The Railway Herald

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Front Cover

Class 67s Nos. 67017 and 67016 'top and tail' the 14.03 Banbury - Marylebone driver training trip near Seer Green on 25th February.
Ken Brunt

Rear Cover

The unique-liveried Class 66/6 No. 66623 Bill Bolsover, carrying Bardon Aggregates blue colour scheme, has charge of a Meldon Quarry to Taunton Fairwater Yard ballast working on 6th February.
Kevin Wills

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

Network Rail releases ECML RUS document

Network Rail has published its Route Utilisation Strategy (RUS) plans to meet both passenger and freight growth on the East Coast Main Line.

More seats on more and longer trains are needed as the continuing rise in passenger numbers could increase by up to 40% by 2016 on long distance services. The RUS sets out a number of recommendations, and follows a 12-week consultation period with key stakeholders after the draft strategy was first launched in June last year. Highlights include increasing the number of long distance trains from King's Cross to eight per hour at peak times, and six services per hour off-peak, redevelopment at King's Cross, coupled with completion of the Thameslink upgrade and power upgrades to facilitate extra and longer services. Boosting capacity between Peterborough and Doncaster by upgrading the parallel route through Lincoln is also envisaged, together with a number of other infrastructure schemes to improve capacity, performance and journey times.

Details include the new Intercity Express trains being introduced, with the pre-series prototypes operating in 2012, upgrading the south-bound line between Alexandra Palace and Finsbury Park to increase capacity, and major upgrades to add more diversionary routes to increase capacity and offer viable alternative routes while the main line is upgraded. Also, diversionary routes are to be improved, including the Hertford Loop and Peterborough to Doncaster via Lincoln. Peterborough station is to be improved with a new platform separating East Anglia services and northbound long-distance trains.

On London and South East routes, all inner-suburban peak services are to be increased to six carriages and inner-suburban services into King's Cross, north of Welwyn Garden City, are to be extended providing more outer-suburban peak services. There is to be progressive implementation of 12-car outer-suburban peak services and the ECML suburban services will also be able to use the Thameslink route once the programme is fully completed by 2016, freeing up capacity at King's Cross.

In York, Newcastle, Tyne and Tees and Edinburgh, there is to be improvements to the regularity of services, an increase in peak capacity into Middlesbrough and Newcastle by lengthening trains and shorter journey times to and from London.

Network Rail will also be developing a similar strategy for Yorkshire and Humberside, a draft of which is due to be published for consultation later this year.

For freight services, routes connecting Peterborough with East Anglian ports and the West Midlands will be upgraded, and structures such as bridges and tunnels above the railway will continue to be enlarged enabling Intermodal trains to carry larger standard containers on standard-height wagons. Upgrading Shaftholme Junction to increase capacity north of Doncaster is planned, together with the upgrade of routes via Hertford and Lincoln. Other route upgrades are also to be looked at to provide flexible capacity for strong freight growth.

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Coming in Issue Two

- The latest news and events from across Europe, the America's and the Asia Pacific region
- **Railroading USA** - *John Day* starts the first of a major new series examining photo locations and opportunities around the United States. Part 1 looks at the busy areas around Chicago.
- **China Steam Spectacular** - A look at some of the remaining steam operations throughout China.
- **Germany & the Rhine Valley** - *Darren Fawcett* and *Brian Stephenson* introduce readers to the railway networks of Germany and take a photographic look at the fascinating scenery and traffic variety throughout the Rhine Valley.

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Issue 2 available from 4th March

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▲ *The 09.30 from Norwich arrives at Liverpool Street on 27th February behind National Express East Anglia-liveried Class 90 No 90003* Raedwald of East Anglia *and runs in alongside Class 360/1 No 360115 in the same livery as part of 'name change day' seeing the end of 'one' Railway.* Brian Morrison

'one' Railway becomes National Express East Anglia

From 27th February, National Express changed the name of its 'one' Railway operation to National Express East Anglia (NXEA) with events at Norwich, Cambridge and Liverpool Street, the latter showing three trains in the new grey and white livery.

The 'one' brand had disappeared by the day of the change with all motive power being de-branded, station signs all being changed and all train announcements attributed to National Express.

In addition to the name change and new colours, a programme of improvements was announced, consisting of better punctuality levels, refurbishing both Class 321, which are still in Great Eastern livery, and 317/6 units, upgrading 13 key stations (Broxbourne, Cambridge, Chelmsford, Chingford, Clacton-on-Sea, Colchester, Enfield, Harlow Town, Liverpool Street, Norwich, Shenfield and Tottenham Hale) introducing a new ticket system, improving customer information systems and a free 'Journeycheck' text service providing automatic updates about any service disruption or alteration. In addition extra spare trains are being introduced to enable faster recovery times in the event of breakdowns and more engineers to provide speedier repair times.

▲ *Class 360/1 No. 360115 arrives at Stratford on 27th February with the 12.18 London Liverpool Street to Harwich Town.* Iain C. Scotchman

▲ *Class 317/5 No 317506 in new National Express East Anglia livery at Liverpool Street on 27th February.* Brian Morrison

▶ EWS Network has won the contract for the transportation of wool sheared from the Falkland Islands' sheep population for the third year running. Twice a year, the Falkland Islands exports wool sheared from its 60,000 sheep population, and EWS transports it from the Port of Southampton to Wakefield Rail Freight Terminal. Prior to 2006, the wool was transported by road once it arrived in the UK.

▶ Arriva CrossCountry has released the second re-liveried Class 220 'Voyager' No. 220025 to traffic.

▶ The next Class 180 to be stored at Wolverhampton Oxley, No. 180101, arrived on 25th February.

▶ The Skipton-East Lancashire Rail Action Partnership (SELRAP), the volunteer group campaigning to have the Skipton-Colne railway line re-opened, has announced that it now has letters of support from 102 MPs, 46 Members of the House of Lords and 36 of the UK's Members of the European Parliament. The 11.5 mile line closed as part of the national network in 1970 and SELRAP says that its reopening would provide modern, fast and environmentally-friendly travel opportunities for business, commuting, and leisure purposes across the Pennines.

Network Rail fined £14 million over Rugby over-run

The Office of Rail Regulation (ORR) has fined Network Rail £14 million and demanded that the company immediately remedy its planning weaknesses, its management of engineering projects and its communication with train operators about progress with such projects.

This follows the travel chaos experienced over the New Year due to engineering overruns at Rugby, Liverpool Street and Shields Junction that were considered part of a continuing breach by the company of its licence. The ORR also ordered Network Rail to provide a clear plan of how it intends to complete the upgrade of the West Coast Main Line, due to be completed by December this year.

How such a fine affects Network Rail is unclear. Some passenger groups, politicians and unions say that it is meaningless as the company is in effect a public firm, meaning the taxpayer would foot the bill. Subject to where the money then goes, the taxpayer may even get the cost back?!

Iain Coucher, Network Rail Chief Executive said: "We are clear that the ORR has said that what happened at the New Year cannot happen again. We agree and accept the findings in the report. We will make changes in the way we plan and manage future work on the railways. We have already made changes and the action we have taken since the New Year to bring in more specialist engineers and to create military-style command posts will further improve our delivery record and enable us to build a bigger, better railway that passengers and freight users deserve. We are now focused on delivering our improvement programme for Easter and have already begun informing passengers about the works taking place. We will work with the train operating companies and National Rail Enquiries over the next few weeks to get the message out so passengers will be able to check their journeys before they travel. Clearly the fine is very significant. We will now be making representations to the ORR that this money should be used to deliver additional and concrete benefits for passengers."

◀ ***Class 222 Meridian No 222008 arrives at a truncated Platform 1 at Derby on 23rd February, while rebuilding work is underway, forming the 09.00 from St Pancras International. The rebuilding work at Derby will take place in stages across all platforms and will significantly enhance the station environment.***
Brian Morrison

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Time for a *different* kind of number?

Metronet collapses after PPP Arbiter refuses most of costs claim
It's business as usual at LUL, promises Mayor
RMT threatens action if Metronet jobs are lost
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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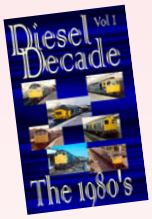
Looking back at decades of diesels

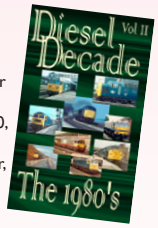
A collection of three programmes looking back at the traction variety of the 1980s and 1990s.

Diesel Decade - The 1990s *(£17.95)*
In retrospect, the 1990s proved to be a watershed period in the operation of Britain's railways and the diesel traction to be seen reflected this. No sooner had sectorisation become the norm that privatisation took over with it's myriad of associated corporate liveries. Features Class 20s, 26s, 31s, 33s, 37s, HSTs, 46s, 47s, 50s, 55s, 56s, 57s, 58s, 59s, 60s or 66s then this video will be for you. *Running time approx 93 minutes.*



Diesel Decade The 1980s - Part 1 *(£19.95)*
Featuring the type 1, 2 and 3 diesels from the 1980s that made the it such a magic period in railway history as BR blue finally succumbed to sector liveries. See and hear in action Class 20s, 25s, 26s, 27s, 31s, 33s & 37s. Highlights include steam-heat 26s on the Kyle of Lochalsh line, 25060 at Hereford, 33s on the Portsmouth service, 31s and 37 on passenger in East Anglia and 20s on Skegness services and a even a quadruple header. *Running time approx 72 minutes.*

Diesel Decade The 1980s - Part 2 *(£19.95)*
Featuring the Type 4 and 5 locomotive types from this decade of change as BR blue finally succumbed to sector liveries. See and hear in action class 40s, 45s, 46, 47, 50s, 55s, 56s, 58s & 59s.
Highlights include 40s on the S&C, 45022 on 'The Devonian' in 1980, 46009 on passenger, 47042 on MGR at Doncaster, 50025 in action on the day before it crashed, Deltics North and South of the border, early days of the 56,58 & 59s. *Running time approx 72 minutes.*



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DB Schenker brand unveiled on Teenage Cancer Trust-liveried Class 60 locomotive

EWS has recognised the work of the Teenage Cancer Trust by repainting a Class 60 into the trust's house colours of light blue.

The locomotive was officially unveiled by ITV Emmerdale actor, Chris Chittel (alias Eric Pollard) during a special naming ceremony at the National Railway Museum in York on 1st March, revealing the new livery, the Teenage Cancer Trust logo and the name *Teenage Spirit.*

The idea to put Teenage Cancer Trust's identity onto the railway came from Geoff Spencer, Director Resources at EWS.

A cheque for the handsome value of £250,000, will also be presented to Teenage Cancer Trust by the Leeds Fundraising committee. This money has been raised on behalf of the new Teenage Cancer Trust unit in Leeds, which is set to open at St James's Hospital in April this year. The new unit will make up part of the hospital's new cancer wing and provide much needed support with a 10-bed ward including out-patient facilities.

Teenage Cancer Trust funds specialist teenage cancer units in NHS hospitals. The aim is to give every young person with cancer access to a unit, improving their survival rates – which means opening 14 units by 2012. It costs around £2 million to open a new unit, all of which has to be raised. The trust currently has eight units.

The locomotive, Class 60 No. 60074, also becomes the first member of the EWS fleet, active on the network, not to carry the EWS logo (or that of the company's previous identities), bearing the brandname DB Schenker instead. EWS spokesman Graham Meiklejohn declined to comment on the move away from the EWS brand, stating that the company had decided to promote the DB Schenker brand.

Deutsche Bahn AG, the owning company of EWS, announced in December that the DB Schenker branding would stand for worldwide transport and logistics.

The new brands are aimed to support DB's planned international expansion and networking and present a simple, clear and uniform face to the public. In Europe, the Railion freight arm of the company has also come under the DB Schenker brand name. However, DB Schenker extends further than rail operations and logistics, providing a full portfolio of services covering road, rail, air and sea - a complete logistics package. EWS refused to be drawn on whether this marks the start a major relaunch and rebranding excerise for the company.

▲▲ *Class 60 No. 60074* **Teenage Spirit** *stands in the National Railway Museum, York, on 1st March, shortly after being named.*

▲ *Actor Chris Chittel proudly shows off the Teenage Cancer Trust logo on the side of the locomotive.*

▼ *The* **Teenage Spirit** *nameplate on Class 60 No. 60074.* **All: Richard Tuplin**

▶ The Shipping Minister Jim Fitzpatrick has approved applications by PD Teesport to allow expansion of container terminal facilities at Teesport to go ahead. The proposed development will increase the port's capacity from around 250,000 Twenty Foot Equivalent Units (TEU) a year to around 1.5 million TEU a year.

▶ New Beckenham, Herne Hill and West Dulwich stations are among the latest on the Southeastern network to have recently been accredited with Secure Station status, helping to reassure passengers and staff about their safety on the railway. The stations have gained their awards under the Secure Stations Scheme, managed by the Department for Transport in partnership with the British Transport Police. Accreditation is given against strict security criteria, including good fencing and boundaries, good CCTV coverage and lighting, good use of corner mirrors and regular station maintenance audits including removal of graffiti within 24-hours. Among the latest stations to gain the accolade are Ashford International, Bromley South, Canterbury East, Canterbury West, Dover Priory, Faversham, Hastings, Orpington, Sevenoaks, Tonbridge, Tunbridge Wells and West Malling

▶ The second busiest station on the London Underground is to undergo major refurbishment work. Waterloo tube station has over 70 million passengers every year and together with Waterloo mainline and Waterloo East rail stations forms a key interchange and artery into and out of London. Tube Lines has been working on its station upgrade programme on the Jubilee, Northern and Piccadilly lines since 2003, and 49 of its Underground stations have now been refurbished and modernised in the last five years. Detailed surveys, final design work and preparation work is being carried out between now and April when construction work will start. The initial works will be undertaken in the few hours between midnight and the first tube train in the morning, keeping disruption to a minimum. An upgraded Waterloo station will better meet the travelling needs of the still rapidly growing passenger numbers. 150,000 metres of new signalling and communications cable will be laid. New installations include 44 public help points, 1,300 speakers and more than 500 CCTV cameras, giving absolute coverage of the entire station. Lighting systems will also be improved. The work is scheduled for completion by May 2009.

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Compensation package from FGW and last MTU powercar handed over

After discussions with the Department for Transport (DfT), First Great Western (FGW) has agreed a comprehensive package of passenger benefits "to address poor performance in relation to cancellations and the subsequent contravention of the Franchise Agreement".

The company says it acknowledges that its performance has fallen short of its own standards and the expectations of passengers and is committed to improving operations and taking the necessary action to ensure that cancellations and delays are minimised.

Following discussions with the DfT, FGW has agreed to make additional investments to provide an enhanced service for passengers and agreed a plan to improve operational performance. FirstGroup has invested over £200 million in FGW since the start of the franchise, and this latest announcement commits a further £29 million to provide service and performance improvements. These include increasing rolling stock by leasing five additional Class 150s to release Class 158s for use in strengthening the Cardiff-Portsmouth service from May this year, which will increase capacity by 40% on most services on this route. A further £7 million will be spent to enhance the Customer Information Systems (CIS) at stations, bringing total expenditure in CIS to £15 million, and providing improved consistency of systems, coverage of more stations and a greater capacity to provide information during times of disruption. Another £5 million goes on improvements to the London and Thames Valley Class 165/166 Turbo fleet.

A further commitment has been made to increase the amount of compensation available under the Passenger's Charter by 50% for claims arising between 27th January 2009 and 26th January 2010. This is in addition to the doubling of the amount of compensation available to customers during 2008 that was announced in January. Provision of an additional 500,000 FGW tickets at the most discounted rates to popular destinations for off-peak travel is being made and a study is underway to simplify fare structures and single journey pricing. A £4 million enhanced customer service training package for FGW's passenger facing employees has been agreed, and in addition a comprehensive plan to improve performance and minimise delays and cancellations is being developed, including recruitment of new drivers, guards and technicians to improve service and reliability. An additional HST is also being added to the existing fleet.

MTU Powered

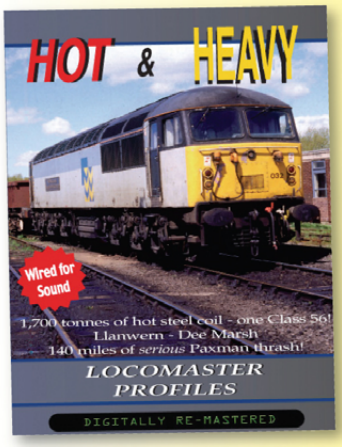
In a separate event, the final two refurbished and re-engineered Class 43 powercars were handed back to First Great Western by Brush Traction on 27th February. A total of 117 powercars for First Group have passed through the works at Brush since the contract began.

▼ ***Alongside the completion of the MTU powercar programme, with the exception of two vehicles currently at Brush for rectification work, the coach refurbishment project has also reached its conclusion. Here First GBRf/Metronet-liveried Class 66/7 No. 66718 passes Northway, near Ashchurch, with the final stock move from Derby Litchurch Lane to Plymouth Laira on 22nd February.*** **Jack Boskett**

Now Available on DVD...

HOT & HEAVY

56 032: Llanwern-Dee Marsh



Take 1,700 tonnes of hot rolled steel, haul it over 140 miles of fierce gradients with a single Class 56, and you have all the ingredients for a train that is hot, heavy, long and LOUD! Add some fine scenery and plenty of semaphore signals and you have the fascinating journey on board the 6M84 Llanwern-Dee Marsh steel train.

The latest in our re-mastered *'Wired for Sound'* DVDs features 56 032 on a journey that was filmed back in May 1996. The 56 departs from Llanwern steelworks with 1,700 tonnes of hot rolled steel destined for British Steel's finishing plant at Shotton. The 'Grid' is then put through its paces over the scenic Welsh Marches route on the long and taxing climbs to Llanvihangel and Little Stretton. Shrewsbury marks the start of a 15-mile slog to Weston Rhyn, while after Wrexham there's the 9-mile climb through Penyfford to Buckley. It all makes for some serious 'Grid' meltdown!

This DVD, which contains an extra 25 minutes of previously unseen footage, will be released in mid-February, priced at £19.95 (post free). To order your copy, either call our Credit Card Hotline on 01753 545888 or send a cheque or postal order to the address below:

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NRM launch appeal to find people with memories of the end of steam 1968

Forty years after the end of British Railways steam in 1968, the National Railway Museum (NRM) has launched an appeal to find people with a 'steamy' past.

As part of the preparation for the nine-day gala in May celebrating the historical importance of steam's swansong, '1968 and All That', the NRM is looking for people from all over the UK that were personally involved in the last rites of mainline steam. The museum is hoping to assemble an 'archive' of personal recollections from people across the nation with a story about the end of steam, either those who witnessed the last ever BR steam-hauled run on 11th August 1968, or who worked on one of the locomotives that pulled it, including Britannia Pacific No. 70013 *Oliver Cromwell*, which is now part of the NRM's collection and is currently reaching the end of a four-year restoration project at the Great Central Railway at Loughborough. Volunteers and full time staff are now working around the clock to make sure the historic locomotive is ready for a star appearance at the museum's event.

Matt Thompson, event organiser at the NRM said: "We are hoping to hear from the enthusiasts who scrambled up steep hillsides, binoculars and cameras in hand to watch the last ever BR steam train, the '15 Guinea Special' go by. Even better would be to listen first-hand to the fascinating story of the crews who manned *Oliver Cromwell* on that emotional day, although many of them will be very elderly now. We would also like to hear from those who witnessed the end of steam in Scotland."

The Museum is hoping to use the three best stories as part of the interpretation for its May Bank Holiday event on 24th May to 1st June. Those happy to talk to the media about their unique and special tale about steam's past should email pressoffice@nrm.org.uk or write to Steam Memories, Press Office, National Railway Museum, Leeman Road York YO26 4XJ.

▲ ***Driver training for Wrexham, Shropshire & Marylebone crews continues between Banbury and Marylebone. Here, Class 67s Nos. 67016 and 67017 are pictured near Saunderton on 26th February.*** **Ken Brunt**

Replica royal carriage arrives at Ballater station

Visitors to the preserved Ballater station in Aberdeenshire, famously used in the past by members of the Royal Family, are now able to experience one monarch's favourite mode of transport, a replica of the railway carriage used by Queen Victoria to travel to Ballater, which has now arrived at its new home at the Old Royal station.

The £450,000 attraction was funded by VisitScotland in partnership with Scottish Enterprise Grampian, FirstGroup, the Heritage Lottery Fund and the European Regional Development Fund and was transported from the National Railway Museum at York. HRH The Prince of Wales apparently had the idea of creating the carriage for Ballater in 2001 when he said a replica would let the public see how his great-great-great-grandmother preferred to travel. The Victorian saloon used by the Queen on her journeys between Windsor and Ballater in the late 1800s, is 34ft long, 8ft wide and 12ft high. It is hoped that the carriage will be open for public viewing by Easter.

◀ ***The vehicle is seen at Ballater station, still in its protective wrapping.*** **Malcolm Gillies**

▶ Eurostar has started a series of expansion works at Paris Gare du Nord station, which will improve the Eurostar check-in area - providing faster and easier access to the departure lounge for passengers. The success of High Speed 1 has resulted in increased numbers of Eurostar travellers using the station, and the works will improve the layout at check-in to ease the passenger flow. There will also be an additional X-Ray machine to help reduce queues at peak times. The new check-in gates will accept bar-code ticketing, which Eurostar will trial later this year.

▶ In the 1960s, the movement of coal by rail in Great Britain was revolutionised with the introduction of new coal hoppers called 'Merry-Go-Round' wagons (MGRs). The first prototype of the MGR (HCA Wagon No. 350000) is in the National Railway Museum. The second prototype (HCA No. 350001) is being put up for sale by EWS. Due to the historic nature of the wagon, EWS has decided that it should be offered to preservation societies and enthusiasts. It is the intention that the vehicle will be sold to a buyer who will ensure that it is kept complete. No. 350001 was built as the second of two prototype MGR coal hoppers at Darlington Works in 1964. Further details can be found on the wagons page of the disposals section of the EWS website. Bids should be submitted by 5th March.

▶ Grand Central's full service of three high speed trains in each direction per day from Sunderland to London King's Cross begins on 2nd March; all trains call at Hartlepool, Eaglescliffe (for Teesside), Northallerton, Thirsk and York. The long-awaited launch of the full service follows delivery of Grand Central's sixth and final powercar, as well as the first three coaches for its third HST set. The company currently has two complete HST sets in service, each of which comprises two power cars and six passenger coaches. One of these operated the interim timetable, while the other was undergoing final acceptance trials.
Following introduction of the new timetable, it will now be possible for travellers from the south-east to make a day trip to Tees-side and Wearside without the need for one or two changes of train en route. On-board facilities will shortly include a full restaurant service on all trains, open to both First and Standard Class passengers. Until its launch, passengers can enjoy an at-seat catering service in First Class and a buffet car open to all passengers.

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Radio Clyde branded carriage takes to the rails

▲*The newly branded Clyde 1 carriage is delivered back to Broomloan Depot. The coach is branded Clyde 2 on the opposite side.* **Bill Wilson**

Radio Clyde and Strathclyde Partnership for Transport (SPT) has cemented its relationship by unveiling a Clyde 1 and Clyde 2 branded subway carriage.

The unveiling took place on 21st February at Broomloan Depot in Govan, Glasgow. This is the third vehicle to be completed from a total of eight, the work being undertaken by Railcare at Springburn,

The partnership between two heritage West of Scotland brands began in September 2007 when SPT sponsored Radio Clyde's Jambuster lines. The Clyde 1 and Clyde 2 branded carriage was integrated into the subway system from 25th February and will run throughout Glasgow's subway for the next two years.

Glasgow's Subway opened in 1896 and is the world's third underground railway, after London and Budapest. 13.6 million passengers pass through the 15 stations each year.

Rugby closes again for more engineering work

Many London Midland trains between Coventry and London will be replaced by buses over the Easter weekend on 21st-24th March, as Network Rail closes Rugby station again as part of the ongoing £8 billion upgrade.

Buses will replace London Midland trains between Northampton and Coventry on Good Friday 21st March, London Euston and Coventry (with a change at Northampton) from Easter Saturday to Easter Monday 22nd-24th March, Rugby / Nuneaton and Stafford on Good Friday, Easter Monday, and Tuesday 21st, 24th, and 25th March, Coventry and Nuneaton on Good Friday and Easter Monday 21st and 24th March

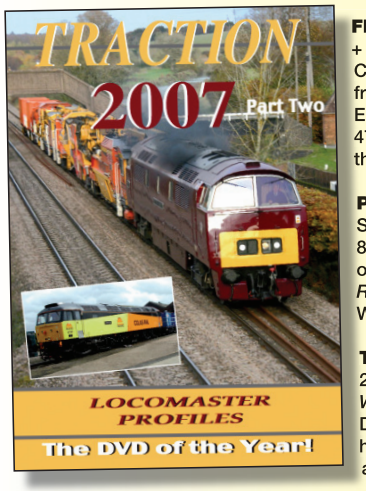
Anyone travelling north of Northampton may have a quicker journey by using Chiltern Railways. The bus timetable will be published on the London Midland website and available through online booking services. In addition, because of unrelated improvement work by Network Rail on 25th March, London Midland will be running only a Saturday service between Northampton and Birmingham.

Announcing the latest addition to the 'Traction' series...

NEW

TRACTION 2007 – Part 2

Programme number 25 in the highly-acclaimed TRACTION series is once again packed with a fascinating assortment of locomotive workings as well as featuring all the major developments in the current motive power scene. Here's what's in store in what's guaranteed to be another action-packed addition to the series....



FREIGHT TRAFFIC & TRACTION: the unveiling, naming and test run of the first two Colas Rail Class 47s, 87 022 + 87 028 hauling a rake of new GBRf coal hoppers along the East Coast main line, 47 811 working the Dagenham-Calvert 'Binliner', heritage-liveried 37 411 & 37 425 return to traffic for EWS, 20 901 + 20 905 on Lafarge ballast trains from Mountsorrel to Hope cement works, 37 410 & 67 014 making rare appearances on the Sinfin tanks, 60 012 on the Edinburgh 'Binliner', 37 038 ventures to Scunthorpe to work a CWR train, 90 028 working EWS Christmas mail trains, 47 237 hauling four RHTT sets from York to Stowmarket, DRS Class 57s on the Anglia autumn 'water jet' trains...and the final Class 87 workings in Britain.

PASSENGER TRACTION, RAILTOURS & SPECIALS: 4 Class 20s return to Skegness, 50 049 hauling the 'Silverlink Swansong' charter over the Watford DC Lines, Virgin Class 57s 'top & tailing' the vintage 'Queen of Scots' coaches, 47 802 hauling the blue & grey Cargo D set from Manchester to Brighton, 66 081 rescuing not one but *two* failed Class 57s on the Penzance-Paddington sleepers, Barrow Hill-Deepcar Class 20 specials, Grand Central HST enters service, 55 022 *Royal Scots Grey's* autumn trip to Oban, 37 601 + 37 603 on Pathfinder's 'Atomic Harbourmaster', 40 145 reaches Fort William and Dartmouth....and D1015 *Western Champion's* groundbreaking run over the Cambrian route to Aberystwyth.

THERE'S ALSO: 73 205 + 73 209 'top & tailing' a Serco test train at Moorgate underground station, BR blue 33 202 on a FGW HST power car move, 33 025 on the West Highland Line hauling a snowplough to Glenfinnan, D1015 *Western Champion* hauling a ballast cleaner from Reading to Eastleigh Works, re-painted 73 107 hauling Hastings DEMU vehicles, 40 145 + 55 022 + 50 049 in a light engine convoy along the Great Western main line, 20 301 & 20 305 hauling DRS' newly re-painted Mark 3 charter set from Oxley to Kingmoor, 31 190 + 31 106 making a rare appearance at Glasgow Queen Street...and 37 025 & 37 175 return to action at Bo'ness.

Like its predecessors in this series, this action-packed programme will have a variety of locomotive classes to suit all tastes - accompanied by a lively and informative commentary from David Maxey. TRACTION 2007 - Part 2 will be released on DVD in mid-February priced at £19.95 (post free). To order your copy, either call our Credit Card Hotline on 01753 545888 or send a cheque or postal order to the address below:

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Pathfinder whistles into new territory

On 18th April 1958, the reign of steam on the London Liverpool Street to Norwich route came to an end when English Electric Class 40 No. D200 became the first diesel to operate on the route.

It was to be the first of many of the type to operate on the Great Eastern, and now 50 years later, another EE Type 4 is heading that way with Pathfinder's 'East Anglian' excursion.

For Class 40 fans this train offers some potentially interesting pieces of track not normally associated with the class, but moreover, it is a spectacular trip with No. 40145 booked from Birmingham New Street via Cheltenham, Stroud, Swindon, Didcot Parkway, Ealing Broadway, Acton, Gospel Oak, Stratford, Ipswich and Beecles to Lowestoft for a much needed break. The return runs via Reedham and Norwich Wensum Curve, Thetford, Ely, Peterborough, Loughborough, Stenson Junction, Tamworth, Birmingham New Street to Worcester, where No. 40145 will be replaced by an EWS Class 66 for the remainder of the journey back to Didcot Parkway. It should be noted that the train calls at Ealing Broadway on the outward leg only.

Looking further into the future, Pathfinder has 'The Great Wey Round' on 17th May, which should feature a pair of Class 33s throughout. It should have been guessed by now that Weymouth is the destination, which is reached from Crewe via Birmingham New Street, Westbury, Castle Cary and Yeovil on the outward leg, with the return running via Bournemouth, Basingstoke, Oxford and Worcester, providing a rare opportunity to travel over the Cotswold Line with locomotive haulage. Normally the Cotswold Line is off-limits for charters, but this train gets through by virtue of a mid-evening path, and it should happen in daylight, too!

The annual Tall Ships Race will this year depart from Liverpool, as part of the city's European Capital of Culture events. To further enhance its celebration of culture, Pathfinder are planning a charter on 19th July from Salisbury to Liverpool, via Birmingham, specifically to see the tall ships depart that day. However, many of the travellers will be more interested in the fact that the train is booked for No. D1015 *Western Champion* throughout. Is Liverpool Lime Street another first for a 'Western'?

▲*The first Class 86/2 to return to the main line, No. 86233 speeds through Acton Gate on its first railtour, a Birmingham New Street to Preston charter. On the rear was Vintage Trains Class 47/7 No. 47773.* **Jack Boskett**

Sir Nigel gains mainline certificate

The A4 Locomotive Society is celebrating after Gresley Pacific No. 60007 *Sir Nigel Gresley* finally received its mainline certificate on 29th February.

The certificate, which has been long awaited, means that the locomotive can now undertake its mainline test run, expected to be around the Hellifield loop circuit.

The locomotive's first mainline charter is now the North Briton in April, which will see *Sir Nigel Gresley* working alongside classmate No. 60019 *Bittern*.

No. 60009 *Union of South Africa* joins the duo in July for the fully-booked 'The Coronation'.

Railtourer goes into the steam market

Hull-based Railtourer, hitherto mainly associated with diesel-hauled tours, now has three steam-hauled trips in its forthcoming programme.

All feature steam haulage northbound over the Settle & Carlisle, with steam taking over from diesel at Hellifield.

The first trip is on 12th April from Skegness, Wainfleet, Boston, Sleaford and Grantham and after Carlisle returns diesel-hauled via Hexham and Durham. The two following trips both return south over the Settle & Carlisle, and run on 24th May from Hull, Brough, Goole, Thorne, Knottingley and Pontifract, and on 31st May from Scarborough, picking up at Seamer, Malton, York and Doncaster. Traction is likely to be the West Coast Class 8F No. 48151. Additionally, Railtourer's weekend trip to Scotland between 16th-18th May also features steam haulage between Fort William and Mallaig.

The company also has two diesel-hauled tours to Scotland, the first on 8th March originating at Whitby and picking up at Esk Valley line stations to Middlesborough and along the Durham Coast. The train heads for Perth, via Falkirk and Stirling. Later, on 7th June, Edinburgh is the destination from Stevenage and ECML stations to Doncaster. The tour works north over the Settle & Carlisle and then Beattock, with the return working throughout along the ECML.

Past Time Rail and UK Railtours to work together

Railway Herald has sought to clarify the relationship between Past Time Rail and UK Railtours, which is we understand to be of mainly commercial rather than operational co-operation.

Past Time will be the main booking agent for all UK Railtours' charters and will also feature the tours on its website, which speaks of the new 'alliance' "teaming up to bring you a new programme of excursions from London and surrounding areas".

UK Railtours has always been the brainchild of John Farrow, who for many years ran Hertfordshire Rail Tours until the sell-out to FM Rail.. With the demise of FM Rail, John Farrow set up UK Railtours to operate on a similar basis to the Hertfordshire operation, which he did with huge success.

After being invited back into the 'fold' by Victa Westlink, upon its acquisition of the Hertfordshire brand from the administrators of FM Rail, all seemed well until the recent takeover by the Stobart Group, which also triggered the demise of Victa Westlink and their operators licence.

Elland landslip causes charter problems

A major landslip near Elland on the Calder Valley route has caused two charters to be re-routed.

Faced with the potential cancellation of the tours, both of which were fully booked, Network Rail has provided a credible alternative pathing for each operation. Kingfisher's 'Minster Dayout' on 1st March was originally booked from Carnforth via Copy Pit to York. This tour will now operate in reverse order, commencing at Rose Grove, and then picking up at Blackburn, Preston, Lancaster and Carnforth to reach York via Hellifield and Leeds. The steam-hauled section is now Carnforth–York –Carnforth with '8F' 2-8-0 No. 48151.

Past Times' 'Cotton Mill Express' on 15th March is similarly affected and will now operate a circular itinerary from Manchester Victoria via Bolton, Darwen, Blackburn, Hellifield, Settle Junction, Carnforth, Preston and Chorley, before rejoining the outward route at Bolton, with steam throughout in the shape of BR Standard 4MT Mogul No. 76079.

▲ *LMS Princess Royal Pacific No. 6201* **Princess Elizabeth** *is caught by the camera in fine form as it accelerates away from Hellifield under a gloomy sky with Past Time Rail's 'The Pennine Limited' on 23rd February.* **Richard Whiteley**

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.

		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)
Railway Touring Company	71000	(Mill Hill Broadway-Bedford-Kettering-Melton Mowbray-Leicester)-Leicester-Chester (break/rev)-Leicester (and return)
Spitfire Railtours	DRS Class 37	Birmingham New St-Tame Bridge Parkway-Wolves-Stafford-Crewe-Manchester Picc-Bolton-Preston-Workington-Carlisle (break/rev)-Shap-Preston and return
Vintage Trains	86259/47773	Birmingham NS-Sandwell & Dudley-Wolverhampton-Crewe-Runcorn-Liverpool Lime Street and return
Vintage Trains	47773/86259	Liverpool Lime St-Newton Le Willows-Wigan-Preston (47773)-Preston-Crewe (86259)-Crewe-Liverpool Lime Street (47773)
		8th March
Heartland Rail	2xCR Cl47	Bristol TM-Bristol Parkway-Yate-Cam & Dursley-Cheltenham Spa-Birmingham NS-York-Scarborough and return
Pathfinder Tours	2xEWS Cl. 37	The Buffer Puffer 6.0: London KX-Clapham Jct-Uckfield-East Grinstead-London Bridge-Victoria-Charing Cross-Cannon St-Blackfriars-Finsbury Park-Gordon Hill Bay Platform-London KX
Railway Touring Company	71000	Liverpool Lime Street-St. Helens-Wigan NW-Preston-Lancaster-Barrow-in-Furness-Carlisle (break/rev)-Shap-Liverpool Lime Street
		9th March
Kingfisher Railtours	48151	Carnforth-Lancaster-Preston-Rose Grove-York **Cancelled**
Kingfisher Railtours	34067	Eastleigh-Southampton-Romsey-Salisbury-Westbury-Bath Spa-Bristol Temple Meads-Taunton-Minehead (and return)
		13th March
Stobart Pullman	tbc	London KX-Potters Bar-Stevenage-Peterborough-Doncaster-Hebdon Bridge-Manchester Piccadilly (break)-Huddersfield & rtn

Key to tour listings:

BLACK Charters expected to operate as booked.
GREEN Tours postponed to a future date by the operator
WCRC West Coast Railway Company
RED Tours cancelled by the operator
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

It seems that most of the action on 8th March will be around the Cumbrian Coast, with two specials booked to traverse the highly scenic coastal route between Carnforth and Carlisle.

The Railway Touring Company lead the way with No. 71000 *Duke of Gloucester* booked to work throughout between Liverpool Lime Street and Carlisle and return, outwards via Workington and returning via Shap. Meanwhile, Spitfire Railtours should also be heading for Carlisle via Shap, with its 'Cumbrian Coast Explorer' that returns south via the coastline. DRS Class 37s are the booked traction throughout on the tour, which originates at Birmingham International and runs via Crewe, Manchester Victoria and Bolton.

Meanwhile, Pathfinder has its 'Buffer Puffer 6.1', which is a re-run of the highly successful tour on 2nd February. The route is roughly the same, except that the starting point is now London Cannon Street, and then via London Charing Cross, Uckfield, Oxted, East Grinstead, London Bridge, London Victoria, Blackfriars, Gordon Hill (No. 1 Bay platform) back to London King's Cross. Two EWS Class 37s are the booked traction operating in 'top and tail' mode throughout.

Excursions to Whitby are now a regular feature of the railtour year, but excursions from Whitby are decidedly rare, and so the Railtourer and West Coast Railway co-production of 'The Esk Valley Scotsman' is certainly worthy of note. The tour picks up along the Esk Valley Line to Battersby and Middlesbrough prior to taking the Durham Coast line via Hartlepool and Sunderland to Edinburgh, and then via Stirling to Perth. A pair of WCR Class 47s will provide the traction.

Useful Weblinks

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

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Online bookings, plus further details of these and other Pathfinder rail tours are to be found on our website

www.pathfindertours.co.uk

Pathfinder Tours, Stag House, Gydynap Lane, Inchbrook, Woodchester, Gloucestershire, GL5 5EZ.

All times shown on this page are confirmed.

All bookings subject to terms and conditions, available on request.

Choppington Changer

Saturday 15 March

A chance to be hauled by Classes **92, 56, 66/5 and 60** on a route featuring **York Avoider, Northallerton Low, Norton Jn to Ferryhill, the Blyth & Tyne and Knottingley via Askern to Shaftholme Jn.** From London King's Cross (0725/2205), Potters Bar, Stevenage, Peterboro', Newark and Retford (1000/1910). Standard £69.50, First Class.£98. **Nearly 500 seats already sold for this classic railtour!! Get your booking in now!**

Heart of Wales

Saturday 29 March

Cardiff (0800), Newport, Chepstow, Lydney, Gloucester, Cheltenham Spa, Barnt Green, Birmingham New Street, Wolverhampton, Codsall and Telford (1150), then **Abbey Foregate Curve**, Craven Arms, Llandrindod Wells, Llandovery, **Swansea District Line**, Cardiff (1750) and as pick-ups back to Telford (2130), then Shrewsbury and Crewe (2230). **A first ever visit by a Deltic to the Central Wales line - 55022 throughout! Will you be there?** Standard Class £65, First Class Plus £99, Premier Dining £169.

Cheshire Explorer

Saturday 5 April

Salisbury (0610/2210), Romsey, Eastleigh, Fareham, Cosham, Havant, Petersfield, Haslemere and Guildford (0825/0040) to Crewe (1230) and Chester (1305/1640), outward via Reading, Didcot, Banbury, Coventry and Stafford, return via Wrexham, Shrewsbury, Birmingham, Cheltenham Spa, Bath Spa and Westbury. Standard £59, First Class Plus 99, Premier Dining £169. Off-train options to the Anderton (Northwich) Boat Lift, Llangollen and the Llangollen Railway.

East Anglian

Saturday 12 April

Birmingham New Street (0550/2010), Barnt Green, Cheltenham, Stroud, Kemble, Swindon, Didcot and Ealing Broadway (0940), then Stratford, Ipswich, **East Suffolk line to Lowestoft (1410 - 1525), Wensum Curve**, Thetford, **Ely West Curve**, Peterborough, Oakham, Loughborough (1845), **Sheet Stores Jn to Stenson Jn,** Tamworth, Birmingham New Street, Worcester Shrub Hill (2100) then as outward. **40145 from Birmingham to Lowestoft and back to Worcester!** Optional visit to Bressingham Steam and Gardens. **This tour celebrates 50 years of Class 40s in East Anglia and the first run of D200 from Liverpool Street to Norwich on 18 April 1958.** Standard £69.50 and First Class £98.

North Wales Coast Express

Saturday 19 April

Bristol Temple Meads, Bristol Parkway, Cam & Dursley, Cheltenham Spa, Ashchurch, Worcester, Kidderminster, Stourbridge Junction, Tame Bridge Parkway, Stafford and Crewe for 6201 *Princess Elizabeth* to Holyhead and back. Photo stops both ways and break in Holyhead. Standard £79, First Class Plus £119 and Premier Dining £182. Option of Anglesey coach tour from Holyhead to rejoin the train at Bangor.

Grays Church Elegy

Saturday 26 April

Crewe, Stafford, Wolverhampton, Sandwell & Dudley, Birmingham, Coleshill Parkway, Burton, Loughbo' and Peterboro', then Ely - Cambridge - Turkey Street - Seven Sisters (pick-up) - **South Tottenham Jn - Temple Mills Loop - High Meads Jn - Carpenters Road Curve - Bow Jn - Gas Factory Jn - London Fenchurch Street - West Ham - Grays - THAMES HAVEN - Grays - Ockendon - Upminster - Finsbury Park Hertford North** - Peterborough and as outward. Standard £69.50, First Class £98.

Western Scot

Saturday 3 May

Tame Bridge Parkway, Birmingham, Sandwell & Dudley, Wolverhampton, Stafford, Crewe, Warrington Bank Quay and Preston to **EDINBURGH**. Out via Shap, the Tyne Valley, Newcastle and Berwick, return via Beattock. **Class 52 throughout, a first ever visit to Scotland by Swindon's finest diesel class**. Standard Class £75, First Class Plus £109 and Premier Dining £169.

Torbay Explorer

Saturday 10 May

BARROW HILL ROUNDHOUSE, Chesterfield, Alfreton, Langley Mill, Burton-on-Trent, Tamworth, Coleshill Parkway, Barnt Green and Cheltenham Spa to **PAIGNTON** and **KINGSWEAR (for DARTMOUTH)**. Standard Class £65, First Class Plus £99 and Premier Dining £169. Off-train option to the South Devon Railway.

THE VERY BEST RAILTOURS

Regular diesel services over the S&C

In addition to the company's planned steam-hauled 'Dalesman' operations later this year, Kingfisher has now announced a series of 10 diesel-hauled trains aimed at the tourist and coach operator market.

The early trains, booked for 21st May, 18th June and 2nd/23rd July will run on Wednesday's, followed by Friday workings on 1st/8th/22nd and 29th August together with 5th & 12th September.

The plan is to work in 'top and tail' mode, with locomotives sourced from the West Coast diesel pool. Starting from Skipton, the tour picks up at Hellifield and Settle with the option of visiting either Appleby or Carlisle.

Outline times indicate a departure around 11.00 from Skipton, and a 16.00 return from Carlisle. There will be a dining option, which will include eating in style in the Railfilms-owned LMS Officers Saloon. Full details should be available on the website soon.

The company's next tours could well be historic, as it is now looking likely that the two 'Golden Arrows' on 5th and 12th April to Folkestone Harbour could well be the last revenue earning trains on the branch. As with last years workings, during the layover at Folkestone Harbour, there will be an additional 'photographic' working up the 1 in 30 incline to Folkestone East. The train is booked for No. 34067 *Tangmere* on both occasions. Kingfisher advise that the 5th April working from Nottingham is fully booked, but there is still some availability on the 12th April run which originates at Taunton and picks up at Bridgwater, Bristol Temple Meads, Bath Spa, Chippenham, Swindon, Didcot Parkway, Reading, Maidenhead and Kensington Olympia.

The steam section is from West London through to Folkestone East. The train is diesel-hauled down the branch and from Folkestone East to Ashford, with steam covering the ascent from Folkestone Harbour and then again from Ashford to Canterbury, where there is a two hour break before returning via Dover.

There is an enforced change of traction on Kingfisher's other April tour with No. 60019 *Bittern* now scheduled to haul 'The Severn Valley Phoenix' instead of the unavailable No. 6024 *King Edward I*. The train originates at Kensington Olympia and is steam-hauled from Didcot Parkway through to Kidderminster via Swindon, Cheltenham and Worcester. After a diesel-hauled trip to Bridgnorth and back, the main train then returns to Didcot, again with *Bittern*, via Old Hill, Birmingham Snow Hill and Oxford, before a diesel again takes over for the last few miles to Kensington Olympia.

Clan Line takes the British Pullman to Minehead

On 19th July No. 35028 *Clan Line* will become one of the first mainline locomotives to make use of the new turntable on the West Somerset Railway at Minehead.

It is scheduled to work onto the West Somerset at the head of the VSOE's 'British Pullman' stock with a charter from London Victoria sponsored by the 'new' alliance of UK Railtours and Past Time Rail.

There are two firsts, in that it will be the first visit of the VSOE 'British Pullman' to the West Somerset as well as the first time that *Clan Line* has travelled the full length of any heritage line since returning to mainline operations in 1973.

Another feature is that the charter will be one of the first to be able to be steam-hauled throughout in both directions from its point of origin, thanks to the new turntable.

The charter will also be a fitting way of celebrating *Clan Line's* 60th birthday, having emerged from Eastleigh Works in 1948. The train will also pick up at Slough and Reading and offer the full 'British Pullman' experience, including brunch followed by a light lunch outwards and dinner on the return which will include champagne and wine. The price of £350 per person compares favourably with other steam-hauled British Pullman outings, except in this instance the steam mileage involved is significantly longer. Contact Past Time Rail, telephone 01543 411971.

▼ ***SR Merchant Navy Pacific No. 35028 Clan Line passes Virginia Water on 1st March with an out-and-back Mothers Day luncheon excursion from London via Haslemere.*** **Ken Brunt**

Off the beaten track!

▲ *The BR green-liveried 'celebrity' Class 37/4 No. 37411 Caerphilly Castle powers an EWS Enterprise service from Doncaster eastwards through Melton Ross, bound for Immingham on 26th February.*
Mark Allatt

▶ *The Preston to Blackpool North line was closed on 24th February for engineering work. As well as the ubiquitous Class 66 locomotives, Class 60 No. 60029 Clitheroe Castle was also employed during the operation. Here the Brush Type 5 pulls past Poulton box on the outskirts of Blackpool.*
Russell Moorhouse

Following the Rugby specials to Cardiff

▲ *EWS Class 67 No. 67012 passes Saltford, near Bath, with the 09.22 Paddington to Cardiff Rugby extra for the Italy v Wales Six Nations match on 23rd February.* **Glen Batten**

▼ *A further Rugby extra operated behind 'Royal' Class 67 No. 67005, pictured at Newport having arrived on the 10.30 Westbury-Cardiff additional service.* **Don Gatehouse**

Churnet Valley Branch Line Weekend

▲ *The National Railway Museum's Gresley 'V2' 2-6-2 No. 4771 Green Arrow is pictured at Kingsley & Froghall station on 23rd February, awaiting departure with a service to Cheddleton.*

▼ *The rare sight of a triple-header! LMS 4F No. 44422 leads BR Standard 4MT 2-6-4T No. 80098 and LNWR 'G2' 0-8-0 No. 49395 depart from Cheddleton with a service to Kingsley & Froghall on 24th February.* **Both David Gibson**

▲ *Derby Lightweight railcar No. M79900, previously the Railway Technical Centre Iris II, stands on the main line between Wirksworth and Idridgehay.* **Ecclesbourne Valley Railway**

HMRI gives Wirksworth permission to operate

As preparations intensify for the reopening of the 3½-mile stretch of the Ecclesbourne Valley Railway between Wirksworth and Idridgehay on 8th March, a new arrival at Wirksworth will be the star of the show at the reopening gala.

1956-built Derby Lightweight railcar, number No. M79900, but known to enthusiasts as *Iris II*, following the vehicle's days as a test unit for British Rail, has arrived to take its place in the railway's fleet of historic railcars.

Meanwhile, preparations are proceeding for the March reopening, which has seen the line's two level crossings re-commissioned and old sleepers being replaced at a rate of nearly 30 per day by a dedicated volunteer team.

On 29th February, the final inspection of the Wirksworth to Idridgehay section took place by Her Majesty's Railway Inspectorate. The visit included a very thorough physical inspection of the locking arrangements at Wirksworth and the condition of the track, signage, vegetation clearance and fencing to Idridgehay. The result was an unqualified approval to open the line to passengers at 25mph and an axle weight maximum of 25 tons.

A few tickets remain for the 'Ecclesbourne Express' reopening special on Saturday 8th March at £20 per person, Standard Class. Call Wirksworth station on 01629 823076 for details.

Llangollen gala marks launch of Patriot project

The LMS Patriot Project will formally commence at Llangollen in April.

The project has announced that the new 'Patriot' will be assembled at the Llangollen Railway Works, and in mid-April a number of artefacts associated with 'Patriots' or items that will be used for the project will be on display, including the recently discovered chimney pattern, newly cast smokebox number plate and recently announced *The Unknown Warrior* nameplates. 'Patriot' photographs and paintings will also be exhibited.

The weekend of 18th-20th April will also see the Llangollen Railway hold its regular Spring Steam Gala weekend, which will have an LMS theme, with visiting engines including Fowler 4F class 0-6-0 No. 44222 and Stanier 2-6-0 No. 42968.

The Llangollen-based 'Black 5' No. 44806 should also be in steam together with other engines from the home fleet.

37254 moves to Spa Valley Railway

Class 37/0 No. 37254, now at the end of a lengthy five-year overhaul will be making its first runs in preservation at the Spa Valley Railway in April.

The line will hold its Spring Diesel Weekend on 26th/27th April when the locomotive will make its return to traffic.

It is anticipated that the '37' will be moved from its restoration base, a private site near Ashford, and undertake tyre turning en route to Tunbridge Wells, where it will arrive during the last week of March.

'Dutch' liveried No. 37254 will then remain on the Spa Valley for at least five years, initially covering for SELG's No. 33065 which will be out of service for a lengthy planned overhaul.

A damp day at Horsted Keynes!

▲ *The glowing fire of BR Standard Class 4MT 2-6-4T No. 80151 at the head of the last train from Horsted Keynes to Sheffield Park on 24th February, cuts through the dusk and rain at the end of a busy but bright day on the Bluebell Railway.* **Walter Stamper**

Dean Forest diesel and steam days

The Dean Forest Railway will be holding several Vintage & Heritage Days during 2008.

These weekends allow enthusiasts and the general public alike to experience the branch line atmosphere of the 1930s and 1960s. Motive power will be supplied by GWR 1400 class 0-4-2T No. 1450 and autocoach, plus one of the line's resident DMU sets will be in action.

The Vintage & Heritage Days take place on 27th April, 18th May, 15th/29th June, 13th July, 3rd/17th August and 7th September.

Also on 14th June, 12th July and 27th September, the line will host diesel gala days, while on 27th July, a combination of GWR Pannier No. 9681 and GWR 1400 Class No. 1450 will be operating services alongside several members of the diesel fleet.

Butterley attempts to recreate long-gone history with special 'Works Open Day Revival' event on August Bank Holiday

The decline in railway construction by the various works under British Railways and latterly BREL has seen many railway environments closed and a one-time, well established railway industry removed from the railway scene.

One of the latter to close was Derby Locomotive Works in 2005, when operations at this facility ceased, and apart from the roundhouse office block and original North Midland Railway sheds being regenerated for use by Derby College, all other buildings have been demolished.

One of the most notable activities at the works each year was the annual Horticultural Show and Open Day and it is this former activity that the Midland Railway-Butterley will attempt to recreate over the August Bank Holiday under the promotional title "Works Open Day Revival".

This revival will comprise many differing aspects of which it is hoped to incorporate a horticultural element as well as a comprehensive display of historic locomotives and rolling stock, in additional to an intensive timetable and other key attractions over the three day period. While many of the aspects of the event are still in the planning stage, some of the confirmed elements will include the first incoming charter train for many years, operated by UK Railtours, displays by the Historical Model Railway Society, Golden Valley Light Railway Cavalcade, displays of historical traction and rolling stock, lifting demonstrations by the 75-tonne crane, operational DMU working over the Codnor Park branch with an on-board film show, the use of an LMS Inspection Saloon (courtesy of Princess Royal Class Locomotive Trust) and a fly-past by historic RAF aircraft. Various presentations will also be given at varying locations on a selection of railway and industrial archeology topics.

The event will hopefully be a fitting tribute to the former open days at Derby Locomotive Works.

50th anniversary of inaugural run of D200

The 50th anniversary of the inaugural run of the English Electric Type 4s, later to become Class 40s, will be commemorated at the Nene Valley Railway over the weekend of 19th/20th April.

The Class 40 Preservation Society's (CFPS) No. 40145 will be attending the railway to commemorate the run by D200 from Liverpool Street to Norwich on 18th April 1958. The locomotive will be operating across the weekend, alongside the NVR's resident Class 40 No. D306.

This will be the first visit of a CFPS locomotive to the Nene Valley Railway and the first time No. D306 will be paired with another Class 40.

Super D on freight in the Churnet Valley

▼ ***The National Railway Museum's LNER G2 Class 0-8-0 'Super D' No. 49395 is presently visiting the Churnet Valley Railway in Staffordshire. The locomotive is pictured in a setting that could easily be a Staffordshire branch line in the 1950s. The year, of course, is 2008, but the visible signs of that are severely limited - there's not even a satellite dish on the side of the houses! No. 49395 steams through Leek with a photographic charter on 26th February.*** **John Whitehouse**

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.

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.

Stephenson Locomotive Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle Upon Tyne
'More thoughts along the line, Part 7' by Alan Clothier
Meeting commences at 19.00, contact 01434 688946 for details.

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 .

Stephenson Locomotive Society
Hayes Village Hall, Hayes Street, Hayes, Bromley
'The railways of Eastern Europe' by Richard Biddick
Meeting commences at 19.30, contact 0208 289 9935 for details

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

Stephenson Locomotive Society
St John Ambulance Centre, Sandes Avenue. Kendal
'The drags last roar (Part 1) – Final years of steam in china' by Tony Harrison
Meeting commences at 19.15, contact 01539 729659 for 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.

Stephenson Locomotive Society
Settlement Centre, Union Street, Middlesbrough
'A railway holiday in Eritrea' by Kay Seymout-Walker
Meeting commences at 19.00, please contact 01642 321205 for details

8th March 2008
Stephenson Locomotive Society
Kidderminster Railway Museum, Kidderminster
'Electric Forum (jointly with ERS and LRTA) – Pioneer Electrics by Douglas Morgan and John Rosser. Meeting commences at 14.15, contact 01242 582152 for details.

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 01522 705365 for further details.

Stephenson Locomotive Society
New Trinity Parish Hall, Saltcoats, Ayrshire. 'Harzer Schmalspurbahnen, a Trip up the Brocken by John Black
Meeting commences at 19.30, contact 01294 822303 for details.

York Railway Circle
Archbishop Holgate's School, Drama Studio, Hull Road, York.
'Normanton Shed 55E 1962-1968' by Allan Dawson, Steam Fireman
Meeting commences at 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. Meeting 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

12th March 2008
Basingstoke & District Railway Society
U.K. and overseas by Ian Clare. Wote St. Club, New Road, Starts 20.00. Contact 01256 326096.

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 01782 717472.

Stephenson Locomotive Society
YMCA, Bridge Street, Guildford
'Preserved Steam in Australia and Sweden by Brian Lewis
Meeting commences at 19.30, contact 01372 379216 for details

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 commences at 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.
Meeting commences at 12.30. Contact Rob Cummings on 0161 228 5321 for further details.

Permanent Way Institution (South & West Wales Branch)
Kings Hotel, High Street, Newport. 'The 2030 Railway' by Professor Andrew McNaughton, Chief Engineer, Network Rail. Meeting commences at 18.00. Contact Andy Franklin on 0207 557 8664 for further details.

Friends of the West Highland Lines
Room 10, Partick Burgh Hall, Burgh Hall Street, Glasgow (round the corner from Partick Station). Slides from the Collection of The Late Roy Hamilton-Mr Charles McCrossan.
Meeting commences at 19.30.

14th March 2008
Altrincham Electric Railway Preservation Society
Altrincham Methodist Church Hall, Barrington Road, Altrincham. 'Steam on the Woodhead line from 1932 to Electrification' by Neville Fields. Meeting commences at 19.30, Non-members £3.00

Locomotive Club of Great Britain (Central London Branch)
Keen House, Calshot Street, London. N1. "Allied Military Steam Locomotives of WW2" by Mike Hudson. Meeting commences at 19.15

Great Western Society (Taunton Group)
Stoke St. Mary Village Hall, near Taunton.
'The Isle of Man and other Islands of Steam' by John Gulliver. Starts 19.30, Contact Peter Triggs on 01823 334188 for further information.

17th March 2008
Great Central Railway Society (Spinkhill Branch)
The Angel Hotel, College Road, Spinkhill. 'The County Donegal Railways Joint Committee' by Ken Grainger. Meeting commences at 19.30.

Locomotive Club of Great Britain (Dorking Branch)
Pethick-Lawrence House, 85 South Street, Dorking, Surrey
"Ken Nunn Supplemental" by Graham Stacey. Meeting commences at 19.30

18th March 2008
Permanent Way Institution (Nottingham & Derby Branch)
The Midland Hotel, adjacent to Derby Station.
'Nottingham Express Transit - Line 2'. Joint meeting with the Institution of Highway and Transportation. 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. TBC. Starts 18.30. Contact Martin Woofe on 07747 160949 for further details.

19th March 2008
Permanent Way Institution (Glasgow Branch)
Caledonian University, Cowcaddens Road, Glasgow. 'Sheilds Junction Renewal', joint meeting with the Institution of Signal Engineers. Starts 17.30

20th March 2008
Thursday, 20th. March Barrow Hill Engine Shed Society, Barrow Hill Roundhouse.
'Mainline 2007' by PSOV. A DVD presentation of mainline steam during 2007. Doors open 7.00pm, show commences 7.30pm.

Locomotive Club of Great Britain (North West Branch)
The Victoria Hotel, Wargrave Road, Newton-le-Willows, Merseyside. "1968 - The End and Beyond !" by Robin Lush. Meeting starts 19.30.

Marlow & District Railway Society
Garden Room, Liston Hall, Marlow. 'The Rail Accident Investigation Branch' by Andy Savage. Meeting starts at 19.45 Non-members £2.

26th March 2008
Basingstoke & District Railway Society
Filisur and Bodensee by Richard Green. Wote St. Club, New Road. Contact 01256 326096 for further details. Visitors welcome. Meeting commences at 20.00

27th March 2008
Locomotive Club of Great Britian (Croydon Branch)
United Reform Church Hall, Addiscombe Grove, East Croydon AGM & Members Slides. Meeting commences 19.30

28th March 2008
Great Central Railway Society (London Group)
The Exmouth Arms, Starcross Street, Euston, NW1.
'I remember the 1960s' Slide show reviewing the decade and the end of steam by Richard Crane. Meeting commences 19.30. Donation £3

1st April 2008
Permanent Way Institution (Wessex Branch)
The Freemantle Club, Waterloo Road, Southampton.
'The use of Ground Penetrating Radar in the Railway Arena' by Ben Venables, Zetica UK. Meeting commences at 18.00. Contact Eddie Gosling on 01252 614558 for further details.

Southern Electric Group (South Hampshire Branch)
Eastleigh Railway Institute in Romsey Road, Eastleigh. 'Illustrating Railway Insignia' talk by Steve Bingley. Meeting commences at 19.30. Entrance fee payable of £2

2nd April 2008
Permanent Way Institution (Thames Valley Branch)
Sussex House, Reading. 'OHLE History and Developments' by Steve Limbert, Network Rail. Starts 17.30. Contact Rodney Pinchen by email at rodneyp@tinyworld.co.uk.

3rd April 2008
Scottish Railway Preservation Society (Edinburgh)
Quaker Meeting House, 7 Victoria Terrace, Edinburgh. '50 Years of Railway Photography' by Keith Sanders. Starts 7.30pm, contact Dr. Peter Howell on 0131 334 5232 for further details.

4th April 2007
Gloucestershire Warwickshire Rly (Birmingham Area Group)
Northfield Library, Church Road, Northfield. 'Railway Wanderings' by Mike Dodd. Starts 19.30.

8th April 2008
Abergavenny & District Steam Society
Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny. '1000 eggs in a basket' by Colin Boocock. Starts 20.00.

Great Western Society (Bristol Group)
Room 7, BAWA. 589 Southmead Road, Filton, BRISTOL, BS34 7RG. Contact: 0117 987 3244. "Military Port No. 1 and the Faslane Military Railway and Wartime Posters, Military Permanent Way and Signalling" talk by Mike Walshaw. Doors open at 19.30, Meeting commences 19.45. Non-members welcome.

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.

▼ *Class 47/0 No. 47237 leads Class 57/0 No. 57006 along the seawall at Dawlish with the 09.04 Gloucester Yard-Plymouth on 1st March.* **Kevin Wills**

Freightliner
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