Railway Herald

Issue 163 - 26th January 2009

The electronic journal for the railway enthusiast

Railway Herald

Issue 163
26th January 2009

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Publication
The Railway Herald is published weekly, 47 times a year.

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

Good quality scans of colour slides and prints are also acceptable. There is currently 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 back issues of the magazine and is available at **www.railwayherald.com**

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ISSN 1751-8091

John Pink

DB Schenker unveils first loco in new livery

As previously reported English, Welsh & Scottish Railway officially became DB Schenker on the 1st January. The 22nd January saw the first public view of the new corporate colour scheme when Class 59/2 No. 59206 took pride of place on the turntable at the NRM.

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GBRf Class 66/7 No. 66708 rounds the curve at Gainsborough Lea Road with the Selby to Felixstowe intermodal on 14th January. Chris Booth

Bristol Metro-style network could reduce congestion

A plan for a new cross-Bristol rail network is being drawn up to ease the area's chronic congestion. With one exception, the plan would use existing lines, with new trains running at half-hourly intervals covering the whole Bristol area.

In the long-term, the plan will also include the long-hoped-for Portishead link into the city, which would involve bringing a disused stretch of line back into service. Before that, it could mean more rolling stock, more cross-region services and millions of pounds spent on station projects. Campaigners see the so-called Bristol Metro scheme as a possible breakthrough in the battle to solve the area's traffic crisis. Congestion costs the local economy £350 million a year. Even the first stages of the Metro project are expected to start to ease the pressures by getting commuters out of their cars and on to trains. Over the next five years they are expected to include:

- More half-hourly services on the routes between Weston and Yate and between Cardiff and Westbury (Wiltshire) via Bath and Bristol.
- New, high-capacity rolling stock, which is more economical, with faster acceleration. This would be additional stock, not replacements.
- A new bay platform at Weston-super-Mare and a new facility to turn around trains at Yate.
- Government funding of nearly £20 million is being sought for these projects, which should be completed by the spring of 2014, and if it goes ahead as planned, the Metro scheme will eventually link Portishead with Bristol and the Severn Beach line. Trains will then be routed back via Temple Meads and Henbury to Bristol Parkway. This is a long-term aim and would mean finding space for passenger trains on what is already a busy freight route.

The immediate plans for more rolling stock and enhanced services would be linked to a fourth platform at Bristol Parkway and resignalling between Bath Spa and Temple Meads through Network Rail's business plan. Future developments would include half-hourly services on the Severn Beach line linked to reopened lines to and from Portishead and Henbury.

Other later schemes could include a double line between Worle and Weston-super-Mare, longer trains and platforms. The model for the Bristol Metro follows projects that are already up and running for frequent, cross-city services in the West Midlands, Greater Manchester, West Yorkshire and Merseyside.

▼ **Class 143 No. 143603 became the second First Great Western Class 143 to be 'refreshed' in Eastleigh Works. In the afternoon sunshine on 20th January, the unit stands in Bristol Temple Meads with a test run to Weston-super-Mare. Nathan Williamson**

Amman Valley line returns to use as Gwaun-Cae-Gurwen coal goes by rail

▲ **The Amman Valley line's first rail movement in eight years went extremely well according to Network Rail. Class 66/0 No. 66181 crosses the viaduct at Garnant on the recently re-opened line with a Swansea Burrows to Gwaun-Cae-Gurwen rake of empty MEA wagons on 20th January. The operation followed a week of driver training runs, which Network Rail says brought "excellent co-operation from pedestrians and road vehicles" although there was still a couple of incidents of trespass and level crossing misuse. The coal initially goes to Swansea Burrows for transfer to Onllwyn and ultimately to Aberthaw Power Station. Mark Thomas**

How do you think the Woodhead route could operate in the future?

Campaigners to reopen the Woodhead route between Sheffield and Manchester are asking for ideas on how the line should operate.

The organisation, which consists of environmentalists, rail enthusiasts and politicians, is running a public competition to identify the best way the route could be brought back into use. People are being asked to give a title for their idea and write a 50-word summary plus a full description in 250 words, stating benefits and drawbacks.

Ideas must be submitted in the next three months. The best will be put to a public vote. Email savethewoodheadtunnel@gmail.com or write to Save the Woodhead Tunnel, PO Box 367, Hyde, Cheshire, SK14 4WD.

A change of colour, but does this mean a change of strategy?

▲ **After months of EWS being non-commital over the use of the DB Schenker brand, but officially adopting it from the start of the year, DB Schenker introduced its new livery at the National Railway Museum, York, when Class 59 No 59206 was put on display on the turntable and renamed** *John F. Yeoman Rail Pioneer* **at a private ceremony on the evening of 23rd January. DB Schenker said it felt it was the right place to display its new look for its locomotives in view of the role the NRM has in recording the ever-evolving railways in Britain! Originally one of the National Power-operated Class 59s, it was previously named** *Pride of Ferrybridge*. **The locomotive, which is predominently employed on the Mendip stone traffic, is now named after the son of the original owner, John Foster Yeoman, who became the Managing Director of Foster Yeoman in 1949. It was John F. Yeoman who was responsible for the creation of the rail terminal at Merehead and the developements that led to the Class 59s being shipped in from the USA. Ron Cover**

Zero to thirty million in twelve months

First year performance figures from raileasy.co.uk, newcomers to the online train ticketing market, show the business has achieved a turnover of more than £30 million and substantially increased staff numbers in its first 12 months of trading, having commenced business in December 2007.

Prior to its inception, the only website licensed to sell train tickets online was The Trainline, but the financial figures show that the new website has successfully managed to take a reasonable first year stake in the market, which is estimated to be worth some £5.5 billion. The company, from a standing start of just four, has created work for 16 people with a further 21 working on the call centre side of the business in Aberdeen. The site allows users to select whether they are looking for the cheapest or more flexible fares and, if the user selects 'cheapest', the site displays the lowest price for each journey in the passengers' preferred time bands.

Clearance work starts on East-West rail link project

About 20 kilometres of disused railway line between Bletchley and Claydon Junction are being cleared of scrub, brambles and overgrown vegetation to allow a survey and investigation to be carried out for the design development phase of the East-West Rail project.

Starting on 26th January, the clearance will take 2-3 weeks. The East-West Rail project manager at Milton Keynes Partnership, said: "Once the site clearance is completed, the engineers and surveyors will begin their technical surveys and ground investigations to enable the design work of the new track and associated railway engineering works for the western section of the East-West Rail project." Milton Keynes Partnership is the lead member of the East-West Rail Consortium, a group of local authorities and government agencies with an objective of securing a new rail route from East Anglia to Oxford via the Milton Keynes South Midlands growth area.

▲ During testing on 15th January, London Overground Class 378 No. 378001 is pictured at Milton Keynes, prior to its first working into London Euston, where it arrived in Platform 10. Kitkat

Permaquip moves operational training to Wirksworth

Track maintenance and access equipment company, Permaquip, has signed an agreement with WyvernRail's MyTestTrack.com venture to move its testing and training activities to Wirksworth.

Covering an initial 12-month period, Permaquip will have full use of MyTestTrack.com's facilities between Wirksworth and Duffield, while basing up to eight trailer vehicles, pre-loaded to a determined weight, to allow new vehicles to be put through running and brake tests prior to acceptance by customers. This arrangement will benefit both Permaquip and its customers, as it will significantly reduce product delivery lead times, operational costs and the costs associated with annual RRV brake tests. MyTestTrack.com is also modifying a length of track to incorporate a cant of up to 200mm to meet vehicle test requirements.

Facilities provided at Wirksworth include 'hot' storage of test vehicles for use at short notice, ready vehicular access for brake testing and inclusion of the section of track incorporating the 200mm cant as part of a running line. Permaquip has become the third rail engineering business to establish a long-term relationship with MyTestTrack.com.

Tube Lines are using the site for testing the Transmission-Based Train Control cab signalling system for the Jubilee Line, while Sperry Rail International signed a long-term agreement in July last year for its rail flaw detection equipment.

Transport Minister opens Sandhills

Transport Minister Lord Andrew Adonis officially opened refurbished Sandhills station on 23rd January and at the same time paid tribute to both Merseytravel and Merseyrail for having every station on their network now accredited under the national Secure Stations Initiative.

The visit marked the completion of a 16-month programme of track, engineering and improvement works at Sandhills, worth £6.7million and funded by Merseytravel, the Department for Transport and Network Rail. The station is now described as a fully accessible asset to the network, being almost unrecognisable from what was previously an inaccessible unappealing gateway. It now has a new ticket office and booking hall, a fully accessible toilet, new platforms, a new subway, glazed canopies, two fully enclosed and heated waiting rooms, improved lighting throughout and 38 CCTV cameras covering every aspect of the station.

In addition there is a new DDA compliant ramp and lift providing step free access from street level up to the station platforms and a new customer and PA system providing better information for waiting passengers, as well as an induction loop for people with hearing impairments. Cycle facilities have also been improved to provide greater security and protection from the elements.

A second phase of works to develop a bus turnaround facility in front of the station is planned for next year.

Virgin Trains auctions over 100 locomotive nameplates

Virgin Trains is to dispose of over 100 ex-locomotive, HST, Voyager and Pendolino nameplates on Saturday 14th February.

Handled by Sheffield Railwayana Auctions, the sales will take place in the former booking hall of Waterloo International (Eurostar) terminal. Viewing will be from 11.00, with the auction starting at 13.00.

An illustrated catalogue will shortly be available on Sheffield Railwayana's website www.sheffieldrailwayana.co.uk.

Included in the nameplates being offered are *Caledonian, Couer De Lion, Carlisle Cathedral, The Red Devils, Alstom Heritage, Sir Francis Drake, Charles Rennie Mackintosh, City of Glasgow, Driver Tom Clarke OBE, Graham Farish, HST Silver Jubilee, Lady in Red, City of Wolverhampton, Maiden Voyager, Polmadie, Pride of Toton, Railway World Magazine, Severn Valley Railway, New Dawn, Vulcan, City of Aberdeen, Michael Palin, Commonwealth Games 2002*, plus a number of Class 220 Voyager and Class 221 Super Voyager nameplates.

Also up for auction is the 'West Coast Mk2 Finale' headboard. Proceeds from the auction will go to the Virgin Group's charitable arm Virgin Unite and the Railway Benefit Fund.

Shopless Voyagers

▼ Cross Country's Class 221 No. 211126 has now returned to traffic having received internal modifications. The shop has been removed (see picture) to create a large luggage space and bicycle storage area, while the trolley service now operates from behind the drivers cab where the bicycle spaces once were. **Both: Nathan Williamson**

▲ Class 170/2 Turbostar No. 170204 crosses one of the troubled swingbridges at Reedham, forming a service from Norwich to Lowestoft. **Brian Morrison**

Network Rail to face legal action over Broads bridges?

Network Rail could face legal action for failing to properly maintain and operate four 19th-century swing bridges on the Norfolk and Suffolk Broads.

The Broads Authority has said it could possibly seek legally binding undertakings or injunctions to make sure that the problems at Trowse, Reedham, Somerleyton and Oulton Broad bridges do not continue to affect boat users.

Last year there were 178 reports of problems with the four bridges, restricting boat users on the Broads because of problems with obsolete computer systems preventing them from opening to vessels. In a bid to solve the difficulties, the Broads Authority is to meet with Network Rail on 10th February to try to resolve the situation.

Network Rail says that the bridges are unique to the Broads and require a lot of work due to decades of under-investment. The company says any problems should be solved during a £4.5 million maintenance scheme to improve their reliability and lifespan. A spokesman said: "Upgrading 19th-century structures so they are fit for the 21st century is no mean feat. We ask that boat users bear with us while we carry out our maintenance programme, which will, once completed, dramatically improve their reliability. Part of the challenge is learning about these rare structures and understanding how best we can improve them while minimising disruption to both the railways and the waterways".

Funding announced for Haxby station

Funding has been obtained for a new commuter station at Haxby, on the outskirts of York.

The Regional Transport Board has announced it will give £7.4 million to City of York Council for the project. The money will be used to create a new station and improve the existing track, with opening expected in January 2013.

A campaign to create a station that would provide access to York, Malton, Scarborough and Leeds has been under way since 1989. It will serve a catchment area of 23,000 people and provide a service for hundreds of commuters who work in York and Leeds. It is thought 83,000 road journeys could be saved every year because passengers could use a train at Haxby rather than driving to York station.

The new facility is expected to be created next to the original station site, which closed in 1964, and would be complete with a shop and ticketing facilities.

West Highland Line gains its first ever female driver

A Lochaber woman has gone into the record books by becoming the first female train driver on the West Highland line.

At only 24, Diane MacDonald is also the youngest qualified driver working for First ScotRail. Diane, who lives at Arisaig, plies one of the country's most scenic routes, between Oban, Fort William and Mallaig.

ScotRail has employed her for five years, beginning as a temporary staff member in the booking office at Fort William Station.

She went on to join the permanent staff, taking up a conductor role based at Mallaig before applying to be a train driver a year ago.

She said: "I'm excited and proud to have qualified as a train driver. Training was intense but definitely worth it. The West Highland line is one of the best routes to work because of the amazing scenery, although my eyes will be fixed firmly on the track ahead!"

Class 60 visits Shoeburyness

◀ **The last remaining Class 60 with Trainload Freight decals, No. 60054** *Charles Babbage*, **made a rare visit for the class to Shoeburyness with the MOD train from Wembley Yard on 14th January. The locomotive is pictured as it pauses in the sidings alongside the station to pick up MOD rail staff, before heading down the freight only branch to the MOD base at Pigs Bay. Stuart Chapman**

UK News In Brief

■ National Express East Anglia has made a series of improvements at Witham station, having installed a new Customer Service Office between Platforms 3 and 4, to make it more convenient for passengers who have train service enquiries. Also, a formerly disused customer waiting room on Platform 3 has been refurbished and upgraded to provide a more pleasant and comfortable environment. Improved accommodation for station staff is also a feature of the enhancements. New signage was also recently fitted at the station, and in addition, staff in partnership with station adopter Annie Northfield and her 'Witham in Bloom' volunteers has also enhanced the station environment with striking floral displays, providing bright bursts of colour along the station platforms.

■ Nexus is investing £600,000 on essential maintenance of five stone-arch bridges along the busiest stretch of its Metro system between South Gosforth and Jesmond in Newcastle. The work, which involves strengthening of the bridge structures, will start on 2nd February and will take eight months to complete. No Metro services will be disrupted as the work will be carried out in phases and will take place during the night when services have finished.

■ Transport for London and Network Rail are to carry out a survey to see how much it would cost to electrify the Barking to Gospel Oak line, either in the form of overhead catenary or a live third rail. If approved, it would be a victory for the Barking to Gospel Oak Line Users' Group, which has long campaigned for such a move.

■ A £1,000 reward has been offered to catch railway thieves who have plagued West Yorkshire, including the Caldervale line. Raiders have repeatedly targeted rail lines and metal equipment, resulting in delays for commuters over the last eight months. Network Rail says that there has been almost five thefts a week across the region causing nearly 850 hours of delays since April 2008. Now they have teamed up with Crimestoppers to offer the reward money in a bid to flush out the raiders. Crimestoppers can be contacted on 0800 555 111.

■ Delivery of the 23 new Class 377 Electrostar EMUs for First Capital Connect Thameslink services will now be delayed due to the failure of two companies that were providing panelling and wiring to Bombardier. It is understood that the suppliers have gone into administration as a result of difficulties in raising working capital from the banks as the economic climate worsened.

■ Four construction teams have been short-listed to build a new stretch of railway as part of the Glasgow Airport Rail Link project. Worth between £90 million and £130 million, the job involves building a new line just over a mile long from the airport station site to connect with the existing rail network. The route is due to be operational in 2013 ahead of the Commonwealth Games, which are taking place in Glasgow in 2014.

■ Following feedback from readers, South West Trains has published the last edition of its e-motion passenger magazine in paper form. The company said it was moving to using e-mailed news, but did not say what passengers could read on their journeys if they did not have a laptop!

More freight for heritage line partnership

The Mid-Norfolk Railway has enjoyed a further boost to rail traffic using its mainline connection at Wymondham.

Regular moves have recently occurred due to Dereham being used as a storage location for out of service Network Rail stoneblowers. Work on Direct Rail Services trains is expected to continue in 2009 with Multi-Purpose Vehicles used on weedkilling trains visiting the MNR's Dereham base for maintenance. In the autumn, Railhead Treatment Trains will again visit the line for regular maintenance exams.

In addition to the above traffic, the first Ministry of Defence train for over seven years, carrying vehicles from the nearby army barracks at Swanton Morley, ran on 8th January. It carried light armoured vehicles from Dereham to Haverfordwest, and was operated by DB Schenker.

Graham Moates, Commercial Director for the MNR said: "This is a great boost to the MNR and to railfreight in general, winning traffic back from the road. Over 50 trains used our mainline connection in 2008, and this is set to increase in 2009. We look forward to working with the Army and DB Schenker to operate further MOD trains in the future".

Does the DfT have aspirations for a full UK-wide high-speed network?

Aspirations to build five new high speed rail lines in Britain have been revealed with the Department for Transport (DfT) setting up separate holding companies to manage development activities for the multi-billion pound projects.

Transport Secretary, Geoff Hoon, last week told Parliament that he had set up a company to manage development of High Speed 2, a new line between the West Midlands and London, with a connection to Heathrow Airport.

However, documents filed at Companies House show that civil servants have taken this support for high-speed rail a step further by creating four more companies on behalf of the Secretary of State, High Speed 3 to High Speed 6. The new companies are limited by guarantee with no share capital and are registered to the DfT's Marsham Street headquarters in London.

Civil servants Robert Linnard and Timothy Wellburn from DfT Rail are named as the directors for all five companies.

Such preparations for development of a network of high speed lines suggest that last week's High Speed 2 announcement was more than a sop to the environmental lobby as feared, to soften the news of Heathrow's third runway being approved by Government, and that the Transport Secretary is committed to high-speed rail.

The incorporation documents state that the companies' objects are to advise the Secretary of State for Transport on the development of proposals for new railways and to remunerate any person, firm or company rendering services to the company in doing anything that, in the opinion of the company, is conducive to the furthering of its objects.

▲ The latest Class 66 to be reliveried, No. 66414 has been repainted into Stobart Rail colours for the launch of the new service between Grangemouth and Inverness. The locomotive is pictured heading north on the WCML at Fullwood, just north of Carstairs, on its first working in the new colours. **Kenny Marrs**

Inverness depot launched as Eddie gains a brother!

On 20th January, Direct Rail Services Limited (DRS) opened a new rail terminal in Needlefield Depot, Inverness, linking with Grangemouth. Working in partnership with Stobart Rail and providing a six-days a week service on behalf of Tesco, the new facility should significantly reduce pressure on the busy A9 route to Inverness.

Stewart Stevenson, Scottish Government Transport Minister, officially opened the new Scottish rail service and the terminal by smashing of a bottle of champagne on the new dedicated DRS Class 66/4 No. 66414, which was named *James the Engine*.

The locomotive carried 'Tesco Rail' vinyls for the opening day and then ran south, working the Grangemouth to Daventry service as far as Carlisle, where it is expected that the TESCO Rail vynals will be removed and standard Stobart Rail branding applied.

Identity change nearly complete for southeastern

Very quietly, southeastern has nearly completed rebranding its EMU fleets.

Very few units now remaining with the one originally used by the previous 'nationalised' franchisee.

▶ The old branding ▶▶ The new branding.

▲ Class 465/9 No. 465902 makes the scheduled stop at Woolwich Arsenal on 12th January 2009, unusually forming the 12.18 Cannon Street-Cannon Street circular local service via Sidcup, the Crayford loop and Slade Green, an all Standard Class service. **Brian Morrison**

▶ Class 465/2 & 465/1 Networkers Nos. 465248 & 465180 arrive at Crayford on 15th January, forming the 11.42 Southeastern service from Gravesend to Charing Cross. This is one of a number of suburban stations that are being smartened up with grey paling fencing and a similarly coloured footbridge. **Brian Morrison**

◀ Class 97/3s Nos. 97304 and 97303 pass Burton-on-Trent with a Shrewsbury to Barrow Hill working on 20th January. No. 97304 returned to Shrewsbury on its own. **Carl Westwood**

UK Steam & Modern Traction Railtour Listings

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

30th January		
VSOE	35028	London Victoria- Guildford-Reigate-Redhill-London Victoria
31st January		
A1 Steam Loco Trust	60163	York-Newcastle upon Tyne (break/rev) & return
Past Time Rail	tbc	**The Cotton Mill Express:** Manchester Victoria-Stalybridge-Huddersfield--Copy Pit-Blackburn (break)-Darwen-Manchester Victoria
UK Railtours	DBS 92 DBS 60	London KX-Potters Bar-Stevenage-Peterborough- Doncaster-Leeds Skipton-Settle Jct-Wennington-Carnforth-Preston-Blackburn-Copy Pit-Hebdon Bridge-Wakefield Kirkgate-Doncater RM Siding & return
VSOE	2xDBS 67	London Victoria- London Victoria
1st February		
A1 Steam Loco Trust	60163	Doncaster-York-Durham (break/rev) & return
6th February		
Pathfinder Tours	DBS 67	Swansea-Cardiff Central-Hereford-Crewe- Edinburgh Waverley
7th February		
A1 Steam Loco Trust	60163	Darlington- York-London KX (break/rev) (& return) *Limited Tickets : Contact Steam Dreams for bookings*
Past Time Rail	46115	(Manchester Victoria-Skipton-Hellifield)-Hellifield-S&C-Carlisle (break)-S&C-Hellifield-(Hellifield-Skipton-Manchester Victoria)
Spitfire Railtours	2xDRS 20/3	Birmingham International-Birmingham New St-Wolverhampton-Warrington BQ- Blackburn-Hellifield-S&C-Carlisle (break) & return
8th February		
Pathfinder Tours	2x DBS 66	Edinburgh Waverley-North Berwick- Monktonhall Colliery (rev)-Leith Docks (rev)-Powderhall Branch-Mossend-Grangemouth Docks Branch (rev)-Larbert-Stirling-Alloa-Dunfermline Town-Forth Bridge-Edinburgh Waverley
9th February		
Pathfinder Tours	DBS 67	Edinburgh Waverley-Crewe-Hereford-Cardiff Central-Swansea
13th February		
VSOE	2xDBS 67	London Victoria-London Victoria
VSOE (Northern Belle)	2xDBS 67	Harrogate-Leeds-York tbc & return
14th February		
Past Time Rail	tbc	**The Cotton Mill Express:** Manchester Victoria-Stalybridge-Huddersfield-Copy Pit-Blackburn (break)-Darwen-Manchester Victoria
Railtourer	2xWCRC 47	Huntingdon-Peterborough-Grantham-Newark Northgate-Retford-Doncaster-Leeds-Skipton-S&C-Carlisle (break/rev) & return

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

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.

The Week Ahead

This is the big weekend for many people, when the mainline career of brand new Class A1 Pacific No. 60163 *Tornado* **is officially launched with two specials along the East Coast Main Line.**

The 'Peppercorn Pioneer' is due to depart from York just after midday on 31st January with the locomotive's inaugural run, which is for the benefit of the covenanters who have provided much of the finance for this epic project. The train is scheduled to run via its birthplace, Darlington, and Durham to Newcastle-upon-Tyne, where there will be a break of around three hours before returning to York. Next day, The 'Peppercorn Pioneer' happens all over again for covenanters, however, on this occasion the train starts from Doncaster at 11.58, and with a call at York heads for Durham, where the break. See separate story for full details of the changes. These trains will provide, for many, the first sight of *Tornado* in LNER apple-green livery, a livery that will become very visible over the forthcoming months as the brand-new Pacific becomes a well-known feature of mainline steam operations.

It is unlikely that the other tours operating will attract the same amount of publicity, especially from the national media, but nevertheless, there are other 'goodies' to enjoy. Except for a 'Surrey Hills Luncheon Circular' with No. 35028 *Clan Line* for VSOE on 30th January, the remaining action is all in the north. Past Time has its first 'Cotton Mill' of the season, which is running in the traditional path from Manchester Victoria to Huddersfield via Standedge, and then to Blackburn along the Calder Valley and Copy Pit, before returning to Manchester via Darwen and Bolton. Traction will be either 'Black 5' 4-6-0 No. 45407 or BR Standard 4MT Mogul No. 76079.

'The Hills of the North', UK Railtours first outing of the New Year, offers a chance to travel over the 'Little North Western' route from Settle Junction via Wennington to Carnforth. The train heads out of London King's Cross with a Class 92 in charge as far as Doncaster, where Class 60 traction is due to take over for the run up the Aire Valley, via Leeds and Skipton, to Settle Junction. After Carnforth, a short break in Preston is planned before heading back to Doncaster via Blackburn, Copy Pit and the Calder Valley. At Doncaster the Class 92 again takes over for the return to King's Cross.

Further events follow 'Tyseley 100' success

Following the success of 'Tyseley 100', there are more events planned for Tyseley Locomotive Works and Birmingham Railway Museum during this year.

Three events are envisaged: on Easter Monday 13th April, the weekend of 27th/28th June ('Tyseley 101' maybe, as it is the same weekend as last year's centenary celebrations) and Sunday 4th October. The locomotive works itself, gives a fascinating glimpse of the atmosphere that would have existed in the great steam locomotive works of old – and talking of 'old locomotives', Tyseley's favourite, No. 4965 *Rood Ashton Hall* will celebrate its 80th birthday in November, when it is hoped to have it back in steam following a 'fast track' overhaul. Although it is believed to be in good condition, as evidenced by its recent boiler extension and the fact that it has operated in excess of 200 days on the mainline without any problem, it will still be necessary to remove the boiler for a comprehensive internal examination. Until that examination has taken place, the full extent of any repairs will not be known.

In order to grant the locomotive its birthday wish, an appeal has been introduced for donations towards the overhaul. Any sum, great or small, will be most welcome and should be sent to 4965 Rood Ashton Hall Appeal Secretary, 7029 Clun Castle Ltd, 670 Warwick Road, Birmingham B11 2HL. Cheques should be made payable to 7029 Clun Castle Ltd. For more information telephone 0121 708 4960.

Compass Railtours adopt heritage traction for 2009 railtour programme

The feature of the new Compass Railtours programme is their planned use of heritage traction on their forthcoming tours.

The programme commences on 28th March with a Class 50 throughout from Blackburn to Windsor & Eton Riverside, which travels via Chorley, Bolton, Manchester Piccadilly, Stoke on Trent and the Trent Valley. Two Class 47 hauled tours follow, on 17th April to Pitlochry and Aviemore from Hooton, Chester and stations to Preston, followed the next day with an outing to Carlisle from Stafford, and stations via Shrewsbury and Crewe to Carlisle, Shap outwards and S&C back.

Class 40 power features over the Spring Bank Holiday with No. 40145 *East Lancashire Railway* heading for Edinburgh from Shrewsbury and stations via Crewe , Manchester Piccadilly and Bolton on 23rd May, which heads north via the S&C, while on 25th May the 'Whistler' has charge of a Holyhead to York excursion which takes the Calder Valley route over the Pennines. This latter train also offers an optional anti-clockwise trip around the Harrogate Circle.

Their remaining four tours are all booked for Class 37 haulage, commencing on 2nd May from Mossley Hill, Liverpool South Parkway and stations to Crewe and Shrewsbury for a trip across the Central Wales Line, calling at Llandrindod Wells and Cardiff. Exeter, Torquay and Paignton are next on the list from Preston and stations via Crewe and Birmingham New Street. Carlisle to York is booked for 20th June, via Penrith, Lancaster, Preston, Bolton and Manchester Victoria. The train is routed across the Pennines via Standedge outwards, but returns northbound over the S&C before again heading south to the various drop-off points. Next day, they will be heading south over the S&C with a tour from Crewe, Hooton, Capenhurst, Chester, and then stations via Helsby, Warrington Bank Quay and

▼ **Bedecked with Golden Arrow insignia, unrebuilt Battle of Britain Pacific No. 34067** *Tangmere* **simmers at London Victoria after arriving from Folkestone Harbour with the 'Golden Arrow' charter operated by Past-Time Rail on 24th January. Mark Walker**

Tornado railtour changes due to crowd issues

The A1 Locomotive Trust has announced a slight change to the forthcoming weekend's inaugural railtour for A1 Pacific No. 60163 *Tornado*.

'The Peppercorn Pioneer' was due to run on 31st January and 1st February from York to Newcastle, following in the steps of the last A1 working during the days of steam. While the first working will follow the booked plan (York dep. 1207, Newcastle arrive 13.21, depart 16.34), the 1st February has been changed to start from Doncaster (11.56, provisionally Platform 1), call at York (12.27-12.48) and terminate at Durham (14.10), returning at 17.50. The change is due to crowd concerns at Newcastle, as the local derby of Newcastle v Sunderland takes place the same day! The A1 will work back to York with the train returning to Doncaster behind diesel traction.

A test run is also booked to operate on 28th January from York (dep. 1237) via Milford (13.07-13.21), Castleford, Leeds (14.14-14.29) and back to York.

UKRailtours runs London to Swanage direct

John Farrow of UKRailtours has announced the first public railtour to Swanage since closure of the branch by BR in 1972.

"This has been a long time coming" said John "but all the pieces of the jigsaw have now fallen into place and we're ready to go. All parties felt that it was a good idea to keep things robust and simple, and run the first train on a date when there is no scheduled Swanage Railway train service. That way we have the line all to ourselves, hence the choice of date just a few days before the railway begins running every day right through till autumn".

The tour will leave from London Victoria running via the Mid-Sussex Line, Southampton, Bournemouth, Worgret Junction and Corfe Castle to Swanage, where passengers have a break of over two hours. Return is as outward to Southampton, then via Romsey, the Laverstock Loop and Basingstoke, reaching Waterloo by around 20.30. Motive power is expected to be a DB Schenker Class 66 throughout, with Mk1 coaches.

The First Class dining fare for the trip will be £159 each, alternatively Standard Class is available at £57.50 (child £47.50). Bookings are being handled by Past-Time Rail. Demand is expected to be very heavy so you are advised to book soon.

Statesman Rail unveils its inaugural programme with Cumbria and Scotland firmly in its sights

There has been an outburst of new charter train companies arriving on the scene in recent months. The latest is Statesman Rail, owned by rolling stock owner and video producer 'Railfilms'.

The company plans to run a total of six charters during the year, including two land cruises in conjunction with established railtour operator 'Railtourer' and TOC West Coast Railways. With the current doubts over the economic climate and how this will affect leisure travel 'Statesman Rail' has decided to start in a small way by running a limited number of trains this year, mainly in partnership with other well respected and long standing tour promoters.

The team that has set up the new business has considerable experience of charter train marketing and operation spanning around 25 years – Nick Dodson (MD) and Peter Watkinson (Operations Director) were both involved in 'Regency Rail Cruises', which was sold to VSOE in 1999 for its northern operation. Since then, Railfilms has concentrated on rolling stock provision, building up a new fleet of luxury saloons with two more carriages (Mk2s, FO No. 13508 and BFK No. 17080) currently being refurbished at the workshops of Rail Restorations North-East in Shildon and West Coast Railways at Carnforth.

The company's 2009 programme kicks off on 13th June with the 'Cumbrian Mountain & Coastal Statesman' charter from Birmingham International (departing around 07.00) and calling at Tame Bridge Parkway, Penkridge, Stafford, Stone, Stoke-on-Trent, Stockport, Manchester Piccadilly and Bolton, following a circular route via Darwen and Blackburn to Hellifield, then over the Settle & Carlisle where there is a break. The train returns via the Cumbrian Coast route to Carnforth, setting down as outward. Fares start from £59, with Pullman dining at £185 per adult.

This is followed on 28th August by the 'English Riviera Statesman', commencing from Nottingham at 07.00 and calling at Beeston, Loughborough, Leicester, South Wigston, Hinckley, Nuneaton, Coleshill Parkway, Barnt Green, Ashchurch and Cheltenham Spa to Exeter, Paignton and Kingswear

Then comes the two proposed land-cruise trains, the first of which is on 25th-28th September, the 'Lord of the Isles Statesman', with the 'West Highland Statesman' two weeks later on 9th-11th October. The 'Lord of the Isles Statesman' has an early start from Crewe at 06.30, with pick-up points in the North West and around the Cumbrian Coast, before heading north over Beattock to Aviemore after a short break at Carlisle, where passengers adjourn to the hotel for the evening. The following day provides a leisure day with various options, while the Sunday provides an 'out and back' journey to Kyle of Lochalsh. The return trip takes place on the Monday, departing around 10.00, and includes a short break in Edinburgh. Fares start from £359 per person.

The 'Welsh Highland Statesman' follows a similar pattern, this time aimed at the East Midlands and North West markets, starting from Kettering and picking up through the East Midlands and Manchester area, after which the train heads to Fort William. The Saturday provides the opportunity for a steam train ride to Mallaig, with the return journey back to the Midlands being made on the Sunday.

Finally two 'Edinburgh Christmas Statesman' trains are booked to run on 5th and 12th December. The former from Wolverhampton, via Manchester area and North West pick-up points, with the latter from Kettering via East Midlands and South Yorkshire pickup points. Both trains provide around four hours in the Scottish capital.

Each of the tours will convey four types of accommodation: Standard, First Class, Premier Dining and Pullman Dining. To make up a complete rake for the trains, the Railfilms vehicles – which will be moving from Old Oak Common to a new base at Crewe shortly – will be augmented with coaches from the Riviera Trains fleet. DB Schenker Class 67s or WCRC Class 47s are expected to be used, as Statesman Rail plans to work with both the DBS and West Coast Railways. Bookings may be made through the reservations office 0845 310 2458 or on-line through a secure server www.statesmanrail.com and in order to instil some customer confidence back into the charter industry, will not be asking customers to pay in full at the time of booking, which may be many months before the tour operates – just an initial deposit with the final balance 30 days prior to the tour.

◀ **Statesman Rail will use its own rake of refurbished coaches, such this Mk2 vehicle. Statesman Rail**

Vintage Trains programme announced

A 'Scot' and a 'Castle' over Shap plus a 'Pannier' on Cannock Chase shuttles headline a varied programme from Vintage Trains for the first half of the year. Already announced are the workings on 28th February from York to Bescot to position 'A4' No. 60007 *Sir Nigel Gresley* at the Severn Valley Railway, and 28th March with Castle class 4-6-0 No. 5043 *Earl of Mount Edgcumbe* from Solihull to Bristol Temple Meads.

The two Carlisle trips travel via Shap in both directions, with perhaps the 9th May working taking pole position as it will feature 'Royal Scot' 4-6-0 No. 46115 *Scots Guardsman* on probably its second outing over Shap (its first being on the 'Great Britain 2' working of 9th April, which runs from Preston to Glasgow Central). For added variety the train will be electrically hauled from Birmingham New Street to Crewe and return by Class 86/2 No. 86259 *Les Ross*. The second Carlisle train will be hauled by *Earl of Mount Edgcumbe*, again from Crewe to Carlisle and return, and will provide an interesting comparison between the performance of LMS and GWR Class 7 4-6-0s. The latter train starts at Tyseley Warwick Road and runs via Coleshill Parkway, Nuneaton and the Trent valley to Crewe with Class 47/7 No. 47773.

And there is more good news with the projected mainline return of Tyseley's Class 5700 Pannier Tank 0-6-0 No. 9600 on 17th May, which will run two shuttles between Walsall and Rugeley, travelling via Bloxwich, Cannock and Hednesford. There will also be an option to travel on the positioning trains from Tyseley Warwick Road to Walsall and back, which will run via Sutton Park in both directions. Hopefully, this will be the precursor of more local trips around the Midlands with this superb locomotive.

As already noted, 'Castle' No. 5043 *Earl of Mount Edgcumbe* features throughout the programme, with trips to York on 25th April and Llandudno Junction (for a visit to the Welsh Highland Railway) on 6th June, both of which originate at Tyseley Warwick Road. However, on 11th April it will share the billing with Castle 4-6-0 No. 5029 *Nunney Castle*, as both are booked to share turns on an interesting day out featuring steam throughout from Tyseley Warwick Road, Walsall and Wolverhampton to Hereford, via Telford and the Abbey Foregate curve at Shrewsbury. There will a locomotive change at Hereford, and 'the other Castle' will then continue to Newport where the train reverses, and returns via Hereford, Worcester and Old Hill. Which locomotive takes which leg of the tours remains to be advised.

Class 86/2 No. 86259 also features on a 30th May working from Birmingham New Street to Carnforth, which goes forward to Ravenglass with Stanier Class 8F 2-8-0 No. 48151, which includes a trip on the Ravenglass & Eskdale Railway. The final tour, booked for 27th June, celebrates the 80th Birthday of 'Hall' 4-6-0 No. 4936 *Kinlet Hall*, which will have charge of a Solihull to Gloucester circular working, operating outwards via Oxford and Swindon and back through Worcester and Old Hill. All this is followed by the 'Shakespeare Expresses', which this year are scheduled to operate on each Sunday from 5th July until 13th September. As usual, two trains will operate each day between Birmingham Snow Hill and Stratford-upon-Avon, running outwards along the North Warwickshire Line and returning via Dorridge and Solihull.

▲ Class 66/0 No. 66007 powers out of Worcester Tunnel working Pathfinder Tours 'The Mersey Mancunian' charter from Bristol TM to Manchester Piccadilly on 24th January. **Stephen Tucker**

▼ The charter is pictured later in the day, passing Monk's Siding, Warrington. **Mark Enderby**

On 21st January, LMS 7P 'Royal Scot' Class No. 46115 *Scots Guardsman* **powers through Keerholme with a test run, around the Carnforth circle. John Woolley**

THAT'S YER LOT

– 50 years since the closure of the M&GN –

Friday 27th February – Sunday 1st March and Saturday 7th – Sunday 8th March 2009

When the Midland & Great Northern Joint Railway closed in 1959 they said 'That's Yer Lot', how wrong they were! 50 years on don't miss the North Norfolk Railway's biggest ever steam gala, with the unique chance to see eight steam locos representing types that worked the line in its heyday.

Guest locos include B1 1306 'Mayflower', 4MT 76079, 4F 44422, 2MT 78019 and L&Y 'A' Class 1300 ● Intensive timetable ● Free vintage rail replacement buses ● Dining and real ale trains (28th February) ● Vintage coach tour of the M&GN with railway historian Adrian Vaughan.

All day hop-on, hop-off rover tickets: £16 adult, £15 senior citizen, £10 child, £45 family (2 adults + 2 children or 3 adults + 1 child). Discount price tickets available for 2 or 3 day travel.

Visit nnr.co.uk or call 01263 820 800

£1 OFF! All tickets bought before 20th Feb

Event subject to operational availability. North Norfolk Railway, Sheringham Station, Norfolk NR26 8RA

LIVE STEAM – LIVING HISTORY

▲ **In April 2008, Class 37/0 No. 37254 is pictured at Birchden, then the limit of operations for the Spa Valley Railway, while working one of its first test runs after a five-year restoration. The route beyond the fencing in the background has been reinstated and Spa Valley trains should be working through to Eridge station before too long. Doug Barrow**

Spa Valley based Class 37 group honours and remembers supporter with locomotive naming

At a private ceremony on the Spa Valley Railway towards the end of this month, the 37254 Locomotive Group is to name its locomotive *Driver Robin Prince M.B.E.*

The ceremony was to have been held on 18th January, but unfortunately Bob, as he was known, had been in poor health and died that day. He was a lifelong railway worker who was awarded the MBE in Queen's New Year Honours List for his services to the railway industry.

He had been a supporter of The 37254 Locomotive Group ever since the locomotive was purchased in 2003 and donated numerous fund-raising items and technical knowledge, as well as encouragement, to the Group. Members of the Group had discussed, over the years, the possibility of naming the locomotive if and when a suitable occasion occurred, and agreed early this month that Bob's award of the M.B.E. would be a fitting occasion.

The railway career of Robin Prince started in 1963 as a Junior Porter at Clock House station at the age of 15. He transferred to Hither Green Motive Power Depot in 1964 and was promoted to fireman while working there, In due course he became a driver, and subsequently a traction inspector, taking early retirement from EWS in 1997, but later returned to the railway industry – latterly as Operations Standards Manager for Victa Railfreight Ltd.

▲ NELPG's NER 'Q6' 0-8-0 No. 63395 is currently visiting the Great Central Railway from its home base on the North Yorkshire Moors Railway. The locomotive passes Woodhouse, with a photographic charter, comprising the GCR's Windcutter wagons on 19th January. David Gibson

North Yorkshire Moors passenger figures top 300,000 for the second year running

The North Yorkshire Moors Railway has survived the challenges of 2008 by recording 315,000 visitors during the year. It describes this figure as 'remarkable' given the combination of adverse weather conditions last summer and the effects of the economic downturn.

The figures represent only a 2.5% decrease in the number of visitors compared to 2007, when the railway celebrated a record number of visitors at 322,000, but they are still the second best on record. A key factor in the success was the extended services beyond Grosmont to Whitby. In 2008, the number of services running between Pickering and the coast increased by 50%.

Also of note was the 'Railway at War' event in October, which was the biggest yet, attracting over 10,000 visitors to Pickering and its neighbouring villages along the route of the line. The year-end finished on a high with a 15% increase in visitors, many of whom enjoyed the traditional 'Santa Specials' and festive Pullman dining train - but the buoyant number of visitors has not been without its costs, and the Railway faces considerable challenges ahead. In particular it has been hit hard with the cost of coal, which doubled in price during 2008.

For a Railway operating a busy timetable every day between April and November, this represents a considerable outlay, and hiring-in steam locomotives from alternative sources also added to the bill, but were necessary to ensure that the NYMR had sufficient engines to operate its timetable, which at its peak runs 12 return services per day.

Most fares are being held for 2009, and the Railway plans to deliver a number of special events, including the hosting of a Spring Steam Gala featuring the newly built A1 Pacific No. 60163 *Tornado*.

News In Brief

■ Only two weeks before their lease expires, the owners of the Sittingbourne and Kemsley Light Railway have no idea whether the line will still exist next month. Manager Tony James said: "As far as we know at the moment, we are being evicted as of 29th January, but discussions are continuing. All we can do is keep our fingers crossed." The future of the railway came into doubt when the troubled Finnish paper mill owners M-real put land up for sale, including that occupied by the line. Supporters are still waiting to find out whether the 'Santa Specials' on Boxing Day were the last trains ever to run on the railway.

■ The Bo'ness and Kinneil Railway has had a record year – for the second year running! Passenger numbers carried during 2008 were 55,002, an increase of 4% on 2007. SRPS Press Officer, Fred Landery, said; "It is good news in the present economic climate that our passenger traffic is increasing. 2009 is the Scottish Government's Year of Homecoming when ex-pat Scots are encouraged to return to Scotland for a holiday and the Bo'ness and Kinneil Railway is well placed to compete for its share of visitors that the Homecoming is expected to bring".

■ Class 56 No. 56101, recently purchased for preservation from the latest DB Schenker tender list, will move to Barrow Hill depot shortly for an extensive mechanical and cosmetic overhaul. The loco, which is currently at Immingham TMD, is in a reasonably good, complete condition and it is expected that a return to operational order will only take a short period of time. No. 56101 was withdrawn from active service with English, Welsh and Scottish Railway in March 2000, towards the start of the major rundown of the class. Updates on the progress can be found at www.56101.org.uk.

■ A fund raising campaign has been started for the restoration of A3 class Pacific *Flying Scotsman*. The National Railway Museum needs £250,000 to complete work needed on the engine, and the 'Steam Our Scotsman appeal' will invite members of the public to sponsor vital elements of the engine's overhaul, from an outer firebox worth £100,000 to £25 for an individual bolt. Andrew Scott, director of the NRM, said: "We are hoping the people that helped us to save this most famous of locomotives back in 2004 will now pledge their continued support, and also that our quest to bring Scotsman back to Britain's tracks will strike a chord in a new generation of enthusiasts. Like the Cutty Sark, like Concorde, it is one of those icons of transport history that is always in the public imagination".

■ The Main & Auxiliary Generators were removed from Class 15 No. D8233 in October 2007, after having lain unused in the locomotive for well over 20 years. Both were sent to Dowding & Mills for assessment, which has resulted in a significant amount of work being required to overhaul both generators, expected to cost in the region of £20,000. A fund has been established to ensure that the work can be done to allow this unique locomotive to run again. **For details, click here.**

▲ During the East Lancashire Railway's 'Steam Weekend' on 24th/25th January, BR Standard 4MT No. 80098 and LMS 'Black 5' No. 45407 arrive at Irwell Vale with the 11.00 Bury to Rawtenstall service on the first day of the weekend. **Mike Lynam**

New restoration plan for Aln Valley Railway

A draft plan of the proposed new station and sheds for a heritage railway line between Alnwick and Alnmouth, to the east of the A1, has been introduced.

Steam-hauled trains would stop next to the Lionheart Industrial Estate, on the outskirts of Alnwick, instead of the original route suggested a decade ago, which terminated at the old branch line station, which is now home to Barter Books.

Such a scheme would have involved building a new bridge over the dual carriageway A1 and a second to span South Road, but the sheer scale and cost rendered it impractical. Instead, the Aln Valley Railway Society has proposed to site the main Alnwick station in the field next to the existing track-bed to the east of the A1, which it says will provide ample space for parking and suitable buildings for visitors.

From there, it is hoped to reinstate about three miles of rail along the scenic route down to Alnmouth, which last operated in the 1960s. Currently, reports from two consultants on environmental traffic studies are awaited.

LNWR tank for Ribble Rail

LNWR 0-4-0 Saddle Tank No. 1439 arrived at the Ribble Steam Railway Centre on 22nd January on loan from the National Railway Museum at York, and will be on permanent display at the Centre.

The loco was built at Crewe Works in 1865 by the LNWR. In 1919 it was sold to Kynoch Ltd in Birmingham, where it shunted wagons at its Witton Works for the next 45 years becoming an asset of ICI in 1926. In 1954, ICI gave the locomotive to the British Transport Commission for preservation. It has been repainted into its original LNWR lined-green livery. No. 1439 was one of 52 locomotives built to the same design. It started life as No. 3042 and worked for a while around Liverpool Docks fitted with a bell and converted to burn oil.

DB Schenker to support 2009 Mid-Norfolk Railway diesel gala

The Mid-Norfolk Railway is pleased to announce that DB Schenker will be supporting the line's spring diesel gala.

This will be the first event that DB Schenker has supported since taking over from EWS this month. Running from Friday 27th March until Sunday 29th March, the event is themed around 'heavy haul' locomotives.

The Friday should see the launch of the Class 56 Group's locomotive No. 56040 into traffic. The locomotive has been undergoing restoration at Dereham for the last two years and this will be its first weekend in service. The Saturday and Sunday will have visiting locomotives from DB Schenker in operation, the visitors sharing haulage with the MNR's resident fleet. Real ale and a buffet car service will be available throughout the weekend using the line's popular Mk2 buffet car.

In addition to the Class 56, home fleet locos in traffic are expected to be Class 20 No.D8069, Class 31s Nos. 31235 & 31438, Class 50 No. 50019, and Class 73 No.73210, all subject to availability. It is hoped that large-logo-livered Class 37/4 No. 37425 will be supplied by DB Schenker and a Loadhaul-livered Class 60 as well as loco classes 66 and 67. Saturday evening will have a 'Beerex' train between Dereham and Wymondham. One, two and three-day Rover tickets will be available.

In conjunction with the Stratford Class 47 Group, the MNR will also be holding a Class 47 running day on Saturday 28th February. Five return trips between Dereham and Wymondham will feature over 100 miles of ex-Stratford loco haulage. In addition to the Trust's 11th Model Rail Exhibition being held at Dereham Neatherd High School, an enhanced train service will be operated featuring both of the SF47 Group's class 47 locomotives Nos. 47580 and 47596, again both subject to availability.

This may be the only opportunity to sample haulage behind both ex-Stratford class 47s as No. 47580 *County of Essex* will be returning to Tyseley and No. 47596 will undergo a top-end engine overhaul after the weekend.

As already reported in this issue, the North Eastern Locomotive Preservation Group's 'Q6' is presently visiting the Great Central Railway. On 19th January, an evening photographic charter found the loco creating an atmospheric scene at Loughborough, at the head of a rake of 16-ton mineral wagons. **John Woolley**

▲ On 13th January, Class 31/1 No. 31105 propels the 07.14 Immingham to Doncaster test train through Worksop with one of the Mk2 DBSO vehicles leading. **Chris Booth**

▼ In bright winter sunshine, Amey-liveried tamper No. DR73905 runs into the platform at Didcot on 19th January. In the background, left to right, are Class 66 No. 66051 on an Avonmouth- Didcot Power Station service with Class 08 No. 08657 and Class 66 No. 66094 in the yard. **John Stretton**

▼ Fastline-operated Plasser & Theurer tamper No. DR73435 heads north through Doncaster station on 22nd January, bound for the Fastline depot, just north of the station at Marshgate. For those with a further interest in this machinery, visit http://www.ontrackplant.com. **David Wragg**

The Bluebell Railway has accepted an offer from Knight Rail Services at Eastleigh to securely store its celebrity 4VEP No. 3417 *Gordon Pettitt* short term. As a result on 22nd January, Class 73/2s Nos. 73209 and 73205 haul the unit past Lyne en route from East Grinsted to Eastleigh. The set will be on display at the forthcoming Eastleigh 100 Open Day **Ken Brunt**

◀ **DRS Class 47/8 No. 47832** *Solway Princess* **was used to move two empty KUA flask wagons from Crewe to Devonport Dockyard on 21st January. The working was captured calling at Totnes on the northbound platform having receiving instructions from the pilotman for the single line working between Totnes and Aish due to track relaying in Marley Tunnel for two weeks.**
Nathan Williamson

◀▼ **DRS Class 37 No. 37259, hired by DB Schenker, leaves Wrenbury in Cheshire, after being held at the station and starts the climb to the summit near Whitchurch, with a Crewe Basford Hall to Tywyn engineer's ballast train on 25th January.**
Gary S. Smith

▼ **On 7th January. a Serco Test Train assessed the Heart of Wales Line. Class 37/6 No. 37605 passes Llandeilo Junction with 07.52 Shrewsbury to Shrewsbury via Llanelli after just leaving the Heart of Wales line.** **Mark Thomas**

The pioneer EWS, now DB Schenker, Class 66/0 No. 66001, catches the low winter sun near Cole, in Somerset, on 18th January with a rake of 'falcon' ballast wagons from a relaying site on the Devon Main Line en-route to Westbury. **Glen Batten**

◀▲ **Class 55 Nos. 55019** *Royal Highland Fusilier*, **later to be purchased by the Deltic Preservation Society (DPS) and 55010** *The King's Own Scottish Borderer* **make their last journey from Doncaster shed to the local works, through Doncaster station on Christmas Eve 1981.**

▲ **Abandoned, withdrawn and unwanted, 14 'Deltics' stand under the gaze of The Minster Church of Saint George, Doncaster, on 24th April 1982. Luckily two of these locomotives, Nos. 55016 and 55015 were saved and today belong to Direct Rail Services and the DPS respectively.**

◀ **A sight that many 'Deltic' enthusiasts will never forget. Class 55s Nos. 55007, 55004, 55022, 55016, 55005, 55017, 55013, 55011, 55008, 55021, 55010, 55019, 55009 and 55015 are pictured on the scrapline at Doncaster Works the same day.**
All: Keith Long

▲ An Austrian Railways 'Railjet' service from Vienna to Budapest, powered by Class 1116 No. 1116.223 speeds through the Austrian countryside near Nickelsdorf, at the start of the year. The service commenced in late December 2008 with two return trips each day. This is due to be extended between Vienna and Munich from 6th April when an additional four return trips are added to the timetable. **Juraj Streber**

Polish track weekend follows success of 2008 work

Due to the success of re-sleepering a number of track panels by last year's working track gang on the Polish 750 mm narrow gauge railway at Smigel, the Wolsztyn Experience has invited British enthusiasts back for a second working week in 2009.

Last years gang travelled out at the weekends and worked from Monday to Friday, and in return for their services had turns in driving the line's Px48 steam engine and were invited guests at the Grand Wolsztyn parade.

In March this year, Bob Gibbens will be visiting both Wolsztyn and Smigel for discussions about rewards and what is still required to be done, and is quite sure that he will be told that there is plenty more of the same work.

Unlike last year, he would like to call on volunteers before a date is set. Due to work commitments and the like, a number of people found it difficult to commit to a set date last year; the likelyhood this year is that the project will take place some time in May.

Anyone who is interested in a week of hard work with a great team spirit, contact Bob Gibbens on bob@5689ajax.fsnet.co.uk or telephone 07715 374636 for further details.

Latest Class 66 design passed for France

Electro-Motive Diesel Inc. has advised that the latest version of its Class 66 design has been given approval to operate in France.

As a result of the radial steering bogie, the loco has achieved accreditation to Demoux Group 2. Such permission is usually granted only to much lighter locomotives.

EMD is now delivering this type as part of a 60-unit order from Euro Cargo Rail, which will use the fleet for cross-border freight operations between France, Belgium and Germany.

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▲ Vossloh-built Nos. 6494, 6475 and 6498 pass Gilze-Rijen between Tilburg and Breda with a 43-wagon empty coal working from Duisburg to Maasvlakte in the Rotterdam Docks area. Normally, the train runs via Arnhem-Utrecht and Rotterdam Centraal but was diverted between Arnhem and Utrecht via Nijmegen, Tilburg, Breda, Dordrecht and Kijfhoek to Maasvlakte. The first and the third machine are in Railion livery, while the second remains in the original NS-livery but with Railion branding. **Bob Visser**

14 new TER trains ordered

SNCF and Chemins de Fer Luxembourgeois have placed a supplementary order with the consortium, made up of Alstom Transport and Bombardier Transport, worth €82 million for 14 new-generation double-decker TER trains.

In placing the order, the two companies are exercising an option written into a contract signed in 2000 and financed by the French regions. The 14 trains are destined for the Loire region (3 trains), the Upper Normandy region (1 train) and Chemins de Fer Luxembourgeois (10 trains). The first of the new trains are due to be delivered from June 2010.

With this new generation of multiple unit trains from the Coradia Duplex range, the same basic rolling stock can be used to form trainsets of two to five coaches with distributed power, while offering high levels of on-board comfort and a high passenger capacity. These trainsets are capable of carrying up to 339 passengers and can travel at a maximum speed of 160 km/h.

There are currently 168 of these trainsets in service in the French regions (Centre, Upper Normandy, Lorraine, Nord-Pas-de-Calais, Pays de la Loire, Picardy, Provence-Alpes-Côte d'Azur and Rhône-Alpes) and 12 have been supplied to Chemins de Fer Luxembourgeois.

Alstom's sites at Valenciennes, Tarbes, Villeurbanne, le Creusot and Ornans in France, and its Charleroi site in Belgium will be involved in fulfilling the contract. Bombardier, in collaboration with Alstom, is also handling part of the production at its Crespin site.

News In Brief

■ The expansion of Spain's AVE high-speed train service is having a positive effect on passenger numbers and hitting domestic airlines. who have seen passenger numbers drop by 20% in the period to the end of November. AVE's service can travel at speeds of up to 220mph and have seen a 28% growth in passenger traffic, equating to around 400,000 people. Journey times between Madrid and Barcelona have been slashed to 2 hours 35 minutes, but the Spanish capital now has high-speed links to Valladolid, Segovia and Malaga with several others under construction.

■ The European Parliament's Transport Committee has endorsed an EU report calling on the European Commission to channel at least 40% of transport infrastructure funding to railways. The aim is to reduce pollution and energy consumption caused by road haulage in Europe.

■ FirstGroup has begun operating rail services in Scandinavia in partnership with Danish State Railways. The new franchises run to 2015 with an optional two-year extension. The Øresund services link Copenhagen Central and Copenhagen Airport stations with Elsinore and other stations on the Danish coastal network, and some continue to southern Sweden across the Øresund Bridge.

■ Alcatel-Lucent has been selected by the Thales/Dimetronic consortium to supply a comprehensive communications network solution for the new 440 km-long high-speed railway line linking Madrid and Valencia in Spain.

■ Inter Ferry Boats (IFB) commences a new rail service from Zeebrugge and Antwerp Docks to Lyon on 2nd February. The new Flanders Rhône Express service will have a capacity for the equivalent of 80 twenty-foot containers and will operate each Wednesday and Friday from the Antwerp Main Hub of IFB. The train also has a call at Chalindrey in Dijon. Traction for the new intermodal shuttle will be provided by the EWS, now DB Schenker, owned Euro Cargo Rail.

VIA Rail snow train is back on track

From 6th February until 12th April, VIA Rail Canada's popular Snow Train to Jasper returns for a third exciting season.

Offering Friday afternoon departures to Jasper and a return departure for Edmonton late on Sunday afternoon, the Snow Train features VIA's renowned Panorama (fully domed) viewing cars.

VIA's Snow Train to Jasper is the ultimate in comfort and convenience. "When you're travelling to one of the most pristine ski destinations in the heart of the Canadian Rockies, the train lets you relax and forget about our famously volatile winters playing havoc with your plans." said Steve Del Bosco, VIA's chief customer officer. "It's about sharing some of the most spectacular scenery on the planet with Canadians, as well as visitors to Canada and making it all easier, safer and more fun".

News In Brief

■ The MBTA has temporarily suspended its plans to purchase new locomotives, citing its financial problems and an ongoing battle between the two companies that were competing for the contract. The decision to halt the order appears to be tied closely to a contract dispute between the two bidders, which are Vossloh Espana S.A., a Spanish unit of a German company that was the low bidder but initially wanted to build two model locomotives outside of the United States, or MotivePower Inc. of Boise, Idaho, which was challenging Vossloh's bid because of the federal 'Buy America' regulation. MBTA currently has a fleet of 80 locomotives.

■ GO Transit has commenced construction on the $277 million West Toronto Diamond grade separation project, which calls for constructing an underpass to separate commuter-rail and Canadian Pacific Railway traffic. The Canadian National lines will then run under the Canadian Pacific route. The project is due for completion in Spring 2011.

■ Norfolk Southern has announced plans to open a new intermodal terminal at Titusville, Florida, provide easier access to the Orlando and Tampa areas. Initial services will be offered from Chicago, Los Angeles and Atlanta to Titusville, although the railroad says these will be expanded in time.

▼ **A long line of stored power is pictured in Union Pacific's Riverdale Yard, Ogden, Utah, on 19th January. The photograph, taken with permission from UP, shows just one of the seven lines of stored locomotives, which form a collection of over 120 members of the fleet. The leading seven engines, seen in this view, at the head of one of the lines SD40-2s Nos. 3084 (previously Chicago & North Western No. 6921) and 3482, with Southern Pacific liveried SD40M-2 No. 8621 (originally ATSF No. 1818), SD40-2 No. 3404, SD40M-2 No. 8579, SD40-2s Nos. 4061 and 3672, while on the left is SD40-2 No. 3230. Kerry Klarr**

Union Pacific surpasses its previous record for Powder River Basin traffic

Union Pacific has announced it has once again surpassed several all-time records for delivering coal out of Wyoming's Southern Powder River Basin (SPRB).

During 2008, Union Pacific set an all-time record by loading 13,212 trains out of the SPRB, 332 more trains than 2006, the previous yearly record. Union Pacific also loaded 204.6 million tons of coal out of the SPRB during 2008, eclipsing another all-time mark set in 2007 by 5%.

"Our investments in the Joint Line and throughout our coal network continue to pay dividends in terms of our coal train velocity and throughput," said Doug Glass, Union Pacific vice president and general manager – energy.

During December, Union Pacific moved 1,118 trains out of the SPRB, an average of 36.06 trains per day. Union Pacific's average train-per-day record was set during November 2007 at 38.63 trains per day.

The Union Pacific/BNSF Joint Line numbers during December included a loading average of 68.35 trains a day, and 24,829 loaded trains for the full year for a 4.4 percent increase over 2007.

▲ CSXT GP38-2 No. 2715 is leading a yard job out of the north end of CSX Stanley yard in Toledo, Ohio, and has just crossed over from track 1 to 2 so they can run-round a stopped Q506 that's been waiting to enter the yard. The train will continue on the Toledo Terminal over to CSX Rossford yard with its short cut of cars on this bitterly cold 15th January with the temperatures barely above freezing. The signals in the background were recently replaced during the "remoting" of Stanley tower which closed the tower, visible to the lower right of the signal, and relinquished control to the RL dispatcher. Michael Harding

New San Antonio Intermodal terminal will create economic growth and provide relief to capacity issues

The recent opening of Union Pacific's new San Antonio Intermodal Terminal (SAIT) is expected to bring significant opportunities for economic growth.

The new terminal launched its operations on 15th December and it is hoped that the new terminal will lead to additional economic development in the area.

Using the $100 million terminal, Union Pacific will provide more efficient rail transportation services to area businesses. The terminal replaces the two intermodal terminals at the East and South San Antonio yards, which UP spokeswoman Raquel Espinoza-Williams says are over capacity. These yards will stay open and continue functioning.

Union Pacific purchased about 1,500 acres in the area for $17 million in 2006, 300 of which it is using for the terminal. It set aside the remaining acreage for future expansion and the development of additional industrial space.

The new, 300-acre rail terminal will ship and receive containers and trailers with household goods and other items, supporting local retailers and distribution centres. It has more than 1,300 'staging' or parking spaces for trailers and containers.

About 75 full-time employees will work at the terminal. Three will be Union Pacific employees and the remaining 72 will work for three different contractors on-site who will be responsible for gate inspections, rolling stock inspections and the routine servicing and fueling of locomotives

New express intermodal service from Washington area

BNSF is to offer an express international container service from the high-capacity ports of Seattle and Tacoma, Washington to BNSF's intermodal facilities in Memphis, Tennassee, and BNSF's Logistics Park - Chicago in Illinois.

"This express service can cut down transit time by almost a full day, making it one of the fastest intermodal cargo services from the Pacific Northwest to Chicago and Memphis," said Steve Branscum, BNSF's group vice president, Consumer Products Marketing. "The new express service not only relies on the speed of the train and the route followed, but also the ability of the ports and the intermodal hubs to provide efficient and reliable service."

In Chicago and Memphis, BNSF offers two of the most advanced intermodal hub facilities in North America. BNSF is in the process of expanding capacity at its Memphis facility, which will soon load and unload containers using five of the largest wide-span cranes in North America. The hubs will also employ automated checkpoints and scalable capacity to create a faster, more reliable and environmentally friendly process for moving trailers and containers between rail and highway.

"This enhanced express service from BNSF makes the Pacific Northwest gateway even more competitive by reducing transit times to hubs in Chicago and Memphis," said Charlie Sheldon, Managing Director of the Port of Seattle. "The Port of Seattle and Port of Tacoma have the capacity to handle more cargo now. There's never been a better time to route cargo through the Pacific North West."

Initially, BNSF is offering one full train weekly, from either port to either destination, on a schedule that matches an ocean carrier's discharge/dray. BNSF will expand the service as shipper interest grows. Each aspect of this new express service is designed to move cargo quickly and efficiently in a safe and environmentally friendly manner.

Steaming up at Steamtown

On 17th January, the Steamtown Railroad Museum, based on the site of the former Delaware, Lackawanna & Western rail yards in Scranton, Pensilvynia, operated a special excursion train.

The train was run in conjunction with an Ice Harvesting Demonstration conducted by the Lackawanna Heritage Valley Authority.

The train carries passengers from Scranton to Tobyhanna, where they disembark at the restored 1908 depot and ride buses out to a frozen pond for a demonstration of historic ice cutting and storage methods.

The locomotive employed on the train is a former Canadian National 2-8-2 No. 2854, built by the Canadian Locomotive Company in 1917 for Canadian Government Railways. Primarily a heavy freight engine, it was withdrawn in 1958 and moved to Steamtown in 1987.

▲ On the afternoon of 16th January the locomotive is seen being prepared for its excursion the following day, while its ash pans are being cleaned out in the yard at Steamtown.
▶ With the morning temperatures not that high, No. 2854 departs Scranton.
▼ Bound for Tobyhanna on the outward trip, No. 2854 gets into its stride. **All: Bo Grey**

▲ European Class 66 No. DE6302 is one of 16 members of the type leased by CrossRail Benelux for use on freight and primarily Intermodal services. In this wintery shot, No. DE6302 enters Belgium on Line 24 on 9th January.

▶ Rail4Chem European Class 66 No. PB01 is pictured passing through Montzen on 6th January, on its way to Aachen-West, where the locomotive will return west with another R4C service.
Both: Tommy Ravache

26th January 2009
RCTS (Maidenhead Branch)
Cox Green Community Centre, Highfield Lane, Cox Green, Maidenhead. 'An Overview of the Crossrail Project - Consent to Contruction' by Peter Fry. Meeting commences at 19.30.

RCTS (Sheffield Branch)
St Mathews Church Rooms, Carver Street, Sheffield. Branch AGM. Meeting commences at 19.30.

27th January 2009
RCTS (Nottingham Branch)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'Ten Years of Medium Format Photography' by Gavin Lake. Meeting commences at 19.30.

RCTS (Welwyn GC Branch)
The Methodist Church, at the junction of Ludwick Way and Colegreen Lane, Welwyn Garden City. 'Branch Lines' by David Soggee. Meeting commences at 14015.

RCTS (West Riding)
Saltaire Methodist Chapel, Saltaire Road, Shipley. 'Tales of a Signalman' by Malcolm Riley. Meeting commences at 19.30.

RCTS (Woking Branch)
Woodham Hall, Christ Church, Town Square, Woking. 'The Challenge of Delivering a Bigger, Better Railway' by Richard O'Brian. Meeting commences at 19.15.

28th January 2009
Basingstoke & District Railway Society
Wote St.Club, New Road, Basingstoke. Members AGM. Starts 20.00. Contact 01256 326096 for further details.

29th January 2009
Locomotive Club of Great Britain (Croydon)
United Reformed Church Hall, Addiscombe Grove, East Croydon. '21st Century loco-hauled Trains' by Geoff Brocket. Meeting commences at 19.15.

RCTS (Preston Branch)
Claremont Hotel, Blackpool Road, Preston.
'The North Wales Coast Railway since 1989' by Ian Pilkington. Meeting commences at 19.30.

30th January 2009
Great Central Railway (London Branch)
The Exmouth Arms, 1 Starcross Street, Euston, London NW1 2HR. TBA. Meeting commences at 19.30. Contact the society secretary Richard Butler on 01525 372487 for further details.

Great Western Society (North West Group)
St Hilda's Clubroom, Slater Street, Latchford, Warrington.
'West Highland Railway'. Meeting commences at 19.30.

Great Western Society (Oxford Group)
Pauling Human Sciences Centre, 58 Banbury Road, Oxford.
'The Industrial and the Deltic' by John Hubbard. Meeting commences at 19.30.

Scarborough Railway Society
The Public Library, Vernon Road, Scarborough.
'A Rover's Double Decade' by Terry Digney. Meeting commences at 19.30. Contact the Secretary, Adrian Scales at email@scarboroughrailwaysociety.org.uk for further details

3rd February 2009
Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB
TBA by Andrew Munden, Network Rail. Meeting commences at 19.45. Contact Roger Hart on 01474 8333320 for details

Locomotive & Carriage Insitution
London Underground Limited, Broadway, St James Park Station, London. 'Crossrail Project' by Simon Bennett. Meeting commences at 18.00. Contact Stuart Smith at smithstuart@btinternet.com for further details.

Locomotive Club of Great Britain (Bedford)
St John's Church Hall, St John's Street, Bedford. 'The History & Upgrading of the Victoria Line' by Peter Neal. Meeting commences at 19.30.

Locomotive Club of Great Britain (North London)
Wood Green Labour Club, 3 Stuart Crescent, Wood Green, London N22 5NJ. 'The Committee Entertains'. Meeting commences at 19.30.

Southern Electric Group (South Hampshire Branch)
Eastleigh Railway Institute, Romsey Road, Eastleigh. ' The Isle of Man in the 1970s and 1980s' by David Mead. Meeting commences at 19.30. Admission charge of £2. Contact the society secretary, John Goodrich on 02380 670028 for further details.

Weston super Mare Railway Society
The Function Room, The Conservative Club, Alexandra Parade, Weston super Mare. 'Diesels in Scotland' by Ian Chancellor. Meeting commences at 20.00. Contact the society secretary Lionel Jones on 01934 628289, or e-mail fotophile69@talktalk.net for further details.

4th February 2009
Burton Railway Society
Marston's Social Club, Shobnall Road, Burton upon Trent.
'Preserved Steam on Video' by Karl Jauncey and Dave Richards. Meeting commences at 19.30. Admission £1.50 non members, 50p members. Contact the society sectretary Mark Ratcliffe on 01283 221537 for further details.

5th February 2009
Great Central Society (Rotherham Branch)
The Three Horseshoes, Bawtry Road, Wickersley, Rotherham, S66 2BW. 'Out Through the Hope Valley and back over Woodhead' by Ted Hancock. Meeting commences at 19.30. Contact the society secretary Mick Hayes on 01709 820544 for further details.

Stephenson Locomotive Society
St John Ambulance Centre,, Kendal. 'By Midland to Morecambe - a Last Glimpse of the 'Little North Western' by Noel Machell. Starts 19.15. Contact 01539 720706 for details.

6th February 2009
Gloucestershire Warwickshire Railway (Birmingham Area)
Northfield Library, Church Road, Northfield, Birmingham.
'Flavours of the Past' by Les Plews. Doors open at 19.00 for 19.30 start.

Severn Valley Railway (Wolverhampton)
Old Wulfrunians Club, 253A Castlecroft Road, Castlecroft, Wolverhampton. 'The Corris Railway, Beginnings to Rebirth' by Rosie and John Guest. Starts 19.30. Contact Alan Davies on 01902 758882.

Stephenson Locomotive Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'Mixed Traffic Locomotives' by David Stewart-David. Starts 19.00. Contact 01434 688946 for further details.

8th February 2009
Stephenson Locomotive Society
Settlement Centre, Union Street, Middlesbrough. AGM followed by 'The Emerald Isle' by Ian Armstrong. Starts 19.00. Contact the Secretary on 01642 321205 for further details.

9th February 2009
Southern Electric Group (Sussex Branch)
The Deall Room, Southwick Community Centre. AGM followed by quiz. Starts 19.30. Contact 01273 462094 for details.

Stephenson Locomotive Society
New Trinity Parish Hall, Saltcoats, Ayrshire. 'Irish Railways in the Years 1996-2006' by Arthur Wilson. Starts 19.30. Contact the Secretary on 01294 822303 for further details.

York Railway Society
Archbishop Holgate's School, Drama Studio, Hull Road, York.
'On shed, behind the scenes of Britain's Railways' by David Birtle. Starts 19.30. Contact Robin Patrick on 01904 412232 for further details. Visitors £2 entrance fee.

10th February 2009
Abergavenny and District Steam Society
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny
'Railway Performance Society' by Martin Barrett. Starts 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ntlworld.com for details.

Should your society information be listed on this page?

If so, then please email the details to the editor, remembering to include the date, starting time and location, together with details of the event, speaker and entrance charges if applicable.

It is not necessary, but helpful to people, if you can also include a contact name and phone number/email address for the organisation that can be published.

Railway Herald reserves the right to edit details entered in this section, which may also be displayed on our online events diary.

Internet Links
Links to the various society websites can be found in our links section on the website, or by clicking here.

▼ **In glorious early morning light, on 24th January, Class 90s Nos. 90006 and 90015 await departure time at Norwich with the 08.30 and 09.00 services to London Liverpool Street respectively. Paul Townsend**

Great Western Society (Bristol Group)
NAWA, 589 Southmead Road, Filton. Group AGM followed by 'Narrow Gauge Railways in the Dresden Area' by Andrew & Vivienne Hook. Meeting commences at 19.45. Contact the Secretary on 01454 324230 for further details.

The 8E Railway Association (Northwich Branch)
The Gladstone Club, Station Road, Northwich CW9 5RB.
'Archive Video' with Colin White. Meeting commences at 19.45. Contact the society secretary Michael Lenz on 01606 44959 for further details

11th February 2009
Basingstoke & District Railway Society
Wote St.Club, New Road, Basingstoke.
'Southern Steam on London Sheds' by P.H.Groom. Meeting commences at 20.00. Visitor welcome. Contact the Secretary on 01256 326096 for further details.

Grimsby & Cleethorpes Railway Group
Royal Air Force Club, 5 Alexandra Road, Cleethorpes DN35 8LQ.
'New England in the Fall' by Bob Gellatly. Meeting commences at 19.30. Contact the society secretary Mike Hartley on 01724 341358 for further details

Stephenson Locomotive Society
YMCA, Bridge Street, Guildford.
'Reminiscences of Steam Days' by John Snell. Meeting commences at 19.30. Contact the society secretary on 01372 379216 for further details.

Swiss Railways Society (London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross station)
'Switzerland in 1988' by Nick Freezer. Meeting commences 19.00, Refreshments available during the evening. A £2 donation is requested. Contact the society secretary Ron Dawes (0208 660 3532) for further details.

12th February 2009
Continental Railway Circle
St Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ
'Steam in France and Italy' a DVD show by Nick Lera. Meeting commences at 19.15. Contact the society secretary Adrian Palmer on 01932 850624 or e-mail akpalmer@talktalk.net for further details.

Friends of the West Highland Lines
Room 10, Partick Burgh Halls, Burgh Hall Street, Glasgow
'The Stranraer to Ayr Line Suport Association' by Richard Carr. Meeting commences at 19.30.

Locomotive Club of Great Britain (St Albans)
United Reform Church Hall, Watford Road, Chiswell Green.
'More British Transport Films of the 50s & 60s' by Alan Willmot. Meeting commences at 19.30.

13th February 2009
Altrincham Electric Railway Preservation Society
Altrincham Methodist Church Hall, Barrington Road, Altrincham, Cheshire. 'Scottish Branch Line Steam in the 1960s' an illustrated presentation by John Ryan. Admission £3 for non-members Starts 19.30. Call Andrew Macfarlane on 0161 928 9394 for details.

Great Western Society (Swindon Group)
Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon SN3 1JE. Group AGM followed by A Railway Quiz by Jim Turner. Meeting commences at 19.00. Contact the Secretary on 01793 495976 for further details.

Scarborough Railway Society
The Public Library, Vernon Road, Scarborough. 'A Trainspotter's Dream' by Nick Bielby. Meeting commences at 19.30. Contact the Secretary, Adrian Scales at email@scarboroughrailwaysociety.org.uk for further details

Shropshire Railway Society
The Gateway, Chester Road, Shrewsbury. 'PSOV on Video' by Karl Jauncey and Dave Richards. Start at 19.30. Minimum donation of £3 requested for non members. Contact Colin Hatch on 01691 650985 or by e-mail at colin.hatch531@btinternet.com for further details.

14th February 2009
Cornwall Railway Society
The Community Centre, Foundry Row, Redruth. 'Welsh Narrow Gauge, including the Welsh Highland Railway' by Peter Johnson. Meeting commences at 18.30. Contact the club secretary Derek Buttivant on 01637 860627 for further details.

Stephenson Locomotive Society
Kidderminster Railway Station, Kidderminster.
Midlands AGM followed by Members' Presentations. Meeting commences at 14.15. Contact the Secretary on 01242 582152 for further details.

16th February 2009
Great Central Railway (Spinkhill Branch)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB
'Nottingham Victoria' by Ken Grainger. Meeting commences at 19.30. Contact Frank Greaves on 01909 473927 for further details.

17th February 2009
Monmouthshire Railway Society
Room LL1, UWCN, Allt-Yr-Yn Avenue, Newport.
'Stills and DVD from the Late J.Clemmens archive' by M.Clemmens. Meeting commences at 19.30. Non-members £3. Further details at www.mrsoc.co.uk.

RCTS (Scunthorpe Branch)
The Star Public House, Rochdale Road, Ashby, Scunthorpe.
'Roaming around the Railways of Lincolnshire' by Dave Smith. Meeting commences at 19.30.

Stephenson Locomotive Society
Fox Covert Inn, High Leven, Nr Yarm, Teeside.
'Transpennine Express Class 185s' by Paul Staples. Meeting commences at 19.30. For further details, please contact the society secretary on 01642 321205.

18th February 2009
Aeron Valley Railway Society
Prince of Wales Public House, Aberaeron.
'The Trans Siberian Express in 1990' by Denis Bates. Meeting commences at 19.30. Contact the society secretary, John Hughes on 01974 298513 or by e-mail at caronprom@aol.com for further details.

19th February 2009
Breconshire Railway Society
R.A.F.A. Club, The Struet, Brecon.
'A Journey Through Time and Space' by Stuart Warr. Meeting commences at 19.30. Contact Arthur Robinson on 01982 560219 for further details.

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB
'Branch Lines' by Dave Soggee, Retired Railwayman. Meeting commences at 19.45. Contact Roger Hart on 01474 8333320 for details.

Locomotive Club of Great Britain (Merseyside)
The Kirkfield Hotel, Church Street Newton-le-Willows, Merseyside.
'Welsh Highland Revival - a before and after presentation of the route' by George Jones. Meeting commences at 19.30.

Marlow & District Railway Society
British Red Cross Society, Victoria Road, Marlow.
AGM and Members' Photographic Evening. Meeting starts at 20.00. Admission £2 for non members.

RCTS (West Riding)
Saltaire Methodist Chapel, Saltaire Road, Shipley.
'Leeds Box 1963-2003' by Keith Lond. Meeting commences 19.30.

Stephenson Locomotive Society
United Reform Church Hall, Mowbray Road, New Barnet, Hertfordshire.
'Temples and Trains of India' by David Eatwell. Meeting comences at 19.30. Contact the Secretary on 0208 368 6200 for further details.

20th February 2009
Great Western Society (Taunton Group)
The Village Hall, Stoke St. Mary, Nr Taunton. Group AGM followed by Members' Slides. Meeting starts at 19.30. Contact the Secretary on 01823 334188 for details.

Purbeck Railway Circle
Catholic Church Hall, Rempstone Road, Swanage. 'Repatriating Coaches to the Swanage Railway' by Steve Doughty. Meeting starts 19.30.

Stephenson Locomotive Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. Centre AGM & Members' Evening. Starts 19.00. Contact 01434 688946 for details.

21st February 2009
Great Western Society (South West Group)
The Parish Centre, Church End Road, Kingskerswell, Torbay.
Group AGM followed by Members' Slides. Meeting commences at 18.30. Contact 01803 336329 for details.

Back Issues

All of the back issues of the magazine are available 24 hours a day, on our website **www.railwayherald.com**

Rear Cover Caption

Observed from the dome car on VIA Train No.7 'The Skeena', Canadian National ES44DC No. 2262 leads an older GE-built loco as it pauses at Moose Lake, British Columbia, on 2nd January while powering an autorack train. Matthew Hicks

Magazine Information

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Telephone: 01904 500175

Railway Herald is produced by Railway Herald Ltd (Registered as company number 05837609 in England).
VAT Registraion: 942 6509 14
Registered office: Hobarn House, 12 Brompton Road, Northallerton, North Yorkshire, DL6 1DY

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