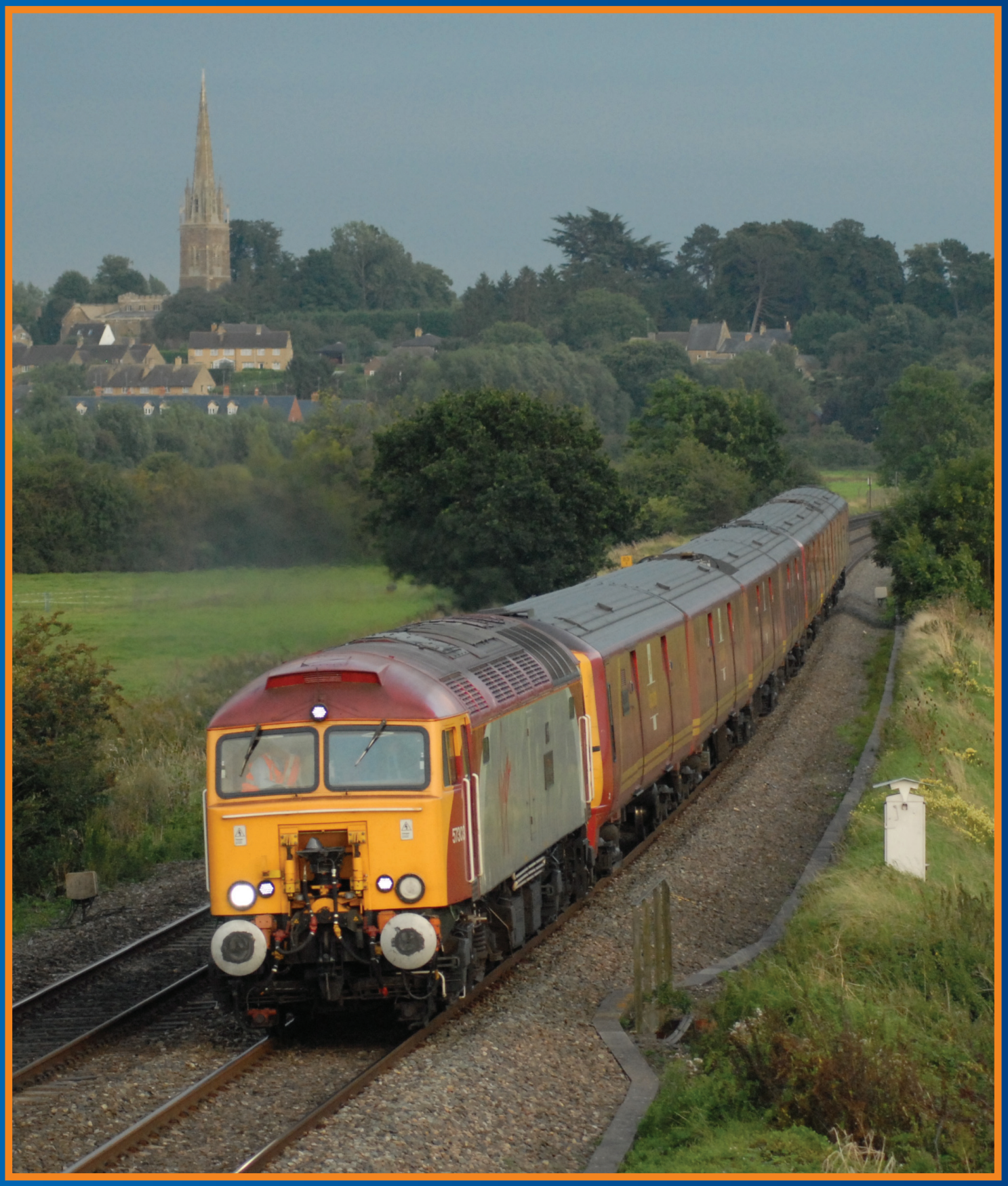
The Railway Herald



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Front Cover

Class 57/3 No. 57303 powers the Willesden - Warrington mail through King's Sutton, diverted via the Chilterns because of engineering work on the WCML, on 26th August. **Gary S. Smith**

Rear Cover

Overhauled and re-engined Class 43/2s Nos. 43301 trails classmate No. 43303 working a Derby - Penzance service out of Taunton on 30th August under the setting sun. **Brian Garratt**

Publication

The Railway Herald is published every Monday 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

Hitachi Class 395s begin daylight testing

▲ As part of the on-going certification programme, the Hitachi Class 395s, until recently only ever seen under power at night, have begun daylight testing on the third-rail network in Kent. Here, Class 395s Nos. 395001 and 395002 power through Tile Lodge Lane, Charing, on 31st August.

▼ The same two units are seen later the same day, this time rounding the curve through Gillingham station with another test run. **Both: Patrick Seale**

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▲ *A further batch of Mk2 coaches were moved from Eastleigh Works to Southampton Docks on 29th August, in preparation for export. Here Class 73/2s Nos. 73208* **Kirsten** *and 73206* **Lisa** *'top and tail' the vehicles, comprising Nos. 5966, 6018, 1259, 1255, 1202 and 1216, through Eastleigh.* **David Kirwin**

Network Rail unveils long-term strategy document for Lancashire and Cumbria

More frequent trains, more tracks, improved stations and more freight services are all proposed as Network Rail publishes its long-term strategy aimed at improving rail services in Lancashire and Cumbria.

Covering routes such as Leeds to Blackpool North, Settle & Carlisle and the Cumbrian coast line, the strategy outlines how Network Rail will work to deliver a rail network able to manage the predicted growth in rail usage over the next 10 years. The publication, which will now be submitted to the Office of Rail Regulation, follows a three-month consultation period with key stakeholders.

The document - the Lancashire and Cumbria Route Utilisation Strategy (RUS) - illustrates the forecast growth in population, employment and housing, and subsequently estimates rail usage over the next 10 to 15 years, setting out the industry's preferred strategy that could be adopted to help meet demand.

The strategy looks at increasing the number of rail services, with better connections, better stations and other improvements enabling the railway to drive economic growth throughout the area.

Peter Strachan, route director for Network Rail said: "After a successful consultation process, I am convinced that we now have a robust and purposeful strategy for delivering a rail network in Lancashire and Cumbria that can handle the expected increase in use over the next decade or so."

"This is an exciting time for the rail industry. The changes ahead will improve the reliability, capacity and connectivity of routes across the north west. We appreciate all the contributions to both the development process of the strategy and to the consultation."

The strategy to address peak capacity in the period 2009 – 2014 includes:

- Line speed improvements between Burnley and Hebden Bridge to shorten journey times on the Leeds – Blackpool route. The current speed limit of 45mph could be raised to at least 55mph and as much as 70mph where suitable
- Re-doubling of the tracks at London Road junction in Carlisle to improve performance of freight and passenger services on the Settle – Carlisle line
- More regular trains into Sellafield
- More regular train services between Preston and Ormskirk, and an improved service between Preston and Southport
- Sunday services from Carlisle to Whitehaven to increase from three to four a day
- Improving the Settle – Carlisle timetable to give a regular two-hourly service, with targeted additional services where passenger requirements and space in the timetable coincide

The proposal to lengthen trains and platforms on the Manchester – Clitheroe line is already included in Network Rail's Strategic Business Plan but it is recommended that the peak time services between Manchester and Blackburn are extended to Clitheroe

Minor alterations on Platforms 1 and 2 at Preston to improve passenger flow and ability to get connections. This would include relocating the buffet and staff accommodation from their present position to elsewhere on the platform, and improving passenger facilities

For the period 2014 to 2019 Network Rail is proposing the resignalling scheme already planned for the Whitehaven – Maryport line should include a remodeling of the track layout in Maryport and the provision of an additional platform. The creation of a new Maryport signalling centre and the performance improvements that will bring may mean the possibility of running additional Sunday services.

The strategy will now be presented to the Office of Rail Regulation (ORR). The ORR has 60 days to consider this after which it will become an established strategy.

❖ The former Chief Executive of GNER, Christopher Garnett, is expected to become the Deputy Chairman of Transport for London (TfL). He joined the TfL Board last year, and his new appointment awaits confirmation by the London Assembly. Mr Garnett, who is also on the Board of the Olympic Delivery Authority, is due to deputise for London Mayor Boris Johnson.

❖ Cupar station car park has been upgraded at a cost of £722,000 There are now 89 additional parking spaces available, making the total spaces 116 and including seven bays for blue badge holders. Additional CCTV has also been installed and the lighting improved.

❖ East Midlands Trains First Class lounge opened at St. Pancras International station on 26th August. Located on first floor level near the Betjeman statue, the lounge provides a range of facilities for First Class passengers including complimentary tea, coffee and soft drinks, a range of snacks and WiFi connection.

❖ Badly graffitied Swanscombe station is undergoing safety and security improvements funded by the EU, Urban Thames Gateway, Network Rail and Southeastern with advice from British Transport Police. The work includes painting, four new Customer Information Screens, new CCTV digital equipment, improved lighting, new Help Points on each platform, two new shelters and new fencing along the footpaths. The station is also to trial playing classical music on the platforms. Music is played at various stations across Europe and research shows that passengers feel calmer and happier when it is playing. It is also said to have a deterrent effect on anti social behaviour.

❖ First TransPennine Express, North East Lincolnshire County Council and the DfT have invested £500,000 in Cleethorpes station, bringing improvements across the station and including new facilities for disabled people, customer help points and a CCTV system.

❖ Readers can save a third off the entry price to the 'Guardians to the King' exhibition' at Colchester Castle, when travelling to the exhibition by train with National Express East Anglia (NXEA) this summer. Passengers can purchase a ticket from any participating NXEA station for inclusive train travel to Colchester and entry to the exhibition in. An open top 'City Sightseeing' bus will also travel straight from the station to the castle.

Lafarge Open Weekend

In celebration of the completion of its major rail expansion project, Lafarge Cement is holding a family weekend at Hope Works, in the Peak District on 6th/7th September.

The Open Days will run from 10.00 to 16.00, with entertainment on offer including steam train rides, works tours (via minibus), bouncy castle, locally provided music, face painting, refreshments, and an exhibition.

Parking will be available at the works, but for those who prefer to leave the car at home, a special bus will pick up visitors from three locations, Castleton Bus Station, Hope Station and Hope Church. The bus will leave the works on the hour and half hour starting from 10.30, with the last bus leaving at 15.00 for the final pick-up of the day.

Hope Works manager Ashley Bryan said: "This Open Weekend means a great deal to the whole team at Hope Works and we very much hope that local people arrive in droves to help us celebrate this impressive milestone in the works history. The completion of this rail programme will make a huge difference to both us, as a cement-manufacturing operation, and to the local community, with much of our distribution moved from road to rail. It has been an enormously complex project involving, among other developments, the installation of new track and sidings and the design and purchase of 48 new rail wagons for distribution of bulk cement products from the site.

The last celebration event, held in 2005, was a huge success with over 3,000 people attending. Visitors are asked to wear sensible clothing and flat sturdy shoes, especially if they are interested in taking part in the minibus tours of the quarry and works, or if a ride on a steam train appeals.

Mail service loco-hauled due to WCML engineering

Diverted via the Chilterns and the West Midlands due to engineering work on the Trent Valley route, and having been failed by the driver with low power, Class 57/3 No. 57303* Alan Tracy *on the Willesden - Warrington mail service stands at Bescot Stadium on 26th August. After waiting for an hour the loco was taken to Oxley by classmate No. 57305* John Tracy *which had been on 'Thunderbird' standby duties at Birmingham New Street, while the Class 325 units, Nos 325002 & 325008, continued north under their own power. Stuart Rogers

Your opportunity to name one of East Midlands Trains' prestigious business services

When the revised East Midlands Trains (EMT) timetable is introduced on 14th December, it will have improvements for Sheffield to London passengers with faster journey times and more available seats.

The popular named train, 'The Master Cutler' will continue to operate, but there will also be a further two named prestigious business services, the 06.47 ex-Sheffield arriving St. Pancras 09.13 and the 07.44 ex-Sheffield arriving St. Pancras at 10.06 – and the company is now looking for a name for each of these trains to sit alongside 'The Master Cutler' in the timetable.

The public and staff from the company are being invited to put forward suggestions for a fitting name for each and the best two names will be chosen on 22nd September and announced shortly afterwards. Readers wanting to put forward a suggestion should email press.office@eastmidlandstrains.co.uk giving the following information: suggested names for EMT's premier business services, your name, a contact telephone number and your postal address (your details will not be used for any other purposes or passed to any third parties).

Commercial Director, David Horne, said: "This is a great opportunity for us to recognise another two key services from South Yorkshire to London. We're looking for names that reflect and represent the importance of the service we provide to connect Sheffield with the capital. We'll be giving the two members of the public that put forward the best suggestions a pair of First Class open returns to London each and of course printing the names that are eventually chosen in our timetables."

All suggestions must be received by 09.00 on 21st September. In the event of duplicate entries, winners will be drawn at random from winning entries.

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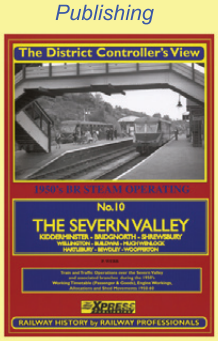

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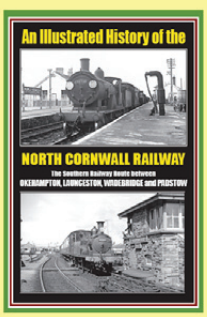

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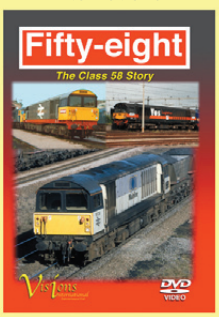

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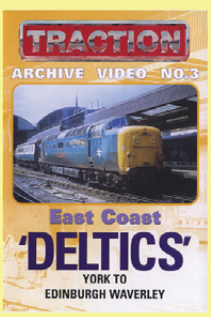

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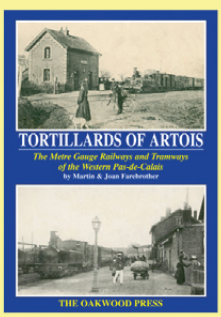


Clitheroe Castle on display at local open day

▲ ***Class 60 No. 60029* Clitheroe Castle, *is displayed at the Castle Cement works open day at Clitheroe on 30th August. The loco had been cleaned and the paintwork touched up specially for the two-day event. It was returned to store after this appearance to await a 'D exam'.* David Hollowood**

New look for Clapham Junction?

Clapham Junction station and its surroundings are the subjects of an ambitious plan to expand the station and build two new entrances, new shops, a Post Office, more bars and a small cinema.

The developers want to build new entrances in Grant Road and St John's Hill, as well as two new ticket offices, a shopping centre and some 500 homes. The plans have been redrawn after more than 1,000 local people took part in a consultation, and informed the developers what they would like to have in the area.

A new planning application will now go to Wandsworth Council in the spring. Network Rail says that it welcomes the proposals, which fit with its long-term strategy to improve the Clapham Junction station area for the benefit of all that use it.

The station opened in 1863 and today has an estimated 22 million passengers a year, a number that is expected to grow to 26 million by 2026.

Billed as 'Europe's busiest railway station', it is likely to become busier still when Phase 2 of the East London line extension comes about with a £250 million 1.5mile-long link from Surrey Quays to Clapham Junction via Peckham, Denmark Hill and Wandsworth Road, which is awaiting Government confirmation.

Farningham Road charge brought

British Transport Police have charged a man with causing grievous bodily harm following the incident previously reported in *RH* that took place at Farningham Road station on 6th August.

The woman, now reported to be 58 years of age, was pushed off the platform onto the track after complaining about two men ignoring the no smoking ban. She suffered a fractured wrist and bruising but was rescued by others on the platform before a train arrived.

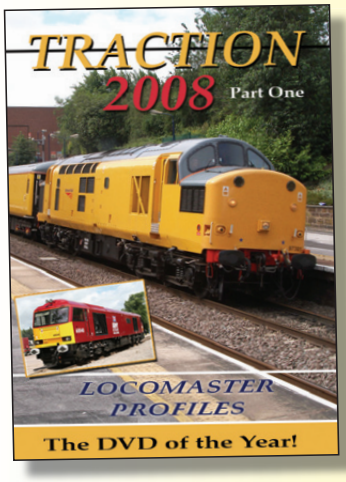
Ionel Rapisca, aged 30, from Dartford, has been granted conditional bail and is due to appear before Dartford magistrates on 10th September. The conditions of bail involve bans on him entering Farningham Road station, travelling by rail to Victoria or approaching prosecution witnesses. Police are taking no further action against an 18-year-old who was also arrested after the incident.

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

NEW

TRACTION 2008 – Part 1

Programme number 26 in the highly-acclaimed TRACTION series will once again be packed with a fascinating assortment of locomotive workings as well as featuring all the major developments in the current motive power scene. Here's a taster of what is guaranteed to be another action-packed addition to the series....



FREIGHT TRAFFIC & TRACTION: 56 057 returns to the main line re-numbered as 56 311, Riviera Class 47s and Virgin Class 57s hauling GB Railfreight Royal Mail trains, 37 401 working the Sinfin tanks, 37 401 + 37 422 hauling a rake of HAA coal hoppers from Millerhill to Mossend, 47 818 rescuing an EWS stone train in Suffolk, Colas Rail's 47 727 hauling a rake of Mega-Fret wagons from Aberthaw to Dollands Moor, the first coal train over the newly re-opened Stirling-Alloa line, freight traffic returns to the Tolworth branch, 37 422 on the Daventry-Bescot intermodal, 47 848 hauling a Royal Mail Class 325 unit to Ayr, Royal Mail and DRS diversions following the new year Rugby engineering fiasco.

PASSENGER TRACTION, RAILTOURS & SPECIALS: 86 259 Les Ross returns to the main line, 47 712 + 47 802 launch the short-lived 'Stobart Pullman', Riviera Class 47s & Virgin Class 57s & EWS Class 67s on hire to Grand Central, Cass 87s going into store at Long Marston – and then emerge to head for Bulgaria, Class 25 D7628 working NYMR service trains to Whitby, DRS Class 20s rescuing a steam charter on the Cumbrian coast, 55 022 ventures to Oban and Penzance, 40 145 travels to Lowestoft and Aberystwyth, 37 069 + 37 423 working to Oban with the Stobart Pullman, ground-breaking trips to Edinburgh and Whitby for D1015 *Western Champion*, the ACTS Class 58 farewell tour in Holland.

THERE'S ALSO: 40 145 at Marsden with a RHTT in tow, 67 005 hauling the Royal Train over the Severn Valley Railway, Class 31 + DBSO testing, the first two Network Rail Class 97s (formerly Class 37s) on main line test runs, 31 601 + 31 454 venture to Largs, Chiltern Trains 'bubble car' visits London Euston, D9009 *Alycidon* in action at Quainton Road, 73 204 going for a spin on the M25, 57 009 + 57 010 hauling a 'stoneblower' to Wymondham, 73 107 arriving at Moorgate GN underground station, D1023 *Western Fusilier* returns to action at the Keighley & Worth Valley Railway...and 07 007, 37 275 and 37 906 star at the Swanage diesel gala.

Like its predecessors in this series, this action-packed programme will have a variety of locomotive classes to suit all tastes - accompanied by a lively and informative commentary from David Maxey. TRACTION 2008 - Part 1 will be released on DVD in late-August priced at £19.95 (post free). To order your copy, either call our Credit Card Hotline on 01753 545888 or send a cheque or postal order to the address below:

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Crossrail project moves forward as invitations to tender are issued

Crossrail has announced the short-listed consortia and companies for the competitive tender process for its programme partner, project delivery partner and design framework agreements.

The four companies invited to tender for the programme partner are Legacy 3 (a joint venture between Parsons Brinckerhoff Ltd and Balfour Beatty Management Ltd) Bechtel Limited, Transcend (a joint venture between AECOM, CH2M HILL United Kingdom Unlimited Company and Nichols Group Ltd) and Mouchel Limited. The first two of these four companies are also part of the five companies invited to tender for the project delivery partner, the other three being Laing O'Rourke Holdings Limited, Flare (a joint venture between Fluor Ltd, Ove Arup & Partners Ltd and E C Harris LLP) and finally a joint venture between Capita Symonds Ltd and NNN Ltd. A total of 15 companies have been invited to tender for the design framework agreements.

This is an important step forward in the delivery of Crossrail following Parliamentary approval for the new £15.9 billion route last month. The scheme will run 118km from Maidenhead and Heathrow in the west, through new twin-bore 21km tunnels under Central London out to Shenfield and Abbey Wood in the east, joining the Great Western, Great Eastern and Southeastern networks. Announcements about the appointments of the successful bidders are expected towards the end of the year.

The Crossrail project will be the biggest transport addition in London and the south-east for 50 years, and will also be the biggest construction project in Europe. At the height of the building it is estimated that around 14,000 people will be employed.

Crossrail is being promoted by Cross London Rail Links Ltd (CLRL) and is currently jointly owned by the Department for Transport and Transport for London (TfL). During autumn this year, CLRL will become a wholly owned subsidiary of TfL. Preparatory works for the route will commence in 2009, with main construction beginning in 2010.

It is scheduled to open for service in 2017, with new stations, able to accommodate 10-coach trains, built at Paddington, Bond Street, Tottenham Court Road, Farringdon, Liverpool Street, Whitechapel, Isle of Dogs and Woolwich.

The tunnelling will be through a complex sub-surface environment, which contains existing infrastructure including Tube, rail and utilities tunnels. When it opens in 2017 it will increase London's public transport network capacity by 10 %, supporting regeneration across the capital and helping to secure London's position as a world leading financial centre. It will cut journey times across London - Heathrow will be minutes away from the West End and just 43 minutes from Canary Wharf – and will deliver an economic benefit of more than £36 billion to the UK economy.

Telford Railfreight Terminal starts to take shape

The new Telford Railfreight Terminal is pictured under construction at Donnington on 28th August. This view, from the bridge carrying the A518 trunk road over the site, is looking towards the MoD Donnington facility and shows that track laying has commenced. A gabion basket-based earth mound has been constructed on the opposite side of the bridge to reduce the noise to local residents. The mainline connection for the site will join the Wolverhampton to Shrewsbury line at Wellington. **Terry Pickthall**

Canterbury East and West stations are awarded Secure Station status

Canterbury's East and West stations are among the latest on the Southeastern network to have been accredited with Secure Station status, helping to reassure passengers and staff about their safety on the railway.

The awards have been gained under the Secure Stations Scheme, managed by the Department for Transport in partnership with the British Transport Police.

Accreditation is given against strict security criteria, including good fencing and boundaries, good CCTV coverage, good lighting, good use of corner mirrors and signage, a reduction in crime rates at the station, regular station maintenance audits including removal of graffiti within 24-hours, availability of staff with conflict management knowledge, and lastly, positive results in an independent survey of passengers using the station on how they feel about its security.

Rail Minister announces five more stations for 'access-for all' scheme

Rail Minister Tom Harris MP visited Glasgow's Mount Florida station on 21st August to announce that five more stations in Scotland are set to benefit from the Government's £370 million 'Access for All' scheme.

Easterhouse, Hyndland, Linlithgow, Montrose and Perth are the latest stations to benefit from the funding, which will pay for improvements to accessibility, such as ensuring step-free access from the station entrance to platforms. 'Access for All' was introduced in 2006 to address the issues faced by disabled passengers using railway stations in Great Britain.

£35 million per year, until 2015, is ring-fenced for the provision of obstacle free, accessible routes into and between platforms at rail stations and the provision of lifts where needed.

The new First Class lounge at Aberdeen station has now opened for business. Following a £400,000 investment by First ScotRail, the lounge is stated to have a contemporary light and airy feel, offering passengers a range of complimentary facilities within a comfortable and relaxed environment. A receptionist welcomes travellers on arrival and is available to provide travel information and assistance as well as oversee the purchase of a full range of tickets.

The completion follows the recent opening of the new travel centre and signifies the latest stage in the station redevelopment programme. Located at the front of the station adjacent to the travel centre, the lounge is free of charge to First Class or First Class Caledonian Sleeper customers and Advance Club members with rail tickets valid for travel that day. The range of facilities includes free Wi-Fi access, complimentary snacks and refreshments, a comfortable seating area to relax in, CIS screens providing continually updated service information, digital television and complimentary newspapers and magazines.

Use can also be made of the new toilets and shower facilities, which have been introduced. The shower rooms are fitted with hairdryers, shaver points and shower gel dispensers and fresh towels will be provided.

Portishead trackbed bought

The North Somerset Council has purchased a three-mile section of railway track between Portishead and Portbury, giving hope to those campaigning for the re-opening of a passenger line from Portishead to Bristol.

The council pledged the purchase of the section of railway from the British Railway Board (Residuary) Ltd (BRB), earlier this year to safeguard its future, BRB having been set up to manage British Rail's remaining assets when it was sold off in the 1990s. Deputy leader and executive member for strategic planning and transport, Councillor Elfan Ap Rees, said: "The purchase of this three-mile section of track shows that we are serious about looking into options for transport links from Portishead into Bristol."

The line has been closed to passengers since 1964, but pressure from residents has been mounting over the past years to re-open the route, as Portishead continues to expand and no changes are made to the road infrastructure.

If the railway does not re-open, it is believed Portishead will be the largest town in the country without a rail link when the current house building programme is complete.

First Capital Connect opens Training Academy at Hornsey

Sir Moir Lockhead, the Chief Executive of FirstGroup officially opened First Capital Connect's £1.2 million Performance and Training Academy and Simulator Centre at Hornsey on 27th August.

The new Academy will be used to teach new drivers required for the Thameslink Programme and help support the company's existing team of 700 drivers. It has two simulators, one a Class 319 replicating the train on the Bedford to Brighton route, and the other, a Class 365 simulator as seen on the Great Northern route.

Each simulator is a realistic copy of the actual train driver's area, including real cab parts. Simulations can include evacuation, orientation in an upside down cabin, animals on the line, snow, flooding and other weather, objects hitting the windscreen, and all types of signal changes.

▲ *Class 180 No. 180107 heads north through South Kenton on an ECS movement on 29th August.* **Les Peters**

c2c creates the Passengers Panel to aid discussion with managers

c2c has created a Passengers Panel, a group of regular passengers who have volunteered to join a group that meets c2c managers to tell them how the TOC is performing.

The Panel is made up of 10 commuters from different stations on the c2c network, plus anyone else that would like to come forward and volunteer to join. Panel members have regular meetings with managers to ask questions on behalf of passengers about all aspects of the company's services. Panel members would also like to hear from c2c customers with any issues that they would like raised on their behalf. Details of how to contact the Panel is on its website c2c-online.co.uk. This also contains details of how to volunteer to be a Panel member. Issues raised will be discussed directly with c2c bosses and the Panel will publish the answers they get and any actions that are agreed on the Panel's own pages of the website. Topics raised already, include improved announcements on trains, customer information displays at stations and a review of how c2c performed during the incident with a World War II unexploded bomb in East London in June. Future discussion topics include fares and timetable changes, quiet zone carriages, train interior design condition and security of stations.

The Passengers Panel website can be found at http://www.c2c-online.co.uk/about_us/passenger_panel and passengers can email Panel members directly at c2cpassengerpanel@nationalexpress.com. c2c will continue to develop this area of the website as this new initiative takes shape. The Passenger Panel does not replace the role of c2c's existing Customer Relations team. This is an additional communication channel between c2c and its passengers.

Those with individual complaints about their journey should still contact the company at c2c.customerrelations@nationalexpress.com

▼ *Class 375/6 Electrostar No. 375624 approaches Faversham, forming the 16.22 service from Dover Priory to London Victoria. The revised livery of a darker body stripe and blue doors was undertaken at Ilford Works while the unit was there for repair in early January. Another Electrostar has now received the same colours, No. 375705.* **Brian Morrison**

by John Whitehouse

UK Steam & Modern Traction Railtour Listings

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

1st September

Royal Scotsman	2xWCRC 47	**Western Tour (Day 4)** Wemyss Bay-Edinburgh	
Royal Scotsman	2xWCRC 47	**Classic Tour (Day 1)** Edinburgh-Montrose-Aberdeen-Keith	

2nd September

Royal Scotsman	2xWCRC 47	**Classic Tour (Day 2)** Keith-Tain (rev)-Dingwall-Kyle of Lochalsh	

3rd September

Royal Scotsman	2xWCRC 47	**Classic Tour (Day 3)** Kyle of Lochalsh-Boat of Garten	

4th September

Royal Scotsman	2xWCRC 47	**Classic Tour (Day 4)** Boat of Garten-Blair Atholl-Dundee	

5th September

Kingfisher Railtours	WCRC47s	Skipton-Settle-Appleby-Carlisle & return	**Cancelled**
Pathfinder Tours	55022	Whitchurch-Weymouth & return	**Cancelled**
Royal Scotsman	2xWCRC 47	**Classic Tour (Day 5)** Dundee- North Queensferry-Edinburgh	
Royal Scotsman	2xWCRC 47	**Classic Tour (Day 1)** Edinburgh-Montrose-Aberdeen-Keith	

6th September

Compass Tours	2x Riveria 47	Congleton-Macclesfield-Manchester Victoria-S&C-Edinburgh & return	
Kingfisher Railtours	tbc	Carnforth-Ravenglass and return	**Cancelled**
Pathfinder Tours	2xMendip 59	Crewe-Cardiff-Llandrindod Wells-Crewe	**Cancelled**
Railway Touring Company	60009	(Leicester-Loughborough-Alfreton & Mansfield Parkway-Sheffield-Leds-York) York-Durham-Hexham-Carlisle-Appleby-Hellifield-Leeds-York (rev) (& return)	
Royal Scotsman	2xWCRC 47	**Classic Tour (Day 2)** Keith-Tain (rev)-Dingwall-Kyle of Lochalsh	
Spitfire Railtours	73136 & WCRC 33	London Waterloo-Clapham Junction-Woking-Basingstoke- Andover-Romsey-Eastleigh-Poole-Weymouth -Weymouth-Poole-Eastleigh-Winchester-Basingstoke & return	
SRPS	2xWCRC Cl47	Ayr-Prestwick Town-Troon-Irvine-Kilwinning-Johnstone-Paisley Gilmore Street-Westerton- Fort William-Mallaig and return	
WCRC	46115	Carnforth-Wennington-Bentham- Hellifield-Blackburn-Wigan North Western-Warrington Bank Quay-Helsby-Chester & return	

7th September

Kingfisher Railtours	70013	The DalesmanHellifield- Appleby-Carlisle & return	
Past Time Rail	tbc	Bristol TM-Taunton-Exeter SD-Paignton-Kingswear and return	
Royal Scotsman	2xWCRC 47	**Classic Tour (Day 3)** Kyle of Lochalsh-Boat of Garten	
Vintage Trains	tbc	Birmingham Snow Hill-Stratford upon Avon and return (twice)	

8th September

Royal Scotsman	2xWCRC 47	**Classic Tour (Day 4)** Boat of Garten-Blair Atholl-Dundee	

9th September

Royal Scotsman	2xWCRC 47	**Classic Tour (Day 5)** Dundee- North Queensferry-Edinburgh	
Steam Dreams	70013	London Liverpoool Street-Chelmsford-Colchester-Ipswich-Stowmarket-Diss-Norwich & return	

10th September

Kingfisher Railtours	70013	Hellifield Hellifield-Appleby-Carlisle and return	
Royal Scotsman	2xWCRC 47	**Highland Tour (Day 1)** Edinburgh-Aviemore-Boat of Garten	

11th September

Royal Scotsman	2xWCRC 47	**Highland Tour (Day 2)** Boat of Garten Inverness-Nairn-Dundee	
Steam Dreams	70013	London Victoria- Salisbury-Bath-Bristol and return	

12th September

Kingfisher Railtours	WCRC47s	Skipton-Settle-Appleby-Carlisle & return	**Cancelled**
Royal Scotsman	2xWCRC 47	**Highland Tour (Day 3)** Dundee-Edinburgh	

13th September

Pathfinder Tours	2xFY Class 59	Cranmore (ESR)-Frome-Westbury-Trowbridge-Bradford on Avon-Bath Spa-Keynsham-Filton Abbey Wood- Abergavenny-Hereford-Shrewsbury-Gobowen-Wrexham-Chester & return	
Railtourer	2xWCRC Cl47	Doncaster-Peterboough- Arundel-Bognor Regis & 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
1-5 Sep	WCRC	Jacobite	Fort William-Mallaig and return	62005 or 45407
1-6 Sep	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool
8-11 Sep	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool
8-12 Sep	WCRC	Jacobite	Fort William-Mallaig and return	62005 or 45407
13 Sep	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool
15-19 Sep	WCRC	Jacobite	Fort William-Mallaig and return	62005 or 45407

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

BLACK Charters expected to operate as booked. **RED** Tours cancelled by the operator
GREEN Tours postponed to a future date by the operator **BLUE** Provisional excursion
WCRC West Coast Railway Company
(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

The Week Ahead

With the summer 'extra' services now out of the way, a more normal look descends upon the railtour scene with the feature of the approaching weekend, where most of the action is now concentrated, being the booked appearance of No. 46115 *Scots Guardsman* on West Coast's 'Lune Habitat' from Carnforth to Chester via Wennington, Bentham, Hellifield, Blackburn, Warrington Bank Quay and Helsby on 6th September.

For many the prospect of a mainline 'Royal Scot' has been the dream that always seemed to be happening tomorrow. Well, it is no longer tomorrow, today's the day!

Also in the north-west will be Railway Touring Company with its 'Hadrian' which it is believed may be running in reverse to the advertised route, proceeding north via the S&C to Carlisle, and then after a break, across the Tyne Valley through Hexham and Durham to York. No. 60009 *Union of South Africa* is the booked traction, which it is understood should be available following the problem with its air pump on last Friday's 'Scarborough Spa Express'.

Other steam activity will include No. 70013 *Oliver Cromwell* on a Kingfisher 'Dalesman' on 7th September, together with the usual 'Torbay Express' and 'Shakespeare Express' on the same day.

Leading the modern traction tours is Spitfire with the 'Dorset Dumpling' from London Waterloo to Weymouth, featuring Class 73/1 No. 73136 and a West Coast Class 33 in 'top and tail' mode. The route outwards is via Andover and Romsey, while the return is mainline all the way. Compass operate a Congleton to Edinburgh working under the title of 'The Edinburgh Fellsman' via Macclesfield, Stockport, Manchester Victoria and the Settle & Carlisle route, while the SRPS head for Fort William and Mallaig from Ayr with West Coast Class 47 traction.

Railtour web pages - We want YOUR view!

Want the latest details and information on Railtour workings? Want to know when a specific locomotive is operating? Check out our Railtour section, on our website.

Also, our railtour pages now link into the popular *Railway Herald* Imaging Centre, which contains a dedicated link to pictures of the recent charter operations across the country, providing plenty of variety for photographers and readers alike! Click here to visit now!

In addition, the editorial team are now looking towards the next revision of the *Railway Herald* website, and we would value your comments on what you would like to see. Is there something you feel is missing, something that could work or be presented better? With specific regard to the Railtours web pages, but also with the entire website as a whole. We would value your comments, suggestions and constructive criticism. Is there a particular item, section or any specific information you would like to see or read? Is there anyway in which we can provide you with a better service, via our website? All comments and suggestions should be sent to the editor, at the usual email address. However, for more information and to read some of the views already put forward, please visit our dedicated webpage at http://www.railwayherald.co.uk/upgrade/, or alternatively, click here!

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The Electric Scot Tribute

Wednesday, October 15th

This train is confirmed as being hauled by the AC Locomotive Group's Class 87 No. 87002 Royal Sovereign throughout.

This charter sees the return to the main line of the AC Loco Group's Class 87, 87002. Beautifully restored to its original livery of British Rail Blue livery, this locomotive along with its classmates, covered the length of the West Coast Main Line from the mid 1970s until 2005, putting in 30 years of outstanding service.

We are pleased to offer the first charter that sees the locomotive return to its original stamping ground, complete with period British Rail Blue and Grey MkII and MkIII carriages.The train departs Birmingham International (dep. 07.30) and calls at Wolverhampton (dep. 08.10), Stafford (dep. 08.30), Crewe (dep. 09.00), Warrington BQ (dep. 09.25), Wigan NW (dep. 09.35) and Preston (dep. 09.50).

Standard, First and Premier Dining fares available.

Fares from £49 per person

Beat the rush and **CLICK HERE** *to book your seats online now!*

Bristol & Minehead

Saturday, October 18th

Hauled by both 50044 Exeter AND 50049 Defiance

Join us for a jaunt down to Devon and a meander along the beautifully picturesque West Somerset Railway.

This picture postcard railway boasts immaculate stations, wonderful scenery and adds to the whole day out by emphasising what an easy day it will be.

Our train departs from Manchester Piccadilly (at 06.30) and pick up at Stockport (06.45), Wilmslow (07.10), Crewe (07.30) and Shrewsbury (08.05) before heading along the Welsh Marches route via the Severn Tunnel to Bristol, where passengers may alight or continue to the West Somerset Railway to our destination, Minehead.

Standard, First and Premier Dining fares available.

A limited number of part fares are also available for those wishing to board at Bristol for a return trip to Minehead. Fare for this option is **£20** in Standard Class or **£30** in First Class.

Fares from £54 per person

Beat the rush and **CLICK HERE** *to book your seats online now!*

To book your seats call 0161 850 0559 now

Lincoln Christmas Market

December 5th - Full details to be announced shortly

The numerous christmas markets around the country continue to provide an attraction for a family day and the long established market at Lincoln is no exception.

Our train departs from Crewe and calls at Wilmslow, Stockport and Manchester Piccadilly before reversing to head eastwards over the Hope Valley route and through Sheffield and Worksop to the historic City of Lincoln.

Passengers can enjoy a break of around five hours in the city with much to see and do alongside the Christmas Market, including the historic Cathedral and an excellent shopping area.

Full details are still to be announced for this trip, including details of fares and proposed timings, however, the charter will offer Standard, First Plus and Premier dining options.

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All timings are provisional and will be confirmed 10 days prior to travel

www.rail-bluecharters.co.uk/tour_list

▲ *Part of the National Collection, BR Standard 7P No. 70013* **Oliver Cromwell** *has seen two weeks use on the summer 'Scarborough Spa Express' services. Here the loco passes Falsgrave signal box on the departure from Scarborough with the return working on 20th August.*

▼ *The final week of operation on the 'Scarborough Spa Express' workings found LMS 'Black 5' 4-6-0 No. 45231 at the helm. Here the train passes Halton, near Leeds, on an outward working to the seaside resort on 25th August.* **Both: Phil Sanderson**

▲ *Pathfinder Tours' 'Dorset Coast Explorer' charter passes Trent between Castle Cary and Yeovil Pen Mill hauled by WCRC's Class 33/2 No. 33207 and Class 33/0 No. 33025 on the 23rd August.* **Roger Marsh**

▼ *Running two hours earlier than previously announced, Class 47/7 No. 47773 (masquerading as No. D1755 in two-tone green livery) and Class 33/0 No. 33025 power south through Northway, near Ashchurch, with the 09.00 Tyseley - Kingswear Vintage Trains' 'Port of Dartmouth Royal Regatta' special on 30th August.* **John Stretton**

▲ *A pair of Arriva Trains Wales Class 158 units depart Shrewsbury with the 10.33 Birmingham New Street to Aberystwyth/Pwllheli train. The units will split at Machynlleth and head to the appropriate destinations.* **David Pagett**

▼ *Although now operating as a Public House, complete with mock GWR 'Holden's Brewery' nameplate over the frontage and retention of one of the original station nameboards, the buildings at Codsall station still retain their original ambience on the platform side. On 26th August, Class 170/5 No. 170517, in new London Midland City livery, calls here with the 12.57 Birmingham New Street-Shrewsbury stopping service.* **John Stretton**

▲ *Class 47/4s Nos. 47839* **Pegasus** *and 47805* **Talisman** *approach Norton Junction signal box on the outward section of a Compass Tours charter from Preston to Bristol on the 25th August.* **Jack Boskett**

▼ *Class 37/0 No. 37248 passes through Newtonmore on 28th August with the 'Royal Scotsman' from Kingussie to Dundee, via Perth. This was the first appearance for the class on the 'Royal Scotsman' this year, the more usual motive power being a Class 47.* **Jim Ramsey**

▲ *Class 60 No. 60026 powers the diverted Port Clarence to Bedworth loaded TEA tanks northwards along the Leamington Spa to Coventry line at Old Milverton on 28th August. The train had previously run from Birmingham to Didcot in order to run round, becoming in the process, one of the more unusual diversions resulting from the Trent Valley blockade.* **Peter Tandy**

▼ *Celebrity Class 60 No. 60040 leads the diverted 6H50 Willesden - Tunstead cement through sunny Offord on the ECML on 30th August.* **Paul Townsend**

▲ *As illustrated last issue, Class 37/4 No. 37401 has recently been used on engineering work on the Southern and on 26th August, the locomotive made its move back north, being used on the 12.30 Eastleigh Yard to Wembley Enterprise, pictured approaching Shawford.* **David Kirwin**

▼ *Class 37/4s Nos. 37401 and 37417 were unusual traction for a Warrington Arpley - Immingham service on 28th August. Unfortunately, No. 37417 developed technical problems and was removed en route, leaving classmate No. 37401 to work through to Immingham on its own. Here the train catches the late afternoon sun as it approaches Crowle, alongside the Keadby & Stainforth Canal.* **Richard Tuplin**

▲ *Once named* Tyne Voyager, *recently outshopped in the new CrossCountry livery, Class 220 No. 220011 passes through Southall on 30th August, forming the 07.54 train from Manchester Piccadilly to Brighton via Kensington Olympia.*

▼ *On the same day, Heathrow Connect Class 360/2 Desiro No. 360202, forming the 10.51 Heathrow Terminal 4 to Paddington service, slows for the stop at Southall, and is overtaken by the 10.57 Heathrow Express from Heathrow Terminal 5 to Paddington, worked by Class 332 No. 332013.* **Both: Brian Morrison**

Works open days remembered at Butterley

The Midland Railway at Butterley report that its 'Works Open Day Weekend' was one of the most successful events ever operated by the railway, attracting over 3,000 visitors during the three-day Bank Holiday weekend.

Highlights included an intensive 'mainline' service featuring both steam and diesel locomotives, and DMU action at Codnor Park curve and over the Swanwick Colliery branch. Together with the Golden Valley Light Railway and static attractions, it proved to be a very successful event.

This coming weekend will feature a diesel gala on 6th/7th September, where most of the home fleet will be pressed into service at some point. One attraction will be a DMU service on the newly opened Swanwick Junction branch.

▲ *BR Standard 5MT 4-6-0 No. 73129 and BR 9F 2-10-0 No. 92214 arrive at Swanwick Junction with an afternoon service from Riddings Jct to Butterley on 23rd August.* **Steve Chapman**

▼ *LMS 'Jinty' 0-6-0T No. 16410 stands at Swanwick Junction, having recently been repainted into LMS colour scheme.* **Craig Stretten**

Big Four gala for Mid-Hants

The Mid-Hants Railway will be holding its 'Big Four' steam gala event between 12th-14th September.

As the name suggests, all of the 'Big Four' companies, together with British Railways, will be represented during the weekend, with the line up of locomotives featuring GWR 'Hall' No. 4936 *Kinlet Hall*, GWR 'Castle' No. 5029 *Nunney Castle*, SR West Country No. 34007 *Wadebridge*, LMS Ivatt 2MT No. 41312, LMS 8F 2-8-0 No. 48305, LNER 'A4' Pacific No. 60019 *Bittern* and BR Standard 5MT No. 73096. In addition to the frequent passenger service, which commences from Alresford at 10.30 and Alton at 10.40, there will be a goods train, breakdown crane and an engineers' train, some worked by LMS 8F No. 48305.

All-day 'Freedom to Travel' tickets are priced at £16 Adult, £8 (Children 2-16yrs) and £40 Family (up to two adults and two children). In addition an Adult three-day pass is available, priced at £32.

Volunteers day

The Avon Valley Railway are holding a volunteers day at Bitton Station on 6th September.

The event has been arranged specifically for young people between the ages of 16 and 25 to get the chance to meet and talk to current young members about the opportunities that exist. The event starts at 10.00, call 0117 943 5538 for further details.

Are you a newshound?

***Railway Herald* is currently looking for people around the country who are connected with the various locomotive and rolling stock groups, steam, diesel and electric, who can keep our readers up-to-date with the group's progress.**

Is this you? If so, please contact the editor with details. We are also interested to hear the latest news from the heritage railways. Whether it is funding for a project, locomotive overhaul progress, work being undertaken on rolling stock, infrastructure or p-way work, it is all of interest. If you are involved or work as a volunteer on a heritage line, please ask your Marketing Manager or press liason officer to contact us by email at editor@railwayherald.co.uk or by phone on 0844 870 0735.

▲ ***Hudswell Clarke 0-4-0ST* Millom, *presently on loan from the Buckinghamshire Railway Centre at Quainton, departs from Ludborough on the Lincolnshire Wolds Railway on 27th August.*** Stuart Chapman

Lincolnshire Wolds extension on track

The Lincolnshire Wolds Railway, based at Ludborough, south of Grimsby, moved a step closer in its goal to extend the railway northwards to North Thoresby on 26th August, when a works train became the first rail movement into the station since 1980.

A small team of volunteers have been gradually relaying track and pushing forward from the base at Ludborough, although there is still much to do before passenger services can run once again. Outstanding work includes ballasting and fettling of the route to the required standards, together with fencing and a host of miscellaneous activity, which is expected to cost around £20,000 before the line can receive approval from the Railway Inspectorate to open the extension.

The railway is hoping to be able to commence public services by Easter 2009.

Scottish Thirty-seven Group appeals to enthusiasts for help to purchase spare bogies to allow steam-heat '37' to return to the mainline

Following transfer from BR Eastern Region to Scotland in 1981, Class 37/0 No. 37025 *Inverness TMD* worked regularly on the West Highland and the Far North lines and remained in Scotland until 1995, when it was transferred south again for the rest of its working career.

Purchased in 2000 by the Scottish Thirty-seven Group, the loco made a successful return to traffic last year following an extensive restoration and repaint into large-logo blue livery. The Group's attention is now concentrated on restoring the boiler and, more importantly, work to enable the locomotive to return to mainline operation.

However, the biggest problem is with the bogies, which are not currently suitable for regular use on the national network. With the purchase of Class 37/4 No. 37409 by BRE Limited last year, for restoration at Bo'ness, the opportunity was presented to the Group to exchange the current set of worn-out bogies with BRE's spares.

Unfortunately, the demise of BRE resulted in the deal falling through. However, the bogies have now been put up for sale by tender and the Scottish Thirty-seven Group feel that they are in too good a condition to go for scrap.

The Group urgently need help to raise the funds to put a bid in to secure them and with such help it will be possible to experience being hauled again behind an original Class 37/0 diesel with operational steam train heating on the mainline in Scotland! With a good deal of hard work by the many volunteers at the Bo'ness & Kinneil Railway, it is hoped to secure the replacement bogies, carry out the bogie swap and overhaul No 37025's steam heat boiler.

Before this can happen, the Group is appealing to those with fond memories of steam heat '37's in Scotland, especially in the Highlands, to sponsor the overhaul and the bid for the bogies.

Donations should be sent to the 37025 Mainline Steam Heat Fund, c/o Scottish Thirty-seven Group Ltd, 114/2 Rose Street South Lane, Edinburgh EH2 3JG. Paypal donations to boilerfund@rocketmail.com are also welcome. Every donation comes with the promise of an invitation to the first public run of the loco with its boiler in operation and its first public run on the mainline.

For more information, email mainline025@yahoo.co.uk or boilerfund@rocketmail.com

Moving home? The West Somerset Railway Association's 6400 Class 0-6-0PT No. 6412 is the subject of a purchase bid from the South Devon Railway. On 4th October 2002, the locomotive departs Stogumber bound for Bishops Lydeard. **Brian Garrett**

The South Devon Railway has made an offer of £160,000 to the West Somerset Railway Association for the purchase of GWR 0-6-0 Pannier No. 6412.

The locomotive holds a special place on the West Somerset Railway in view of the fact that it saw considerable use during the early years of the re-opened line. However, passenger numbers are such that train weights are simply too high for the Pannier tank during the majority of the season, resulting in No. 6412 spending a significant amount of time away from the line.

The South Devon Railway, however, is one that is ideally suited for such a locomotive. The class was designed for branch passenger work and the locomotive would become the third auto-fitted engine on the line, alongside 1400 Class No. 1420 and 5500 Class No. 5526.

Major repairs are required before the engine can steam again, including particularly extensive boiler work. This work is estimated to cost between £130,000 and £150,000, although the repair fund for No. 6412 currently stands at only £88,000.

No. 6412 was originally purchased by the Dart Valley Railway back in the mid-1960s for use on the Buckfastleigh line, moving to Paignton in the 1970s before being sold for further use on the West Somerset Railway.

A decision is expected in early September, following a meeting of the West Somerset Railway Association to discuss the situation and the offer. If the decision is taken to sell the engine, then that would make a significant amount of finance available for the ongoing operation and overhaul of the WSRA's other two engines, GWR Prairie No. 4561 and 'Manor' No. 7821 *Ditcheat Manor*.

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Sittingbourne & Kemsley Light Railway under threat of closure

The Sittingbourne & Kemsley steam railway has been operating heritage steam trains on its two-mile Kent line for 39 years and is the biggest tourist attraction in the Borough of Swale, but is likely to have to close at the end of this year.

The railway is a registered charity and has operated the former Bowater's Industrial Railway as a heritage operation since October 1969. The railway itself has existed in one form or another since 1905. The land on which the railway runs is currently the property of MReal, which decided to close its Sittingbourne Paper Mill and sell on its interest in the Kemsley Paper Mill early this year. At this time the railway was given notice to quit becoming effective from 28th January 2009.

The land on which the railway operates (now referred to by the owners as a 'service corridor'), is currently up for sale along with the whole Sittingbourne Paper Mill site, via Strutt and Parker at Canterbury. Bids are currently being invited for the land package. MReal has commissioned a confidential report 'The Rummey Report" on the land, which states that "The Southern Elevated part will be removed", i.e. the viaduct on which the railway runs.

Swale Borough Council began a consultation on the future of Sittingbourne in May 2008. There has been no reference to 'heritage' in any of that consultation. (This not only threatens the light railway but also the nearby Barge Museum.

In addition Swale Borough Council has commissioned publicly available reports, 'The Green Cluster Studies' which makes clear the intent to sweep away the viaduct on which the railway runs for its first half-mile out of Sittingbourne. The results of the consultation are due to be published at the end of this year.

At the present time, neither the landowners or their agents or Swale Borough Council are prepared to discuss matters with the light railway, each citing the other as a reason not to talk, i.e. wait for outcome of the land sale OR wait for publication of the consultation.

Unless circumstances drastically change, the Sittingbourne and Kemsley Light Railway will close after services on Boxing Day this year.

In the meantime the railway is launching a poster campaign 'Save Our Steam Railway' and is asking the public to write letters of support for the railway to Post Office Box 300, Sittingbourne, ME10 2DZ or to info@sklr.net.

▲ ***With a train from Sittingbourne to Kemsley Down, Bagnall 0-6-2T Superb crosses Milton Viaduct on 24th May 1998. This sight could be lost if the railway is forced to close.*** **Brian Morrison**

Churnet Valley to operate DMU services to Oakamore Loop

The Churnet Valley Railway (CVR) will be holding a 'Scenic Railcar Weekend' on 27th/28th September, the feature of which will be the first public services south from Kingsley & Froghall, which is the current southern terminus, to the Oakamoor Loop.

Oakamoor will be remembered by many for the sand trains that used to ply the line from Leekbrook Junction, which for several years was the only reason the line remained open. The services will be operated by DMUs, which in addition to the CVR's resident Class 104 will feature a visiting Class 116/118 unit from the Battlefield Line.

Services will operate from Kingsley & Froghall on both dates. The trains are expected to run with 'tail loads'. In addition, with the leaf fall season approaching, the CVR's Class 104 Sandite Car No. ADB977554 will be operating demonstration runs together with Class 37/0 No. 37075. There are a host of other attractions, including an opportunity to drive No. 37075 for £10 on 27th September or a shunter for £5 on 28th September, together with 'atmospheric' evening services to Oakamoor on both days using the railcars in multiple.

Also, on 27th September, there is a free bus link between Stoke-on-Trent and Kingsley & Froghall stations. For more information go to www.churnet-valley-railway.co.uk or telephone 01538 360522

SOS for *Gordon Highlander* as new group aims to save the locomotive

A new preservation group has been formed to try and save Class 55 'Deltic' No. 55016 *Gordon Highlander*, which has recently been sold out of preservation and could be destined to be broken up for component parts.

The new group is to be launched at the end of August and will be called the Gordon Highlander Preservation Group (GHPG). Duncan Langtree, owner of the Yahoo Deltics forum group and spokesperson for the GHPG said "Since its recent change of ownership many 'Deltic' enthusiasts have become concerned that despite being in preservation for 26 years, there is a danger that number 16 could be broken up into component parts. Many of us feel strongly that we can't let a prestigious and historic locomotive like *Gordon Highlander* be scrapped without an active campaign to save it, hence the formation of this group."

The GHPG will consist of two parts, a holding company that will give the opportunity for an individual to purchase shares either via a lump sum or on a regular standing order payment; potential investors can purchase as many shares as they wish, but each shareholder will only be allowed a single vote, to ensure no one person can take ownership of the group.

The permanent preservation of the loco will also be enshrined in the group's articles of association. There will be incentives such as cab rides and driver experience days based upon the number of shares bought, and also the ability to 'earn' shares by volunteer working for a certain number of hours on the loco. The second part of the group will be a supporting members group, which will have access to exclusive parts of the website, and a regular newsletter.

Response since the initial decision has been quite remarkable with a substantial five figure sum already pledged in addition to engineering support and offers of several potential homes. However, no decision on the loco's future will be made until after its last run at the end of September on the Peak Railway, so there is still a small window of opportunity to gather enough funds together to offer a competitive alternative for the purchase of the loco in as complete a form as possible.

Any reader who would like to own part of No. 55016 should to get in touch via the group website at http://www.gordonhighlander.co.uk

We aim to make the product reviews section of the magazine a regular feature for the benefit of readers, covering a wide variety of products from books and DVDs to railway-based computer simulations and audio CDs.

Products for inclusion within this section, should be sent to the editorial address or contact the editor (via email on editor@railwayherald.co.uk or phone 0844 870 0735) for further details.

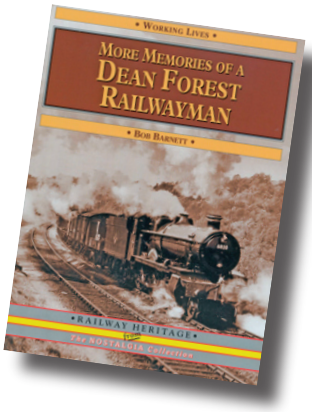
More memories of a Dean Forest Railwayman

Such was the success with the release of Bob Barnett's first book - Dean Forest Footplate Memories - in 2007, that the author has provided another sampling of his memories of working on and around the erstwhile Severn & Wye Railway within the Forest Of Dean with, this time, incursions employed further afield.

Appropriately titled, the book takes us past his early footplate career to the days at Gloucester (Horton Road) engine shed, out on the road on the former LMS route between Birmingham and Bristol and ex-GWR to Swindon via Stroud. Leaving the footplate in 1967 to become a signalman and, specifically, the last incumbent of Woolaston box, between Lydney and Chepstow. He then went to Awre Junction, as part of the permanent way gang, and finally left the railway. Throughout his recall is vivid and detailed and especially where his workmates and other characters that he met along the way are concerned.

The meat of the book, nearly 90 pages, is devoted to his time on or around the footplate and his stories are told in a matter-of-fact way but with no lack of humanity, humour and appreciation of all who worked hard in those far-off steam days to keep the railways running, despite rather than because of the locos, management and conditions that were around at the time. He clearly remembers places, people and events - and even locos on which he worked. Reading through the book, which can be consumed almost as a novel, such is the way it is constructed, the reader is constantly entertained as well as not infrequently informed and surprised. Indeed, the human aspect of the railway and Bob's life is paramount in the book, with memories of non-railway 'personalities' far from excluded. To accompany the text, there is a welter of excellent photographs, reproduced in superb quality, as is the norm with this publisher. They show locos (of course), as well as relevant locations in and out of the Forest, (including places as far away as the Lickey Incline and Paddington Station!), track work, signal boxes, crews and even a tired railwayman asleep! The motive power on show is multifarious - steam, diesel, at rest and at work, little and large and of various regions/sheds. The vast majority of images are from well-known and well-respected photographers but, throughout, the scenes they depict highlight the stories and provide delights in themselves.

Railwaymen's memoirs are not to everyone's taste, but Bob Barnett has an easy style that could win over even the least enthusiastic, and this should be equally as popular as the first volume and is first class value for aficionados. **MJS**



Author: Bob Barnett
Publisher: Silver Link Publishing Ltd, The Trundle, Ringstead Road, Great Addington, Kettering, Northants. NN14 4BW
ISBN: 978 1 85794 308 5
Number of pages: 176
Price: £19.99

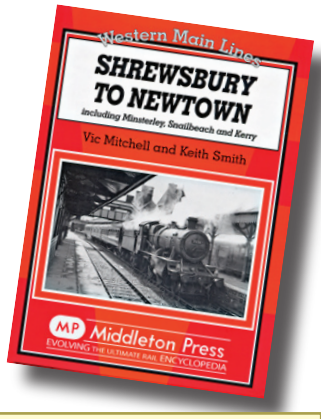
Western Main Lines : Shrewsbury to Newtown

Ploughing on with the ambition for 'Evolving the ultimate Encyclopedia', the twin authors of the majority of the series so far have now ventured into the central heartland of Wales with this latest edition.

Beginning at the 'frontier' town of Shrewsbury, the book follows what was the erstwhile Cambrian Railways route through Welshpool and as far as Newtown. This latest is in Middleton's tried and tested formula and those already familiar with previous issues will know what to expect; but as each region is likely to attract new interest, including among those not previously 'into' railway books, here is what they would see.

Beginning with the geographical setting for the route, the historical background to developments is then briefly covered, before the journey begins and is covered in text and pictures. As well as the 'main line', the branches to Minsterley and Kerry are covered, as is the Snailbeach District Railway. Various timetables and maps (the latter at appropriate locations) flesh out the pictures, which are given brief but informative captions. The main thrust is two pictures per page, but this is not slavish and opportunities are given to have a slightly closer view at some images. As well as the trains and their locomotives, space is given in places to buildings and layout, including an interesting aerial shot of Shrewsbury station and its surroundings. A wide range of dates is portrayed, highlighting the changes over time - and the modern era is not ignored. The Abermule crash is also depicted. For your reviewer, there are a few particular delights, such as 45501 St Dunstans on the turntable at Shrewsbury shed; the only appearance of a DMU on the Minsterley branch; and two of the images at Welshpool; but, sadly, so many of the illustrations are lacking in contrast, having a grey and flat appearance. This has been a criticism of this publisher in the past and whether the problem is in the scanning or the originals are equally as 'dull' is unknown, but the semi-matt paper certainly does not help.

That said, the pictures are interesting and the nuggets of information in the captions are welcome, although one could wish for more, they do help to enliven the 'mix'. Not a 'must have' but an adequate companion for a journey along the line and a reasonable one to have when visiting locations, to see what once was. **MJS**



Author: Vic Michell & Keith Smith
Publisher: Middleton Press, Easebourne Lane, Midhurst, West Sussex. GU29 9AZ
ISBN: 978 1 906008 29 1
Number of pages: 96
Price: £14.95

Western Region Signalling in Colour

This is one of those books that at first thought might not appeal to most people and could be thought of to be less than exciting, given its topic - but its one example of where one couldn't be more wrong!

In writing Western Region Signalling in colour, the author takes the reader on a fabulous journey around the region, covering not only the signalling, but also the equipment behind the signalling and the trains that the signals controlled.

The sheer variety of different types of signal boxes that were used across the network is quiet amazing, and photographs of these take up a large percentage of the book. Considering that most are now long-gone, the book forms an historical record of how the railways use to work.

Also examined are the interiors of the said signal boxes, everything from lever frames and block instruments to the signalbox clock are included.

In terms of coverage, the author has presented a wide selection of locations across the region, from Reading in the east to Barmouth in the west, and numerous points in between. A number of steam and diesel locomotive types, including 'Halls', 'Warships' and 'Westerns' are illustrated as part of the book, but as one would expect, the majority of the content is devoted to the signalling side.

The final few pages of the title, present several views that are rarely seen in print, including the signalling works at Reading, which was, almost until closure, home to Class 06 shunter No. 97804. A number of interior views of the works are shown, giving another fascinating insight into how signalling maintenance and repairs on equipment, probably hardly ever thought of by enthusiasts, was dealt with in the days of steam and the early diesel period.

All in all, a fascinating book that has created an historical archive of the semaphore signalling and its equipment on the Western Region. **RT**

Author: Kevin Robertson
Publisher: Ian Allen Publishing, Mail Order Department, Watling Drive, Hinckley, Leicestershire. LE10 4EY
ISBN: 978 0 7110 3328 3
Number of pages: 80
Price: 14.99

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.

1st September 2008

RCTS (East Croydon)
Small Hall Croydon Reformed Church Hall, Addiscombe Grove. 'The Brunel Museum Rotherhithe' by Robert Hulse. Meeting commences at 19.30.

RCTS (Northampton)
Lineside observations at Rugby station from 17.00. Contact David Pick on 01604 810613 for further details.

2nd September 2008

Locomotive Club of Great Britain (Bedford)
St John's Church Hall, St John's Street, Bedford. 'Chiltern Trains' by Adrian Shooter. Meeting commences at 19.30.

Locomotive Club of Great Britain (North London)
Wood Green Labour Club, 3 Stuart Crescent, Wood Green, London. N22 5NJ.
'South Devon Railway' by John Keohane. Meeting commences at 19.30.

Permanent Way Institution (Darlington & North East)
Railway Athletic Club, Brinkburn Road, Darlington.
'Project Tornado' by David Elliott, Chief Engineer, A1 Locomotive Trust. Meeting opens at 18.30 for an 19.00 start.

Permanent Way Institution (Edinburgh)
The Scots Guards Club, 2 Clifton Terrace, Opposite Haymarket Station, Edinburgh. 'RAIB Roles and Responsibilities' by Andy Savage, Deputy Chief Inspector, RAIB. Meeting commences 18.00.

Permanent Way Institution (Wessex)
The Freemantle Club, Waterloo Road, Southampton.
'Rebuilding the Welsh Highland Railway, Part 2' by David Bateman, Consultant Engineer. Meeting commences 18.00.

RCTS (Watford)
St. Thomas's United Reformed Church, Langley Road, Watford.
'The Railways of Czechoslovakia' by Jeremy Harris. Meeting commences at 19.30.

Southern Electric Group (South Hampshire Branch)
Eastleigh Railway Institute in Romsey Road, Eastleigh.
'London and its environs' by Bruce Oliver. Meeting commences at 19.30.

Yeovil & District Rly Society
Yeovil Sports & Social Club, Johnson Park, Yeovil.
'The North Wales Coast' by Arthur Turner. Meeting commences at 19.30. Contact Roger Marsh on 01935 814367 or www.ydrs.org.uk for details.

3rd September 2008

Burton Railway Society
Marston's Social Club, Shobnall Road, Burton-upon-Trent.
'The Southern in the South & West' by Peter Gray. Contact Mark Ratcliffe on 01283 221537 for further details. Meeting commences at 19.30

4th September 2008

Great Central Railway Society (Rotherham)
The Three Horseshoes, Bawtry Road, Wickersley.
'From Roade to York' by Robin Patrick. Meeting commences at 19.30. Contact the society secretary on 0114 254 0275 for further details.

RCTS (Milton Keynes)
CIU Workingmen's Club, London Road, Stony Stratford. 'Woodhead: The lost railway' by Stephen Gay. Meeting commences at 19.30.

5th September 2008

Gloucestershire Warwickshire Railway (Birmingham Area)
Northfield Library, Church Road, Northfield, Birmingham.
'Steam In Industry' by Tony Bowles (Restoration & Archiving Trust). Doors open 19.00 for 19.30 start.

Stephenson Locomotive Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle Upon Tyne.
'The Blythe and Tyne Railway' by Alan Fendley. Meeting commences 19.00. Contact the society secretary on 01434 688946 for further details.

6th September 2008

RCTS (West Riding Branch)
'Alan Keith's Open Day' Contact Malcolm Riley on 07887 908501 for further details.

7th September 2008

RCTS (West Riding Branch)
Gloucestershire Warwickshire Railway by Mini-BUs. Contact Malcolm Riley on 07787 908501 for further details.

8th September 2008

Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln
'An evening with father' by David Cross. Meeting commences 20.00. Contact the society secretary on 01522 705365 for further details.

York Railway Society
Archbishop Holgate's School, Drama Studio, Hull Road, York
'Pictures from Keith Smith' by Rob Tibbits. Meeting commences 19.30. Contact the society secretary Robin Patrick on 01904 412232 for further details. Visitors £2 entrance fee.

9th September 2008

Abergavenny & District Steam Society
Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny. 'An evening with Malcolm Ranieri'. Meeting commences 20.00.

Permanent Way Institution (Croydon and Brighton Branch)
Croydon College, Room B110.
'Trackbed Investigation and the benefits that it brings' by Jason Grocott and Paul Grainger. Meeting opens at 17.30 for and 17.45 start.

Permanent Way Institution (Darlington & North East)
Technical visit to Nexus, Newcastle.

10th September 2008

Basingstoke & District Railway Society
Wote St. Club, New Road, Basingstoke. 'Driving the GNER Eurostars' by Mick Barstow. Commences 20.00 Contact the secretary on 01256 326096 for details. Visitors welcome.

RCTS (Hitchin)
Hitchin Christian Centre, Bedford Road. '30 Years down the tube' by Dave Carson. Meeting commences at 14.15.

Swiss Railways Society (London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross station) 'Bernese Oberland Revisited' by Paul Russenberger. Meetings commence at 19.00, Refreshments are available. A £2 donation is requested from attendees. Contact the society secretary Ron Dawes on 0208 660 3532 for further information.

Grimsby & Cleethorpes Railway Group
RAF Association Club, Alexandra Road, Cleethorpes.
'The story behind the paintings' by John Willerton. Meeting commences at 19.30. Contact the society secretary on 01724 341358 for further details.

11th September 2008

Continental Railway Circle
St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ.
A talk on 'Northern Spain 1960-1961' by Peter Gray. Admission £2, Meeting commences at 19.15 prompt. Please contact the secretary, Adrian Palmer on 01932 850624 for further details.

Locomotive Club of Great Britain (St. Albans)
United Reform Church Hall, Watford Road, Chiswell Green.
'The Railway Clearing House' by Dr. Roy Edwards. Meeting commences at 19.30.

Permanent Way Institution (Birmingham Branch)
The 11th Floor Boardroom, Network Rail Offices, The Mailbox, 100 Wharfside Street, Birmingham B1 1RT.
'Design and construction of the LaFarge Cement Railway' by Philip Bull, Parsons Brinkerhoff, Manchester. Meeting opens at 17.45 for and 18.15 start.

RCTS (Newcastle)
The Brunswick Methodist Hall.
'A Chinese Takeout' by Raymond Rourke. Meeting starts at 18.30.

12th-14th September 2008

Swanage Railway
Steam Gala and Vintage Transport Rally: A weekend of steam with a Vintage Transport Rally at Harmans Cross Station. Frequent passenger service.

13th September 2008

Bournemouth Railway Club
All Purpose Room, Winton Methodist Community Centre, Bournmouth. 'Australia in the 21st Century' by David Cable. Entrance £2 to members and non-members. Meeting commences at 14.30. Contact the club secretary Martyn Tresh on 01202 742099 or email martyn.thresh@ntlworld.com for further details.

RCTS (Exeter)
Great Western, St. David's Hill.
'Members Slides'. Meeting starts at 19.00.

▲ *In a scene that could almost be the 1990s, Railfreight grey-liveried Class 60 No. 60054* **Charles Babbage,** *still carries its Petroleum sector decals and passes Pembrey on 21st August with a Theale - Robeston petroleum tanks working.* **Mark Thomas**

13th-14th September 2008
Bure Valley Railway Super Power Gala Weekend
Relaunch of No. 8 Thunder at 11.00 on 13th September at Aylsham station. Visiting engines from other 15" gauge railways and an extensive service will operate throughout the weekend. Rover tickets available.
Call 01263 738858 or visit www.bvrw.co.uk for further details.

15th September 2008
Locomotive Club of Great Britain (Dorking)
Pethick-Lawrence House, 85 South Street, Dorking, Surrey.
'Channel Tunnel Rail Link - Section 2' by Phil Bassett. Meeting commences at 19.30.

RCTS (Brentwood)
Shenfield Parish Hall, 80 Hutton Road.
'A selection of Railway Films' by David Barker. Meeting commences at 19.30.

RCTS (Chester)
The Town Crier, City Road/ Station Road.
'British Railways in the 1960s' by Hugh Ballantyne. Meeting commences at 19.45.

RCTS (Northampton)
St Crispin Social Club, Berrywood Road, Duston.
'By Mountain and Valley with Iron" Peter Juffs. Meeting commences at 19.30.

The Great Central Railway Society (Spinkhill branch)
The Angel Hotel, College Road, Spinkhill. 'The Settle & Carlisle : England's most scenic railway' by Paul Beardsley. Meeting commences at 19.30. Contact the society secretary on 01909 473927 for further details.

16th September 2008
RCTS (Cheltenham Area)
Victory Club, Burlington House, Lypiatt Road, Cheltenham GL50 2SY. '1960s steam trains - Gloucester and beyond' Cine and Stills by Michael Clemens. Meeting commences 19.30.

16th September 2008
RCTS (Eastleigh)
Eastleigh Railway Institute, Romsey Road. 'The Office of the Rail Regulator' by David Brace. Meeting starts at 19.45.

17th September 2008
Permanent Way Institution (Glasgow)
Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow.
'Gretna to Annan Doubling' by Les Fox, Network Rail, Preston. Meeting commences 17.30.

18th September 2008
Locomotive Club of Great Britain (North West)
The Kirkfield Hotel, Church Street Newton-le-Willows, Merseyside.
'Italy for Railfans' – 40 years of railway scenes by John Sloane. Meeting commences at 19.30.

Barrow Hill Engine Shed Society
Barrow Hill Roundhouse. Steaming Through Britain. A DVD presentation by GB Productions. Preserved steam at work all around the country, both on the main line and at heritage railways. Doors open 7.00 p.m., show commences 7.30 p.m. Admission, £2.00 non members.

Marlow & District Railway Society
British Red Cross Society, Victoria Road, Marlow.
"More Classic British Transport Films" by Alan Willmott. Doors open at 19.45, Meeting commences at 20.00 Non-members entrance fee £2.

Permanent Way Institution (Nottingham & Derby)
The Midland Hotel, adjacent to Derby Station.
'Surveying and setting out railway track for the 21st Century' by David Coles, Scott Wilson Railways, Swindon. Meeting commences 18.30.

RCTS (Darlington)
The Scout Building, Widdowfield Street.
'Northern Rail, Community operator' by Dr. Paul Salveson. Meeting starts at 19.00.

RCTS (West Riding) Branch
Pudsey Civic Hall.
'Grand Central Trains'. Commences 19.30.

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

19th September 2008
Great Western Society (Taunton Group)
Stoke St. Mary Village Hall, near Taunton.
'Steam in the 1960s' by Alan Reeve. Meeting commences at 19.30, Contact Peter Triggs on 01823 334188 for further details.

Locomotive Club of Great Britain (Central London)
Keen House, Calshot Street, London. N1.
'East Anglia & North-East England in the 1960s' by Chris Hurricks. Meeting commences at 19.00.

Stephenson Locomotive Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle Upon Tyne.
'North American Steam 1940-1994 (and some diesels!)' by Ian McInnes. Meeting commences 19.00. Contact 01434 688946 for further details.

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