Railway Herald

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The electronic journal for the railway enthusiast

Railway Herald

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9th February 2009

Editor
Richard Tuplin

Contributing Editor
Brian Morrison

Railtour Editor
John Whitehouse

Advertising Manager
Ken Brunt

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Mark Walker

Standstill Britain

While Eastern Europe deals with snow on its roads and railways for a significant period of the year, Britain grinds to a halt after one day! As the South-East of the country had its worst snowfalls for 18 years, we take a pictorial look of the scene across the country.

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Front Cover Caption:

Class 66 No. 66085 passes Ribblehead Viaduct on 3rd February with a Carlisle to Crewe Basford Hall departmental service. Mike Taylor

▲ Having spent most of the last year hired to National Express East Anglia for working Norwich-Liverpool Street services, DB Schenker Class 90 No. 90036 finally managed to 'escape' back to the West Coast. It is pictured at Stafford on 30th January, with the Euston-Inverness Caledonian sleeper service. Running early, it had been subject to a signal check to enable a London Midland Class 350 EMU, forming a Birmingham New Street-Liverpool Lime Street, to cross over onto the northbound fast line. This was because the slow lines had been closed for overnight engineering work. **Stuart Rogers**

Axminster re-doubling scheme gets underway

Work has begun on a £20 million project to double the track at Axminster, engineers having started to clear three miles of railway land to make way for the new track; the scheme will enable South West Trains to operate an hourly service between London Waterloo and Exeter St Davids by the end of this year.

Axminster station will also be improved to accommodate the potential boost in passenger capacity. Following the enabling work, engineers will remain on site to work on the track, station, signals and power supply between Axminster and Chard Junction.

The work includes re-doubling 1.5miles of track on either side of Axminster station to create a passing loop, improving Axminster station with a new platform, a new footbridge and lifts, strengthening seven bridges and 20 culverts along the route, renewing signal equipment by installing 12 new signals and replacing three miles of signal cables and modernising the signalling panel at Chard signal box. Engineers will use a modular construction approach that involves the pre-construction of components to cut the amount of construction time carried out on site. Core commissioning work, including testing the signals and laying the new track will be carried out later in the year.

Paddington roof restoration awarded

Paddington station is being brightened with the restoration of the roof over its fourth span.

To create improvements on Platforms 9 to 12, Network Rail has awarded a £26 million contract to repair and restore the steel structures in the roof, replace the glazing to allow natural light to come through, refurbish the platforms and remove the crash deck that currently hides the roof from passengers. Work began at the end of January and is due for completion in 2010.

The Edwardian structure will then be back on public view for the first time since the mid-1990s, and passengers will be able to enjoy the same similar spacious feel as the rest of the building, which was restored in 1993. Paddington was opened in 1854 with Span 4 added in 1916, and in 1999 had a major redevelopment, including a new customer information system, new platform surfaces and a new shopping, eating and waiting area called 'The Lawn'.

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Network Rail accepts spending budget

Network Rail has accepted the Office of Rail Regulation's (ORR) rail spending budget of £28.5 billion for the period spanning 2009 to 2014!

From 1st April 2009 to 31st March 2014, Network Rail will invest almost £7.6 billion on projects designed to relieve crowding, by lengthening platforms and increasing capacity to enable more trains to run. £10.8 billion will be invested in renewals - replacing older parts of the network (rail, signalling, bridges) with new, and a further £10 billion will be spent on day-to-day maintenance and the costs of operating and running the network over the period.

Iain Coucher, Chief Executive, said: "The next five years will see unprecedented investment in expanding the network and improving services for passenger and freight users. The task the ORR has set us is a tough one with ambitious savings to be made and further service improvements to deliver, but we are determined to succeed".

The ORR, in its final determination issued in October, set targets that included delivering rail expansion projects worth £7.6 billion, increasing train punctuality to record levels - an average of 92.6% of trains on time over a 12 month period by 2014, and cutting costs by a further 21%, on top of the 27% savings Network Rail has achieved from 2004.

York Carriage Works up for sale

York carriage works in Holgate Park is up for sale with an £11 million price tag.

The 18.3 acre industrial site, which is close to York station and a mile west of the city centre, is being sold on behalf of a private client. The building was originally constructed as a carriage works in the late 1800s, and by 1906, employed more than 4,000 people and produced coaching stock for the North Eastern Railway.

The site currently commands a total annual rent of around £1 million. The largest tenant is Network Rail, which occupies the main industrial unit, for RHTT and weedkiller equipment, on a lease that expires in July next year.

Problems plague new SAK route

Level crossing and track faults have plagued the Stirling-Alloa-Kincardine line since it opened last year.

Motorists using crossings on the route have been stuck behind barriers that failed to rise after trains had passed in 21 separate incidents over the past nine months, and the 13-mile line has also been shut over four weekends for track repairs. Seemingly, the track was laid too high or too low in places and does not conform to acceptable standards, with extra maintenance costs being incurred.

All this is in stark contrast to the success of the line with passenger numbers way ahead of projections. The faults at the three public level-crossings on the route have left drivers and pedestrians south of the line, beside the River Forth, stranded for up to an hour, there being no alternative routes.

Metro and Light Rail News

▲ The mock-up of the new Edinburgh Trams design has been on display to user-groups and stakeholders for several weeks. During the spring, the mock-up will move to Princes Street, to allow for public consultation.

Nexus announces shortlisted bidders for T&W Metro

Nexus, which owns, manages and is modernising the Tyne and Wear Metro, has announced the names of four bidders shortlisted for a contract to operate trains and stations on its behalf for seven to nine years from 2010.

The four that will now receive an invitation to negotiate are DB Regio Tyne & Wear Ltd, MTR Corporation Ltd, Nexus (In-House Bidder) and Serco-NedRailways Metro Ltd. They will be sent a detailed tender specification in April and a preferred bidder is due to be named in November, with final contracts being signed in January 2010 ahead of the concession start date. Nexus, which will let the concession, will continue to own all trains, set fares and specify the service, including first and last trains and frequency in between. It will also continue to own and directly manage all Metro infrastructure, and is investing more than £300 million in modernising the light rail system. The system has over 40 million passengers a year.

Elsewhere, the £20 million redevelopment of Haymarket Metro station has come nearer to completion with the installation of a second new escalator and new passenger information display screens, which form part of the ongoing modernisation of the station from its original 1980s design. Work began 19 months ago to completely rebuild the station and it is due to finish this coming summer.

Mendip Rail to gain a Class 60?

◀ **On 4th February, stored Class 60 No. 60063 stands at Whites turnback siding on the Merehead branch, while working from Merehead to Whatley Quarry. The locomotive had been dragged 'dead-in-tow' via Acton, on a move from Toton TMD to Merehead, before working under its own power to Whatley. It is understood that although the locomotive is one of the fleet in a stored pool, No. 60063 has been temporarily hired to Mendip Rail to replace switcher No. 120 (previously reported in *RH* to be undergoing generator repairs) and the resident Class 08 shunter that was damaged last week in a collision with one of the Class 59/1s. It is also believed that the '60' may be used as the quarry shunter during its stay, although it is not known how long the hire is for. Richard Dunn**

Good start for East Midlands Parkway

Over 4,000 journeys have already been made or have been booked for travel to/from the new East Midlands Parkway station since its opening last week.

Commenting, David Horne, Commercial Director of East Midlands Trains said: "It's fantastic news that so many passengers are making the most of our new Parkway station, and we genuinely hope that people will carry on taking the opportunity of its ideal location to get out of their cars, off the busy motorway and onto one of our trains."

East Midlands Trains say that with bargain tickets available from £5 one-way for a trip to London and discounted rates on car parking, they are providing plenty of opportunity for a budget train trip to the Capital!

UK News In Brief

■ Plans to create a community of some 1,300 new homes between Thornaby and Middlesbrough at Tees Yard, together with retail and commercial space, are ongoing. Stockton and Middlesbrough Councils, through the Stockton-Middlesbrough Initiative, have approved the principle of developing the marshalling yards, and over the next two years site investigations will be carried out and a development framework drawn up. DB Schenker and Network Rail own the 53 hectares of land.

■ West Allerton station on Merseyrail is celebrating something old and something new for the start of 2009, a historic display commemorating the station's history now adorns the walls to celebrate its 70th anniversary and a new half hourly service to Liverpool Lime Street, Warrington and Manchester has been introduced as well as an hourly service on Sundays. The station was opened by the LMS in 1939 to serve what was then the new housing areas of Booker Avenue and Brodie Avenue.

■ Mancunians have shown that they are keen for a bargain, buying more self-print rail tickets than any other region served by Virgin Trains. Since mid-December over 30,000 tickets have been bought by passengers who have used the e-ticket fulfillment method, with their ticket being sent by email for self-printing. Over 50% of tickets booked using this service have been for travel on the Manchester-London route. E-ticket fulfillment is also available on Virgin Trains' London to West Midlands, Chester, North Wales, Liverpool, Preston, Cumbria and Scotland routes. The e-ticket facility allows bookings over the internet at www.virgintrains.com and tickets are received by email, eliminating delivery by post or the need to collect a ticket from machines at the station.

■ The Channel Tunnel is to have a sprinkler system fitted after the third fire in 12 years. A train on fire will stop at 'extinguishing stations' that are to be built at intervals along the 31-mile twin tunnels. Heat detectors will locate the fire and high-pressure jets of water or foam will be aimed automatically at the source as soon as the last passenger has escaped into the service tunnel. The recent incident was the third time that a lorry travelling on an open wagon had caught fire, the previous occurrences being in 1996 and 2006. The extinguishing stations will be located so that a train will be able to arrive at one within 15 minutes of a fire being detected. Car shuttle trains have carriages that can be sealed and filled with a suppressing gas in the event of a fire.

■ South West Trains has announced that it is proposing to make yet a further reduction of 180 jobs at the company as part of an ongoing review of its cost base. The proposals, which are subject to consultation with employees, are in addition to the 480 job reductions announced last month. Positions involved include revenue protection roles, ticket office and station staff and further management and administrative posts. Drivers, guards and frontline fleet maintenance staff will not be affected by the proposed changes and the company is continuing to operate the same number of train services. SWT says it will continue to review its operation and take any further steps required to ensure it has a secure business for the long term.

◀ BR Blue-liveried Class 73/2 No. 73208 *Kirsten* brings up the rear of a de-icing train at Abbey Wood on 3rd February. Sandwiched between the two converted Gatwick Express GLV vans is Network Rail-liveried Class 73/2 No. 73212. **Ian Cuthbertson**

◀▼ On 2nd February, the AC Locomotive Group's Class 87 No. 87002 *Royal Sovereign* made a rare 'light engine' appearance at Carlisle. Operated by First GBRf, having arrived from the south and reversed in the station, the locomotive awaits departure back to Warrington RMT. **Darren Armstrong**

▼ On 3rd February, First GBRf Class 66/7 No. 66725 *Sunderland* drags Class 86/2 No. 86248, now painted in a distinctive Floyd colour scheme and numbered 450001, past Bromsgrove while moving the '86' from Long Marston to Crewe for testing, prior to export. **Stacey Thew**

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.

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-Luncheon Circular Tour & return
VSOE (Northern Belle)	2xDBS 67	Chester-Manchester Victoria-Evening Circluar Tour & 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
Railway Touring Company	34067	London Paddington-Slough-Reading-Newbury-Westbury-Castle Cary-Yeovil Junction-Salisbury (break)-Basingstoke-Reading & return
Steam Dreams	60163	London Waterloo-Staines-Basingstoke-Eastleigh-Basingstoke-Waterloo (lunch)
Steam Dreams	60163	London Victoria-Redhill-Guildford-Woking-Staines-Victoria (evening)
UK Railtours	2xDBS 67	London KX-Stevenage-Sheffield-Hope (break/rev) & return
VSOE	35028	London Victoria-Clapham Jct-Richmond-Staines-Virginia Water-Woking-Guildford-Dorking-East Croydon-London Victoria (Luncheon)
VSOE	2x DBS 67	London Victoria-tbc-London Victoria (Evening)
15th February		
VSOE (Northern Belle)	2xDBS 67	Coventry-Birmingham International-tbc-Birmingham Int-Coventry
18th February		
UK Railtours	2xDBS 67	London Euston-Watford Junction-Northampton-Nuneaton- Crewe-Preston-Shap-Carlisle (break/rev)-Carlisle-Workington-Sellafield-Ravenglass-Ulverston-Carnforth-Preston & return
21st February		
Railtourer	2xWCRC 47	Bedford-Wellingborough-Kettering-Market Harborough-Leicester-Loughborough-Langley Mill-Alfreton & Mansfield Pky-Chesterfield-Leeds-S&C-Carlisle (break)-Hexham-York-Chesterfield & return
Railway Touring Company	34067	Portsmouth Harbour-Fratton-Cosham-Fareham- Eastleigh-Andover-Basingstoke-Woking-Virginia Water-Staines-London Waterloo (break)-Waterloo-Wimbledon-Woking-Basingstoke-Eastleigh & return
UK Railtours	2xDBS 67	London Euston-Watford Junction-Milton Keynes Central-Coventry-Birmingham International-Kidderminster (sd)-Worcester Shrub Hill (pu)-Evesham-Long Marston (break/rev) & return
VSOE	35028	London Victoria- Clapham Jct-Richmond-Staines-Virginia Water-Woking-Guildford-Dorking Deepdene-Reigate-Redhill-East Croydon-Clapham Jct-London Victoria (probable routing-tbc)
22nd February		
Steam Dreams	6100	London- Cambridge-Norwich & return **Postponed**

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.

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The Week Ahead

Valentines Day specials dominate this coming week's schedules, with three steam-hauled workings booked for 14th February.

Steam Dreams has two, both with No. 60163 *Tornado* working out of London for the first time, commencing with a luncheon circular from London Waterloo via Staines, Basingstoke, Andover and Eastleigh, returning directly via Basingstoke and Staines back to Waterloo. The evening dining train works out of London Victoria, via Redhill to Guildford, and back to Victoria via Woking and Staines. The VSOE British Pullman is also operating on 14th February with its luncheon circular, which follows the traditional route via Staines and Woking to Guildford and back via Redhill, with No. 35028 *Clan Line*.

The Railway Touring Company heads west with its 'Somerset Explorer' from London Paddington with No. 34067 *Tangmere*, running via the 'Berks and Hants' to Castle Cary, and then onwards to Yeovil Junction. After a break, the train then heads east along the South West mainline to Salisbury, and after a further break, back to Paddington via Andover, Basingstoke and Reading.

Past Time Rail go some way to redress the southern bias of this weekend's steam action, with the second 'Cotton Mill Express' of the season featuring either No. 45407 or No. 76079 on the traditional route from Manchester Victoria via Standedge, Huddersfield, Hebden Bridge and Copy Pit to Blackburn for a short break, and then back to Manchester Victoria via Darwen and Bolton.

UK Railtours is also heading north from London King's Cross with a train that serves both Sheffield and the Peak District, most likely with Class 67 traction. The route is via Peterborough to Doncaster and then on to Sheffield, before continuing along the scenic Hope Valley route to Hope station itself.

Also operating is a Railtourer working from Huntingdon, which picks along the ECML to Doncaster for a Valentine's Day trip both ways over the Settle & Carlisle, on which WCRC Class 47s should feature.

▼ Operating for the first time in 2009, Past Time Rail ran its popular 'Cotton Mill Express' circular tour on 31st January, using LMS Stanier 'Black 5' No. 45407 *The Lancashire Fusilier* on its usual anti-clockwise circuit. Here, the outward leg climbs through Diggle towards Standedge Tunnel. Jonathan Stevenson

David Smith's Royal Scot 4-6-0 No. 46115 *Scots Guardsman* **was on test on 5th February following a bogie repair, prior to working a charter on the Settle & Carlisle two days later. Here, the test train coasts through Long Preston as it approaches Hellifield where a water stop was made prior to continuing its journey. Fred Kerr**

Launching *Tornado*

Crowds of thousands were on hand at London King's Cross to witness the arrival of the first A1 Pacific at the London terminus in over 40 years. Helped by mentions on local TV and radio stations in the morning, No. 60163 simmers at the buffer stops on 7th February, having arrived with 'The Talisman' from Darlington. **Brian Morrison**

A true Royal occasion!

The latest chapter in the Tornado story began on 26th January, when the Office of Rail Regulation granted A1 Pacific No. 60163 the long-awaited authorisation to haul passenger trains on Network Rail.

Two days later, and following preparation work at the National Railway Museum at York, the locomotive took to the National Network once again with a circular test run from York via Milford Junction, Castleford and Leeds in preparation for its inaugural mainline passenger working.

On 31st January/1st February the 'A1' worked the 'Peppercorn Pioneer' trips from York to Newcastle on the Saturday and Doncaster to Durham on the Sunday with hundreds of A1 Trust Covenantors onboard - those people who have been paying each month for several years to make the project possible. The first trip was a repeat of the one hauled by the last Peppercorn 'A1' in traffic, No. 60145 *Saint Mungo*, on 31st December 1965 shortly before it was scrapped.

With thousands gathering along the lineside to see and photograph the trains the weekend went smoothly and was a prelude to the locomotive's first public charter, 'The Talisman' from Darlington North Road to London King's Cross. As the 'A1' steamed south on 7th February, enthusiasts and the general public thronged the lineside along the entire route and an unbelievable crowd of hundreds, possibly thousands, were on hand to welcome the locomotive and the train to the Capital.

But the crowning glory for the Tornado Project will come on the morning of 19th February at York station, when the LNER Apple Green liveried 'A1' Pacific will be officially named *Tornado* by Their Royal Highnesses The Prince of Wales and The Duchess of Cornwall during engagements in West Yorkshire. Members of the public will be able to access York station on the day.

▲ Minus its smokebox numberplate, No. 60163 approaches Stourton on the outskirts of Leeds on 28th January. **Mark Allatt**

▲ ECML motive power meets at Newcastle on 31st January, as an NXEC service from Edinburgh passes No. 60163, which had arrived from York. **Allan McKever**

▼ On the second of its two workings, No. 60163 coasts through Great Heck, between Doncaster and York, and passed the memorial to those who lost their lives in the Great Heck disaster in 2001. **Craig Durham**

◀ Making its first trip along the southern stretches of the East Coast Main Line, A1 Pacific No. 60163 whistles as it passes Tallington, north of Peterborough, on 6th February. **Steve Madden**

▼ Having been routed onto the slow lines, 'The Talisman' rolls through Brookmans Park in Hertfordshire, bound for King's Cross. News of the visit on the local television news ensured that stations, bridges and most vantage points on the lineside were well filled with onlookers, enthusiasts and photographers along the entire journey. **Ken Brunt**

▲ The NER petrol autocar and trailer are pictured passing Poppleton Junction, near York, prior to 1923. **NERPEAT**

Funding bid needed to restore NER autocoach

The 1903 North Eastern Railway Petrol Electric Autocar Trust has achieved a 'first round pass' in its' application for a Heritage Lottery Fund (HLF) grant.

This means that the project meets the HLF's criteria for funding. The Trust now has two years to raise the balance of funds, obtain firm quotes for the work required and to plan the working life of the unique vehicle once restoration is complete. The North Eastern Railway built two petrol electric autocars in 1902, pioneering this means of propulsion. Until then, all trains were steam-powered. The autocars had petrol engines driving an electric generator and could be said to be the 'grandfather' of today's passenger trains.

They entered service in 1903 and operated on NER lines near Harrogate, Selby and on the north Yorkshire coast near Hartlepool. The sole survivor (No. 3170) was withdrawn in 1930 and taken off its underframe, cut in half and rejoined to form a holiday home near Pickering. In 2004, Trust Chairman and vintage railway carriage restorer Stephen Middleton bought the body and placed it on an underframe. It was then painted in NER colours to give an impression of what it looked like in service and was a guest at the North Yorkshire Moors Railway's NER 150 anniversary gala.

The Trust plans to restore the autocar, together with a 1904 built North Eastern Railway autocoach (No. 3453), which the NER coach group at the NYMR have generously agreed to donate to the Trust.

If the HLF grant is awarded at the second stage, it would be a significant £360,000 contribution to the £410,000 project, allowing rapid restoration. The next steps for the Trust are to develop comprehensive proposals for the restoration and operation of the autocar and raise the balance of funding.

Any help readers can offer, whether financial or by volunteering their time and skills to assist with this project would be much appreciated. For further information and membership applications, send a SAE to NER 1903 Electric Autocar Trust, Rose Lea House, 23 Brunswick Drive, Harrogate, HG1 2QW or visit www.electricautocar.co.uk

▲ On the Ecclesbourne Valley Railway Class 20 No. D8001 propels a 'short' Gatwick Express set between Wirksworth and Gorsey Bank on 28th January while testing the set for filming work with ITV the following day. **Martin Miller**

News In Brief

■ The Keighley and Worth Valley Railway and the North Norfolk Railway have been jointly awarded the Heritage Railway Association's, Annual Award for Large Groups. The K&WVR has operated steam trains through West Yorkshire's Brontë Country since 1968, and was presented with the award to honour its 40th Anniversary. The North Norfolk was recognised for its rescue and preservation of a unique articulated set of Great Northern Railway wooden-bodied carriages. The trophy will be displayed on the K&WVR, and later taken to Sheringham for display on the North Norfolk.

■ Plans to extend the Llangollen Railway to Corwen have won the backing of North Wales Assembly member, Janet Ryder, who is calling for European funding to help meet the costs of the extension from Carrog to Corwen as a boost for business in both towns. She said: "The Llangollen Railway is a great example of how a small enterprise can grow over the years and become a cornerstone of the local economy. With more than 30 employees, it's now the town's second largest employer and has succeeded in extending the tourist season beyond the summer months."

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THAT'S YER LOT

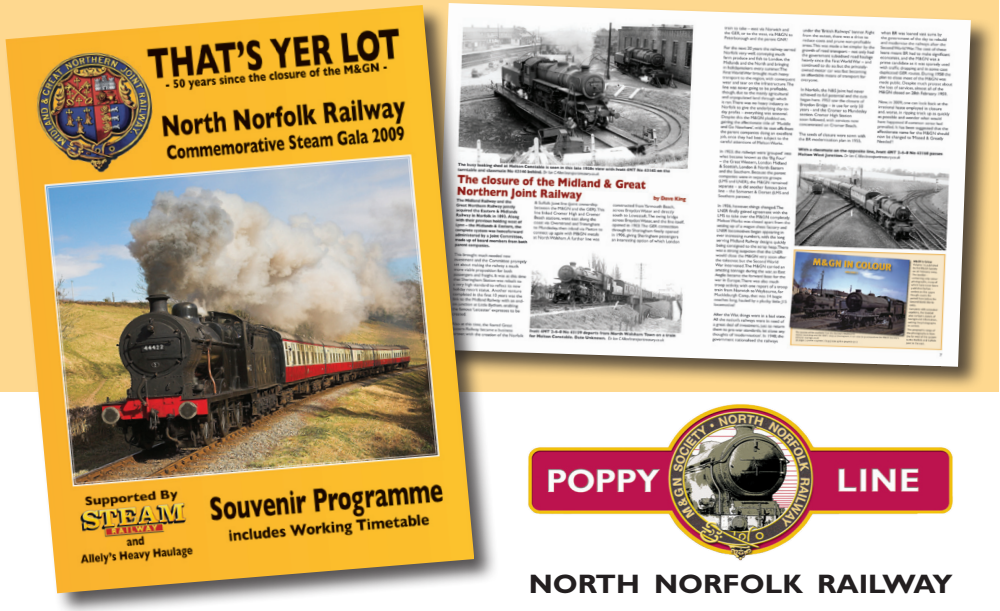
– 50 years since the closure of the M&GN –

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. 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.

SOUVENIR PROGRAMME NOW AVAILABLE – Priced at £2.50

Produced in association with the Railway Herald, the 20 page A4 colour guide includes the working timetable, history of the M&GN from conception to preservation. The programme also gives details of what is on offer during the event. Order now and get 20% off the cover price (until 26th February '09, P&P charges may apply). Order online at www.nnr.co.uk or by phone 01263 820 800.



POPPY LINE

NORTH NORFOLK RAILWAY

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

LIVE STEAM – LIVING HISTORY

Vale of Glamorgan Railway moves to Garw Valley while Cambrian looks to resurrect '8F'

Further to the news item last week, the Vale of Glamorgan Railway (VGR) has reported that after weeks of uncertainty, following the decision of the Vale of Glamorgan Council to evict the railway from its Barry Island home, it has negotiated a new home on the Garw Valley Railway.

It is intended that the VGR will retain its identity while being based at Pontycymmer in Bridgend County Borough. The VGR has approximately 300 members, of which around 50 are active volunteers. It has been at Barry Island since 1996, when it moved from its former Bute Road base in Cardiff Bay where it was known as the Butetown Historic Railway Society.

Both the VGR and the Garw Valley Railway will now work together to establish a working railway along the five miles of the line that was closed to passengers in 1953 and to freight traffic in 1997. The VGR will be unable to bring its entire range of rolling stock to Pontycymmer, as some will be sold off prior to the move.

Hunslet 0-6-0ST *Pamela* has moved to the Lincolnshire Wolds Railway 'on hire' and will also receive an overhaul. Class 14 No. D9521, Hunslet 0-4-0DM No. 6688 of 1968 and a VDA van have moved to the Dean Forest Railway for a period, and RSH 0-4-0ST No. 7705 has been bought by a consortium and will move to Pontycymmer to finalise its restoration. In the interim, it is planned to use a Diesel Multiple Unit to run operations along the initial stretch of line between Pontycymmer and Llangeinor. The line is expected to open for passenger services by late 2009.

Meanwhile, Cambrian Transport Ltd, the preferred bidders for the Vale of Glamorgan Council's rail facilities at Barry, have introduced a plan to resurrect Doncaster-built Class 8F 2-8-0 No. 48518, more than a year after it was dismantled to provide its boiler and other parts for 'new-build' steam locomotive projects.

"Everybody thought that this locomotive had effectively been scrapped", said John Buxton of Cambrian Transport, "but the frames of the 8F are still in existence and I understand they could be made available for our project" The loco would be restored at the Barry workshops, which are to be leased by Cambrian from the Council and would be one of a number of flagship projects that Cambrian intends to bring to its new South Wales base, which incorporates the Barry Island Heritage Railway.

The '8F' was, until dismantled for parts, unique in that it was the only surviving member of its class constructed at the former LNER workshops at Doncaster during World War 2. The Cambrian plan is to assist in the repatriation of one of the six '8Fs' currently languishing in Turkey to provide 'donor' parts for No. 48518. The Barry loco had been heavily stripped of parts before being rescued from Woodham's Scrapyard in 1989, and has since lost further components to other projects, including its boiler to the GWS 'County' Project.

The Turkish 'donor' option looks to be the only practical way forward for a 'Phoenix-like' rescue in view of the few remaining components. Cambrian is currently in discussions with two organisations in order to advance the project, the Great Western Society County Project Team (the present custodians of the remains of No. 48518), about the release of the frames, and the Churchill 8F Locomotive Group, which are in the lead in trying to get four Turkish '8F' locomotives repatriated.

▲ LNER 'A2' Pacific No. 60532 *Blue Peter* is pictured rubbed down and ready for repainting, inside the roundhouse at Barrow Hill on 1st February. **David Wragg**

◀▲ Class 73/1 No. 73134, still in its Intercity livery with painted nameplates, is shown stabled at Barrow Hill Roundhouse on the same day having arrived from the Weardale Railway the previous week. **Stuart Chapman**

◀ The Mid-Hants Railway's Ivatt 2MT 2-6-4T No. 41312 is pictured on its last working before a heavy overhaul and is seen here at Alton on 1st February. **Mike Cole**

Britain : At a Standstill

Steve Chapman

The South-East

▶ This was the rush-hour scene at Bexley in South London on 2nd February. Perhaps the only occasion where staff have out numbered passengers! **William Turvill**

▲ At London Bridge, the scene was not much better with a total of two trains stood in a station that should be bursting at the seams.

▶ The day after and Charing Cross, Cannon Street & London Bridge were all closed. Gatwick Express-liveried Class 73 No. 73202 departs from London Bridge Platform 8 on a proving run, testing to see if all the points and track circuits had survived the snow. **Both: David Burnett**

London Underground did not fair much better on the 2nd February, as lines were closed due to the snow and the following day saw numerous disruptions.

◀ Central Line 1992 stock with Driving Motor No. 91053 arrives at Snaresbrook station heading westbound at mid-day on 2nd February. At this stage the line was running, but with major delays. **Alan Perryman**

◀▼ At Woodford, also on the Central Line, a set departs westbound, with several trains stabled out of traffic in the background. **Kim Rennie**

▼ A District Line service calls at West Ham on 2nd February in falling snow. **Kim Rennie**

▲ Stored Class 60 No. 60063 *James Murray* (with plates only on one side of the locomotive) is pictured stabled on a set of Hanson wagons as it recesses in the Yeoman sidings at Acton Yard on 2nd February after snow closed the yard all day! The locomotive was awaiting an onward move, 'dead in tow' to Merehead Quarry - see news pages.

► Described by the photographer as the only ground staff on duty at Acton Yard on 2nd February, due to the snow causing travel problems! **Both: Richard Dunn**

◄ Two days after the heavy snow and the rail network as a whole, and the South East corner of Britain in particular, was beginning to return to normal. Forming the 10.18 Cannon Street-Woolwich Arsenal-Crayford Loop-Sidcup-Cannon Street roundabout service, Class 465/1 Networker No. 465156 departs from New Eltham on 4th February. In the station is the 11.02 service from Charing Cross to Gravesend, via Sidcup, led by Class 465/0 Networker No 465021. **Brian Morrison**

▼ An unidentified Class 220 Voyager passes Beam Bridge (Wellington) working the 10.58 Exeter St Davids to Manchester Piccadilly service on 7th February.
Brian Garrett

◀ National Express East Anglia's Class 170/2 No. 170273 sits amidst a heavy snow storm at Platform 6 at Cambridge on 2nd February. **Thomas Blampied**

▼ Fastline Freight Class 66/3 No. 66302 heads north to Derby and passes a DB Schenker freight service at King's Sutton on 5th February. **Robert Jefferys**

On 3rd February, Northern Rail-liveried Class 142 No. 142060 passes a very wintery scene at Marsden in West Yorkshire, with the 10.27 Manchester Victoria-Huddersfield service. **Stuart Chapman**

▲ In the North East and Class 91 No. 91115 heads a northbound National Express East Coast service on 2nd February, in a brief period of sun and approaches Colton Junction. **Robin Patrick**
▼ Freightliner Class 66/6 No. 66620 powers the 09.30 Roxby to Northenden 'Binliner' train through Hare Park Junction as it heads towards Wakefield on 2nd February. **Mark Walker**
▼▶ First-liveried Class 156/4 No. 156457 departs Carlisle in the falling snow, bound for Newcastle via the Tyne Valley, on 2nd February. **Darren Armstrong**

Despite a medium to heavy snowfall across the area, the North East kept running without any major problems. Class 66/0 No. 66177 approaches Tees Yard on 2nd February with loaded coal hoppers passing classmate No. 66144. **Stuart Chapman**

Have you ever thought about writing your own book .... your way?

Names such as Ian Allan Publishing, Platform 5 Publishing and Middleton Press are all well known in the railway book field, be it a pictorial or text format, most enthusiasts have at least one of their books on their bookshelfs, if not in their pockets during their life.

Until the turn of the century, book publishing was (and to some extent remains) a specialist field, bringing together a number of people with varying skills, that of writing, photography, creative design, printing and distribution. Whether the book concerned is a pictorial view of an area or class, or an in-depth written history, it requires careful research, then obtaining relevant photographs, before the whole book is designed and all aspects brought together to create what would hopefully be a best-seller.

Since the late 1990s/early 2000s the continual march of computing brought about the advent of Desktop Publishing, in such a form that programmes were available at reasonable cost that would produce the quality required for publishing, and digital photography exploded in such a way, that the quality now amazes everyone and is to a high-enough standard to be able to do almost anything you want. Add into this scenario the continung development of the internet and all of a sudden, the world of book publishing has taken a completely different turn.

Now, for the first time, individuals can attempt to write their own books, drawing on their own knowledge and skills. While the publishing companies will probably always have the edge, especially when it comes to cost efficency, for the first time self-publishing is now easily within reach of many people ... those who want to have a book of a specific subject and have the knowledge or the time to research and write it.

But the big problem was still physically publishing and printing the book. In many respects the answer was colour inkjet or laser printed pages that were then bound together in someway, but it was still a large step away from the standards of a printed book. However, bring in the internet and suddenly there are companies that will support the self-publicist who wants anything from a single copy to 100+ copies and provide authors with an online print shop and distribution activities. Now, self-publishing, especially with photographic books has become such a big industry that people don't even need to know the skill of desktop publishing as many companies are now providing easy to use software that can be downloaded.

Although there are several such companies (viovio.com, Apple, shutterfly, myPhotoBook etc..) two *Railway Herald* contributors have recently tried out another company - blurb.com and their results can be seen opposite and purchased online! The company, like many of the internet self-publishing home-user book companies is American-based, San Francisco in this case, but ship worldwide.

Producing a book with their system is quick and simple and involves the use of book-smart, the company's own book creation and publishing software that is a free download from their website and available for both Apple Mac and Windows PC machines.

Once the software has downloaded and installed, users can set up the basics of the book, entering the title and author and the size that they want to create, before selecting the basic style, of which there are several options covering photographic portfolios, year books, cookbooks, journals and 'text and photos' and the colour theme. Then it is simply a case of creating pages from templates. The latter provides the basic outline of the page, with boxes for pictures and text and allows users to simply drag images over the appropriate box to put it on page. Some of the companies, such as viovio.com also allow users to create their books as PDF files in a standard desktop publishing programme and upload the finished print-ready PDF for printing.

The company provides a number of options on sizes, from square, standard portrait (roughly A4 size), standard landscape and large format landscape, with the costs starting from $12.95 up to $54.95 for the latter type. The final cost depends upon the type of cover you require - softback or hardback - and the number of pages. Blurb books can handle anything from four to 440 pages, and even the latter in a standard portrait book is not too expensive at £46.95 in hardback (plus postage and any applicable tax), especially when it is realised that this is a one-off print for one copy. Orders of 10 copies or more of the same book attract a 10% discount. Obviously, being printed and dispatched from the United States, delivery can take a couple of days, but various options exist on the checkout to cover the cheapest and the quickest delivery.

Overall the publication of books is simple, whether it is for one-off books for your own library, a small number of copies for family members or the ability to create a book and publish it online through the blurb shop for everyone in the world to publish.

For the books opposite, the blurb system was used, but if one company doesn't offer the size, type of book, or type of binding, do search around as each company invariably offers different options, so the old addage of search around is definitely worthwhile!

Website Links

- Blurb - www.blurb.com
- Viovio - www.viovio.com
- Apple Photo Books - www.apple.com
- myPhotoBook - www.myphotobook.co.uk

Twilight of the Grids
by Mark Allatt

from Blurb.com only, priced from £17.95

Buy Now

The first book written by this author, it follows the decline of the class by EWS through West Yorkshire.

Featuring the regular workings in the late 1990s, through to the rare operations and the final railtours in 2004. Also featured are the celebrity machines such as No. 56078 *Doncaster Enterprise*.

Overall the book is to a high-standard and is a pleasure to read and look at. The photography is good, although a few images should, in the reviewers opinion, have been left out. However, it does not detract from what is a good 'first' book. The print quality is also excellent and the 96-page title can be purchased as a hardback with jacket cover.

Taunton Trains
by Brian Garrett

from Blurb.com only, priced from £11.95

Buy Now

Another first, and one that in the reviewers opinion is an excellent example of self-publishing and making the most of the topic.

The 40-page book looks at the variety of traction at work in the Taunton area between 2004 and 2008, covering everything from HSTs to Class 33s! There are sections on the traffic serving Taunton Fairwater Yard, steam specials, the cross-country HST workings and a supurb example of digitally enhanced photography with black and while imagery, each photograph just having a small splash of colour. The West Somerset Railway is also touched on and adds to what is an excellent pictorial softback book.

DB enhances its portfolio of freight operations

Deutsche Bahn (DB) is to acquire the logistics arm of the PCC corporate group, the largest private rail company in Poland, with some 5,800 employees, revenues of □350 million and an 8% share of the market.

The company is comprised of several regional operators and specialises primarily in transporting coal, chemicals and construction material. Poland plays an important role in developing traffic along the trans-European rail corridors and also has the second-largest national railroad market within the EU, offering potential for growth in rail-bound logistics for Polish as well as international customers. Operations are centred in Silesia, while also operating services to all economic centres in Poland. It is now the intention of DB to develop PCC Logistics into the central pillar for Eastern Europe within the European network.

SBB Cargo supports winter passenger services in Switzerland

Swiss Railways (SBB) has temporarily transferred 25 engineering staff from its freight division to help in the maintenance of passenger stock.

This has been made possible by the downturn in goods traffic, mainly caused by the present poor economy. The transfers made are because of the growing demand for passenger traffic, as since the timetable change, winter sports traffic has increased and a total of 240 special trains have been arranged. The company has seen an increase in demand for passenger services that is above average and has increased the number of services to cope. To handle the increase in the future, SBB is continuing to increase the number of engineering staff, and around 140 engineers and mechanics will complete their training this year offsetting the need for such temporary transfer in the future.

◀▲ EMU FLIRT (Fast Light Innovative Regional Train) ETR No. 340-102 FT for the Italian Ferrotramviaria is pictured in Weinfelden on 4th February. The trainset was towed from Bussnang to Chiasso by Re 4/4 II No. 11167 of SBB Cargo. The EMU was built for the Italian 3,000V DC-system and could not be operated under its own power in Switzerland. This and a second set only have seats in First (Business) Class, two other sets have Standard Class seats and more multipurpose space. **George Trub**

◀ HLE No. 2825, a Bombardier Traxx Class 186 UIC No. 186217, currently on hire to SNCB, stands at a signal check with a BASF service from Antwerp to Aachen-West. **Tommy Ravache**

▲ A southbound empty Blue Circle Cement cement train pases through the 27th Street Interlocking on 1st February powered by three Norfolk Southern operated CW40-9 type locomotives, led by No. 9209. As a note, the old Southern Railway style signals bridges will be removed soon, as they have been declared unsafe and concrete pads have been laid for the new siganls to be put in place. **David Stewart**

▼ Ex-Amtrak F40 No. 239 leads a short four-coach consist, including the 'Grand View' dome car, depart from Grand Canyon South Rim to Williams, Arizona with the 15.30 departure. The Grand Canyon Railway has recently undergone an ownership change and the new parks and resorts owners have withdrawn both steam and Alco diesel traction as their F40s are far more economical. **Neil Bennett**

J.B. Hunt and BNSF celebrate 20 years of intermodal transportation

Twenty years ago on 5th February 1989, J.B. Hunt Transport Services Incorporated and a BNSF predecessor, the Atchison, Topeka and Santa Fe Railway Company, loaded a Hunt trailer onto a railcar - and began the modern age of intermodal freight transport.

Today, intermodal is one of the most efficient, economic and environmentally friendly ways to move goods, but 20 years ago, trucks and trains in the USA were competitors rather than partners. The joint effort started with 150 trailers and five railcars moving freight between Chicago and California.

Today, BNSF and J.B. Hunt provide transportation throughout North America and last year, more than 700,000 shipments were moved through this transportation alliance. "When the partnership started, no one could have imagined the effect it would have on the industry," said a BNSF spokesman, "Once thought of as experimental, intermodal offers shippers innovative, efficient and value-added services that allow them to effectively compete both domestically and worldwide.

CN integrates EJ&E railroad

Canadian National (CN) has completed its acquisition of the principal lines of the Elgin, Joliet & Eastern Railway Company (EJ&E), following the Surface Transportation Board's decision approving the transaction.

CN will now begin a measured integration of the acquired lines to ensure a safe, efficient combination of the two rail operations. EJ&E operates over 198 main line miles of track encircling Chicago from Waukegan in the north, to Joliet in the west, to Gary, Indiana, in the south-east, and then to south Chicago. The Transtar subsidiary of United States Steel will retain railroad assets, equipment, and employees that support the Gary Works site in north-west Indiana and the steelmaking operations of U S Steel. These remaining operations will become the Gary Railway.

Could high-speed be the next thing for US railroads?

High-speed rail could be the next big investment in mass transportation in the USA, planners across the country currently working to reconnect cities with modern passenger trains that would initially travel up to 110mph, and eventually to more than 200mph.

However, the state of Texas is concerned that it is getting into the project late compared to other states and may miss a rare chance to secure federal funding set aside for future rail projects. Areas such as Dallas-Fort Worth are becoming overwhelmed by traffic congestion, and it is said that people in a position to do something about it need to take a serious look at alternatives such as rail.

Congestion continues to worsen in cities across Texas, costing motorists not only time (the average North Texan loses 60 hours a year stuck in traffic, according to the Texas Transportation Institute), but also millions of dollars in lost productivity. Even airlines that used to oppose the concept of high-speed rail are now for it.

The idea is to follow the European principal of building separate railroad tracks dedicated for passenger trains in or near existing freight corridors. Fort Worth travellers could then travel quickly to Little Rock or San Antonio along a route that the federal government dubs as the "South Central High Speed Corridor'. According to the federal plan, similar such corridors would connect most of the nation's major cities, with Houston being part of the 'Gulf Coast Corridor', connecting to New Orleans and Birmingham, Alabama.

In October last year the American Congress announced that it was ready to move forward with fast trains and set aside $1.5 billion for high-speed rail. States and private developers were invited to bid for the funding, and officials in states such as California, North Carolina and Wisconsin quickly began putting together their plans.

Meanwhile, Texas officials as recently as last December, acknowledged that they still didn't have a detailed high-speed rail plan. Only in recent weeks have they begun to talk about the potential.

New link for Amtrack on the horizon?

Passenger rail services have not been available to Roanoke, Virginia, since 1979, despite its roots as a rail town.

But a state official has told the state Senate panel that providing funding is available and there is no conflict with freight trains run by Norfolk Southern Corporation, there could be Amtrak passenger services up and running between Roanoke and Lynchburg and on to Washington by 2015. From there, the state is looking at a further extension south to Bristol, possibly by 2020.

The first step in what has become known as the 'TransDominion Express' will come in autumn this year, when a new Amtrak train will begin offering daily service from Lynchburg to Washington, linking commuters to Amtrak's Northeast Regional corridor service, which runs north to Boston. Lynchburg already receives Amtrak service, but it is provided by a train called 'The Crescent' that provides few seats for 'short rides', such as a passenger who would board at Lynchburg and ride to Washington D.C. The new train will transport passengers north to Washington in the morning and return them south in the evening. Funds have been allotted for only three years of the new service so far, but assuming all goes well, the next step would be to extend the line to Roanoke. However, that could be more difficult than it sounds as a state report from last month notes that, "this corridor is Norfolk Southern's main freight artery between the Appalachian coal fields and Hampton Roads, and with the construction of the Heartland Corridor Initiative, it is one of the major east-west double-stack container train routes in the nation". (The Heartland Corridor is a project to improve Norfolk Southern's capacity to run freight from Virginia to Ohio). The position with regard to funding is looking currently bleak, however, as in a year in which state lawmakers are grappling with a projected budget shortfall of $2.9 billion or more, passenger rail doesn't seem to rate high on the list of the state's financial priorities. Senator John Edwards of Roanoke, who sponsored an unsuccessful bill to shift the responsibility for raising money for rail infrastructure to a state rail authority, said that it is a push worth the effort. "The public is behind this and very supportive of passenger rail and improving the rail system," Edwards said. But he admitted, "It does take a while for something like this to come to fruition. There are a lot of pieces to be put together and it can't be done overnight".

Amtrak powers through the snow

◀ Amtrak AEM-7 No. 937 hauling train No. 195 races south from Trenton, New Jersey, across the Delaware River and into Morrisville, Pennsylvania, across the Pennsylvania Railroad-built stone arch bridge on 1st February. Ice extending this far into the river is rather unusual. Mitch Goldman

▲ Class 1551 MLW loco's are lined up at Entroncamento, Portugal, on 1st February.

◀▲ The Portuguese Traction Group celebrated its 10th anniversary with a charter in early February. No. 1424 is pictured at Ramal Siderurgia on 1st February, the end of a short freight branch from Coina, No. 1408 was on the rear.

◀ On the previous day, No. 1964 stands at Celbi paper mill. The locomotive worked the train from Porto Campanha to Bobadela Yard, with classmate No. 1963 attached to the rear. **All: Ian Thurman**

Arosa
Arosa
Arosa

Swiss Rail by Snow

PREVIOUS PAGE: An Arosa to Chur service is propelled over the Langwies viaduct on 26th January. **Roy Hutchinson**

◀ In July 2008, both the Albula Valley and Bernina Pass sections of the RhB network were awarded World Heritage Site status by UNESCO. In recognition of the award, appropriate UNESCO branding has been applied to Ge 4/4 locomotive No.650, seen here arriving at Samedan on 18th January. The train is a combined working of the Glacier Express 953 and the RE 1125 08.58 from Chur. The Panoramic coaches forming the Glacier Express will be uncoupled and taken forward to Pontresina by the train locomotive, while the St.Moritz portion will complete its journey behind Ge 6/6 No. 701.

▼◀ Arosa is a popular resort centre accessed via the RhB on a spectacular climb from Chur. RhB Class Ge4/4 locomotives are the standard traction on the route that includes street running through Chur. Winter weekends bring associated additional traffic demands and while additional services are provided at peak times, larger train consists require additional motive power. On 10th January, a pair of the Ge 4/4 machines Nos. 631 *Untervaz* and 616 *Filisur* have just arrived at Arosa with Train 1429, the 10.08 from Chur. **Both: Don Gatehouse**

▼ On 22nd January, Gornegrat Bahn EMU No. 3084 climbs up into the mountains around Zermatt. **Roy Hutchinson**

▲ A Chur to Arosa service passes over the Langwies viaduct, near Arosa, in Switzerland on 26th January.

◀ Later the same day and RhB No. 633 *Zuoz* departs Arosa with a train bound for Chur.
Both: Roy Hutchinson

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 or by e-mail www.gres.org.uk for further 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, by Secretary email 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 Secretary, John Goodrich on 023 8067 0028 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 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 Mark Ratcliffe on 01283 221537 or visit the Society's website at www.burtonrailwaysociety.co.uk 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.. Starts19.30. Contact Mick Hayes on 01709 820544 for details.

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

6th February 2009

Gloucestershire Warwickshire Railway (Birmingham Area Group)
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 Branch)
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 for details.

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. Meeting commences at 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 'The Brains of Sussex' quiz by Mike Hearn and Nick Kelly. Meeting commences at 19.30. Donation of £2 requested. Contact the Branch Secretary, Bruce Cakebread on 01273 462094 or by e-mail at b.cakebread@ntlworld.com for further details.

Stephenson Locomotive Society
New Trinity Parish Hall, Saltcoats, Ayrshire. 'Irish Railways in the Years 1996-2006' by Arthur Wilson. Meeting commences at 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. Meeting 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. Meeting commences at 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ntlworld.com for further details.

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. Starts 19.45. Contact 01606 44959 for 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. Starts 19.30. Contact Mike Hartley on 01724 341358 for details

Stephenson Locomotive Society
YMCA, Bridge Street, Guildford. 'Reminiscences of Steam Days' by John Snell. Starts 19.30. Contact 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. A £2 donation is requested. Contact Ron Dawes (0208 660 3532) for 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. Starts 19.15. Contact Adrian Palmer on 01932 850624 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 starts 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. Starts 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' by John Ryan. £3 for non-members Starts 19.30. Contact 0161 928 9394 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. The information is believed to be correct at the time of publication.

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

▼ Class 66 No. 66054 reverses into Ashchurch MOD, on the former Ashchurch to Evesham branch, with a rake of heavy armoured vehicles from Didcot on the 3rd February. **Jack Boskett**

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. Starts 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.

Locomotive Club of Great Britain (Dorking)
Pethick-Lawrence House, 85 South Street, Dorking. 'Trip Around Europe' by David Cable. Meeting starts 19.30.

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. Starts at 19.30. Non-members £3.

RCTS (Cheltenham Branch)
The Victory Club, Burlington House, Lypiatt Road, Cheltenham. GL50 2SY 'Steam and Frost in the Northern Cape' by Martin Connerty. Meeting starts at 19.30. Visitors welcome.

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 sharp. Contact the society secretary on 01642 321205 for further details.

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 John Hughes on 01974 298513 or by e-mail at caronprom@aol.com for further details.

Kent and East Sussex Railway (Ashford Group)
The Railway Staff Club, Beaver Road, Ashford, Kent. TN23 7RR.
'Review of 2008 and Steam on Different Gauges' Video by Andy Main. Meeting commences at 19.30. Donation of £2 requested. Contact the Secretary, Keith Mapley on 01303 269138 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 the Secretary, 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 or by e-mail www.gres.org.uk for further details

Locomotive Club of Great Britain (North West)
St David's Club, 249 Wargrave Road, Newton-le-Willows, Merseyside.
'Welsh Highland Revival' by George Jones. Meeting commences at 19.30.

Marlow & District Railway Society
British Red Cross Society, Victoria Road, Marlow. AGM and Members' Photographic Evening. Doors open at 19.45 for 20.00 start. Admission £2 for non members.

RCTS (West Riding)
Saltaire Methodist Chapel, Saltaire Road, Shipley.
'Leeds Box 1963-2003' by Keith Long. 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 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 commences at 19.30. Contact 01823 334188 for details.

Locomotive Club of Great Britain (Central London)
Keen House, Calshot Street, London N1. 'Off the Beaten Track' by Terry Bagworth. Meeting commences at 19.00.

Purbeck Railway Circle
Catholic Church Hall, Rempstone Road, Swanage.
'Repatriating Coaches to the Swanage Railway' by Steve Doughty. Doors open at 19.00 for 19.30 start.

Stephenson Locomotive Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne.
Centre AGM & Members' Evening. Starts at 19.00. Contact the Secretary on 01434 688946 for further 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 the society secretary on 01803 336329 for further details.

Stephenson Locomotive Society
The Friends Meeting House, Mount Street, Manchester
'Where the Canal Ends, the Railway Begins' by David Frith. Meeting commences at 14.00. Contact the Secretary on 0161 928 2461 for further details.

25th February 2009
Basingstoke & District Railway Society
Wote St.Club, New Road, Basingstoke
'Cable's Railway Year' by David Cable. Meeting commences at 20.00 sharp. Visitors welcome. Contact the society secretary on 01256 326096 for further details.

20th-26th February 2009
Locomotive Club of Great Britain Overseas Tours
AUSTRIA: 'ICE Winterdampf'
LCGB membership is compulsory for participants on these tours due to insurance reasons. See the LCGB website for further details.

Locomotive Club of Great Britain (Croydon)
United Reformed Church Hall, Addiscombe Grove, East Croydon.
'Ken Nunn on the Southern' by Graham Stacey. Meeting commences at 19.15.

27th February 2009
Scarborough Railway Society
The Public Library, Vernon Road, Scarborough.
'Missed Loco's and Lost Locations' by Ted Parker. Meeting commences at 19.30 sharp. Contact the society ecretary, Adrian Scales, by email at email@scarboroughrailwaysociety.org.uk for further details

Great Central Railway (London Branch)
The Exmouth Arms, 1 Starcross Street, Euston, London NW1 2HR.
MEETING NOW CANCELLED.

Great Western Society (North West Group)
St Hilda's Clubroom, Slater Street, Latchford, Warrington;
Group AGM followed by 'Cheshire Lines Committee'. Meeting commences at 19.30.

Great Western Society (Oxford Group)
Pauling Human Sciences Centre, 58 Banbury Road, Oxford.
Group AGM. Meeting commences at 19.30.

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

The snow also caused some problems with Eurostar services. Here Class 373 Nos. (37)3219 and (37)3220 pass Singlewell on High Speed 1 on 2nd February with the 13.10 St Pancras International to Paris Gare du Nord service. Jonathan Makepeace

Magazine Information

Editorial Address:
The Railway Herald, PO Box 252, Scunthorpe, North Lincolnshire. United Kingdom. DN17 2WY
Telephone: 01904 500175

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eurostar

Holloway Bank

The years of change

A special 'Turning the Clock Back' supplement by renown railway photographer ***Brian Morrison***, documenting some of his favourite images from one of his favourite locations - Holloway Bank on the departure from London King's Cross.

Railway Herald
SPECIAL SUPPLEMENT

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