Railway Herald

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The electronic journal for the railway enthusiast

Railway Herald

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Editor
Richard Tuplin

Contributing Editor
Brian Morrison

Railtour Editor
John Whitehouse

Advertising Manager
Ken Brunt

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Agility Trains

IEP build contract awarded

After months of discussion and proposals the Intercity Express Project is finally off the drawing board following the announcement from the Government that the winning builder is Agility Trains - a consortium of Hitachi, Barclays and John Laing.

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Engineering work has begun on a £326 million project to upgrade the North London Line in time for the 2012 Olympic and Paralympic Games. The long-awaited scheme will double passenger capacity to support up to eight services an hour each way and lengthen 30 platforms at stations on the route, which is part of the London Overground network.

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Front Cover Caption:

BR Standard 4MT 2-6-4T No.80002 and WD 2-8-0 No. 90733 work 'light engine' from Haworth to Oxenhope on 13th February. Nick Wise

IEP gets off the table, but the Government awards it to a non-UK consortium

The Government is coming under increasing criticism for awarding the largest ever order for rolling stock to a non-UK builder, although from the point of view of the travelling public, the long announced Intercity Express Project (IEP), the successor to HST2, is finally underway and passengers on some of the country's busiest rail routes will benefit from the single biggest investment in Intercity trains for a generation.

Agility Trains, a British-led consortium, comprising John Laing, Hitachi and Barclays, has been selected as the preferred bidder for a £7.5 billion contract to build and maintain a fleet of the new trains for the Great Western and East Coast Main Lines. These will replace the existing HST and Class 91 and Mk4 sets that are now between 20-30 years old, and will provide additional seating to cater for expansion. Passenger journeys by rail have increased 40% over the last 10 years, and in 2008 totalled over one billion, the highest since 1946. The Government now predicts that journeys will rise another 30% over the next decade. Agility Trains says it is committed to spending 70% of the contract value in this country and expects to deliver 2,500 skilled engineering jobs in Great Britain for train manufacturing, construction and maintenance. Specifically, the consortium is in active discussions with 20 carefully selected high-quality UK suppliers, which will have a knock-on effect of safeguarding jobs in the UK. The secondary bidder, Express Rail Alliance, a consortium of Bombardier Inc, Siemens AG, Angel Trains Ltd and a fund managed by Babcock & Brown Ltd, missed out on the contract, but has been asked to maintain status as reserve bidder in case the Department for Transport (DfT) is not able to reach satisfactory terms with the preferred bidder. It was also announced that the DfT is in advanced negotiations with National Express East Anglia to provide 120 new carriages for its Stansted Express services. The preferred bidder for this order is Bombardier Transportation, which plans to build them in Derby and safeguard jobs there.

The IEP project seeks to replace the Intercity 125 HST diesel fleet and Intercity 225 electric fleet procured by British Rail during the 1970s and 1980s with a new, higher capacity, more environmentally friendly train. The 125 mph IEP trains will reduce overcrowding as they will be longer, the new carriages to be 26 metres in length as opposed to the 23 metres in Intercity vehicles currently in use. This will mean that they will carry

▲ How the five-car versions of the Super Express will look on the ECML and GWML. Agility Trains

▼ Super Express Standard Class layout. Agility Trains

up to 21% more passengers per train than current rolling stock. The faster journey times will also allow operators to run more frequent services. Typical journey times between London and Leeds, Edinburgh, Bristol and Cardiff will shorten by around 10 minutes, 12 minutes, 10 minutes and 15 minutes, respectively.

The fleet will comprise an electric, diesel, and a bi-modal variant, the latter being able to make use of an electric or a diesel power source at the end of the train. This is the first time in recent history that a bi-modal train has been earmarked for the UK rail network, such motive power being common on some mainland European national rail systems. The electric and bi-modal versions of the trains will include regenerative braking, a system whereby electricity is re-cycled back through the overhead wires when the driver applies the brakes, and the diesel and bi-modal versions will benefit from the latest hybrid power technology that will reduce fuel consumption by up to 15%. The new trains are to incorporate the world's first high-speed hybrid traction power source, a technology pioneered by Hitachi in partnership with Network Rail, to deliver up to a 15% reduction in fuel consumption.

Initial deliveries of the first tranche of trains will start in 2013 for the East Coast Main Line franchise. The total build of up to 1,400 coaches is planned to be in service by the end of 2018. The fleet will comprise five and 10 coach formations, delivering over one million additional seats per year on the East Coast Main Line alone. The company will provide maintenance for the life of the fleet underpinned by a substantial investment in new and existing maintenance facilities around the country.

The structure of the contract passes the responsibility for constructing depots and maintaining trains to the successful bidder. The Train Operating Company will pay the successful bidder 'set availability payments' for each train that reports for duty each day and remains reliable during the operational period. Agility Trains has announced that the trains will be substantially manufactured in the UK. Hitachi, the consortium's principal supplier, has said that as part of its long-term commitment to the UK, and in anticipation of further demand in the UK and other European rail markets, it will establish a world class rolling stock manufacturing facility in this country. From feasibility studies to date, a shortlist of three suitable sites, located in Ashby de la Zouch, Gateshead and Sheffield has been drawn up, with all locations under active consideration.

The trains will be serviced, maintained and cleaned around the country at five new state-of-the-art train maintenance centres, at Bristol Parkway, Reading, Doncaster, Leeds and on part of the North Pole site in West London, with upgrades to several existing depots throughout Great Britain.

▼ **How the First Class seating layout could look on the Super Express sets. Agility Trains**

Funding agreement completes London Orbital network

Funding for phase two of the East London Line has been agreed, which will complete the London Overground network and create an orbital line around the Capital.

This means that Phase two will be completed before the 2012 Games at a cost of £75 million. The scheme will link Surrey Quays on the East London Line extension to Clapham Junction, providing direct links both to the City and to Docklands. Upon completion, the project will help reduce congestion on radial routes and at Central London interchange stations and, together with improvements planned to be delivered in the new South Central franchise, is designed to deliver major benefits to most stations on the route. For example, staff in attendance at all stations while trains are running, improved safety and security and more frequent services to other parts of London's rail network. It will also reduce any disruption caused by the Thameslink works at London Bridge by providing passengers with alternative routes to the City and Docklands.

Peter Hendy, Commissioner, said: "The extension to Clapham Junction will provide significantly improved access to the City and Docklands and will allow us to extend the high standards provided on our existing London Overground network including staff at all stations and Oyster 'pay as you go'. Ian Brown, Managing Director London Rail, said he was delighted. "This agreement on funding means we can complete the missing link in our London Overground orbital network – a rail equivalent of the M25".

£900,000 Government money kick-starts Kemble re-doubling

The Government has agreed a sum of £900,000 to kick-start plans to double the Swindon to Kemble line, adding a second track to the single line being expected to improve links between Gloucestershire and London.

The total cost of re-doubling the route is estimated by Network Rail to be £42 million, including the £2.5 million for an engineering study necessary to design and price the scheme. This is a turnaround of events for groups campaigning for the extra line as in October 2008 the Office of Rail Regulator said the scheme would not be included in Network Rail's business plan for 2009-14.

Up, up and away from Southend Airport station?

A new railway station linking Southend Airport with London could be operational by the end of the year.

Discussions have been taking place between Network Rail, National Express and the Department for Transport over building the station. The Chief Executive of the Stobart Group, which bought the airport for £21 million in December, said that the station could be up-and-running in time for the winter timetable.

He also spoke of proposals to extend the runway to allow more passenger flights to use the airport. Negotiations with a firm to build and run a new hotel are also said to be in their final stages, while plans are progressing for the new control tower and passenger terminal.

Stobart has also announced plans to build a specialist route centre to guide the firm's trucks. Thousands of jobs are expected to be created by the developments.

An apology!

Our apologies to Ray Edwards, whose image of London Bridge at rush-hour on 2nd February was inadvertently credited to David Burnett.

Also, to Steve and Stuart Chapman whose names accidently appeared under the wrong images in last week's issue. The Editor has been repremanded! Apologies to all.

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800 years of Cambridge University commemorated

The University of Cambridge and National Express East Anglia named a newly-liveried Class 317/5 EMU No. 317507 at Cambridge on 12th February to commemorate the 800th anniversary of the University's founding.

The naming ceremony was done by the University Chancellor, HRH Prince Phillip The Duke of Edinburgh accompanied by the Vice-Chancellor, Professor Alison Richard.

◀ **HRH The Duke of Edinburgh names Class 317 No. 317507 at Cambridge,. Both: Brian Morrison**

New funding initative for local and regional rail services

A new approach to Government funding of new local and regional train services has been announced, where the Department for Transport (DfT) could take over long-term financial support for new or enhanced rail services that are promoted successfully by local authorities and Passenger Transport Authorities.

Many local authorities have found it difficult to take forward improved services because of the potentially high running costs involved. Under this new approach, after a successful trial period, local authorities could ask the DfT to consider supporting the services through a franchise agreement. For example, Blackburn and Darwen councils would like to get a new off-peak Blackburn to Manchester service running every half hour, under a proposal being developed with Network Rail and Northern Rail.

Other initiatives that authorities are looking at include a new service between Burnley and Manchester and improved services in the Tees Valley. If these, prove successful they could be funded through franchise agreements. To benefit from the new arrangements, the new or enhanced service would have to have been run successfully for the first three years and show good value for money. The Government could then decide to take on long-term financial responsibility for the successful services, easing the burden on local authorities and ensuring the continued operation of a service that is benefiting passengers. Services that have proved successful could get funding from April 2014, from a budget set in 2012.

More Government money announced for station access projects.

Elderly and disabled passengers will benefit from safer and more accessible railway stations thanks to a multi-million pound Government cash boost, Transport Secretary Geoff Hoon announced on 5th February.

A total of 523 stations across England and Wales are to be upgraded thanks to £37 million of funding, which includes a £6.1 million contribution from the Department for Transport to improve station access for people with restricted mobility. The Government's contribution, which has been allocated from its £370 million 'Access for All' fund, will help pay for ramps, lifts and disabled access toilets and parking spaces at the stations, as well as providing better information screens and public announcement systems.

Transport Secretary, Geoff Hoon said: "We want disabled and elderly people to travel on the rail network more easily and in greater comfort and I am delighted to be able to announce this latest round of improvements. Railways should be for everyone and with passenger numbers increasing, it's vital we can cater for disabled and elderly people in this country." For this latest funding round, the Government's contribution is boosted by match-funding from local authorities, PTEs, ATOC, Transport for London and train operating companies.

Metro and Light Rail News

Milling around the underground

▲ The first rail milling, as opposed to grinding, train in the UK. Built by Schweerbau, the train comprises (from front to back in the picture) a rail milling car followed by the short polishing car and finally the diesel loco that powers the ensemble.

◀ A view of the milling process.
Both: Brian Stephenson

All day service for Chesham

London Underground Ltd (LUL) has announced that commuters will get direct services all day between Chesham and Central London, following a consultation last year.

Over 800 passengers and local stakeholders in both Amersham and Chesham were in favour of plans to alter off-peak Metropolitan Line services to introduce two direct trains per hour. However, LUL say that the new timetable cannot start until 2011 after new trains are delivered. Currently, passengers travelling to and from Chesham during off-peak periods have to change at Chalfont and Latimer.

More trams for Sheffield?

Extra trams could be running on the streets of Sheffield in four years' time.

A bid for £14.3 million from the Government to build extra vehicles has been approved at regional level and a final decision will now be made by the Department for Transport. The investment would provide four more trams, increasing the fleet from 24 to 28, providing more frequent services and relieving overcrowding.

A separate £30.5 million bid for 'park and ride' sites linked by bus rapid transit schemes, called South Yorkshire Integr8, has also progressed to the final stage.

Siemens to provide telecoms for SWCC

The rail infrastructure business unit of Siemens Mobility has won the contract for delivery of the fixed telecoms infrastructure associated with the Newport Area Signalling Renewal project, part of the wider £400 million South Wales resignalling scheme.

Siemens will deliver the communications infrastructure at both the lineside and in the new state-of-the-art South Wales Control Centre (SWCC) in Cardiff. The new control centre will ultimately handle all signalling and operational control in south and central Wales.

In the initial phase, due for completion at the end of next year, five signalling areas will be placed under central control, together with integration of the critical Severn Tunnel crossing control area. During later phases of the South Wales project, scheduled for completion by 2015, a further 18 signalling areas will be brought under the control of the SWCC.

To support the necessary communications requirements of the project, Siemens will deliver two separate telephone systems, one a business class PABX for operational communications, the other a Siemens HiPath railway concentrator handling safety critical lineside communications.

At trackside, Siemens will install over 50km of cabling, more than 200 lineside telephones, and 50 equipment cabinets. In addition, the company will re-site existing equipment from 12 existing relay rooms which will be demolished.

The contract awarded is the largest to date under the five-year telecoms framework agreement between Siemens and Network Rail.

▲ **A colourful line-up is pictured at Merehead on 4th February, with Class 59/0 No. 59005** *Kenneth J Painter*, **Class 59/2 No. 59202** *Vale of White Horse* **and Class 59/0 No. 59004** *Paul A Hammond* **in evidence. The middle locomotive, No. 59202, has just been returned to traffic following the Witham derailment in November last year. Richard Dunn**

UK News In Brief

■ Readers of the travel magazine Wanderlust have named the West Highland line from Glasgow to Mallaig as the 'Top Railway Journey in the World'. The 164-mile route via Fort William was voted number one from a choice of some 400 routes. Others in the top 10 included lines in New Zealand, India, Peru and Canada, as well as both the Orient Express and Eurostar. Acting ScotRail Managing Director, Steve Montgomery, said: "We are delighted that Wanderlust readers, who are so passionate about travel, have chosen the West Highland line. It is a testament to our staff, our services – and the line".

■ The Cotswold redoubling scheme, which will provide new tracks between Evesham and Charlbury, has entered the final stages of design, moving a step closer to commencement of the work. The scheme aims to bring a marked improvement in the level of train punctuality from 76% to 92%, and will allow more passenger trains to run on the line. A key element in the scheme is the restoration of a total of 20-miles of track across Evesham – Moreton-in-Marsh and Ascott-under-Wychwood – Charlbury. At present, these sections of single line are limiting capacity growth and train movements, causing congestion and further delays when a part of the route fails. The first intensive work is planned for 18th July – 30th August, when the track, and underground signal cables will be realigned. The improvement will help create space for the new tracks and for engineers to access the railway without having to close the line for subsequent track work.

■ The Forth Bridge is to join a list of world landmarks that will be plunged into darkness in a show of support for climate change action. The bridge will have all its lights switched off for an hour from 20.30 on 28th March to mark environmental group WWF's 'Earth Hour'. Other landmarks, including the Eiffel Tower and the Sydney Opera House, have also pledged to go dark. The switch-off will not affect rail services operating over the bridge.

■ Firefighters were sent to Gainsborough Lea Road station on the evening of 11th February, when the Lincoln-bound side signal box caught fire. Two fire engines arrived to battle the fiercely burning building, which was clearly visible from the road. The fire was contained after about one hour but trains were severely delayed due to the necessary line closure. The cause of the fire is not yet known.

■ A £19.8 million project for a new station at Chesterton, Cambridge, has cleared another hurdle on the way to being built, it having scored highly on the Government's priority approval list for funding, and has been put before the East of England Regional Assembly Planning Panel for funding allocation. Cambridge MP, David Howarth, has called for the project to be given the go-ahead as a matter of urgency. He said: "This station must be built now. Cambridge can only grow in a sustainable way if we invest in our public transport facilities. We have seen large-scale development in this area and it will be a real asset to residents and people travelling to work on the Science Park and Business Park. It will help to reduce the numbers of cars travelling into Cambridge and cut carbon emissions".

Virgin raises £106,000 for charity in nameplate auction

Virgin Trains advise thats its nameplate auction in the former Eurostar booking hall at Waterloo station on 14th February raised over £106,000 for charities, with over 100 nameplates going under the hammer.

The money raised will go to Virgin Group's charitable arm, Virgin Unite, and the Railway Benefit Fund. The Virgin Unite contribution will benefit the Virgin Trains chosen charity CLIC Sargent, which is the UK's leading Children's Cancer Charity. Nothing was left unsold and the top earner was *Charles Rennie Mackintosh* from Class 86/2 No. 86226 fetching £4,700. There was also a significant interest in Voyager and Super Voyager nameplates, with *Devon Voyager* and *Doctor Who* fetching £2,600 and £2,000, respectively. *Pride of Toton*, from Class 47/4 No. 47805, one of the former CrossCountry locomotives raised £3,600.

▲ A selection of nameplates on display at the auction. **Steven Knight**

▲ A small number of Virgin Trains WCML services were diverted via the S&C on 7th February due to engineering works. Surprisingly these were operated with Voyager units including the 11.33 Euston - Carlisle service seen passing Helm on the outskirts of Appleby. **Fred Kerr**

£326 million North London Line upgrade commences

Engineering work has begun on a £326 million project to upgrade the North London Line in time for the 2012 Olympic and Paralympic Games.

The long awaited scheme, which is being made possible by cash from the 2012 budget, will double passenger capacity to support up to eight services an hour each way and lengthen 30 platforms at stations on the route, which is part of the London Overground network. Transport for London's programme of station improvements, including upgrading lighting, passenger information screens and installing lifts, will continue in tandem with the line upgrades.

Network Rail will soon be awarding a £108 million contract for civil engineering work on the line, covering track, bridge and resignalling work as well as the platform extensions. Engineering contractor Carillion is favourite for the contract. The project as a whole is being funded by £166 million from Transport for London, topped up with an £82 million grant from the Olympic Delivery Authority to improve public transport connections to the main Olympic site at Stratford in east London, and Network Rail is putting £75 million into the scheme with the Department for Transport (DfT) paying the final £3 million. In addition, the DfT has allocated a further £54 million to increase freight capacity on the line by four tracking sections of double track between Dalston Junction and Camden Road, work that will also benefit passenger trains. However, these enhancements are not expected to be completed in time for the Olympics.

Platforms will be extended at Kentish Town West, Camden Road, Dalston Kingsland, Homerton, Crouch Hill, Leyton Midland Road, South Acton, Acton Central, Willesden Junction High Level, Kensal Rise, Brondesbury Park, Brondesbury, West Hampstead, Finchley Road and Frognall, Hampstead Heath, Caledonian Road, Canonbury, and Highbury and Islington.

TfL London Rail Managing Director Ian Brown said: "When TfL took over this neglected network 13 months ago, we promised to bring it up to TfL's standards and deliver a step change in travel experience for our passengers. With a total of £1.4 billion being invested in London Overground, we are now delivering on that promise. A fleet of 32 new trains will enter service from 2009 with more capacity, air conditioning and real-time information. That, along with these infrastructure improvements, will really make a difference to passengers."

▲ The first day in 10 years that Class 31/4 No. 31465 appeared on the mainline since being stored at Bescot back in 1999, was 11th February, when in its newly-applied Network Rail yellow livery, it worked with Class 31/1 No. 31233 on a Derby RTC to Derby RTC via Crewe test run and is pictured shortly after arriving at Crewe. **Brad Joyce**

Work restarts on St Pancras Marriott Hotel after original contractor walked out

There has not been any work done on the restoration of the Gothic fronting to St Pancras station for the past 18 months.

The planned renovation will see the Grade I listed Victorian landmark open as a 244-bedroom 5-star Marriott Renaissance hotel in a complex with 67 apartments and a £10 million penthouse. But builders have not worked on the project since construction contractor Laing O'Rourke walked out in September 2007 after what is believed to have been a disagreement with the Manhattan Loft Corporation, the apartment experts running the development. However, work to convert the ornate interiors of the Sir George Gilbert Scott building and return it to its former glory as one of London's premier hotels is due to start again after the appointment of construction firm Galliford Try, which has pledged to complete the project by the end of 2010, three years later than scheduled. The firm is best known for its work constructing Wimbledon's new Centre Court with a retractable roof. Laing O'Rourke was contracted on a project priced at £80 million, but it is now worth £103 million.

UK News In Brief

■ The authority in charge of public transport in Greater Manchester has received a new name for the first time in its 23-year history. Greater Manchester Passenger Transport Authority (GMPTA) became Greater Manchester Integrated Transport Authority (GMITA) on 9th February. The new name is said to be the first of a wave of changes being introduced by the Local Transport Act 2008 reflecting GMITA's wider transport role and new powers, as it takes on a more strategic responsibility for planning and delivering transport improvements. Further changes to be introduced later this year will strengthen the role of ITAs in the planning and delivery of better bus services. Greater Manchester Passenger Transport Executive - the executive arm of the authority - will remain as GMPTE.
The other five English Passenger Transport Authorities all become ITAs on the same date, and also gain the same 'wellbeing' powers as local authorities. This will give ITAs more legal leeway to implement policies which contribute to the wellbeing of the areas they serve.

■ Good security levels at a further 12 South West Trains' station car parks have been recognised with 'Park Mark' awards. The Park Mark Safer Parking Award is awarded by the Safer Parking Scheme, which is run by the Association of Chief Police Officers, supported by the Home Office and managed by the British Parking Association. The station car parks that have now received accreditation are Farncombe (two car parks), Godalming (two car parks), Guildford (three car parks), Woking (three car parks), Surbiton and Norbiton.

■ Carillion has won an £80 million contract to maintain the new East London Line for seven years. The company will provide the management, technical resources, plant, equipment and labour to maintain the railway, which is due to reopen in June 2010.

■ The rail industry has delivered a boost for the recession-hit Corus Steelworks in Scunthorpe and its 4,500 employees, with a Network Rail order for 185,000 tonnes of new rail in the coming year. When the £130 million Rail Service Centre at Corus opened in 2007, the Scunthorpe workforce was assigned the task of ensuring that 200,000 tonnes of rail a year left the site defect-free. It is currently producing in excess of this figure, partly due to 'strong domestic demand'. It was confirmed that Scunthorpe steel would be used to replace more than 8,000 yards of track with continuously welded rail between Beverley and Scarborough next week. The contract is reported to be worth £1.2-million.

■ As revealed in *Railway Herald* following the opening of the southeastern platforms at London St Pancras International, an earlier than expected beginning to Southeastern's Class 375-operated high-speed rail link to London could commence in the summer with a limited 'preview' service. Expected to consist of three services in the morning peak and three return services in the evening peak. Full timetable details and, crucially, fares will be published in May, expected to add an extra 30% to the normal ticket price. Southeastern says it intends to introduce the 'preview' service on two routes – from Ashford and Ebbsfleet to St Pancras International. A full timetable will start from 13th December, slashing journey times from Ashford to St Pancras to just 37 minutes.

New terrorism laws could affect photography in public places

Photographers gathered outside New Scotland Yard on 16th February to denounce a new terrorism act, set to become law next week, which could fuel the ongoing tensions between them and the police.

The National Union of Journalists (NUJ), in association with British Journal of Photography (BJP), called for photographers to make their voices heard at the rally as a new law is introduced that allows for the arrest - and potential imprisonment - of anyone who takes pictures of police officers 'likely to be useful to a person committing or preparing an act of terrorism'.

Set to become law on the same day, the Counter-Terrorism Act 2008 amends the Terrorism Act 2000 regarding offences relating to information about members of armed forces, a member of the intelligence services or a police officer. The new set of rules will target anyone who 'elicits or attempts to elicit information about (members of armed forces)... which is of a kind likely to be useful to a person committing or preparing an act of terrorism'. A person found guilty of this offence could be liable to imprisonment for up to 10 years, and to a fine. The Metropolitan Police Federation warned that this statement is open to 'misinterpretation'.

The Home Office argues that the Terrorism Act 2000 already makes it an offence to 'collect or make a record of information of a kind likely to be useful to a person committing or preparing an act of terrorism' and that the new law will not change anything. However, photographers fear that the Counter-Terrorism Act will, by explicitly mentioning constables, give more power to police officers to stop photographers, including press photographers, from taking pictures in public places.

The NUJ teamed up with the BJP for the 'photo opportunity', the plan being to simply turn up with a camera and exercise your democratic right to take a photograph in a public place. The call comes after a group of London photographers gathered last week to discuss the new law and the use of Section 44 of the Terrorism Act 2000 to stop and search photographers. Organised by 'London Calling Photographers', the debate brought together Jeff Moore, chairman of the British Press Photographers' Association, Superintendent David Hartshorn of the London Metropolitan Police's Public Order branch, and BJP's news editor Olivier Laurent. While Moore denounced the new law as another proof that "this government is chipping away our freedoms and using the police to achieve that goal", Hartshorn defended the use of Section 44 and the new Counter-Terrorism Act, claiming that it might be "hugely contentious, but its effectiveness as a crime prevention tool has been phenomenal". However, he welcomed a recent meeting with the NUJ and Vernon Crocker, the minister with responsibility for security, counter-terrorism, crime and policing. "As a result of this meeting" he said, "the NUJ spoke with senior officers. I welcome the opportunity to talk with photographers, but we are in for a very interesting two years as we get the parameters [around Section 44] right." But Moore argued that while press representatives had been able to discuss with senior officers at the Metropolitan Police, so far they have been denied access to rank-and-file officers who are most likely to stop photographers in the streets. Hartshorn said that while a code of conduct is given out to all officers, it will take a long time to get it right on both sides.

Hundreds of amateur and professional photographers turned out at the event in front of New Scotland Yard to demonstrate their support of the right to take images from a public place.

According to the photography magazine, *Amateur Photographer*, the Metropolitan Police Federation (MPF) has come out in support of photographers by condemning the latest anti-terrorism legislation as 'unfair', 'poorly drafted' and open to misuse.

The MPF, set up to ensure high standards of policing, backs the campaign led by Labour MP Austin Mitchell, who is calling for the introduction of a photography code to be followed by officers on the ground. Last year the MP for Great Grimsby launched an Early Day Motion in the House of Commons, highlighting photographers' right to take pictures in public.

The magazine also states that in a statement, the Metropolitan Police said: 'It is important to stress that the new offence is not intended to target or impede professional or amateur photographers, but rather to provide additional protection to front line personnel from possible terrorist attack.'

The Met's statement added: 'Taking photographs of police officers would not - except in very exceptional circumstances - be covered by the new offence. For the new offence to be committed the information would have to raise a reasonable suspicion that it was intended to be used to provide practicable assistance to a terrorist.

'Officers have been briefed on this issue and guidance on dealing with the media and photographers is available to them.'

A new use for recycled plastic

Everyday waste could form part of the railway of the future as Network Rail trials a new form of rail sleeper made from recycled plastic.

The trial will use around 20 tonnes of waste material recycled to form the new sleepers, which will replace timber ones along some of the rural lines on the network. During the trial, Network Rail will test whether they can withstand the rigours of a running railway, and, once proven, will look to progressively roll them out across parts of the network. Each year Network Rail replaces around 185,000 timber sleepers, which are a feature on some slower lines, as well as depots, sidings and points at junctions. Using recycled plastic to make sleepers has many advantages, not least reducing the amount of waste that goes to landfill.

Locally sourced, they can be made as long as needed, helping to reduce costs when compared to hardwood beams which have to be imported from managed forests thousands of miles away. On top of replacing the 185,000 timber sleepers, 800,000 concrete and 450,000 steel sleepers re replaced across the network every year.

▲ **Hull Trains Class 180 No. 180111 works ECS past Oakenshaw Junction, Wakefield, on its way to Crofton Depot on 3rd February. Neil Scarlett**

◀ With the impending demise of the Class 60s, the 07.12 Merehead to Acton Yard aggregates service on 13th February was powered by Class 60 No. 60049, with Class 66/0 No. 66016 and Class 59/0 No. 59004 in tow. The ensemble passes Sonning Cutting as it nears its destination. DB Schenker is responding to a 20% fall in rail freight in Great Britain by storing its entire fleet of Class 60 locomotives, meaning that the 17 currently active locomotives will join the 83 already stored out of service. Keith Heller, DB Schenker's Chief Executive, said the company had been badly affected by the decline in car and steel traffic, while deep-sea containers and aggregate traffic had also fallen. As well as the locos, about a quarter of the wagons will be put into storage. Heller said he remains concerned about the implications of Network Rail's postponement of track renewal work. **Ken Brunt**

◀▼ Cotswold Rail Class 33/2 No. 33202 has been sold and was moved on 13th February to the Mangapps Railway Museum in Essex. There was one problem with loading the loco, as one of the tyres on the low-loader had a puncture! **David Hopkins**

▼ Recently delivered Class 377/5 No. 377501 leads a pair of Southern liveried 377s from Redhill on the return leg of a London Victoria to Streatham Hill via Redhill test train on the 14th February. **Keith Hemsley**

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.

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**
26th February			
A1 Steam Loco Trust	60163	London KX-York-London KX	**Postponed**
27th February			
VSOE	2xDBS 67	London Victoria-tbc-London Victoria	
28th February			
Past Time Rail	60163	(Peterborough-Grantham-Newark Northgate-Doncaster-York)-York-Newcastle-Edinburgh (& return)	
Railway Touring Company	70013	Cleethorpes-Barnetby-Scunthorpe-Crowle-Hatfield-Doncaster-Peterborough-London KX (break/rev)-London KX (& return)	
Vintage Trains	60007/47773	(Birmingham New St-Nuneaton-Leicester-)York-Leicester-Nuneaton-Walsall-Bescot-(-Birmingham NS)	
VSOE (Northern Belle)	2xDBS 67	Cardiff-Newport-Bath Spa-London & return	
1st March			
Steam Dreams	70013	London Paddington-Slough-Reading-Swindon-Cardiff Central & return	
7th March			
Past Time Rail	60163	(Leeds-York-Newcastle-Edinburgh)-Edinburgh-York (& return)	
Railtourer	2xWCRC 47	Preston-Carnforth-Hellifield-Leeds-Middlesborough-Whitby & 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. **RED** Tours cancelled by the operator
GREEN Tours postponed to a future date by the operator **BLUE** Provisional excursion
WCRC West Coast Railway Company
(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

Contents Page

The Week Ahead

UK Railtours is the first off the blocks this week with a mid-week charter to Carlisle from Euston on 18th February, which features a run along the highly scenic Cumbrian Coast line on the return.

Outwards, the train is routed over Shap. The company is also in action on 21st February with the 'Long Marston Circumnavigator', again from London Euston, which has a number of travel options, the first set down point being Kidderminster, where the Severn Valley Railway will be holding its annual '1960's Extravaganza', or stay on board for an afternoon in Worcester. The second option is for anyone interested in an afternoon out to Long Marston from Worcester Shrub Hill, where the train is booked to enter the complex and be drawn around the circular private rail network by the internal diesel shunters. There will be also time to visit the site, which is the home for many stored locomotives as well as various types of rolling stock.

Railway Touring Company head out of Portsmouth Harbour on 21st February with Battle of Britain Pacific No. 34067 *Tangmere* on the 'South Western Express' for a trip to Waterloo and back. Fratton, Cosham and Fareham are the pick-up points, after which the train heads for Eastleigh and onwards avoiding Salisbury to Andover, Basingstoke and then into Waterloo via Virginia Water and Staines. The return is mainline throughout from Waterloo to Eastleigh, and then as outwards back to Portsmouth Harbour.

Working out of London Victoria, but maybe crossing 'The South Western Express' somewhere around Staines or Virginia Water is a VSOE Luncheon Circular with Merchant Navy Pacific No. 35028 *Clan Line*. Its route should continue to Woking, Guildford, and Redhill back to Victoria.

Heading out of Bedford, and north along the Midland Mainline is the first of a series of WCRC/Railtourer joint promotions, which is booked for Carlisle via the Settle & Carlisle, and returning via the Tyne Valley and the ECML.

▼ **On a cold and frosty morning, West Coast Railway Class 47/7 No. 47760 passes Gargrave with the 07.19 Manchester Victoria – Carlisle 'Cumbrian Fellsman' railtour on 7th February. Nigel Capelle**

A view that, with the exception of the high-intensity headlamp and the bright coat in the first door, really could be from the 1960s. Rebuilt Stanier Class 7P 'Royal Scot' No. 46115 *Scots Guardsman* races through Garsdale on the return leg of the 'Cumbrian Fellsman' railtour to Manchester Victoria on 7th February. **Nigel Capelle**

▲ LNER A1 Pacific No. 60163 speeds through Pirbright, near Woking, with the return leg of its first working on the Southern Region. **Brian Morrison**

▲ With its inaugural Southern Region trips completed, No. 60163 steams through Lewisham on 16th February, bound for the NRM at York. **William Turvill**

▲ At the start of its inaugural working, No. 60163 has a full head of steam as it lifts its train out of Waterloo on the approaches to Vauxhall on 14th February. **Kim Rennie**

The safety-valve on SR Battle of Britain Pacific No. 34067 *Tangmere* blows off as the locomotive at Reading on the evening of 14th February, while working the return leg of the Railway Touring Company's 'Somerset Explorer' trip from Yeovil Junction to London Paddington. **Ron Cover**

Peak Rail negotiates agreement for use of Matlock station

Plans to extend the Peak Rail track into the mainline Matlock station have at last been agreed by Network Rail after eight years of negotiations, and the heritage line now has a 50-year lease for the connection.

Peak Rail currently runs services on a 3.7-mile stretch of track from Matlock Riverside to Rowsley. Derbyshire County Council has offered a grant to assist with the refurbishment of the station's currently unused second platform, and Sainsbury's will provide an access ramp to it. Work, set to begin in the spring, should be completed in 2010. It is hoped that restoration of the rail link will increase tourism in the town and there is an intention to reopen the line between Matlock and Bakewell within the next ten years. The move into Matlock station marks the first stage of the project.

That's yer lot souvenir guide available from NNR

The North Norfolk Railway's souvenir programme for its forthcoming gala weekend is now available.

Featuring locomotive allocations, a full working timetable and an in-depth history of the M&GN, the glossy book is available by mail order priced at £2.00. Call 01263 820800 to get your copy.

▼ Visiting LMS 'Black 5' No. 45231 *Sherwood Forester* powers towards Leekbrook Tunnel on the Churnet Valley Railway (CVR) on 14th February with a service to Leekbrook Junction, during the CVR's Winter Steam gala. **David Gibson**

Great Central Railway holds 1960s gala with seven locos in action

The '1960s Gala' on 21st/22nd March at the Great Central Railway (GCR) will now feature four steam locos and three diesels – and Loughborough Central will go maroon for the weekend!

The line-up is expected to include Classes Q6 0-8-0 No. 63395, 04 0-8-0 No. 63601, BR Standard 2MT Mogul No.78019 and Fairburn 4MT 2-6-4T No. 42085. The roster is strictly a 'one-off' as it will be the final scheduled running days of the 'Q6' before it leaves the GCR after a three months stay, and the 'O4' is entering the last six months of its boiler ticket. Also, the Fairburn tank will only be on the line until June. The diesels operating will be newly resident BRCW Type 2 No. D5401, Brush Type 2 No. D5830, Brush Type 4 No. D1705 (Saturday only) and Sulzer Type 4 No. D123 (Sunday Only). The line's resident Metro-Cammell DMU will also feature.

Freight and parcels sets will compliment passenger trains with a very intensive timetable planned, and as an added touch, station porters will be loading and unloading the parcels stock during station stops. The GCR on-train and station catering are being themed for the event. Ellis's tearoom at Rothley will operate a special 1960s menu and a one-off 1960s style dining train is planned for Saturday. The finishing touch is the return of the shed band on Saturday evening in the Quorn beer tent, with a Saturday evening train service to transport people to the event. A gala programme will be available and it is hoped to stage a line up of classic cars at Quorn.

Furness No.20 goes north

The oldest working steam locomotive in Great Britain, Furness Railway No. 20 is to spend the next year at Locomotion, the NRM at Shildon.

No. 20 will arrive late this month and is expected to see regular use on the Museum's three-mile line. It is hoped that it will be paired with the Great Eastern Railway directors' saloon, which is presently undergoing restoration and approaching completion.

Keighley & Worth Valley Winter Steam Gala

◀ BR 'Britannia' Standard Pacific No. 70013 *Oliver Cromwell* heads for Oxenhope, during the Keighley & Worth Valley Railway's Winter Steam Gala on 14th February. The locomotive was working the 11.50 service from Keighley. **Richard Whiteley**

◀▼ The same locomotive works the afternoon demonstration goods train on 13th February, pictured climbing away from Keighley towards Ingrow. **Paul Braybrook**

▼ Resident BR Standard 4MT 2-6-4T No.80002 heads the 14.55 from Keighley to Oxenhope up Oakworth bank on 13th February. **Nick Wise**

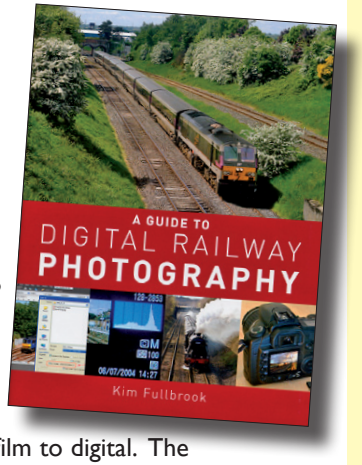
The evening of 14th February saw the route between Exeter St Davids and Plymouth closed for track work, while the 'down' line between Rockstone Bridge and Coastguards Bridge on the Dawlish Sea Wall was renewed. After dark Class 66/0 No. 66117 stands on the Sea Wall illuminated by the temporary works lighting while the redundant track was loaded onto the wagons. **Nathan Williamson**

▲ The south of Scotland escaped the worst of the recent snowfall, nevertheless a pleasant dusting covered the southern uplands as seen in this view of DBS Class 92 No. 92001 *Victor Hugo* heading the 04.43 Wembley - Irvine china clay slurry tanks towards Beattock on 11th February. **Paul Armitage**

▶ DB Schenker Class 60 No. 60048 *Eastern* crosses to the 'down' line at Great Rocks Junction before entering Tunstead Quarry with an empty wagon set from Oakleigh on 14th February. **Nigel Capelle**

A Guide to Digital Railway Photography

by Kim Fullbrook



Quite simply, if you are a railway photographer, you should have this book on your shelves! Whether expert or raw (if you will excuse the photographic pun!), this book will deserves close inspection, and those of us who have been taking photographs for many years will still learn things.

This latter point is especially relevant for those who have, or are about to, move wholesale from film to digital. The techniques between both are similar in so many ways, but this new digital age has also brought with it new ways of thinking.

Not only is the author an established photographer in his own right, but with this book he has proved that he is a highly competent and efficient writer. Using his own experiences, not least in switching image modes, he has crafted not only a superb 'Bible' for the railway enthusiast, but has also created an equally valid guide for any style of photography. The chapters and text are superbly laid out, taking us from the very basic principles through to techniques that become more complex as the narrative progresses.

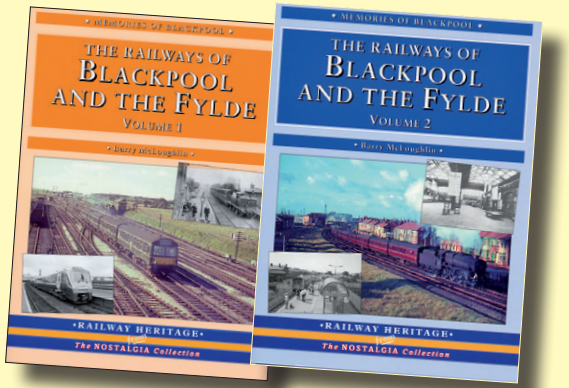
The first five chapters hold the reader's hand as the story unfolds as to what to look for, what to consider, what to appreciate and how to do it all! The final two chapters then examine more advanced techniques and cover various elements in case studies. Throughout, the author does not assume too much or too little knowledge and understanding, and at relevant points, he repeats steps and considerations from earlier passages, so the reader is never left in the dark.

Some consider digital taking and manipulation as something of a dark art, with the likes of 'white balance', 'noise' and Photoshop potentially scary. Again using his own amassed knowledge, he 'de-mystifies' the subject. His own photographs are used to illustrate what he is saying in the text, and it really is a case of a picture being worth a thousand words. Subjects like layers, masks, RAW, 16-bit mode, dust on the sensor, the sun disappearing at the vital moment (!) and many other intangibles are handled with aplomb and great skill. At the end of each step, or through the general narrative, the author summarises or refers back, to ensure that the reader is not left confused and/or the message missed. It matters not what camera you use - and he even shies away from pushing the full Photoshop, showing that, say, 'Elements' can be used to effect - and his tone is never preaching. He assumes nothing and it is to his credit that he can speak to amateur or professional alike. The Index, together with the Contents page at the start of the book, should enable readers to find what they want relatively painlessly. Buy it, you will not be disappointed! MJS

Ian Allan Publishing, Watling Drive, Hinckley, Leicestershire. LE10 4EY. 192 pages. ISBN 978-0-7110-3341-2. £24.95

The Railways of Blackpool and the Fylde Volumes 1 & 2

by Barry McLoughlin



Ever been on holiday at Blackpool, or even just visited for the annual illuminations? Interested in railways and/or their history and influence on social landscapes?

Then these two volumes could be for you. Vol. 1 was first published in 1996, reprinted and updated three years later and has now been updated again; Vol. 2 is completely new, incorporating some of the archive material discovered since and unable to be included in the new Vol. 1. Future prospects are considered, not least that of the renowned and world famous seafront tramway, as well as the long-closed Garstang & Knott End Railway, unusual local miniature railways and recent engineering works.

In both volumes, the views are interesting and the inclusion of modern images does help the reader to appreciate developments over time. Like so many other parts of Great Britain, the transport scene and the railways of the Fylde has reduced, with only a dozen of stations now current from over 40 in past years.

The author is a respected writer and photographer and authority on transport in the area, having lived there for many years. His delight in and affection for what has been and can still be seen is self-evident from these books, and it is infectious, encouraging the reader to participate in the story and the nostalgia. The images included are widely trawled, are pertinent and almost without exception fascinating. His choice and positioning of these illustrations is also first rate, although some of the much earlier ones do suffer by comparison with later views and even a few of these are lacking in contrast. Overall, however, the two volumes tell a valuable story - in words and pictures - and one that will repay revisiting - and both would make fine companions on a trip around the area. MJS

Silver Link Publishing Ltd, The Trundle, Ringstead Road, Great Addington, Kettering, Northants. NN14 4BW. 128 pages. ISBN 978-1-85794-124-1 and 978-1-85794-315-3. £17.99 each

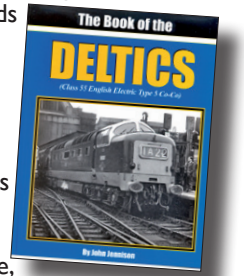
The Book of the Deltics

by John Jennison

The 'Book of...' series from Irwell has, over the years, expanded and developed into a formidable library, giving the low-down on hatch, match and dispatch of various classes of locomotives.

Those familiar with the published volumes (some now out-of-print) will instantly recognise the format and it is to the credit of the production team that the 'house style' has not been tampered with.

The text is easy to read and neither 'po-faced' nor overly serious or data-ridden. Research has been widespread and the story well constructed, with the natural progression of events both covered and told in due sequence. History is one thing, but a picture can often tell more than many hundreds of words and there are plenty to a amplify the text in the first 80 pages, before each loco is covered in detail over the ensuing 68 - and those who love minutiae will not be disappointed. Aficionados of high quality photographs are also well served, with superbly illustrative B&W pictures expertly reproduced. With any book of this type, with masses of information, gremlins will creep in and there is bound to be the odd aberration, but overall this is a superb addition to the set. MJS



Irwell Press Ltd, 59A High Street, Clophill, Beds. MK45 4BE. ISBN 978 1 903266 97 7. £24.95

New 'Mid-America Corridor' from CN & NS initiative

Canadian National (CN) and Norfolk Southern (NS) have announced an initiative to create a 'Mid-America Corridor' in which the two railroads will share track between Chicago, St. Louis and Kentucky to establish shorter and faster routes for merchandise and coal traffic moving between the Mid-west and the South-east.

The plan is in three parts: firstly, NS will haul CN freight between Chicago and St. Louis, reducing the distance between these points for CN shipments by 60 miles and providing improved connections to other rail carriers through the St. Louis gateway; secondly, NS will use CN's routes between St. Louis and Fulton, Kentucky, as part of a new, more efficient route from the Mid-west to the South-east, saving more than 50 miles on NS shipments, and thirdly, CN will haul NS freight between Chicago and Fulton, shortening NS's Chicago-to-Birmingham route by almost 100 miles. As part of the Mid-America Corridor, both railroads plan to create a new coal gateway at Corinth, Mississippi, to better link NS-served south-eastern utility plants with CN-served Illinois Basin coal producers. A key component of the new initiative is the West Tennessee Railroad between Fulton and Corinth, which will be upgraded to handle heavier shipments and additional rail traffic.

Safety benefits of line improvement

Improved passenger and freight flows, an improved safety design, and a reduced environmental footprint are among the benefits of a Metra/Union Pacific west line improvement project.

The improvements are designed to help create a more fluid railroad operation, decrease commuter and freight delays, and reduce motorists' waiting time at level crossings. Completion of the third main line on the route will provide extra capacity, and installing two universal crossovers will close a 15-mile gap between crossovers on the line, increasing the use of multiple tracks to bypass rail congestion.

An upgraded rail signal system will allow trains to safely operate closer together and improve train flow. While there are no current plans to increase overall train volume on the west line, other trains will be able to operate while commuter trains are in the stations. The station improvement initiatives include an enhanced pedestrian train warning system called 'Another-Train Warning System (ATWS), additional pedestrian gates, improved pedestrian flow control, inter track fencing, brighter, more conspicuous platform signs and elimination of mid-platform pedestrian crossings. The ATWS system will be the first of its kind in the USA to be fully implemented at stations along a commuter line. The system warns pedestrians at crossings adjacent to stations that 'another train' is approaching or present, with a combination of audio and visual alerts. This system will be installed in addition to pedestrian crossing gates at station grade crossings. The environmental benefits from the improvements include better locomotive fuel efficiency, reduced locomotive and vehicle emissions as a result of improved train flow, and less engine idling. Union Pacific locomotives will use up to 160,000 fewer gallons of diesel fuel per year. The station improvements will start in March and are due for completion near the end of 2010.

Running under the semaphores

▼ **On CSX's Hoosier Subdivision, a northbound Indiana RailRoad freight from Louisville, Kentucky, to Bedford, Indiana, pases the former Monon semaphore signals at Leipsic, Indiana, on 20th January, led by CIT Equipment Finance Corp (CITX) No. 2784. John Scott**

News In Brief

■ MTA New York City Transit's Staten Island Railway recently took delivery of four low-emission diesel locomotives from Brookville Equipment Corp. The motive power will replace four older, second-hand locomotives, two of which date back to the 1940s and two of which were built in 1968. The new traction will be used for permanent way work and powering work equipment that steam-cleans running rails and applies traction-enhancing gel. The units also could be used to haul passenger trains in the event of a third-rail failure, and to clear snow from the line. The locomotives cost $1.6 million each and were part of a combined 16-unit order with MTA Metro-North Railroad and the Connecticut Department of Transportation.

■ More than half of the Massachusetts Bay Transportation Authority's peak-period 'Blue Line' trains now feature six cars instead of four. The agency is adding capacity as it takes delivery of new rail cars. So far it has taken delivery of 70 new 'Blue Line' cars, 56 of which have now been accepted for service.

■ Railpower Technologies Corporation has filed for bankruptcy protection in Canada and the USA.

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 starts 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 starts 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 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 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. Contact the society secretary on 01256 326096 for further details.

20th-26th February 2009

LCGB 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. Starts 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 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'. Starts at 19.30.

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

Shropshire Railway Society
The Gateway, Chester Road, Shrewsbury 'China - The Dragons Last Roar' by Tony Harrison. Meeting commences 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.

2nd March 2009

RCTS (Ashford Branch)
The Elwick Club, Church Road, Ashford. 'Narrow Gauge Railways of France' by Mike Bunn. Meeting commences at 19.30.

RCTS (Croydon Branch)
Small Hall, Croydon Reformed Church Hall, Addiscombe Grove, Croydon. Branch AGM followed by Photographic Competition and Members' Slides. Starts 19.30.

RCTS (Northampton Branch)
St Crispin Social Club, Berrywood Road, Duston. 'The Emerald Isle' by Bob Hunt. Meeting commences at 19.30.

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.

▼ DRS Class 20/3 No. 20309 and Class 37/4 No. 37423 pause at Stafford while working a Carlisle to Birmingham International charter on 7th February. Class 57/6 No. 57601 was on the rear to provide heat. **Brad Joyce**

RCTS (Port Sunlight Branch)
The Lever Club, Greendale Road, Port Sunlight. 'Southern, Central and Eastern Divisions' by Edgar Richards. Meeting commences at 19.45.

Swanage Railway (Bath Area)
St John's Church Hall, St John's Road, Bathwick, Bath. 'Railtours' by Paul Udey.Meeting commences at 19.30. Admission £1. Contact John Lakey on 01225 315918 for further details.

3rd March 2009
Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. 'The Medway Valley Line' by Dave Fisher, GRES. Meeting commences at 19.45. Contact Roger Hart on 01474 8333320 for further details

Locomotive & Carriage Institution
London Underground Limited HQ, Broadway, St James Park Station, London. 'Rail Alliance' by Colin Flack. Meeting commences at 18.00. Contact Stuart Smith, by email smithstuart@btinternet.com for further details.

Locomotive Club of Great Britain (Bedford)
St John's Church Hall, St John's Street, Bedford. Annual Quiz versus RCTS Northampton. Meeting commences at 19.30.

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

RCTS (Merseyside, Chester and North Wales Branch)
'Day Observation at Carlisle' Contact Geoff Morris on 01244 376808 or by e-mail at geoffreymorris@tiscali.co.uk for further details.

RCTS (Watford Branch)
St Thomas's United Reformed Church, Langley Road, Watford. 'The Welshpool and Llanfair Light Railway' by Mike Willis. Meeting commences at 19.30.

Southern Electric Group (South Hampshire)
Eastleigh Railway Institute, Romsey Road, Eastleigh. TBC by John Laker. 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 Sociey
The Function Room, The Conservative Club, Alexandra Parade, Weston super Mare. 'Seasons of Steam' by Mike Tyack. Starts at 20.00. Contact Lionel Jones on 01934 628289 or e-mail fotophile69@talktalk.net for details.

4th March 2009
Burton Railway Society
Marston's Society Club, Shobnall Road, Burton upon Trent. 'A Selection of Films from the British Transport Collection' by Alan Willmott with Les Henshaw. 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.

RCTS (Ipswich Branch)
Back Room, St Thomas Church, Bramford Lane, Ipswich. 'Irish Railways in the Late 1950's and 1960's' by David Soggee. Meeting commences at 19.30.

5th March 2009
Great Central Society (Rotherham Branch)
The Three Horseshoes, Bawtry Road, Wickersley, Rotherham, S66 2BW. 'The Schools of the Southern Railway' by Bob Gellatly. Meeting commences at 19.30. Contact Mick Hayes on 01709 820544 for further details.

RCTS (Milton Keynes Branch)
The Crown Public House, The Square, Stony Stratford. 'An Introduction to Australian Railways' by Frank Faulkner. Meeting commences at 19.30.

6th March 2009
Gloucestershire Warwickshire Railway (Birmingham Area Group)
Northfield Library, Church Road, Northfield, Birmingham. '1968 and All That' by Ralph Ward. Doors open at 19.00 for 19.30 start

RCTS (Bristol Branch)
St Peters Church Hall, Church Road, Filton. Branch AGM and Slide/Digital Competition. Meeting starts at 19.30.

9th March 2009
RCTS (Sheffield Branch)
St Matthews Church Rooms, Carver Street, Sheffield. 'Nottingham to Norwich' by Martin Bromley. Meeting commences at 19.30.

Severn Valley Railway (Wolverhampton Branch)
Old Wulfrunians Club, 253A Castlecroft Road, Castlecroft, Wolverhampton. 'South African Steam' by Dave Walker. Starts at 19.30. Contact (Evenings) Alan Davies on 01902 758882 for details.

Southern Electric Group (Sussex Branch)
The Deall Room, Southwick Community Centre. 'The Devil's Dyke Branch' and 'The Kemptown Branch' by Chris Bedford. Starts at 19.30. Donation of £2 requested. Contact the Secretary, Bruce Cakebread on 01273 462094 for details.

York Railway Society
Archbishop Holgate's School, Drama Studio, Hull Road, York. 'A to Z of Yorkshire Transport - a slide show of trains, trams, buses, trolleybuses, canals and rivers' by John Holroyd. Meeting commences 19.30. Contact Robin Patrick on 01904 412232 for further details. Visitors £2 entrance fee.

10th March 2009
Abergavenny and District Steam Society
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny 'When Steam Reigned Triumphant' by Michael Harvey Meeting commences at 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ntlworld.com for details.

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

Great Western Society (Bristol Group)
BAWA, 589 Southmead Road, Filton. TBA. Meeting commences at 19.45.

RCTS (Nottingham Branch)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'The Nottingham Suburban Railway' by David Birch. Meeting commences at 19.30.

The 8E Railway Assoc. (Northwich Branch)
The Gladstone Club, Station Road, Northwich CW9 5RB. Quiz Night.. Meeting starts at 19.45. Contact Michael Lenz on 01606 44959 for further details

11th March 2009
Basingstoke & District Railway Society
Wote St.Club, New Road, Basingstoke. 'The Modern Industrial Scene in the UK and Europe' by Nick Kelly. Meeting commences at 20.00. Visitors welcome. Contact 01256 326096 for further details.

Grimsby & Cleethorpes Railway Group
Royal Air Force Club, 5 Alexandra Road, Cleethorpes DN35 8LQ. 'Round Britain by Rail - Part 2' by Tony Othen. Meeting commences at 19.30. Contact Mike Hartley on 01724 341358 for further details

RCTS (Hitchin Branch)
Hitchin Christian Centre, Bedford Road, Hitchin. 'Out and About' by Hugh Gould. Starts at 19.30.

Swiss Railways Society (London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross station) Branch AGM. Meeting commences 19.00, Refreshments available. A £2 donation is requested. Contact Ron Dawes (0208 660 3532) for details.

12th March 2009
Continental Railway Circle
St Paul's Church Centre, Rossmore Road, Marylbone, London NW1 6NJ 'India & Nepal' by Richard Pelham. Meeting commences at 19.15. Contact Adrian Palmer on 01932 850624 or e-mail akpalmer@talktalk.net for further details

Locomotive Club of Great Britain (St Albans)
United Reform Church Hall, Watford Road, Chiswell Green. 'The Welsh Highland Railway' by Andy Savage. Meeting commences at 19.30.

Monmouthshire Railway Society
Room LL1, UWCN, Allt-Yr-Yn Avenue, Newport. 'The 1960's in Colour, from the Late Derek Cross archive' by David Cross. Meeting commences at 19.30. Non-members £3. Further details at www.mrsoc.co.uk.

RCTS (Newcastle Branch)
The Brunswick Methodist Hall, Newcastle. 'India/Portugal Safari' by David Anderson. Meeting commences at 18.30.

RCTS (Preston Branch)
Claremont Hotel, Blackpool Road, Preston. 'A Rail Tour round Glorious Devon' by Stephen Gay. 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

GWR Prairie No. 5199, currently visiting the Churnet Valley Railway, blasts away from Leekbrook Tunnel on 14th February with a service for Cheddleton, complete with a 'Cambrian Coast Express' headboard.
David Gibson

Magazine Information

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

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