Another milestone for the A1 Steam Locomotive Trust came on 6th February when the tender tank, which had been delivered the previous day, was successfully positioned onto its running frames and secured.

Following completion of its steam test last month the project, is now well into its final stage and an early April completion date is looking realistic. Along with the physical completion of the locomotive, the funding gap had reduced to little more than £27,000 by mid-January, which will have been further assisted by progress being reported in both 'The Independent' and 'The Times' on 11th February, as well as being featured on BBC Radio 4's 'Today' programme the same day.

The 1980s Corporate look survives into the 21st century!

▲ *The addition of the Fridays, Saturdays and Sundays Class 86 diagram, with Cargo-D's blue and grey corporate liveried Mk3 vehicles, working for Hull Trains has provided some further variety for enthusiasts on the southern section of the East Coast Main Line. With the Mk3 DVT leading, Class 86/1 No. 86101* **Sir William A. Stanier FRS** *propels the train through Brookmans Park on 10th February, forming the 10.42 London King's Cross to Doncaster service, where passengers transfer to a DMU for the final section of the journey to Hull.* **Brian Morrison**

▼ *The 09.34 London King's Cross - Hull (change at Doncaster) service speeds through Hadley Wood, with the AC Locomotive Group's Class 86/1 No. 86101* **Sir William A. Stanier FRS** *on the rear about to disappear into Hadley Wood North Tunnel on 9th February 2008.* **Philip Beard**

Night-time manoeuvres

▲ *A number of the Network Rail test trains operate at night for various reasons from operation of on-board equipment to less restrictive pathing. On 10th February DRS Class 37/6s 37606 and 37609 power the Ultrasonic Test Train from Bristol Barton Hill - Exeter and pause at Taunton to allow an Arriva CrossCountry service to pass.* **Brian Garrett**

▼ *On 11th March, one of the Network Rail test train workings bound for Polmadie is pictured during a pathing stop at Carstairs on 11th February. Leading the working is DRS Class 37/0 No. 37218, while on the rear is Class 37/6 No. 37611.* **Kenny Marrs**

The Class 60s at work

▲ *Usually a dedicated Class 66 working, the Wool to Watford sand train on 12th February was worked by Class 60 No. 60090* Quintag *seen approaching Southampton Central. The appearance of a Class 60 at Southampton, although not rare, is certainly uncommon.* **Brad Joyce**

▼ *Class 60 No. 60091 rounds the curve at Freshford on 2nd February with the 12.12 Theale to Margam empty aviation fuel tanks. The train had been re-routed via Westbury and the Avon Valley because of weekend engineering work between Didcot and Swindon on the GWML.* **Glen Batten**

Atmospheric Photography at Didcot

▲ *The smokeboxes of GWR 'Castle' 4-6-0 No. 5051* Earl Bathurst *(masquerading as 5058* Earl of Clancarty*) and GWR 'Modified Hall' 4-6-0 No. 6998* Burton Agnes Hall *(masquerading as No. 7909* Hevingham Hall*) catch the light during an evening photographic session at Didcot Railway Centre on 9th February, while to the left, the silhouetted outline of GWR 2800 class 2-8-0 No. 3822 can be seen.*

▶ *The fire is thrown out of GWR Pannier No. 3738 in front of the coaling stage.* **Both: John Whitehouse**

DMU news round-up

◀ *Regional Railways-liveried Class 122 'Bubblecar' (Set No. 122100), vehicle No. 55000 commenced operation on the South Devon Railway on 3rd February. This was the first public run of the unit since the Railcar arrived on the railway. On a typically wet February day, No. 55000 passes through the curve at Caddaford, near Buckfastleigh, complete with the South Devon Diesels Trust (SDDT) headboard. The 'Bubblecar' is booked to work three round-trips every Sunday in February.*
Nathan Williamson

◀ *A special weekend of operations was held on 2nd/3rd February on the Mid-Hants Railway to celebrate the 35th Anniversary of the closure of the route by British Railways. With steam services being provided by Merchant Navy No. 35005 Canadian Pacific and the diesel diagram being worked by a Class 122/117 combination. Here, Class 122 No. W55003 leads the service on the approach to Alresford on 2nd February.*
David Warwick

▼ *The ex-departmental 'Bubblecar' Iris is seen during a station call at Consall on the 3rd February on the Churnet Valley Railway in Staffordshire.*
David Gibson

Star line-up for North Yorkshire Moors Railway as LNER Festival steams all three working A4s!

As previously announced in *Railway Herald*, the North Yorkshire Moors Railway is to hold an LNER Festival over two weekends in the spring, featuring three working A4s.

The event will take place over 28th-30th March and 4th-6th April and it is expected that at least seven engines from the former LNER will be in operation during the two weekends of the Festival. These include all three working Gresley-designed 'A4' Pacifics, Nos. 60007 *Sir Nigel Gresley*, 60009 *Union of South Africa* and 60019 *Bittern*. The 'A4s' will be joined by a fourth national icon, in the form of 'V2' 2-6-2 No. 4771 *Green Arrow*, which will be on the railway for its final weeks of operation before the engine's boiler certificate expires.

Thompson-designed 'B1' 4-6-0 No 61264, and 'K1' 2-6-0 No 62005, together with recently restored North Eastern Railway 'Q6' 0-8-0 No 63395 will complete the line-up, alongside a hoped for 'mystery loco'.

The Saturday and Sunday of both weekends will see steam-hauled passenger services working on the Esk Valley Line (EVL) as well as the traditional NYMR route from Pickering, with two train EVL operations on Sundays and freight shuttles south from Grosmont.

The festival has been designed to pay tribute to the men and machines of the London and North Eastern Railway. Best known for creating the line speed record for steam with another 'A4' Pacific, *Mallard* on the East Coast Main Line, the railway operated the line that forms today's NYMR. One, two and three day rover tickets covering NYMR operations, along with services to Whitby and the Esk Valley Line can be booked by calling the NYMR Customer Services office on 01751 472508. Those booking tickets in advance, a month before the date of travel qualify for a discount.

▲ ***GWR 5200 Class 2-8-0T No. 5224 heads a Pickering-Grosmont service through Northdale in Newtondale on 10th February, the railway's second day of operation during the half-term week.*** **Nick Wise**

Turning the tables at Minehead

The West Somerset Railway's plan to install turning facilities for locomotives at both ends of the railway took a major step forward on 11th February, when the turntable at Minehead was craned into position.

The ex-Pwllheli table had been moved by road from its restoration location in the West Midlands by Allelys Heavy Haulage, and was craned into the previously prepared turntable pit, watched by many interested members of the public. Together with the triangle currently being constructed at Norton Fitzwarren, this will allow more varied operations on the railway and also provide the ability to turn visiting steam locomotives arriving and departing the same day on mainline charters.

◀ ***The new turntable is lowered into position.*** **Philip Izzard**

Somerset & Dorset '8F' and newly-restored *Erlstoke Manor* to headline re-opening of entire Severn Valley route

Fingers at the Severn Valley Railway are very firmly crossed as the worst year in the railway's history hopefully draws to a close.

Assuming no further problems are encountered, through services between Kidderminster and Bridgnorth will re-commence on Good Friday, 21st March.

The good news is that the Bridgnorth to Hampton Loade section re-opened on 9th February, and will have six return workings each weekend until the line fully re-opens. Traction at the northern end is being shared by GWR Prairie No. 4566, Pannier No. 7714 and 0-6-0PT No. 813.

Repairs to the line are now at an advanced stage with only work at Borle Viaduct, which is situated between Highley and Arley, outstanding. A retaining wall beneath the viaduct needs to be strengthened, which involves digging out the brickwork and inserting gabions (rock filled mesh cages) into the structure. To undertake this work Borle Brook, which flows beneath the viaduct into the nearby River Severn, has to be no more than two feet deep. Normally it is quite placid, but as it collects the rainfall from nearby hills it can become a torrent, as indeed it did following the heavy rains of last month when it topped 16 feet. Since the water level has fallen, and if work can commence in the next few days, completion should be in good time for the planned re-opening.

Elsewhere, Highley is virtually complete with just the re-construction of the cattle-dock and water tower remaining, while at Northwood the embankment has now been under-pinned and relaying the track is the only outstanding task.

For the re-opening, the SVR will have a visiting engine in the shape of ex-Somerset & Dorset '8F' 2-8-0 No. 88. The locomotive is being provided by the generosity of the West Somerset Railway and Allelys Heavy Haulage to support the SVR's recovery. Also, it is hoped to have 'Manor' No. 7812 *Erlstoke Manor* back in traffic following overhaul.

The Engine House should also be ready for opening on 21 March, but the problem at the moment is getting the exhibits to Highley, which cannot be completed until the track is fully restored. This means that the next six weeks will be a very hectic period, with so much to achieve in so little time. But, this is what the Severn Valley railway excels at.

Looking further into the future, the SVR has a three day diesel gala from 24th until 26th April, which will consist of a full diesel timetable on 24th/25th April, and accommodating two steam diagrams on 26th April.

Also in September, the railway's annual steam gala will have a Cambrian theme. This will operate on the 19th-21st September.

Watch the Preservation View pages in next week's *Railway Herald* for a further update on progress, and more details of the special events planned on the Severn Valley Railway in 2008.

Oliver Cromwell to star alongside *Tornado* at GCR

The Great Central Railway (GCR) has announced provisional dates for the entry of Britannia Class No. 70013 *Oliver Cromwell* into traffic and the arrival of the newly-built Peppercorn class A1 Pacific No. 60163 *Tornado* for testing.

Oliver Cromwell is expected to steam in mid-April, with a formal launch set for the Bank Holiday weekend 3rd-5th May. No. 60163 *Tornado* is expected to arrive around the same time and will be on static display on shed at Loughborough.

GCR General Manager, Robert Crew said "It's fitting that 40 years on since the end of steam we can bring together the engine which finished British Steam in 1968 and a brand new locomotive which heralds a new dawn."

On the following weekend, 11th-12th May, both *Tornado* and *Oliver Cromwell* will be working services, with the railway planning an Eastern Region themed event, although *Tornado* will not be in passenger service at this stage.

The weekend of 17th-18th May should mark *Tornado's* debut on passenger trains. Subject to successful completion of mandatory trials, the A1 Steam Locomotive Trust's covenanters will be invited to join specially reserved trains ensuring they are the first to ride behind the project they have supported. The Trust will contact covenanters in due course with further details.

On the night of 18th May, there will be a special First Class dining train hauled by *Tornado*. For every covenanter who books a ticket, the GCR will donate £10 to the A1 Trust. Please contact the booking office for details. Covenanters who take up the offer will also be offered complimentary tickets for the following day.

Monday 19th May is a red letter day in railway history as *Tornado* will be making its debut on public passenger services. Current plans are for the locomotive to operate at least five-round trips during the day, with a high-capacity carriage set, alongside other services.

Tornado will stay at the Great Central until late June. Both the railway and the A1 Trust are looking to add extra events to the programme, including a run with Railway Vehicle Preservation's Travelling Post Office set.

Both *Oliver Cromwell* and *Tornado* will undergo 60mph test runs while at the GCR. Enthusiasts are reminded that the railway has to remain strictly closed while these tests take place as an HMRI requirement.

Although announced, the above details remain provisional until the acceptance and steam testing procedures of both locomotives have been completed.

Prairie takes to the mainline in Poland

▲ ***Bill Parker's 4575 class Prairie No. 5521 is on hire to the 'Wolsztyn Experience' group based in Poland and has now been certified for use on Polish railways. Its first public run was on 9th February when it worked the 12.52 Wroclaw - Jelsce - Laskowice local service, here seen being inspected by local enthusiasts as it waited to leave with various railway dignitaries and members of the public on board. Following the process initiated by the work to certify No. 5521 for Polish service, the Wolsztyn Experience is now looking for other British locomotive owners, seeking mainline running opportunities, who would be willing to consider a move to Poland where there are prospects of running on main line services. Also, see details of the proposed Polish Trackwork Week in our Newsdesk pages. Further details will appear in Railway Herald Worldwide Issue 2.*** **Fred Kerr**

Middleton Railway celebrates 250 years

Further details on the celebration of the 250th Anniversary of the opening of the Middleton Railway in Leeds are now available.

On 7th/8th June, the celebrations will mark the enactment of the original Act of Parliament authorising building of the Middleton Railway on 9th June 1758. This weekend will see a commemorative headboard fixed to all trains, two locomotives will be in steam on both days and the Middleton's first locomotive, Hunslet-built LMS 7051, one-time *John Alcock*, will be re-introduced into service again after its recent restoration and repaint, as well as a reading of the Act itself. On both evenings from 17.00 there will be an additional diesel service.

On 20th/21st September the line will hold a Gala Weekend celebrating the first train from Middleton to Leeds on 20 September 1758. It is hoped to include horse-drawn transport during this weekend as a reminder of the Railway's original motive power!

Various talks, lectures and other events will take place during the summer months, including 'walking the route', a walk from Moor Road to the site of the former coal staithes on the River Aire, taking in what is left of the Leeds locomotive industries.

TURNING THE CLOCK BACK

Swindon Works in the 1950s

Brian Morrison looks back to the 1950s and takes a trip around Swindon Works during the time when steam was King!

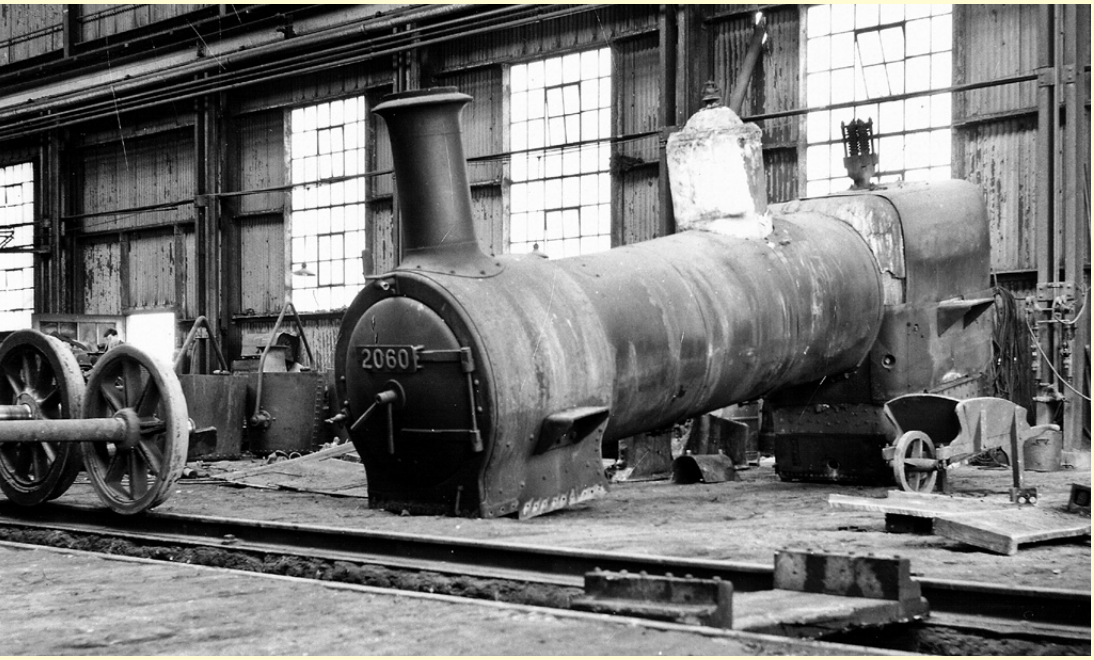
The town of Swindon today still owes much of its size and importance to its railway origins. Like Crewe, the town grew up around the railway, following the opening of the works in 1843, once employing many residents from within the town and its surrounding areas.

The Works buildings still exist in parts but the work of overhaul and new build for which they were famous finally finished upon closure in 1986. Unlike the Southern, Eastern, Midland, North Eastern and Scottish Regions in the 1950s, there was no need to travel extensively around the countryside in order to photograph the varied locomotive types, as eventually one of the classes working on the Western was bound to arrive at Swindon, either for overhaul or for cutting-up!

This selection of Works' views from the 1950s illustrates just some of the variety of motive power on the premises, made available for viewing on most Sundays during the year by parties, usually organised by the RCTS:

▲ ***'Castle' class 4-6-0 No 5019 Treago Castle under heavy overhaul in Swindon Works on 31st October 1954.***

◀ ***Ex-Cambrian Railway 0-6-0 No 849 awaits its fate on the 'dump' line outside Swindon Works Cutting-up Shop on the same day, its tender having already been dealt with. The shed plate 89C shows that the engine had been allocated to Machynlleth.*** **All: Brian Morrison**



▲ *'Manor' class 4-6-0 No 7811* **Dunley Manor**, *fresh from the Swindon Works' Shops, and in the immaculate condition that locos were always turned out in, stands in the Works yard awaiting coal and water on 21st June 1956, before returning to its home shed of Shrewsbury (84G).*

◀ *The sad sight of the remains of 2021 class 0-6-0PT No 2060 at one side of the Swindon Works Cutting-up Shop on 13th February 1955. Note the wheelbarrow!*

▼ *The Swiss-built Brown Boveri gas-turbine No 18000 is seen outside Swindon Works on 31st October 1954. The loco was powered by four independently mounted motors with spring drive, giving a rated horse-power of 2,500 and weighed 115 tons. First introduced in 1949, it was eventually sold abroad after spending the greater part of its existence undergoing various tests and repairs.*

▲ *Entirely different types of 5700 class 0-6-0PTs nearing completion of their overhaul in Swindon Works 'A' Shop on 13th February 1955, No 8711 and No 9700, the latter built with a later-style cab and condensing gear for working over London Transport's Metropolitan Line.*

◀ *Swindon Works did not just deal with standard gauge locomotives. On specially laid 1' 11.5" gauge tracks, Vale of Rheidol 2-6-2T No 7 (later to carry the name Owain Glyndwr) in course of overhaul in Swindon Works on 24th April 1955. The loco was a Davies & Metcalfe design of 1902 and is still in use on the Vale of Rheidol line today.*

▼ *Constructed at Swindon Works, BR Standard 4MT 4-6-0 No 75073 stands in the Works yard in mint condition on 6th November 1955, awaiting allocation and appropriate shed plate.*

▲ *'County' class 4-6-0 No 1000* **County of Middlesex** *stands outside Swindon Works minus tender on 6th November 1955, newly painted in green livery. These locomotives were Hawksworth's only large design, a total of 30 being built between 1945 and 1947. The large double-chimney was replaced in 1958.*

◀ *Swindon Works received strangers from time-to-time, such as rebuilt Merchant Navy Pacific No 35025* **Brocklebank Line**, *inside the 'barn' on 18th August 1957 during a period when data on the design was being obtained for the Testing Plant.*

The Ken Nunn Collection

Part 1 : The early LNER years

Thanks to the very kind co-operation of the Locomotive Club of Great Britain, *Railway Herald* has been given permission to publish a series of images from the collection of Kenneth A.C. Roper-Nunn, whose pictures are owned by the club.

Ken Nunn's photographic collection spans a highly interesting period from 1908 until 1961 and comprises a wide range of both pictures, locations and traction.

In this short series, *Railway Herald* will be taking readers even further back, in some cases to before the grouping and creation of the 'Big Four' railway companies in 1923. This first part looks at the LNER and BR periods of the London & North Eastern region.

▲ ***The small fleet of six Gresley P2 class 2-8-2s were introduced on the LNER in 1934, and this view of No. 2004 Mons Meg was taken at King's Cross on 21st August 1936. The locomotives were rebuilt by Thompson as Pacifics in 1943 and the streamlined casing removed.***

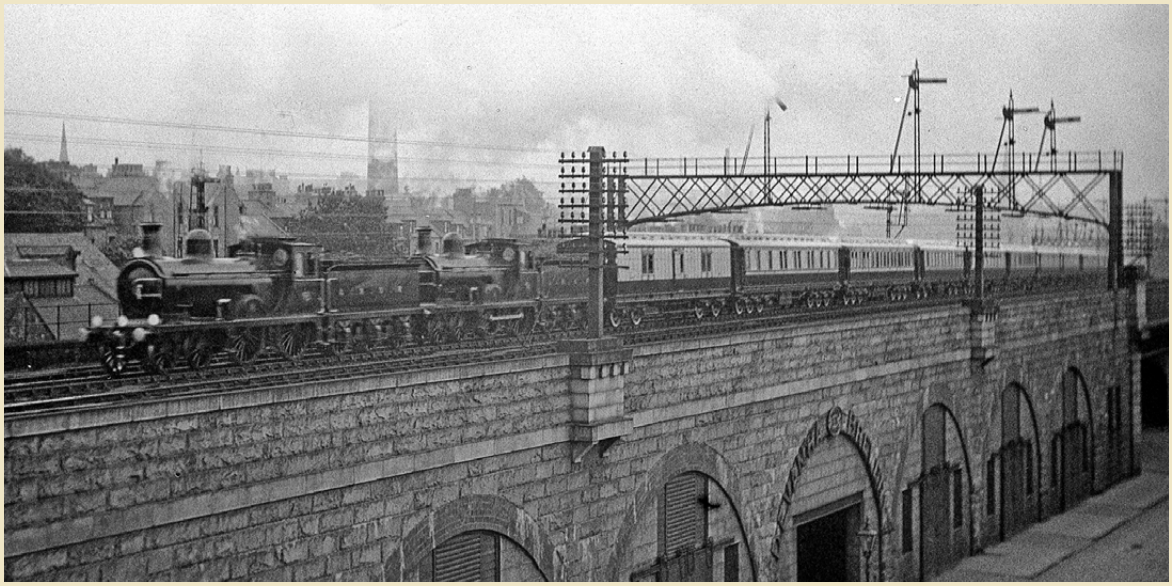
▶ ***Sentinel Steam Railcar No. 51912 Rising Sun at Finchley Church End station on 6th July 1930.***

All: LCGB/Ken Nunn Collection

▲ *An early North Eastern Railway locomotive, No. 1518, with a 4-2-2 wheel arrangement, is pictured on the scrap line at Percy Main shed on 14th May 1920. This was one of a batch of 10 Class J locomotives which were an improved version of the 10 Class Is by T W Wordswell all built in 1890 in anticipation of the increased traffic expected with the opening of the Forth Bridge. Scrapping started in 1920 and all 20 engines had gone by the Grouping in 1923.*

▼ *Very firmly in the nationalisation era and complete with the British Railways crest on the tender, Class A1 Pacific No. 60149* Amadis *climbs up Holloway Bank on the outskirts of London King's Cross, towards Finsbury Park on 20th September 1953, with the heavy 10.10am King's Cross-Leeds express service. It is amazing to consider that some East Coast services could load to anywhere between 10 to 15 coaches, where as today's electric service is limited to fixed rakes of nine vehicles.*

▶ *A grainy shot, but for historical value, one which definitely deserves a place in this series. The image depicts Great North of Scotland Railway D40 class 4-4-0s Nos. 50 and 47 departing from Aberdeen with the Royal Train on 19th August 1922, bound for Ballater. The train had emanated from London Euston on 18th August at 5.50pm and travelled northwards to Scotland via the West Coast Route. On board was King George V.*



▶ *The inaugural Class B17 Sandringham 4-6-0 No. 2800* **Sandringham** *awaits departure from Clacton on 11th June 1929, with the 'Eastern Belle' for London Liverpool Street.*

▼ *During the 1948 Locomotive Exchanges, a number of loco types were tried on different routes, leading to an A4 appearing on the Southern Region. Another exchange took place with the use of GWR 'King' 4-6-0 No. 6018* **King Henry VI** *on the LNER route. Here, the locomotive departs from London King's Cross with the 13.10 express for Leeds on 20th May.*

The Blue & Grey Years

We continue our occasional photographic feature looking at the Blue & Grey years as Brian Morrison looks at several of the First Generation DMU classes in action.

Reader's colour contributions for this section, either as scanned digital images, prints or colour slides are welcomed, via the editorial address.

▲ Forming a special working from Durham to the Festiniog Railway, a Pressed Steel Company Class 117 crosses Durham Viaduct on 28th May 1988, consisting of DMBS No 51348, TCL No 59478 and DMS No 51390.

▶ Two-car BR Derby Class 108 set No. S951 departs from the Shrewsbury bay platforms on 30th June 1990, forming the 10.50 service to Swansea via the Mid-Wales Line. DMBS No 53935 leads DMCL No 52041.

▲ *A pair of Cravens Class 105 DMUs depart from Newcastle on 29th May 1980, forming northbound local services and form a pleasant motive power echelon with a Class 31.*

▶ *All the BR Swindon Class 120 Cross-country DMUs were constructed as two-car sets but many diagrams required an additional vehicle, as in this case with a Metro-Cammell Trailer Composite sandwiched between the two Motor Brake vehicles. On 29th June 1982, the combination passes Duffield, forming a service from Matlock to Derby.*

▼ *BR Derby Class 114 set No T021 at Stratford-upon-Avon on 10th April 1990, DMBS No 53021 and DTCL No 54012 forming the 11.45 service to Leamington Spa.* **All: Brian Morrison**

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.

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, Call 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. Meeting commences at 19.15. Donation of £2.

16th February 2008

Irwell Vale Railway Photograhers
Church Hall, Irwell Vale, (off the B6257 Haslingen - Edenfield road, signposted irwell Vale)
'Medium Format Railway scenes' by John Tickner - scenes from around the world and the UK in medium format. Start at 7.30pm admission £3.50 Contact Mike Taylor on 01282 436653.

A slide show to commemorate the 40th anniversary of the End of Steam at Rose Grove.
Greenbrook Methodist Church, Greenbrook Road, Lowerhouse, Burnley.
'The Steam Locomotives and Railwayman of Rose Grove Locoshed' by Barry Atkinson Start 7.30pm admission £3.00 Contact Mike Taylor on 01282 436653 for details.

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

18th February 2008

Great Central Railway Society (Spinkhill Branch)
The Angel Hotel, College Road, Spinkhill. '
Trains in the desert' by Richard Paget. Meeting commences at 19.30.

Locomotive Club of Great Britain (Dorking Branch)
Pethick-Lawrence House, 85 South Street, Dorking, Surrey
"Electric Push-Pull" by Robert Burch Meeting commences at 19.30

Matlock Railway Club
The Duke William, 81 Church Street, Matlock. 'Film Show - Looking back at the Midland'. Starts 20.00. Members £1, Day Membership £1.50.

RCTS (Chester Branch)
The Town Crier, City Road/Station Road, (opposite station entrance). 'Signal Boxes of the Aire Valley' by Malcolm Riley. Meeting commences at 19.45.

RCTS (Coventry)
Maudslay Hotel 190 Allesley Old Road, Coventry. 'The Latter Years of Chinese Steam' by Roger Johnson. Starts 19.30

RCTS (Oxford)
West Oxford Democrats Club 1 North Street, Osney. 'First GBRf in the UK Railfreight Market' by Ashley Stower. Starts 19.30

19th February 2008

Permanent Way Institution (Lancaster, Barrow & Carlisle Branch)
Carnforth Station Visitors Centre. 'Developments on the Welsh Highland Railway' by David Bateman, Consultant Engineer. Attendance requested for 17.30 for an 18.00 start.

Permanent Way Institution (Nottingham & Derby Branch)
Holiday Inn Hotel, Castle Marine, Nottingham. Welding Developments by Bill Moseley. Meeting commences at 18.30. For further information contact Colin Dowey on 01949 837067.

Permanent Way Institution (West Yorkshire Branch)
The Pullman Room, The Goldern Lion Hotel, 2 Lower Briggate, Leeds. TBC. Starts 18.30. For further details, please contact Martin Woofe on 07747 160949

20th February 2008

Permanent Way Institution (Glasgow Branch)
Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow. 'Side Wear' by Ian Barber and Shaun McCue, Network Rail. Meeting commences at 17.30

RCTS (Eastleigh Branch), Mid-Hants Railway and S&D Trust
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Mid Hants Railway, Past, Present and Future' by David Yeldon. Meeting commences at 19.45

RCTS (Hull)
Upstairs, Highway Public House, Willerby Road, Hull. 'My years with British Railways' by David Barraclough. Starts 19.30

21st February 2008

Barrow Hill Engine Shed Society, Barrow Hill Roundhouse.
Now and Then by Ken Horan. Black and white images of B.R. steam, mainly on shed in the sixties. Doors open 7.00pm, show commences 7.30pm.

Irish Railway Record Society (London Area)
The Exmouth Arms, 1 Starcross Street, London, NW1 2HR, 'Golden Days in Ireland: 1959 - 69' by David Soggee, Meeting starts 19.00 Minimum Donation of £2.00; New and non-members welcome.

Locomotive Club of Great Britain (Nth West Branch)
The Victoria Hotel, Wargrave Road, Newton-le-Willows, Merseyside. "Miscellany of steam in Europe & Asia Minor." by Geoff Monks Meeting begins at 19.30.

Marlow & District Railway Society
Garden Room, Liston Hall, Marlow. 'Railtour of Japan and Java' by Adrian Palmer, follows the AGM. Meeting starts: 19.45.

Scottish Railway Preservation Society (Perth)
Museum & Art Gallery, George Street, Perth. 'Changing face of Railways in the UK Post Privatisation by the Two Ronnies (Ashton). Starts 7.30pm, contact Alex R. Forsyth on 01738 622187.

RCTS (West Yorkshire)
Saltaire Methodist Chapel, Saltaire Road, Shipley. 'Gateway to the North' by David Lowe, starts 19.30

23rd February 2008

RCTS (Darlington Branch)
The Arts Centre, Vane Terrace, Darlington. 'On Narrow Gauge Tracks' by Tom Heavyside. Meeting commences at 19.00

Milton Keynes Model Railway Society
2008 Model Railway Exhibition, Courtside Sports Hall, Milton Keynes College (Bletchley Campus), Sherwood Drive, Bletchley, Milton Keynes. Featuring 18 layouts (N Gauge - Gauge 1) and 12 traders. Open 10.30-17.00. Adults £3.50, Children/Seniors £2 and Family £8.

23rd-24th February 2008

Carshalton & Sutton Model Railway Club
LEATHERHEAD 2008 Model Railway Exhibition, Leatherhead Leisure Centre.
Featuring layouts and trade stands. Adults £6, All Concessions £5, Under 15s free when accompanies by a paying adult. Open 10.00-17.00 (Saturday) and 10.00 - 16.30 (Sunday)

25th February 2008

RCTS (Sheffield Branch)
St Mathews Church Rooms Carver Street.
'On Narrow Gauge Tracks' by Tom Heavyside. Meeting commences at 19.30

26th February 2008

RCTS (Nottingham Branch)
Nottingham Mechanics, 3 North Sherwood Street.
'Mainline and Preservation' by Graham Briggs. Meeting commences at 19.30

RCTS (Welwyn Branch)
The Methodist Church, Cole Green Lane, Ludwick Green. 'An Introduction to French Railways' by Michael Bann. Meeting commences at 14.15

RCTS (Woking Branch)
Woodham Hall, Christ Church, Town Square. 'The RAIB - Two years of experience' by Andy Savage. Meeting commences 19.30

27th February 2008

Basingstoke & District Railway Society
Cable's railway year by David Cable. Wote St. Club, New Road, 8.00 pm. Contact: 01256 326096. Visitors welcome.

28th February 2008

Locomotive Club of Great Britian (Croydon Branch)
United Reform Church Hall, Addiscombe Grove, East Croydon 'Chris Gamwell Memorial Slideshow.' by Terry Bagworth. Meeting commences at 19.30.

RCTS (Blackpool Branch)
Claremont Hotel, Blackpool Road, Preston. 'My railway career as a signalman' by Malcolm Riley. Meeting commences at 19.30

RCTS (Sussex Branch)
Brighthelm Church & Community Centre, North Road, Brighton. "40 Years of the Bluebell Railway" by Roger Price. Meeting commences at 7.30pm. Donation of £1.50 is requested

29th February 2008
Great Central Railway Society (London Group)
The Exmouth Arms, Starcross Street, Euston, NW1
'40 Years of London Buses and Trolleys' Slide show reflecting the changing London bus scene by John Parkin. Meeting commences at 7.30 p.m. Donation £3.

4th March 2008
Locomotive Club of Great Britain (Bedford Branch)
St Johns Church Hall, St Johns Street, Bedford 'Annual Quiz vs RCTS Northampton'. Commences at 19.30

Locomotive Club of Great Britain (North London Branch)
Wood Green Labour Club, 3 Stuart Crescent, Wood Green, London. N22 5NJ "Archive Slides from the UK." by Brian Manktelow. Meeting commences at 19.30

Permanent Way Institution (Darlington & North East Branch)
Railway Athletic Cliub, Brinkburn Road, Darlington. 'The 2030 Railway' by Professor Andrew McNaughton, Chief Engineer, Network Rail. Starts 19.00

Permanent Way Institution (Wessex Branch)
The Rose and Crown, Columbo Street, Blackfriars, London. 'Railway Surveying - Which way now?' by Chris Preston, Network Rail Survey System Engineer.. Starts 18.30. Contact Eddie Gosling on 01252 614558.

Southern Electric Group (South Hampshire Branch)
Eastleigh Railway Institute in Romsey Road, Eastleigh. 'Tramway Cine Film' talk by John Laker. Starts 19.30. Entrance fee £2

5th March 2008
Permanent Way Institution (Thames Valley Branch)
Sussex House, Reading. 'Rail mounted rail milling' by Malcolm Hitt, DTK GmbH. Starts 17.30. Contact Rodney Pinchen at rodneyp@tinyworld.co.uk.

Scottish Railway Preservation Society (Motherwell)
Conference Room, St. Mary's Church, Avon Street. Motherwell. 'A Railtour of Great Britain over the last 35 years' by Bob Cleary. Starts 7.30pm, contact Alistair Maclean on 01698 263814 .

6th March 2008
Great Central Railway Society (Rotherham Branch)
The Three Horseshoes, Bawtry Road, Wickersley. 'The Derek Cross Collection' by David Cross. Starts 19.30.

Permanent Way Institution (Ireland Branch)
Royal Hotel, Dublin. TBA. Starts 14.30

Scottish Railway Preservation Society (Edinburgh)
Quaker Meeting House, 7 Victoria Terrace, Edinburgh. Signalling for the 21st Century' by Robin Nelson. Meeting commences at 7.30pm, contact Dr. Peter Howell on 0131 334 5232 for further details.

7th March 2008
Gloucestershire Warwickshire Railway (Birmingham Group)
Northfield Library, Church Road, Northfield, Birmingham. TBA by Phil Darlaston Meeting commences at 19.30, Refreshments available.

10th March 2008
Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln 'To Scotland for Steam' by Peter H Groom. Meeting commences at 20.00 Contact the society organisers on 01522 705365 for further details.

York Railway Circle
Archbishop Holgate's School, Drama Studio, Hull Road, York. 'Normanton Shed 55E 1962-1968' by Allan Dawson, Steam Fireman Starts 19.30. Membership available. Non-Members £2

10th-18th March 2008
Locomotive Club of Great Britain (Oversea's Tour)
'Copper Canyon Railway', Mexico. Participants must be members of LCGB for insurance purposes. Further details visit the website at http://www.lcgb.org.com

11th March 2008
8E Railway Association (Northwich Branch)
The Gladstone Club, Station Road, Northwich. 'American Adventure' by Bob Casselden. Meetin commences at 19.45.

Abergavenny & District Steam Society
Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny. 'Rails in the Colorado' by Nigel Lewis. Meeting commences at 20.00.

Great Western Society (Bristol Group)
Room 7, BAWA. 589 Southmead Road, Filton, BRISTOL, BS34 7RG. "Something Old, Something New" talk by Mike Dodd. Meeting commences at 19.30 for 19.45. Non-members welcome. Contact 0117 987 3244 for further details and information

Permanent Way Institution (Croydon & Brighton Branch)
Room B110, Croydon College. 'SERSA Second Life System' by Chris Woods, Network Rail. Meeting commences at 17.30

Permanent Way Institution (Lancaster, Barrow & Carlisle Branch)
The Railway Hotel, adjacent to Preston station. 'Trackwork on the Great Orme Tramway' by Iain Ellis Meeting commences at 17.30 for 18.00

12th March 2008
Basingstoke & District Railway Society
U.K. and overseas by Ian Clare. Wote St. Club, New Road, 8.00 pm. Contact: 01256 326096. Visitors welcome.

Grimsby & Cleethorpes Railway Group
Royal Air Force Club, Alexandra Road, Cleethorpes. 'The M&GN Part 2 : South Lynn to the Coast' by David Bodicoat. Starts 19.30.

Permanent Way Institution (London Branch)
10th Floor Restaurant, 55 Broadway (LUL HQ), London St. James Park tube. 'East London Line' by Mark Eaden. Meeting commences at 17.30

Permanent Way Institution (North Wales Branch)
The Town Crier Hotel, Chester. 'Rail mounted rail milling' by Malcolm Hitt, DTK GmbH. Starts 18.30. Contact Carl Barker on 01782 717472.

13th March 2008
Locomotive Club of Great Britain (St Albans Branch) United Reform Church,
Watford Road, Chiswell Green "Signalboxes in the Aire Valley." by Malcolm Riley. Meeting starts 19.30

Permanent Way Institution (Manchester & Liverpool Branch)
Ove Arup Offices, St. James Building, Oxford Street, Manchester. 'Forth Bridge Refurbishment' by Duncan Sooman, Network Rail. Starts 12.30. Contact Rob Cummings on 0161 228 5321.

Internet Links
Further contact details for the clubs and socities list in this column can be obtained from our new-look website by clicking here.

To have your club or society's website listed please contact the editor.

▼ *Freightliner Heavy Haul's Class 66/6 No. 66620 passes Purley-on-Thames on 13th February 2008 with a Bow to Newton Abbott Hackney Yard Bardon Aggregates service.* **Dave Maloney**

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