The Railway Herald

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Front Cover

BR blue-liveried Class 55 No. 55022 Royal Scots Grey powers out of the tunnel as it departs from Worcester on 29th March. **Brian Thomas**

Rear Cover

Class 377/1 No. 377118 departs from Barnham, forming the 15.02 Victoria-Bognor Regis service on 18th April passing a reprieved semaphore signal, its proposed removal having been postponed. **Chris Wilson**

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

Tyseley 100 Celebrations announced

On 1st July 1908, the Great Western opened the new line from Tyseley South Junction to Bearley Junction, now better known as the 'North Warwickshire Line', and also a new locomotive depot at Tyseley.

Birmingham Railway Museum (BRM) will be holding an open weekend on 28th/29th June to commemorate the two events, in conjunction with the neighbours at the adjacent London Midland Traction Maintenance Depot, which will also be opening its doors on 28th June only. Although the London Midland Depot will have a full array of modern traction on show, BRM will be exclusively steam. Locomotives on display will include the replica *Puffing Billy* from Beamish which will be operating a shuttle service, together with home-based locomotives Nos. 5029, 5043, 7029, 4936, 4965, 7752, 9466, 9600 and 45593. At 11.00 each day a 're-commissioning' of No. 5043 *Earl of Mount Edgcumbe* will take place, together with demonstration runs by selected locomotives between 11.30 - 12 noon and 15.30-16.00 each day.

Opening hours are between 10.00 & 17.00 each day, with admission being £10 for adults on Saturday and £7 on Sunday (to allow for the LM Depot not being open).

▲ ***Wrexham and Shropshire-liveried Class 67s Nos. 67015 and 67014 'top and tail' the 06.37 Hooton-Poole 'Dorset Coast Express' charter through Eastleigh on a wet and gloomy 19th April.*** **Chris Wilson**

▼ ***DRS Class 20s Nos. 20307 and 20310, double-head the 'Wey-farer' back from Weymouth to Crewe, on the same day through a dull and damp Tilehurst, with Class 57/6 No. 57601 on the back for heat.*** **Iain Brownston**

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▲ *Class 60 No. 60048 Eastern passes the MOD Exchange Sidings at Ashchurch with the 23.41 Tavistock Junction - Bescot service. The train was diverted from its booked route via Hereford due to engineering work in the Severn Tunnel. The appearance of a Class 60 working this train throughout from Devon is extremely rare.* **Richard Davies**

£80 million transport funding for Leeds City Region, but Metro has future aspirations

The Yorkshire and Humber Regional Transport Board (RTB) has given its backing to almost £80 million of transport funding for the Leeds City Region.

A new southern entrance to Leeds City station, a new Parkway station to the east of Leeds, the extension of the Yorcard smartcard ticketing scheme across the whole of the Yorkshire and Humber region, and further developments to York's 'park and ride' scheme have all been given the go-ahead.

Yorcard, the regional integrated smartcard ticketing scheme, is the catalyst for a project involving the imminent introduction of almost one million smartcards in the region as a result of the English National Concessionary Travel Scheme. Funding, totalling £28 million, from the Yorkshire & Humber RTB aims to build on this by introducing a multimodal, integrated and cross boundary smartcard system to cover the whole of the Yorkshire and Humber region. A trial is currently taking place in South Yorkshire and the results of this will be used to provide feedback into the Yorcard scheme. Metro have confirmed that passenger TOC, Northern Rail, will be involved in the scheme.

The Leeds Station southern entrance will cost £11 million to create a new passenger access on the southern-side of the station. It will increase the passenger capacity of the station and significantly reduce access times to and from the developing southern section of Leeds City Centre.

Perhaps the biggest scheme is the new East Leeds Parkway station, costed at £20 million. The actual position of the planned facility has yet to be confirmed, but Metro say it will bring road and rail together. Although at a very early stage, West Yorkshire Passenger Transport Executive say it would be the first phase of electrification of the routes east of Leeds. The new Parkway station would significantly boost 'park and ride' facilities with 500 spaces available. It would also provide an increased train service to local stations east of Leeds and would free up capacity at Leeds City station for other service expansion by allowing some terminating services to continue to the east. With the reference to the electrification extension, this could suggest that Metro are looking to extend the Aire Valley electric service to service the new Parkway station.

The York 'park & ride' at Askham Bar is a £5 million project and provides for the relocation of the existing overused 550 space 'park and ride' site at Tesco's to a former landfill site that provides 1,250 spaces, and due to its proximity to the East Coast Main Line, is a potential for a tram-train option to be developed in the future.

The results of the recently announced tram-train trial in South Yorkshire from Sheffield to Barnsley will provide input into a proposal for a West and North Yorkshire tram-train operation in the Leeds City/York area. Metro's 10-year transport strategy has set out several possible suggestions including the use of tram-trains on the Harrogate line into Leeds.

The strategy says that: "tram-train could be a cost effective way of upgrading services at capacity to provide higher frequencies, for example on the Harrogate line. It could also be an appropriate solution for routes heavily reliant on subsidy, such as Wakefield Kirkgate to Knottingley, or for creating new rail corridors." Equally tram-train operation is seen as a way of connecting various locations that are not presently rail served, the prime example being Leeds-Bradford Airport.

Tied in with these proposals is a long-term hope that the proposed 'electrification horseshoe' (electrification of the Hambleton Junction - Micklefield - Leeds route) will act as the catalyst for further electrification in Yorkshire for commuter services, specifically to Halifax and Bradford Interchange, where Metro wishes to build on the success of the Aire Valley electrification and create an 'east-to-west' link.

❖ Network Rail is to invest £3 million on replacing track, points and ballast on sections of the line between Glasgow and Ayr. The maintenance programme will run for four consecutive weekends from Saturday 26th April to Sunday, 18th May. The work will require bus replacement services to operate between Troon and Ayr over the affected weekends and on Bank Holiday Monday, 5th May. The buses will call at Prestwick Town, Prestwick Airport and Newton-on-Ayr.

❖ Four peers, Lord Bradshaw, the Liberal Democrat transport spokesman; Lord Hanningfield, Conservative transport spokesman; Labour peer Lord Berkeley and crossbencher Lord Tenby are planning to upset Government plans to sell London & Continental Railways, owner of Eurostar and the high-speed rail link to the Channel Tunnel. They will try to reverse a crucial piece of enabling legislation that sets the terms for the sale. Ministers want the key asset, the new rail link from London to the tunnel, to be outside the remit of the Office of Rail Regulation, which has responsibility for regulating the rest of the UK rail network. The regulator sets prices every five years for access to lines and allows, in theory, open access to the network. Instead, the line will be regulated directly by the Department for Transport. The four are to propose the amendments at the third reading of the bill. If they succeed, the legislation will go back to the Commons, which could delay the planned sale of London & Continental and substantial property assets on the new route. It is being broken up and sold after completion of the line. Lord Bradshaw said the Government's aim appeared to be to increase the proceeds from the sale by ensuring it controlled the charges for access to the link, and which trains ran on it.

❖ Work to build a new station in the south of Fulham on the West London Line could start as early as June this year if Hammersmith & Fulham Council agrees a multi-million funding package for Imperial Wharf Overground station, a project that has been talked about for nearly 20 years. The news will come as a boon to local people who feel 'trapped' in one of west London's most notorious transport dead ends. The station will be built just north of the West London Line railway bridge over the River Thames and will allow residents much easier access to the Underground at West Brompton and the myriad of rail services at Clapham Junction. It is planned to open in 2010.

National Express East Coast proposes plans to the Office of Rail Regulation for service expansion to Yorkshire and the East Coast

National Express East Coast (NXEC) has revealed a major shift in strategy over the past few weeks. In a letter to the Office of Rail Regulation dated 28th March, the company has set out plans for an amended and expanded timetable from December 2009.

The new plans include increased services to Bradford Forster Square and Skipton, together with new bi-hourly services to Knaresborough. Harrogate and Lincoln, the latter of which was originally scheduled for commencement from 2010.

Harrogate is currently served by one single departure each weekday morning to London King's Cross, with no corresponding evening return. The newly proposed service, which unlike the current train, would possibly operate via York and Knaresborough to Harrogate, would increase the number of direct trains to six or seven a day in each direction. It is understood that similar services would operate at weekends. National Express has stated that it is willing to consider the routing of the Harrogate service either via Wakefield and Leeds or via Hambleton and Leeds, if further investigations show that either of these routes would offer greater reliability or a better overall service pattern.

Under the plans put forward at the time National Express took over the Intercity East Coast franchise from GNER, the company was planning to introduce a bi-hourly York service alongside the Lincoln trains. If the Harrogate service is approved and operates via York, then the originally proposed York trains would merely be extended. Should approval be given, by extending some Leeds trains to Harrogate, NXEC says that it is likely that York services will operate to the original plan, as a self-contained operation.

Equally, the Aire Valley route out of Leeds, which is currently used only by Northern Rail's electric Leeds/Bradford/Ilkley to Skipton service alongside the diesel worked Morecambe and Carlisle trains, would gain a bi-hourly service, with the alternative hours serving Bradford Forster Square.

NXEC's current plan has proposed a clock face departure from London King's Cross with off-peak departures on the hour to Edinburgh, four minutes past each hour to either Lincoln or York, Knaresborough and Harrogate, 20 minutes past each hour to Leeds, half-past each hour to Newcastle (some of which will be extended to Scotland) and 50 minutes past each hour to either Bradford Forster Square or Keighley and Skipton. If approval for the plans is given, these service intervals are subject to alteration during further discussion with Network Rail and the Department for Transport (DfT) before the December 2009 timetable comes into effect.

▲ *Class 43/2 No 43316* **The Black Dyke Band** *in full NXEC livery passes Welham Green on 23rd April, on the rear of interim-liveried stock and forming the 15.40 Leeds to London King's Cross. If proposals by National Express are approved, then this service could start back from Harrogate or Skipton in two years time.* **Ken Brunt**

The introduction of the London to Lincoln service a year early has also brought with it further options in the form of an extension of one service each day to Market Rasen, Grimsby and Cleethorpes - providing an inter-city service between the East Coast resort and London for the first time in over 10 years.

NXEC has also stated that it wishes to work with Network Rail to address the frustration of passengers who wish to leave London later than presently possible on a Saturday evening, and equally arrive earlier in London on a Sunday morning. It is understood that the company is looking to bring the timings of the final Saturday evening services more into line with those on Sundays to Fridays.

In addition to the above clock face timetable, the existing services to Glasgow, Inverness, Aberdeen and Hull would remain, with specific services being extended as required.

One of the big areas of concern with the proposals will be that of pathing on the East Coast Main Line. Readers will remember the problems that ensued when GNER began discussions over the introduction of the extra London - Leeds services as part of its franchise commitment. Under previously announced plans by the DfT extra services would be introduced to Lincoln and York, the latter and possibly some Leeds services making use of hired-in Class 90 traction with Mk3 coaching stock. To enable this to happen, around 40 Mk3 vehicles were 'ring fenced' by the leasing companies to ensure that the stock was available for the proposed service. However, the introduction of Class 90s back onto the East Coast Main Line would cause a minor increase in journey times due to the lower top-speed and speed characteristics. With the apparent extension of the York trains to serve Knaresborough and Harrogate, together with the Lincoln and Cleethorpes trains, NXEC is now looking towards alternative fleet options, and discussions have begun with Angel Trains over the leasing of several Class 180 Adelantes that are in the process of being handed back to the leasing company by First Great Western. It appears that these vehicles were discounted when the original plans were being formed as the future of the '180s' with First Great Western was not confirmed.

Out of a fleet of 14 five-car 125mph DMUs, it is believed that NXEC is looking at the possibility of hiring nine of the fleet for use on the Lincoln, Cleethorpes and Harrogate trains. The other five sets are understood to be going to Hull Trains. This change of rolling stock would provide NXEC with a totally 125mph capable fleet, releasing 40 Mk3 vehicles, which are a combination of First and Standard Class and buffet vehicles for other operators, possibly to supplement the existing fleets for Wrexham & Shropshire or National Express East Anglia.

However, should the Office of Rail Regulation give the go-ahead to several of the proposed new services from open-access operators (see separate story) there is once again a major shortage of rolling stock, so the chances of locomotive-hauled trains back on the East Coast Main Line with one operator or another is thought to be quite high. Logical thinking would suggest that for all of the proposed new services, with the exception of NXEC's York operation, diesel traction is the likely option, potentially in the form of Class 67s, rather than Class 90s, as the proposed destinations are all 'off-the-wires'.

If the Class 180s are introduced onto NXEC services, sets would undergo stabling at Ferme Park and Peterborough, while the maintenance of the vehicles would be undertaken at a facility in the York, Leeds, Doncaster area. The actual location has yet to be determined, but Bombardier's depot at Crofton, which is expected to undertake maintenance on the Hull Trains sets as well, would provide a common depot for all 14 units, hopefully with increased reliability. It is expected that the additional Bradford Forster Square diagrams would be absorbed into the Class 91 fleet, while the additional Skipton trains would be HST operated.

Hull Trains and Grand Central also look to West Yorkshire and Lincolnshire destinations for expansion of services

Spare capacity on the East Coast Main Line, especially between Peterborough and Colton Junction (south of York), is rapidly becoming a rare resource for Network Rail as operators bid for more and more paths.

As the number of passenger operators looks likely to increase slightly, the total volume of people travelling by train is increasing each year due to the rising costs of petrol, the switch to public transport to 'save the environment' and reduce people's carbon footprint and the general attractiveness of rail timings. Under the open access rules, Network Rail has to attempt to reach agreement with all operators to successfully accommodate their operations, with freight as well as passenger companies bidding for paths over part or all of the entire route.

But it's not just National Express East Coast (NXEC) that is aiming to increase and expand its services. First Hull Trains, the first open-access operator on the network following privatisation, has expressed an intention to commence two new services in the next five years. Firstly, the company is intending to implement a new service from Harrogate to London King's Cross, with options for some trains to travel via York and others via Leeds. Depending on how the operations of this service work, the pathing requirements south of Doncaster may not yet be an issue as the company has intimated that the possibility of combining or splitting Harrogate and Hull trains at Selby exists. Whether this is feasible from an operational viewpoint has yet to be investigated. Either way, the Harrogate service would be operated by either Class 180 Adelante DMUs, of which First Hull Trains is expected to be taking five out of the 14 sets (see separate story), or by Class 222 'Pioneer' sets, transferred from the Hull route. If regulatory permission is given, the timetable is likely to consist of three to four trains per day, with a journey time of around two hours and 45 minutes. The company has told the Office of Rail Regulation (ORR) that its intended service would serve proposed new 'park and ride' stations at Starbeck (on the outskirts of Harrogate) and Cattal (near York) and would link with a proposed bus link to Wetherby.

Longer-term, the company is also looking to provide a Lincolnshire to London King's Cross service, starting from Lincoln and operating four times a day on weekdays and travelling, as with the National Express proposal, via Lincoln, but then using the Lincolnshire route via Spalding and Sleaford to Peterborough, before heading south on the ECML. The service would call at a proposed new 'park and ride' station for Boston and some services would be extended to Grimsby. Like Harrogate, this route would likely make use of the Alstom-built Class 180 Adelante's. However, introduction of the service is very much dependent on upgrade work being under taken on the 'Joint Line' from Lincoln to Peterborough via Sleaford, so its commencement is unlikely to occur in the short tmer.

In a separate move, Grand Central Rail, which is are currently struggling to operate its Sunderland to London King's Cross service following a raft of problems with its HST sets, has advised the ORR that it has plans to introduce a variety of services from locations along or close to the East Coast Main Line, although the rolling stock to be used is to be decided. Some of these plans are more advanced than others, according to its response letter to the ORR, following notification of the National Express plans. As already advertised and promoted, Grand Central (GC) is looking to introduce a Bradford Interchange to London King's Cross service, calling at Halifax, Brighouse, Wakefield Kirkgate, Pontefract and Doncaster with up to six trains per day operating. Alongside that, GC has plans to join Hull Trains and NXEC in operating out of Cleethorpes and Grimsby. However, its service (which has a proposed start date of 2012) will operate up to four times a day via Scunthorpe rather than Lincoln, again joining the ECML at Doncaster. Further services include possible departures from Middlesbrough, calling at Thornaby, Eaglescliffe, Northallerton, Thirsk and York, together with Huddersfield, via the circuitous route of Mirfield, Wakefield Kirkgate, Rotherham Central, Meadowhall, Sheffield, Worksop, Retford and Scarborough. The company's response letter to the ORR states that should the planning and discussions on the latter two services continue, it would expect the frequency to be around four trains per day.

However, it is not just the long distance operators that are intending to increase services onto the busy ECML. Northern Rail says it "has no specific aspirations to operate additional services along the ECML itself, although there are a number of opportunities that are currently being examined and, subject to stakeholder funding, that could result in changes to Northern's service patterns at locations along the ECML." These may include operations from Doncaster to Robin Hood Airport, located close by Finningley on the Doncaster - Lincoln route, changes to services between Leeds and York, in the event that the proposed East Leeds Parkway and/or the 'electric horseshoe' project (electrification of Hambleton Junction to Leeds) proceed and additional services around Newcastle, Darlington, York, Leeds or Doncaster, where additional capacity could be better delivered by increasing the local services rather than strengthening existing trains.

The East Leeds Parkway station project is a West Yorkshire PTE pursued option, which received funding of £20 million from the Yorkshire and Humber Regional Transport Board this month (see separate story). This scheme would form the first phase of electrification of the routes to the east of Leeds and would include 'park and ride' spaces for around 500 cars. WYPTE also says that by allowing some terminating services to continue through Leeds City station to East Leeds Parkway, it would reduce congestion and free up capacity at the city's main station.

In addition to the new and amended passenger flows stated above, the needs of the freight operators also need to be taken into consideration. It is known that EWS, Freightliner and First GBRf are keen to increase general freight and especially intermodal traffic throughout the East Coast region, with the Doncaster Railport and Potter Group terminal at Selby playing vital roles in that process. Railway Herald also understands, that the latter terminal looks likely to be the destination for a new intermodal service from Coatbridge or Grangemouth operated by DRS, although a DRS spokesperson would not comment on the plans. Plans by Network Rail to expand the number of trains out of the Port of Immingham also means that there is a likelihood of increased freight services using the two-track section of the ECML from Applehurst Junction (just north of Doncaster) to Hambleton Junction (south of Selby) to access the Aire Valley Power Stations of Ferrybridge, Eggborough and Drax.

▼ ***Having been declared surplus to requirements by First Great Western, following an influx of HST sets, the Class 180s are now in high demand by East Coast operators, with no less than three, interested in using the 14 sets for new or existing operations. Class 180 Adelante No 180112 passes Hinksey Yard, Oxford, forming an Oxford-Paddington service.*** **Brian Morrison**

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❖ *Railway Herald* has been advised that last weekend was the final weekend of operation for Class 86/1 No. 86101 *Sir William A. Stanier* and the Cargo-D Mk3 set with Hull Trains. The recently acquired Class 180 DMUs are expected to be introduced on the Class 86 diagram from this weekend, although the workings will be extended from Doncaster through to Hull to avoid the change of trains. Equally the sets are being based at Crofton, near Wakefield, which will remove the ECS workings from London Bounds Green from the diagram. The current plan, as *RH* understands, is for the Class 86 and Mk3s to work ECS to LNWR Crewe, probably via Edinburgh, due to the engineering work on the WCML, over the forthcoming weekend.

❖ Network Rail has published its draft Lancashire and Cumbria Route Utilisation Strategy for consultation. With the introduction of the new West Coast timetable in December, Network Rail feels there is an opportunity to make improvements to rail services in Lancashire and Cumbria. The consultation period closes on 18th July, and the final strategy will be published by the end of the summer. The draft Route Utilisation Strategy can be downloaded by clicking here.

CrossCountry coach contract goes to Wabtec

A multi-million pound contract to refurbish 40 High Speed Train coaches for use on Arriva CrossCountry services has been awarded to Wabtec Rail, which will carry out the work at its workshops in Doncaster.

The rolling stock will receive a complete overhaul to allow for additional years of service and trains will feature power sockets in every carriage, WiFi and a catering home base from which an at-seat service of food and drink will be offered.

The Mk3 vehicles, along with HST powercars will be used on the Edinburgh to Plymouth route to provide much needed extra capacity along the busy corridor through Leeds. All the stock will be repainted into the new CrossCountry livery before being returned to service, with the work scheduled to be completed in time for the December 2008 timetable change.

Problems continue for Grand Central operation

▼ ***Following the hiring of Class 43 powercar No. 43166 from Midland Mainline after a shortage of powercars for Grand Central's Sunderland - London passenger service, and its recent failure, the company has resorted to 'top & tail' Class 67 operation with a rake of Mk2 vehicles. Here Class 67s Nos. 67002 & 67020 in 'top & tail' mode with EWS Charter Mk2s, pass Brookmans Park on 23rd April, running some 52 minutes late with the 12.30 Sunderland to King's Cross service.*** **Ken Brunt**

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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

John 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 West Country since the 1970s.

Diesel power in the West Country ***(£15.95)***

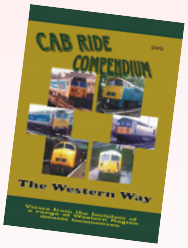
Filmed between 1990 and 1998, the programme takes the viewer on a lineside journey from Bristol & Salisbury to Penzance via all the surviving intermediate branch lines. It comprises probably the most comprehensive tour of the region ever condensed into one programme and includes a staggering 23 different types of locomotive. *Running time approx 83 minutes.*

Four decades to Kingswear ***(£19.95)***

A look at the variety of steam and diesel traction that has operated over the Paignton to Kingswear branch since 1973. As well as the beautiful scenery on the 7-mile stretch between Paignton and Kingswear, we see views of some of the specials en-route to their destination, thus high speed runs also feature. An amazing array of 80 different steam and diesel locomotives appear in this programme, some in several locations. *Running time approx 72 minutes.*

Cab Ride Compendium - The Western Way ***(£19.95)***

Rather than concentrate on just one journey we have put together a compilation of six footplate trips spanning a period of 30 years. First is Exeter St. Davids to Salisbury with 50018 Resolution on 23 June 1991, then Class 47 No 47573 is our steed from Plymouth for Newton Abbot on 18 December 1988. Next we travel Bury to Rawtenstall on the East Lancs Railway in the cab of D832 Onslaught before boarding D1013 Western Ranger for the climb of Eardington bank on the Severn Valley Railway. Then its a ride in the cab of the Blue Pullman on the Bristol to Bath section in the 1970s and finally, double-headed Cromptons from Exeter Riverside with 33108 (paired with 33114) to Meldon Quarry on 14 September 1990. *Running time approx 105 minutes.*



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Memorial service for Direct Rail Services' Head of Engineering

Direct Rail Services commemorated the life of one of its management team on 17th April at a private naming ceremony of one of its Class 37 locomotives.

Class 37/6 No. 37610, after being prepared at Brush Traction, Loughborough, was moved to the Great Central Railway and named *T.S. (Ted) Cassady 14.5.61 - 6.4.08* at Quorn station by Mr Cassady's two-year-old granddaughter, Mya Hollingsworth. His family are "deeply indebted to DRS for organising his memorial service."

46-year old Ted Cassady commenced his career with the National Coal Board as an apprentice electrician in 1977, prior to having a six-year spell in South Africa between 1985 and 1991 in a variety of maintenance roles. He returned to the UK and took up a post as test engineer rising to senior service/commissioning engineer with Brush Traction at Loughborough.

In September 1997, Mr Cassady joined DRS, initially in the role of Fleet Engineer, gaining promotion to the role of General Manager Engineering and serving as a member of the Executive team until November 2002, when he took the post of Professional Head of Engineering. Since May 2005, he also took responsibility of being Engineering Training Manager and was in charge of the Company Training Department.

Mr Cassady is described as "a dedicated and committed individual who has been at the forefront of the expansion of DRS, allied with being a well respected and valued member of the company and the rail industry in general."

Passenger operations for 37610

Class 37/6 No. 37610 will remain on the Great Central Railway for a few days and is being used on 26th/27th April to power the 12.15 and 14.15 public departures from Loughborough, together with a 17.15 additional service on 26th April only. Normal fares apply.

▲ ***Class 37/6 No. 37610 is pictured at Brush Traction, Loughborough, after being cleaned and prepared for its naming ceremony on the nearby Great Central Railway.* Both: DRS**

Goodbye to Leisure Advance, SuperSavers and Cheap Day ticket names, as fairer fares are announced by ATOC

The Association of Train Operating Companies (ATOC) has announced that passengers who have been asking for simpler rail fares will now have a much less complex structure across the National Rail network, with widely-available discounts for railcards also being introduced.

The changes mean that three main ticket types for single and return journeys will be available in two stages in May and September; fares, whether single or return, Standard or First Class, will be grouped into just three categories: Advance; Off–peak and Anytime.

From 18th May, all advance purchase fares will be known simply as Advance and have common terms and conditions. Discounts for Railcards will now also apply. At present, discounts on railcards are not available on all advance purchase tickets. These tickets, however, are not a 'walk on' fare. They must be booked in advance for a specific train service and are available up to the day before travel. Currently, Advance tickets have a myriad of confusing names such as Leisure Advance, Business Advance, Value Advance, SuperAdvance, Apex, etc.

From 7th September, 'walk-up' fares (i.e. tickets that passengers don't have to buy in advance) will be grouped into just two categories – Anytime or Off-Peak. Anytime fares (singles and returns) can be purchased right up to the day and time of travel and used on any train without peak hour or any other restriction. Off-peak tickets are, as their name suggests, cheaper fares for travelling during periods when train services are generally less busy. They can be bought at anytime for journeys, including day returns, right up until the time of departure but they carry restrictions on the time or day of travel. Current ticket types that will become known as Off-peak include the Saver and Cheap Day Returns.

The new fare categories mean that passengers have only to choose from one of three ticket types when planning their journey, and web sites and booking office information will reflect this.

The changes are designed to enable people to buy the best value ticket to match their journey more easily.

▲ *Class 86/1 No. 86101* **Sir William A. Stanier** *passes Woodcroft with the Doncaster to Bounds Green ECS service on 20th April. The Class 86 working has been a fill-in for Hull Trains since the loss of Class 222 No. 222103.* **David O'Rouke**

What future for Hull Trains Class 222 'Pioneers'

Since January last year, Hull Trains has operated its frequent London King's Cross to Hull operation with just three out of four Class 222 'Pioneer' sets.

The problems arose when Class 222/1 No. 222103 *Dr. John Godber* was written-off after a jack collapsed at Bombardier's Crofton maintenance facility.

After an interim measure of using the AC Locomotive Group's Class 86/1 No. 86101 *Sir William A. Stanier* and Mk3 vehicles from Cargo-D, the company will this weekend begin operations with Class 180 Adelante sets, of which two are ready for operation.

Hull Trains Managing Director, Mark Leving, has confirmed to *Railway Herald* that the company has a further two Class 180 sets awaiting internal refurbishment. Whether all four remain with Hull Trains depends on the ability of the Adelante's and the maintenance programme around them demonstrating a suitable reliability figure. If this is the case, then the Hull Trains fleet may be extended to five or more sets.

The sets are currently being maintained by Bombardier Transportation at Crofton Depot and the possibility exists that this could be the long-term base for the fleet, other options appear to be under investigation.

Should the company obtain the required number of Class 180s, current industry rumour suggests that Class 222 'Pioneers' could be handed back to the leasing company, an option that Mark Leving admits is still a possible outcome. However, depending on how the Class 180s are allocated to operators, the company may retain the Class 222s alongside a possible five Class 180s to operate the new Harrogate service (see separate story) if regulatory permission is granted. Hull Trains is confident that it can access the rolling stock required for the services it wishes to operate.

Quite how the allocation of Class 180 Adelante units will pan out across the four operators which are interested in using them is presently unknown. As reported elsewhere in this issue, National Express has expressed an interest in nine units, while Hull Trains is looking for a minimum of five or more. Add into the equation the interest from Grand Central and the fact that First Great Western is retaining two Class 180s for a further twelve months for use on the Oxford route to strengthen capacity on those services, and the outcome is a distinct lack of high-speed, long-distance rolling stock!

Hull Trains has confirmed that it will not look at using older rolling stock, including loco-hauled Mk3s, for its services long-term.

If the Class 222s are returned to the leasing company, it is thought that East Midlands Trains is interested in incorporating them into its existing Class 222 fleet.

West Coast Railway Class 47 fleet expands

▼ *WCRC's latest addition to the fleet, Class 47/7 No. 47760 (previously named* **Ribblehead Viaduct** *when operated by EWS) is pictured heading north at Cupar with its first railtour, the 05.27 Skipton to Dundee, operated for Green Express on 19th April. On the rear is classmate No. 47787, which worked the return journey.* **Jim Ramsay**

❖ East Midlands Trains telephone sales line for passengers is now provided by a UK-based team who answer calls relating to the company's products and services and is based at Stagecoach Rail's Customer Service Centre in Southampton. All calls relating to general telesales, group travel enquiries, season ticket sales and corporate travel services will be answered by a trained advisor on 08457 125 678. In addition the new service will no longer be a voice activated system, but instead will change to touch pad options for the customer to select the service that they require. Opening hours for general telesales are 06.00 to 22.00 seven days a week.

❖ The second phase of improvements at the London suburban stations of Canonbury, Upper Holloway and Caledonian Road & Barnsbury stations is now complete, all having been thoroughly cleaned and re-painted and CCTV and information screens checked and repaired where necessary. To date, 11 stations have been deep cleaned since TfL took over the management of the London Overground network six months ago. All London Overground stations will be upgraded and refurbished by 2010, and some will be remodelled depending on funding availability.

❖ Three specialist contractors, May Gurney, J. Murphy and G. Osborne have been appointed by Network Rail to boost its programme to renew and improve stations. The firms have signed new framework agreements that cover work at stations, such as platforms, bridges, lifts and car parks as well as Network Rail depots and other property. Under the programme, Network Rail expects to invest around £15 million in the first year of the contracts and then between £25-£30 million for each of the subsequent years.

❖ First Class passengers travelling on East Midlands Trains' London services will still be able to partake of the popular fully-cooked British Breakfast when the company's new on-board catering menu begins next month. There had been wide speculation that EMT intended to withdraw the breakfast offering from its services with the new catering choices. The breakfast is cooked fresh, on board by a chef. EMT buffet cars are to undergo a 'makeover' prior to the launch of the new catering service in May, but all buffet cars will be fully refurbished along with the rest of the fleet later in the franchise. East Midlands Trains great British Breakfast is £15 and is available to First Class passengers on selected trains and is subject to availability.

Please mention *Railway Herald*, **when responding to advertisers**

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.

26th April		
Kingfisher Railtours	6201	(High Wycombe-Princes Risborough-Haddenham & Thame-Bicester Nth-Banbury-Leamington Spa-Coventry-B'ham Int-Crewe)-Crewe-Diggle-York (break)-Manchester (and return)
Pathfinder Tours	2xEWS Cl 37	Crewe-Stafford-Wolves-Bham NS-Coleshill Pky-Nuneaton-Leicester-P'borough-Seven Sisters-London Fenchurch St (break/rev)-Thames Haven Sidings (rev)-Finsbury Pk-ECML-P'borough & return
PMR Tours	6233	(Lincoln-Newark castle-Nottingham-Uttoxeter-Stoke on Trent-Crewe)-Crewe-Holyhead (break/rev)-Crewe (and return)
Railway Touring Company	76079 & 45407	(Manchester Victoria-Crewe-Hereford-Newport)-Newport-Llandrindod Wells-Shrewsbury-Crewe-(and return)
UK Railtours	tbc	London KX-Stevenage-Peterborough-S&C-Carlisle and return
3rd May		
Pathfinder Tours	D1015	Tame Bridge Pky-Bham New Street-Sandwell & Dudley-Wolverhampton-Stafford-Crewe-Shap-Carlisle-Newcastle-Berwick upon Tweed-Edinburgh (break)-Beattock-Carlisle and return
Railway Touring Company	71000	(Birmingham International-Newport)-Newport-Fishguard Harbour-Newport-(and return)
Vintage Trains	86259	Birmingham NS-Sandwell & Dudley-Wolverhampton-Stafford-Crewe-Preston-Shap-Carlisle (break/rev) and return
4th May		
Railway Touring Company	6024	Britol Temple Meads-Pembroke Dock-Bristol TM
Steam Dreams	60019	London-Cambridge-Ely-Norwich and return
5th May		
Kingfisher Railtours	tbc	Carnforth-Grange over Sands-Ravenglass (break/rev) and return
Kingfisher Railtours	2xEWS Cl.37	Swindon-Kemble-Stroud-Stonehouse-Cheltenham Spa-Ashchurch-Birmingham NS-Hellifield-Carlisle (break/rev)-Shap and return
Railway Touring Company	71000	(London Paddington-Westbury)-Westbury-Plymouth (break/rev)-Westbury-(and return)
10th May		
Heartland Rail	2xCR Cl47	Bristol TM-Bristol Parkway (pu0-Yate-Cam & Dursley-Gloucester-Lydney-Chepstow-Severn Tunnel Jct-Tenby and return
PMR Tours	6233	(Sheffield-Chesterfield-Alfreton-Uttoxeter-Stoke on Trent-Crewe)-Crewe-Blackpool (break/rev)-Crewe (and return)
UK Railtours	tbc	London KX-via South Yorks Jnt Line-Immingham-Cleethorpes & rtn
Vintage Trains	2xClass 47	Birmingham Moor Street-Warwick Parkway-Leamington Spa-Bournemouth-Poole-Waareham-Weymouth (break/rev) and return
14th May		
Steam Dreams	34067	London-Oxford-Warwick-Stratford upon Avon and return
16th May		
Railtourer	2xWCRC Cl47	**Day 1:** Peterborough-stns via Leeds to York AND Scarborough & stns to York (combine)-Fort William
17th May		
Railtourer	tbc	**Day 2:** Fort William-Mallaig-Fort William (steam-hauled)
Vintage Trains	4953	Tyseley Warwick Road-Walsall-Wolverhampton-Stafford-Crewe-Chester-Llandudno Junction (break/rev) and return
18th May		
Past Time Rail	76079/45407	**The Cotton Mill Express:** Manchester Victoria-Diggle-Huddersfield-Copy Pit-Blackburn (break)-Darwen-Bolton-Manchester Victoria
Railtourer	2xWCRC Cl47	**Day 3:** Fort William-York train splits)-Scarborough and Peterborough as outwards.
24th May		
5305 Loco Association	70013	Tyseley-York (and return) **Provisional**
Pathfinder Tours	6201	(B'ham Int-Tame Bridge Pky-Wolves-Codsall-Wellington-Telford Central-Shrewsbury-Gobowen-Wrexham General-Chester-Preston)-Preston-S&C-Carlisle (break/rev)-(Shap-Preston and return)

Regular Scheduled Steam Operations

Services detailed below, do not appear in the main listings above, being regular itinery operations.

Dates	Operator	Train	Route	Loco Pool
19-23 May	WCRC	Jacobite	Fort William-Mallaig and return	TBC

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.

Useful Weblinks

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

The Week Ahead

The May Day bank holiday weekend provides a variety of tours over the three-day break with perhaps the highlights being 'heritage' diesel and electric traction.

Leading the way is the bid by No. D1015 *Western Champion* to conquer the entire UK rail network with a first-ever incursion into Scotland with Pathfinder's 'Western Scot' on 3rd May. Heading out from the Black Country at Tame Bridge Parkway, the 'Western' will head north over Shap prior to taking the Upperby curve to reach Newcastle via the Tyne Valley route. Then it is the East Coast Main Line (ECML) all the way via the Border Bridge at Berwick-upon-Tweed to Edinburgh Waverley. The return runs via Cumbernauld and Carstairs to join the West Coast Main Line (WCML), the return taking in both Beattock and Shap on the way.

Saturday 3rd May could almost be described as a 'heritage' day for the WCML and Shap, as following the 'Western' should be Tyseley-based Class 86/2 No. 86259 *Les Ross* on its second mainline outing from Birmingham New Street to Carlisle and back for Vintage Trains.

English Electric traction holds sway on 5th May, with Class 40 No. 40145 *East Lancashire Railway* working from Barrow-in-Furness to Aberystwyth, via Carnforth, Crewe and Shrewsbury for Compass Railtours. Meanwhile, Oban is the destination for North East Railtours as it employs No. 55022 *Royal Scots Grey* from Newcastle-upon-Tyne and stations to Berwick-upon-Tweed and Kingfisher has a pair of EWS Class 37s on a day out from Swindon to Carlisle, which operates via Cheltenham, Birmingham and Crewe, running outwards over the Settle & Carlisle route and returning via Shap.

Steam Dreams is looking to establish a new core route from King's Cross to Norwich, via Cambridge and Ely, with the first of four planned workings this year on 4th May. Having established a Sunday path, the first train will be hauled by 'A4' Pacific No. 60019 *Bittern*.

The Railway Touring Company is certainly keeping No. 71000 *Duke of Gloucester* busy with three consecutive days of operation over the Bank Holiday period, starting out with a trip to Fishguard Harbour on 3rd May. The tour starts at Birmingham International, with steam from Newport to Carmarthen on the outward leg, via the Swansea District Line, and from Fishguard Harbour to Newport, via Neath on the return. Next day No. 71000 works west on a return working to Plymouth from Bristol Temple Meads on a tour that originates at London Paddington. Finally, on 5th May, it is back to West Wales for the loco running outwards from Bristol Temple Meads to Carmarthen, again via the Swansea District Line, and then returning from Milford Haven to Bristol, via Neath. On both West Wales trips the outward legs from Carmarthen to Fishguard Harbour and to Milford Haven will be diesel-hauled.

The annual Mid-Cheshire Rail Users Association steam shuttles between Chester and Altrincham operate again of 4th May. Running as 'The Cheshire Gardens Express' to celebrate the launch of 'Cheshire's Year of the Gardens', there will be six separate workings, four of which are the usual return journeys between Chester and Altrincham, picking up and setting down at intermediate stations. An additional feature will be the first and last trains of the day, which will operate from Crewe to Altrincham in the morning and in the reverse direction in the evening. Both trains feature steam-haulage along the freight-only route between Sandbach and Northwich. Traction for the day will be 'Black 5' 4-6-0 No. 45407. For more information, including fares and times please visit the association's website at http://www.railday.org.uk.

❖ The Scottish Railway Preservation Society has confirmed that both of its Alloa to Stirling trips on 15th May are fully booked, and an extra train has been requested. Each train is booked to work from Alloa to Stirling with 'K4' No. 61994 *The Great Marquess*, returning behind 'Deltic' No. 55022 *Royal Scots Grey*.

❖ Kingfisher has secured the use of Britannia Pacific No. 70013 *Oliver Cromwell* on several of its Settle & Carlisle 'Dalesman' services in August. The locomotive is booked to appear on the 40th anniversary re-run of the 'Fifteen Guinea Special' on 10th August, which heralded the official end of steam on British Railways following which it will be available for 'Dalesman' duties from 17th August onwards. With No. 70013 also likely to be based at Carnforth during this period, it may also find work on Kingfisher's 'Cumbrian Coast 'Fellsman' trains.

❖ Kingfisher has also announced that plans for a four-day charter to the Scottish Highlands with No. 34067 *Tangmere* will not be progressed. The response to the last email circulation was "very disappointing", so as they say, "the dream is off". This would have been a very expensive exercise and numbers were needed to be assured. However, from 1st July until 15th September, un-rebuilt Battle of Britain No. 34070 *Manston* will be a visitor to the Strathspey Railway.

❖ Dutch freight operator ACTS will be returning its leased Class 58s later this year. Also, its ex-NS and ex-SNCB 1250 & 6700 locos will be withdrawn around the same time. Mercia Charters plan to operate two excursions on 21st/22nd June, featuring all three types of motive power, commencing with 'The All Good Things' tour from Rotterdam to the north of the country, visiting the Star museum line from Veendam to Musselkanaal, plus the freight line to Amersfoort Pon as well as Groningen and Leeuwarden. Next day 'The Blaze of Glory' is run, which will visit Vlissingen along with freight lines around Amsterdam. Pre-booking is essential, as no payment on the day fares will be available. Mercia Charters is also operating a package for the weekend in conjunction with Pathfinder Tours.

railwayherald.co.uk Railtour Pages

Our online railtour listings provide the latest information on steam, diesel and electric railtours across the country, including VSOE and Royal Scotsman Classic trains. To find out the latest alterations, click on the 'Whats New' tab for the very . Click here to visit now!

▲ ***LMS Princess Royal Pacific No. 6201* Princess Elizabeth *is caught by the camera working hard on the Crewe-Chester leg of Pathfinder Tours 'North Wales Coast Express' to Holyhead on 19th April.*** **Nigel Capelle**

Additional excursions for Railway Touring Company's summer programme

The Railway Touring Company (RTC) has announced further trains in its late spring and summer programme in addition to the Scarborough, Carlisle and Holyhead workings during weekends in August, which have been mentioned already in *Railway Herald*.

Late May sees Gresley 'A4' No. 60009 *Union of South Africa* working both ways between York and Edinburgh, northbound on 24th May with a train from Huddersfield, and southbound a week later on a working from Sheffield.

Sandwiched between on 25th May is an 'Atlantic Coast Express' between Waterloo and Exeter featuring 'A4' classmate No. 60019 *Bittern* outwards via Basingstoke and Salisbury, which conveniently positions the locomotive in the West Country ahead of its return to London the following week on Steam Dreams 1948 Locomotive Exchanges Anniversary Special, and BR Standard 8P 4-6-2 No. 71000 *Duke of Gloucester* on the return, which runs via Taunton, Westbury, Trowbridge and Swindon.

Duke of Gloucester also features on the next three tours, on 7th June from Cleethorpes to London King's Cross (one way), standing in for the unavailable Britannia Pacific No. 70013 *Oliver Cromwell* and then on 21st and 28th June when it is scheduled to double-head with the sole-operational GWR 'King' No. 6024 *King Edward I* to and from Penzance. On 21st June, the train originates at Birmingham International with steam taking over at Stoke Gifford, and on 28th June, London Paddington is the start point with steam operating between Penzance and Westbury on the return.

In July, BR Standard 8P Pacific No. 71000 *Duke of Gloucester* again features strongly, commencing on the 5th with a tester for an August programme of trains to Holyhead. This working commences at Worcester Shrub Hill, with steam covering the classic Crewe-Holyhead-Crewe section over the North Wales coast line.

This is followed by a Scarborough working on 12th July, again with No. 71000 *Duke of Gloucester* from Norwich, while a week later Scarborough is the starting point for a working to Liverpool Lime Street for the 'Tall Ships', which will be gathering in the port, and is booked for No. 60009 *Union of South Africa* throughout.

The company's final tour in July is on the 26th July, again featuring 'A4' No. 60009 *Union of South Africa* on 'The Hadrian' from Nottingham, with steam operating from York via the East Coast Main Line and Hexham to Carlisle for a break before returning south along the traditional route, over the Settle & Carlisle back to York.

Steam and diesel trips for Vintage Trains

New steam excursions from Vintage Trains highlight Lincoln, Ely and Bristol Temple Meads as destinations on 14th June, 19th & 26th July, respectively.

All feature No. 5029 *Nunney Castle*, although Tyseley's own 'Castle' No. 5043 *Earl of Mount Edgcumbe* could well be ready later in the summer. 9400 class 0-6-0PT No. 9466 heads trips to the Cosford Air Show on 1st June, and as mentioned last week to Stratford-upon-Avon from Shirley as part of the 'Tyseley 100' celebrations on 1st July.

Other tours, involving the Class 47 No. 47773 and a yet to be announced locomotive, are booked to visit the Eastbourne Air Show on 16th August, Dartmouth Royal Regatta on 30th August and a cruise with the PS Waverley from Southend on 11th October. Class 50 No. 50049 *Defiance* will be the 'other' locomotive on the Weymouth trip on 10th May.

There are two more dates for Class 86/2 No. 86259 *Les Ross*, which hark back to the locomotive's time with the Virgin Cross Country fleet. On 12th July it will operate throughout from Birmingham New Street to Glasgow Central and back, and on 27th September will cover the Preston to Edinburgh return portion of a tour which runs with Class 47 No. 47773 from Birmingham New Street via Stafford, Stoke on Trent, Stockport and Manchester Piccadilly, through to Preston.

Bulgarian Class 87s

▲ *The first three Class 87 locomotives to leave Long Marston, en route to Bulgaria, departed behind First GBRf Class 66/7 No. 66723 on 22nd April. The convoy waits at Honeybourne for a London-bound HST to clear the section before departing the branch.* **Mark Lee**

◀ *With the exception of Nos. 87007 and 87008 (pictured), all of the exported locomotives will carry the green and yellow colours of the Bulgarian Railway Company. However, the paintwork on these two is deemed to be too good, hence why the Cotswold silver base colour has been retained. The locomotive is pictured at Worcester Yard.*

◀ *The eye-opening green and yellow colour scheme on Class 87 No. 87026, again at Worcester. The three electric's, were bound for LNWR Crewe where the '87s' would undergo electrical testing before onward movement via the Channel Tunnel to Bulgaria.*
Both: Nathan Williamson

▲ *Class 450/0 No. 450042 leads a 12-car formation at Brookwood on a Waterloo-bound train. Brookwood station retains a charm of its own thanks to the original structures (including the wooden platform canopies) and the still-open entrance to the famous cemetery - once served by trains from the 'Necropolis' station adjacent to London Waterloo.* **Ian Docwra**

▼ *Carrying the new London Midland colour-scheme, Class 350 No. 350127 trails an eight-car train for London Euston in the setting sun at Cheddington on 18th April. The leading four-car set of the train, remains in the original grey and blue colour scheme.* **Mark Lee**

Mendip '59s'

The 14 members of the Class 59 toil a fairly monotonous existence around the Mendips, working the heavy aggregate trains from Merehead and Whatley Quarries to various destinations across the south-east and southwest.

▲ *On 24th April, the pioneer member of the fleet, Class 59/0 No. 59001* **Yeoman Endeavour** *stands at Whites turnback siding, with the 13.40 Merehead to Eastleigh working.*

◀ *Two days earlier and one of the EWS (originally National Power-owned and operated) Class 59/2 locomotives No. 59204* **Vale of Glamorgan** *stands on the stabling point at Whatley Quarry, awaiting its next duty, as the evening light catches the bodyside.*

◀ *Completing the trio of sub-classes, Hanson-liveried Class 59/1 No. 59103* **Village of Mells** *keeps company with Yeoman-liveried Class 59/0 No. 59002* **Alan J Day** *outside Merehead shed on 22nd April.*

All: Richard Dunn

▲ *Class 67 No. 67020 powers the 08.04 Grand Central London King's Cross to Sunderland service through Hurn Road, near Peterborough, on the 25th April. As noted elsewhere in this issue, this 'top and tail' Class 67 operation has been a stand-in for Grand Central following powercar problems. It is understood that the service will return to full HST operation from 28th April.* **David O' Rouke**

▼ *Royal-liveried Class 67 No. 67005* **Queen's Messenger** *(with classmate No. 67006* **Royal Sovereign** *on rear) climbs towards Dainton Tunnel with the Royal Train carrying HM The Queen bound for Totnes. Her Majesty went by road from Totnes to Dartmouth for the Britannia Royal Naval College.* **Nigel Curtis**

by David Lloyd-Jones

❖ The Talyllyn Railway has recently launched the Phil Guest Appeal to fund the extensive repairs to the boiler of one of its locomotives. Phil Guest was a long-standing member of the locomotive department, latterly being a driver and loco inspector. He also served on the council and was a director of the Talyllyn Railway Company. His recent death has saddened all his friends on the railway and an appeal has been opened in his memory to fund the extensive repairs to the boiler of TR locomotive No.7 *Tom Rolt* currently being undertaken. Readers who would like to make a donation in memory of Phil should visit the Talyllyn website.

❖ A new set of points is being constructed at Fairbourne station. They will be operated by weighted point levers instead of the compressed air system installed in the 1980s. The old pneumatic system is nearing the end of its useful life and this is the first stage in replacing the air-operated points throughout the station. Meanwhile, the line's locomotives *Sherpa, Beddgelert* and *Yeo* have all been passed by the insurance company's boiler Inspector. They have received dry inspections and have also been tested in steam to check that there are no leaks and that the safety valves operate correctly. The new 2ft gauge Hunslet diesel has had its wheelsets removed and the wheels have now been pressed off the axles by the Talyllyn Railway at its Pendre workshops. This means that work can continue to re-gauge the locomotive to Fairbourne's 12 inches (311mm).

❖ Isle of Man Railway has introduced bi-lingual station signs in Manx and English, which are a new feature for the 2008 season.

❖ Lynton & Barnstaple Railway resident steam locomotive *Sid* is now fitted with a Westinghouse-style air pump. This is another significant step, as the railway does not now need to use the air truck to run trains behind this locomotive.

❖ The Surrey Group has now completed its Woody Bay water tank project at the Lynton & Barnstaple Railway. The tank has been successfully test filled, and it will be refilled ready for the start of operations later in March.

❖ The Ffestiniog Railway will play host to a trio of Hunslet 0-4-0ST locomotives, *Britomart, Jerry M* and *Lilla* on 3rd-5th May. An intensive timetable of services is planned including vintage trains to Tan-y-Bwlch, various freight services using the Hunslet tanks and footplate rides!

Rails return to the streets of Porthmadog

Rebuilding work on the Welsh Highland Railway is continuing apace, with tracklaying southwards from Beddgelert having now passed through the scenic Aberglaslyn Pass and Nantmoor.

After several years of gradually extending southwards from Caernarfon, the work is now taking place in three separate locations. The main team are presently at Hafod y Llyn, on the approach to Pont Croesor, itself on the outskirts of Porthmadog, the line's final destination. A second team, comprising volunteers from the Welsh Highland Railway (Porthmadog) have been working northwards from the extent of their railway at Pen-y-mount towards Traeth Mawr Loop (completed last year) and are now working southwards to connect the line from Pont Croesor and Traeth Mawr Loop to the unique flat crossing with Network Rail's Cambrian Route, also installed last year. Meanwhile, contractors have begun work around Porthmadog Harbour station, installing the tramway-style 'grooved' track. Work is proceeding across the Britannia Bridge, where the railway will swing to the right as it heads northwards through the site of the original WHR Porthmadoc (New) station and over the crossing with the Cambrian route, before heading onwards to Pont Croesor, Beddgelert and Caernarfon.

▲ ***After nearly 70 years, tracks are now being reintroduced onto Britannia Bridge in Porthmadog, on the approach to FR's Harbour station. On 14th April, looking towards the station (beyond the building on the right) the first lengths of rail are laid into place, with road traffic controlled by traffic lights.*** **John Stretton**

Isle of Man commuter trains

Manx politicians have their fingers crossed that the TT commuter trains take off this year after a disappointing response in 2007.

Steam-hauled commuter trains will be running again on the island during the TT fortnight. There was poor support among office workers for the trains when they were laid on for the Centenary TT, with much criticism over the £6 fare.

However, this year fares will be the same as those on scheduled bus services, Tourism and Leisure Minister Adrian Earnshaw told Tynwald, the Isle of Man Parliament, and local resident season tickets will be valid.

The commuter trains will run daily from 27th-30th May, and again from 2nd-5th June, departing from Port Erin station at 07.45 and stopping at all stations south from Ballasalla. The return working will depart Douglas station at 17.30. Douglas station is ideally located in the heart of the town's financial sector. Adrian Earnshaw said the services were being run to see if there was a public appetite for commuter trains. He said: "Resident season tickets will be valid, as will bus 12-journey tickets. Anyone wishing to pay as they board will be charged the same single or return fare payable on the scheduled bus services."

The minister was also questioned why local season tickets were not being accepted on the substitute bus service introduced during the temporary closure of the Manx Electric Railway between Laxey and Ramsey this season while track repairs were carried out. The question is, if the TT fortnight commuter trains prove to be a resounding success this year, with reduced fares comparable to the bus services, will the Manx Government extend operation into cover the rest of the year. It also re-opens the need to reinstate the Peel line to alleviate commuter traffic congestion coming from the west of the island into the main town of Douglas.

Ravenglass gala

The Ravenglass & Eskdale Railway will host a steam gala from 2nd-5th May, organised by the R&ER Preservation Society.

The Railway's own steam and diesel locomotives will be joined by interesting and distinguished visitors from other 15 inch-gauge lines; the one-third scale 4-6-2 Pacifics *Typhoon* and *Hurricane* from the Romney Hythe and Dymchurch Railway, the 2-6-2T *Wroxham Broad* from the Bure Valley Railway and the much admired 2-4-2 *Siân* from the Windmill Animal Farm Railway.

In addition, visitors will see a welcome return to action by the railway's own Bassett-Lowke built *Synolda*, virtually identical to *Sans Pareil*, the first 15-inch loco to run on the 'Ratty' in 1915 and usually seen as a static exhibit in the museum at Ravenglass.

On 2nd May, services start at 10.30, while the remaining three days find an 08.35 start. Full timetable details will be available on the Society's website www.rerps.co.uk before the event.

First chance in 10 years to see industrial collection

The Moseley Railway Trust is to hold an Open Day at its new Apedale site over the weekend 13-14th September.

This will be the public's first opportunity to visit the site and see the railway's large and varied collection of industrial narrow gauge locomotives for 10 years.

The Moseley Railway Trust has been working on the Apedale site since 2006 and significant progress has been made. The most notable achievements have included laying a significant amount of 2ft gauge railway track, and the construction of a large storage building. This has allowed the movement of the railway's collection of rolling stock and other artefacts to the site.

The collection is one of the largest in the UK, if not the world, numbering more than 50 locomotives. These include steam, diesel, petrol and battery power, and were used on the industrial narrow gauge systems which once thrived in the UK.

The weekend will see the operation of the first steam-hauled trains at Apedale, using the line's Kerr Stuart locomotive *Stanhope* (Kerr Stuart number 2395 of 1917). Although it will not be possible to offer passenger train rides in September, the collection will be on display and it is planned to operate demonstration goods and works trains.

It is hoped that the weekend may produce one or more 'surprise' guest locomotives.

Full details can be found on the MRT's website at www.mrt.org.uk or by clicking here.

Isle of Mull Railway launches 2008 season

▲ *Vere 2-6-2T* **Victoria** *approaches Craignure with a Mull Railway service from Torosay Castle. The Isle of Mull Railway is Scotland's original island passenger railway and runs from close to the ferry terminal at Craignure to Torosay Castle and gardens. For further details and times visit* www.mullrail.co.uk. **Brian Morrison**

Leighton Buzzard helps out Indian Railways

A high-level delegation from Indian Railways (IR), possibly the world's largest employer, is due to visit the Leighton Buzzard Railway on 5th May to sign a twinning agreement.

This will cover technical, operational and marketing activities as applied to narrow-gauge railways. In the immediate future, IR is looking for assistance with the restoration of steam locomotive No. 738, so that it can run once again on the Matheran Light Railway, near Mumbai.

Fellow loco No. 740 is currently operational at Leighton Buzzard. The visiting party is expected to be led by the General Manager of the Central Railway division. They will travel over the line behind No. 740, returning the following day to look at the engine more closely when it has cooled down.

LBR Chairman, Mervyn Leah, commented: "We are delighted that a small, volunteer-run organisation like ours has something in common with one of the largest railway operators in the world, and we look forward to useful exchanges with them."

Meanwhile, the public consultation exercise, held last year on the future location of a new housing development, has come up with a very clear message - build around Luton, and leave Leighton Buzzard alone! South Bedfordshire District Council had received an outline planning application for the construction of 4,400 homes, with associated roads, industry and public amenities, on Green Belt land to the north-east of Leighton Buzzard, which could have resulted in the LBR losing land and effectively closing the railway.

All five Rhyl built steam locomotives reunited

The Rhyl Miniature Railway 2008 gala takes place over the weekend of 24th-25th May.

The event will unite for the first time five locomotives all built in Rhyl. In steam and operating trains will be the railway's own engine *Joan*, together with its classmate *John*, which is visiting for a few days from its home base at Evesham Vale Light Railway in Worcestershire. Also on display will be locomotives *Railway Queen, Michael* and *Billy*, all of which are now based at Rhyl Steam Preservation Trust's 'Central Station' building at Rhyl Marine Lake. *Billy* is owned by Rhyl Town Council and is often found on display in the 'Albert Barnes Room', named after the builder of all of these locomotives.

Engines *Joan* and *John* have recently re-entered service following winter overhauls including having their boilers re-tubed. Work on *John* has been extensive, including fitting air brake apparatus and restoration to its authentic livery as operating at Rhyl during the 1960s. During the weekend, a new appeal will be launched towards the cost of restoring *Michael*, which requires a target of £25,000 to pay for a new boiler, before it can run again.

❖ Welsh Highland Railway (P) - The last weekend in March saw weekend fares reduced by 20% for a few days because of the shorter ride. Mechanical failure of one of the line's diesel locomotives *Glaslyn* has meant that services will terminate at Pen-y-Mount until further notice.

❖ The Manx Electric Railway has resumed work on MER No. 34 that was converted from the replica Snaefell Mountain Railway Car No. 7 *Maria* into a dedicated works vehicle. However, due to problems with the diesel generator mounted on board to provide power when the 'juice' had been turned off, MER No.34 has been stored out of action in the Top Shed at Derby Castle Depot. Recently, the locomotive has been moved to the Hospital roads to receive further attention, and hopefully will finally earn its keep..

❖ Work is now underway by the volunteers of the Great Laxey Mines Railway, to complete the new terminus at the Valley Gardens started last year. An extension to the siding at the Mines Yard end of the line is also planned to improve loading and unloading when two trains are in operation.

❖ Staying on the Isle of Man, and on the Groudle Glen Railway winter work was restricted to routine maintenance, such as drain clearing and painting, as most of the effort was focused on making the new engine shed at Lhen Coan operational in time for the new season.

❖ Work on the Snowdon Mountain Railway, Summit Visitor Centre recommenced in late February. Due to adverse weather over this period, progress has been slower than expected. Railway workers are currently clearing the latest drifts of snow near Clogwyn to allow Summit contractors a clear passage to the top. No work took place in the week following Easter owing to blizzard conditions. Snowdonia National Park Chief Executive, Aneurin Phillips, had some good news from the Welsh European Funding Office. They have extended the deadline to early autumn for completing the building and drawing down the £4.2 million grant funds.

❖ Welsh Highland Railway (C) - on 1st April, an early morning test train was run to Hafod y Llyn, with the line's Funkey Bo-Bo diesel *Castell Caernarfon* hauling the E-set. The train left Rhyd Ddu around 07.00, and returned there about 09.30, having taken roughly 45 minutes for the uphill journey.

▲ *An authentic combination on 6th April as Class 47/7 No. 47749* **Demelza** *pilots Class 37/0 No. 37142 on the second departure of the day from Bodmin General during a highly successful first visit to the Bodmin & Wenford Railway's Diesel Weekend over 5th/6th April. The organiser would like to put on record his many thanks to Colas Rail Limited for its support leading up to and during the event.* **Sam Felce**

Late approval for last Green Arrow trip on NYMR

Gresley Class V2 2-6-2 No. 4771 *Green Arrow* has been given a last minute reprieve and will now make a final journey on the North Yorkshire Moors Railway on 26th April.

The loco will operate at reduced capacity to ensure it is able to fulfil its final day of operation and will be assisted at the rear of the train by another NRM engine, the Super D. The train will depart Pickering at 12.00 and travel through Levisham, Newtondale Halt, Goathland before arriving at Grosmont at 13.05. It will depart Grosmont at 13.30 and arrive back into Pickering at 14.40.

Green Arrow has been seeing out its last few weeks of operation on the North Yorkshire Moors, prior to going on public display at Locomotion, the National Railway Museum at Shildon. Three weeks ago, operation of the engine had to be suspended following a full mechanical examination that revealed two cracked super heater flues. At that time, and with less than a month remaining before the expiration of its boiler certificate, it was not considered feasible to embark on a repair programme that would have taken in excess of eight weeks.

But NYMR engineers, working in collaboration with the NRM, have worked minor miracles to carry out a temporary repair to enable the engine to operate in steam for this last occasion.

Readers wishing to travel on this final run, can purchase tickets on the day, subject to availability, from the Customer Services office at Pickering station.

New museum to be created for Mumbles Railway

Mumbles Pier is set to become home to a new museum dedicated to the history of the world's first passenger railway service, the Mumbles Train.

A new aquarium and sea-life centre are also planned for the 129-year-old pier.

The Mumbles Train made its first journey on 25th March 1807, travelling along the sea-front from Swansea to the then fishing village of Mumbles, and is widely recognised as the world's first-ever passenger railway service. It operated for 153 years, with the final journey coming on 5th January 1960, to be replaced by buses.

Tony Cottle of Mumbles Railway Preservation Society, welcomed the announcement, saying: "The prospect of the Mumbles Railway getting its own permanent museum is an excellent one and it's particularly apt that its home will be the pier as the history of the two go hand in hand."

Dartmoor Railway shuts as business is up for sale

Plans to develop an affordable way for running Britain's community rail lines have been dealt a blow, the company responsible for running passenger trains on the Dartmoor Railway having decided to close down services and put the business up for sale.

Since 2004 the line has been operated by Ealing Community Transport (ECT), a not-for-profit company that is involved in a range of transport initiatives across the country, and which has built up the Dartmoor and Weardale Railway services with support from local communities and councils. However, the organisation has now withdrawn its support for what was Britain's first independent community railway.

In a statement ECT said: "We believe that the Government's community rail strategy will provide increased opportunities for small scale community focused rail operations. However, it has proved increasingly difficult for ECT to provide the necessary management focus and investment. Accordingly, following a thorough review of our rail business, ECT has decided to focus on its core activities of providing high quality, environmental and community transport services. ECT is therefore seeking new ownership and investment for its rail business. We believe that they have a great future and we already have a number of parties interested in taking on the challenge and opportunity." Although the Dartmoor Railway is not part of the National Rail network and provides a heritage service to its three stations, it has provided an insight into alternative funding and operational approaches to running lines serving local communities.

The Dartmoor line has its own team of engineers, and proposals to restore through services to Plymouth via Tavistock have suggested that the Dartmoor Railway, rather than Network Rail, should be responsible for infrastructure north of St Budeaux in order to keep costs down. Transport Scotland is reportedly considering a similar arrangement to minimise costs for the Waverley line reopening project in the Scottish Borders.

As a result of the decision by ECT to cease operations, the buffets at Meldon and Okehampton, together with the shop at Okehampton, are now closed and staff have been made redundant. According to the Friends of Dartmoor Railway, two prospective purchasers have been going through a due diligence process. Train services on the Weardale Railway, which is part owned by a trust and local authorities as well as ECT, are continuing.

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▲ *On 19th April, LNER 'A4' Pacific No. 60019* **Bittern** *worked a Didcot - Kidderminster special for Kingfisher Railtours. The train originated at Didcot and operated outwards via Cheltenham to Kidderminster, before joining Severn Valley Railway metals. The return trip from Bridgenorth ran through from the SVR route and returned to Didcot via Banbury. Here the 'A4' negotiates the link outside Kidderminster Station, to join the National Network.* **John Whitehouse**

The Great Marquess, joins KWVR 40th anniversary celebrations

Gresley Class K4 Mogul No. 61994 *The Great Marquess* has been confirmed as a participant in the 40th Anniversary Steam Gala being held by the Keighley and Worth Valley Railway on 27th-29th June.

On 28th June, the evening steam run from Keighley to Blea Moor over Ribblehead Viaduct, returning as a through train to the preserved line's terminus at Oxenhope, is already fully sold out. It is expected that 11 steam locomotives will be involved in operating services on the Worth Valley line during the event and on its connecting main line services.

Also on 28th June, the Stobart Pullman will arrive from London and a steam special from Stockport and South Yorkshire, sponsored by one of the printed magazines, through Kingfisher Railtours, will reach Keighley on 29th June.

In addition, special arrangements with Northern Rail, means that passengers buying tickets for Worth Valley Railway main line steam services to and from Skipton and Hellifield may also use them on Northern's connecting services between Keighley, Skipton and Hellifield, to give greater travel flexibility and to reduce the likelihood of congestion on main roads in North and West Yorkshire.

On Saturday 28th June, main line steam-hauled trains will depart from Keighley at 09.37 (through service from Oxenhope), 12.07 and 15.44, calling at Skipton and Hellifield to Settle Junction. They will return at 10.37, 13.07 and 16.43.

The following day, departures are at 08.45, 11.40 and 14.45 to Settle Junction, again calling at Skipton and Hellifield, returning from Settle Junction at 09.43, 12.42 and 15.44. The return services on both days, call as per the outward journey. On 28th June, a special evening run will operate, departing Keighley at 18.36 and running through Settle, over Ribblehead Viaduct to Blea Moor (arrive 19.48). The train returns from Blea Moor five minutes later, arriving in Keighley (KWVR Platform) at 21.51 and running through to Oxenhope, arriving around 22.20.

Each of the main line trains, will be worked by the NRM's Southern Region 4-6-0 No. 30777 *Sir Lamiel* and a WCRC Class 47 in 'top and tail' mode.

Pontypool & Blaenavon Railway marks its 25th anniversary

The entirely-volunteer operated Pontypool and Blaenavon Railway is 25 years old and to celebrate this milestone its new arrival, Class 73 No. 73128, was named *Silver Jubilee / Jiwbili Arian* in a brief ceremony at Furnace Sidings in late March

The naming was carried out by Bob Wellington, leader of Torfean County Borough Council.

Alex Hinshelwood, PBR Traffic Manager, Bob Wellington, Leader of Torfean County Borough Council and Councillor Edwin Gulliford, the Mayor of Blaenavon stand beside the newly named No. 73128. **Alistair Grieve**

TURNING THE CLOCK BACK

York in the mid-late 1950s

Brian Morrison looks back to the 1950s and the East Coast Main Line, with a look at the mecca that was the City of York

▲ *Fitted with a double-chimney, Class A3 Pacific No. 60050* Persimmon *departs from York on 22nd May 1959 and passes Holgate Junction with an express from Newcastle to King's Cross.*

▼ *Class A1/1 Pacific No. 60113* Great Northern *makes the scheduled stop on Platform 9 at York on 29th August 1954, heading a King's Cross-Newcastle express.* All: Brian Morrison

The very busy and attractive York station has changed little in appearance over the past 50-odd years, although overhead catenary now limits previous views from bridges.

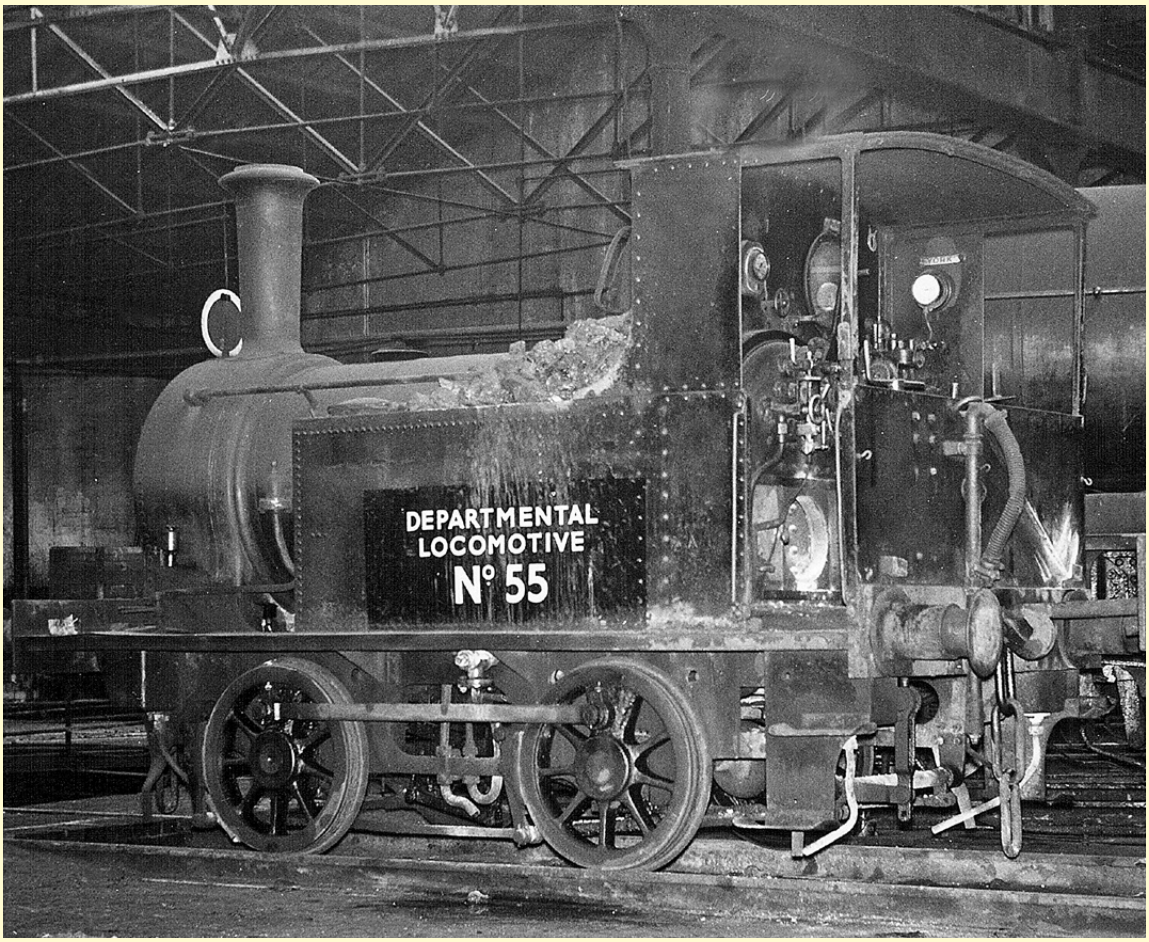
Traffic was and still is extensive and only the motive power has changed out of all recognition. One thing strikes me as I scan these views that are half-a-century old - and that is the positions from which an amateur could quite legally use from which to take photographs, in those days equipped only with a lineside pass!

Hi-visibility vests and Health & Safety had many years before they came into being, and just the thought of anyone standing in some of these positions today would result in disbelief! I wonder whether accidents were any more common in those days than they are today?

▲ *A Bristol Temple Meads to Newcastle cross-country express restarts from York on 21st May 1959, powered by Tweedmouth (52D) A3 class Pacific No. 60072* Sunstar. *This was one of only two of the class allocated to 52D at this time.*

▶ *With Driving Trailer Composite No. E56178 leading a four-car Birmingham RC&W diesel multiple unit (later Class 104) departs from York on 21st May 1959, forming a service to Harrogate. Front-end 'speed whiskers' have been added to the original all-green livery and the letters YK SET beside each marker light represent an early example of displaying a depot allocation.*

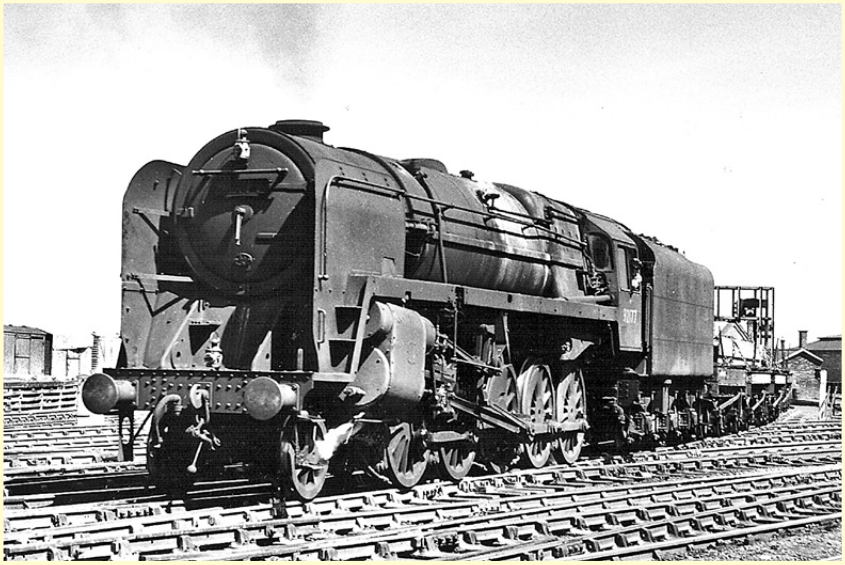
▼ *Bank Hall (27A)-allocated Jubilee class 4-6-0 No. 45719* Glorious *leaves York on the same day with an express working for Liverpool. In the adjacent platforms awaiting signal clearance to proceed are Class B16/2 4-6-0 No. 61421 and 'Jinty' 0-6-0T No. 47556.*



▲ *Roofless from bomb damage in World War 2, York South shed was never repaired and was used in the 1950s merely for engine storage. One of the residents on 21st May 2004 was Worsdell NER Class 25 0-6-0 No 65698, liberally coated in pigeon droppings.*

◀ *A single PF25 flashbulb was used to illuminate the gloom of York shed (50A) on 30th August 1954 when photographing the last North Eastern 0-4-0 tank in service on BR, Class Y8 Departmental No. 55 (ex-No. 68091), an original dock tank in use at this time as York shed pilot.*

▲ *A pair of Raven NER Class B16s Nos. 61428 and 61436 stand outside York roundhouse on 21st May 1959.*



▶ *Freight for Peterborough heads south of York at Holgate Junction on 22nd July 1959, headed by BR Standard 9F 2-10-0 No. 92177.*

▼ *LMS 'Black 5' 4-6-0 No. 44981 departs from the York stop on 21st May 1959, hauling a cross-country express from Newcastle to Birmingham New Street.*

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.

24th April 2008
Locomotive Club of Great Britain (Croydon)
United Reform Church Hall, Addiscombe Grove,East Croydon. 'Half a Century Ago' by John Cramp. Meeting starts at 19.15.

Mid-Hants Railway Preservation Society (Thames Valley Group)
Church House, Church Street, Caversham, Reading.
Joint meeting with Reading Transport Group - Railway Quiz and slide/video presentation. Doors open at 19.30, meeting starts 19.45. Donations requested

RCTS (Sussex Branch)
Brighthelm Church & Community Centre, North Road, Brighton. "Lineside Greetings" by Douglas d'Enno. Meeting commences at 19.30. £1.50 donation is requested

26th April 2008
Bournemouth Railway Club
All Purpose Room, Winton Methodist Community Centre. The judging of this years slide competition by Russell Burridge will be followed by his talk on the 'Festiniog Railway in 1970 and 1980s'. Meeting starts at 19.30.

Locomotive Club of Great Britain
St Johns Church Hall, St Johns Street, Bedford. Annual General Meeting. Meeting starts at 14.30.

30th April 2008
Permanent Way Institution (London Branch)
South Bank University.
Half Days Technical Seminar on 'Practical Inspection and Maintenance of Switches and Crossings'. Contact Paul Gammage by email pjgammage@aol.com for further details. Meeting commences at 17.30

1st May 2008
Great Central Railway Society (Rotherham Branch)
The Three Horseshoes, Bawtry Road, Wickersley.
'A journey down the Somerset & Dorset Joint Railway' by Mick Hayes. Meeting starts 19.30. Contact 0114 254 0275 for details.

2nd May 2008
Gloucestershire Warwickshire Railway (Birmingham Group)
Northfield Library, Church Road, Northfield, Birmingham.
Group AGM followed by Members Slides. Meeting starts 19.30.

3rd-4th May 2008
Porthmadog Railway Exhibition
Glaslyn Leisure Centre, Porthmadog. Standard and Narrow Gauge layouts featuring mainline, industrial and light railways. 10.00-16.00 Entrance £4 incl. free guide, children under 14 free if accompanied by an adult.

3rd-5th May 2008
Ffestiniog Railway
Bank holiday steam weekend

3rd-7th May 2008
Locomotive Club of Great Britain (Oversea's Tour)
'Champagne Express' in Luxumbourg. Participants must be members of LCGB for insurance purposes. Further details visit the website at http://www.lcgb.org.com

6th May 2008
The Locomotive & Carriage Institution
LUL HQ St James Park (Room 727 The District Room).
Presentation by Mr. A. Savage from Rail Accident Investigation Bureau. Contact Alan Spencer on 07933 509987 for further details.

Southern Electric Group (South Hampshire Branch)
Eastleigh Railway Institute in Romsey Road, Eastleigh.
'From bulb fields to gum trees', Doug Cross and Peter Hall share a variety of tramway destinations. Meeting commences at 19.30. Entrance fee £2

Permanent Way Institution (Darlington & North East)
Railway Athletic Club, Brinkburn Road, Darlington, Underbridge Reconstruction - Slitting Mill. Contact Phil Dooner on 01325 390318. Meeting commences at 19.00.

7th May 2008
Permanent Way Institution (Thames Valley section)
Sussex House, Reading.
'Maintaining the Isle of Wight Steam Railway' by Denis Rapley. Contact Rodney Pinchen by email at rodneyp@tinyworld.co.uk for further details. Meeting commences at 17.30

Burton Railway Society
Marston's Social Club, Shobnall Road, Burton-upon-Trent.
'The four regions 'namers' show' by David Webb. Contact Mark Ratcliffe on 01283 221537 for further details. Meeting commences at 19.30

8th May 2008
Permanent Way Institution (Birmingham Section)
The 11th Floor Boardroom, Network Rail Offices, The Mailbox, 100 Wharfside Street, Birmingham. Shugborough Viaduct Reconstruction by S. Turner. Contact Ian Wardle on 0121 345 3931 for further details. Doors open 17.45 for an 18.15 start.

Permanent Way Institution (South & West Wales)
Dolphin Hotel, Whitewalls, Swansea. Geotextiles and Geosand by Paul Sharley, TWB Group. Contact Andy Franklin on 0207 557 8664 for further details. Meeting commences at 18.00

10th May 2008
Bournemouth Railway Club
All Purpose Room, Winton Methodist Community Centre. 'The Leslie Hyde Collection' by Michael Harvey. Meeting commences at 14.30.

12th May 2008
Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln 'When the wall came down' by Graham Lightfoot. Meeting commences at 20.00. Contact 01522 705365 for further details.

York Railway Circle
Archbishop Holgate's School, Drama Studio, Hull Road, York. 'AGM followed by a 'Steam Spectacular 1960s to the present day' on DVD by Ian Wolstencroft. Meeting commences at 19.30. Non-Members £2

13th May 2008
Abergavenny & District Steam Society
Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny. Barry Foster Films and AGM. Meeting commences at 20.00.

Great Western Society (Bristol Group)
Room 7, BAWA. 589 Southmead Road, Filton, BRISTOL, BS34 7RG. "The Railways of Scotland" talk by Les Nixon. Meeting commences at 19.30 for 19.45. Non-members welcome.

The 8E Railway Association (Northwich Branch)
The Gladstone Club, Station Road, Northwich 'Settle & Carlisle Perspectives' by Tony Icke. Meeting commences at 19.45. Contact 01606 44959.

14th May 2008
Grimsby & Cleethorpes Railway Group
RAF Association Club, Alexandra Road, Cleethorpes 'Diesels' by Mike Eggenton. Commences 19.30. Contact 01724 341358 for details.

Permanent Way Institution (London Branch)
10th Floor Restaurant, 55 Broadway, London St. James Park tube. 'Work of the Railway Industry Association' by Jenny Candfield. Contact Paul Gammage by email pjgammage@aol.com for details. Meeting starts at 17.30

Swiss Railways Society (London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross station) 'Isle of Mann Railways' by Nick Freezer. Meetings commence at 19.00, Refreshments available. A £2 donation is requested. Contact Ron Dawes (0208 660 3532) for further details.

15th May 2007
Barrow Hill Engine Shed Society, Barrow Hill Roundhouse.
'Diesels on the Western Region' by Jeff Lane. A slide presentation looking back as far as the days of the hydraulics. Doors open 7.00pm. Show commences 7.30pm. Admission £1.50 members, £2.00 non members

Locomotive Club of Great Britain (North West)
The Victoria Hotel, Wargrave Road, Newton-le-Willows, Merseyside 'Freedom of Scotland in 1961' by John Sloane. Meeting starts 19.30.

Marlow & District Railway Society
Garden Room, Liston Hall, Liston Road, Marlow. 'Ideals above one's station' by Mark Evans. Meeting starts at 20.00. Non-members £2

Permanent Way Institution (West Yorkshire Branch)
Park Inn, North Street, York. 'Maintaining jointed track' by Simon Pumphrey, Network Rail. Meeting starts at 18.00. Contact Martin Fairbrother on 01904 611922 for details.

16th May 2008
Great Western Society (Taunton Group)
Stoke St. Mary Village Hall, near Taunton. 'My Lifetime Hobby' by Amyas Crump. Starts 19.30, Contact 01823 334188.

Permanent Way Institution (Edinburgh)
The Scots Guards Club, 2 Clifton Terrace, opposite Haymarket Station, Edinburgh. Sitrling to Alloa and Kincardine by Scott Prentice, Network Rail. Contact Nicola Topping on 0131 550 4273 for details. Meeting commences at 18.00.

16th-18th May 2008
ACORP Community Rail Weekend
Events across the country, including a station gala at Blaenau Ffestiniog in conjunction with the Ffestiniog Railway.

17th May 2008
Friends of the West Highland Lines AGM.
Regent Hotel, Esplanade, Oban. Meeting commences at 12.00. Visitors are welcome but are reminded that they may act as observers and are not permitted to take part in the business of the meeting.

17th-18th May 2008
Dumfries Model Railway Exhibition
Ice Bowl, King Street, Dumfries, DG2 9AN. Opening hours 10.00-17.00 both days. Further details from the official website, click here. Approximately 20 layouts, comprehensive trade support, free parking and programme. Easy to find: just follow temporary yellow signs from the A75/A76 roundabout, or "Brown" tourist signs for Ice Bowl. Admission Adults: £3.50, Child/Seniors £2.50, Family (2+2) £9.50

19th May 2008
Great Central Railway Society (Spinkhill Branch)
The Angel Hotel, College Road, Spinkhill 'Post-War Modernisation of the Sheffield Railway Scene' by Nick Wheat. Meeting commences at 19.30. Contact 01909 473927 for details.

20th May 2007
Permanent Way Institution (West Yorkshire Branch)
The Pullman Room, The Goldern Lion Hotel, 2 Lower Briggate, Leeds. Energy Efficiency, Recyling and the reuse of resources on the railway by Martin Woofe. Meeting commences at 18.30. Contact Martin Woofe on 07747 160949 for further details and information.

21st May 2008
Permanent Way Institution (Bristol & West of England)
Arup Auditorium, 63 St. Thomas Street, Bristol.
Chairman's address followed by four short papers. Contact Alex Simpson on 01242 519828 for further details. Doors open 17.30 for an 18.00 start.

Permanent Way Institution (Glasgow Branch)
Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow. Sheilds Junction Renewal. Joint Meeting with Railway Civil Engineers Association. Contact Jack Scott on 0141 952 2562 for further details. Meeting commences 17.30

22nd May 2008
Mid-Hants Railway Preservation Society (Thames Valley Group)
Church House, Church Street, Caversham, Reading.
'End of BR Steam in the North West, Past and Present'. Meeting starts 19.30. Donation requested

Permanent Way Institution (Nottingham & Derby Branch)
The Midland Hotel, adjacent to Derby station..
Steam worked railways - A photographic tour by John Birkenshaw PWMM. Contact Colin Cowey on 01949 837067 for further details. Meeting commences at 18.30

RCTS (Sussex Branch)
Brighthelm Church & Community Centre, North Road, Brighton. "50 Years of Taffys Travels - Part 1 Western & Southern" by Peter Jones. Meeting starts 7.30pm. Donation of £1.50 is requested

4th June 2008
Burton Railway Society
Marston's Social Club, Shobnall Road, Burton-upon-Trent.
'The popular annual railway quiz' by Dave Hook. Contact Mark Ratcliffe on 01283 221537 for further details for further details. Meeting commences at 19.30

Permanent Way Institution (Thames Valley section)
Sussex House, Reading.
Reading Remodelling. Contact Rodney Pinchen by email at rodneyp@tinyworld.co.uk for further details. Meeting commences at 17.30

5th June 2008
Great Central Railway Society (Rotherham Branch)
The Three Horseshoes, Bawtry Road, Wickersley. 'Nottingham Victoria station' by Ken Grainger. Commences 19.30.

9th June 2008
Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln 'Members slide show' Meeting commences at 20.00. Contact the secretary on 01522 705365 for further details.

Permanent Way Institution (London Branch)
10th Floor Restaurant, 55 Broadway, London St. James Park tube. Modular S&C by Geoff South, Network Rail Contact Paul Gammage (pjgammage@aol.com) for details. Meeting commences at 17.30

10th June 2008
Abergavenny & District Steam Society
Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny. 'West and North Devon' by Peter Gray. Meeting commences at 20.00.

The 8E Railway Association (Northwich Branch)
The Gladstone Club, Station Road, Northwich. Evening visit to Chester by rail. Contact 01606 44959 for further details.

11th June 2008
Grimsby & Cleethorpes Railway Group
RAF Association Club, Alexandra Road, Cleethorpes
'The Stanier Jubilees of the LMS' by Mick Hayes. Meeting commences at 19.30. Contact 01724 341358 for further details.

Swiss Railways Society (London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross station) Show title to be confirmed, presented by George Howe. Meetings commence at 19.00, Refreshments available. A £2 donation is requested. Contact Ron Dawes (0208 660 3532) for further details.

12th June 2008
Permanent Way Institution (Birmingham Section)
The 11th Floor Boardroom, Network Rail Offices, The Mailbox, 100 Wharfside Street, Birmingham. Merseyrail Track Slabs by N. Reynolds. Contact Ian Wardle on 0121 345 3931 for further details. Doors open 17.45 for 18.15 start.

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

Should your club or society event be listed here? If so then please email the editor with the appropriate details.

▼ ***SR Battle of Britain Pacific No. 34067 Tangmere approaches Basingstoke with the 10.12 London Waterloo-Bristol Temple Meads 'Cathedrals Express' on 17th April.*** **Chris Wilson**

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