Railway Herald

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The electronic journal for the railway enthusiast

Railway Herald

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Winter Steam in the Harz Mountains

European tour operator Railtrail, visited the Harz Mountains in Germany in early February to enjoy the sight of narrow gauge steam hard at work and was fortunate to find plenty of snow still on the ground.

See the action on Page 25

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Halifax service to start
Grand Central awarded extra Sunderland to King's Cross path and gets approval for new Halifax to London via Doncaster service
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Front Cover Caption:

Caledonian tank No. 55189 stands at Kinneil station on the Bo'ness & Kinneil Railway during a charter on 24th February. Stuart Chapman

Crossrail and Thameslink to create specification for new control system

Members of the Crossrail project team are to assist in finalising the technical details of the new Thameslink train fleet in a bid to create a national specification for a high capacity urban train control system.

In a first for the UK National Rail network, ministers have agreed for the new trains, due to enter service from 2012, to use automatic train operation (ATO) in order to minimise station dwell times and maintain the 24 trains per hour in each direction planned under the Thameslink programme. Recognising that a similar train design will form the basis of units required for the east-west Crossrail route less than five years later, Crossrail staff will be given a say in how the rolling stock should be built. The Department for Transport says a key feature of this contracting approach is that by developing a national standard for UK mainline automatic train operation over the European Train Control System (ETCS), competition is retained for further deployment of ATO to Network Rail infrastructure such as Crossrail, and for future rolling stock provision.

According to the Thameslink Train Control Specification, although the initial Thameslink application requires no interface with platform screen doors, similar to those used on the Jubilee Line extension, the planned extension to Crossrail vehicles and infrastructure means that train manufacturers should allow for migration towards the integration with such equipment in the future.

◀ **Despite showing Kettering in the destination indicator, East Midlands Trains Class 222 'Meridian' No. 222001 arrives at the newly-built Corby station with the inuagural 18.00 departure from London St Pancras on 23rd February. The service presently comprises a single-round trip, six days a week. Robert Gray**

Southern introduces its new online ticketing system

Southern has launched its new on-line ticket purchasing facility.

Tickets can now be bought to and from any national rail station through the Southern website and can be collected from National Ticket on Departure (TOD) enabled ticket machines at stations. The system has been designed to help passengers make informed decisions about which tickets to buy, and allow them to purchase the best value tickets based on their journey preferences. Passengers will be able to create their own journey plan using a 'mixing desk' on the system that will provide a full list of journey and fare options available. Both day tickets and season tickets can be bought from the site and can be delivered complimentary by first-class post, or day tickets can be collected ahead of the train's departure from enabled self-service machines at stations. For a limited time only, Advance Purchase tickets bought through the Southern website can be discounted by up to 40% than the equivalent tickets bought at stations. One-way fares between London Victoria and the South Coast start from £3 on Southern services. For more information about the service and to book tickets online, visit www.southernrailway.com Facilities for those with visual impairments and other disabilities have been included in the system.

Bridge strengthening work to be undertaken in Manchester city centre

Network Rail is to invest £350,000 strengthening a railway bridge across one of the busiest roads in Manchester city centre.

'Bridge 48A' is a cast iron rib-girder 110-span structure that was encased in reinforced concrete 50 years ago and forms part of the listed Oxford Road station. Time and exposure to weather has caused some of the concrete to flake off and consequently, those parts over the pavements and the nearside lanes of the five-lane road are currently covered in netting to prevent any concrete falling into the road below.

To carry out the repairs, contractors Birse will need to be positioned in the road, and Network Rail has been in talks with the city council to agree partial road closures over six consecutive weekends starting on 28th March.

Pedestrian access will be maintained on both sides of the road at all times, through special scaffold tunnels designed to protect the public from the worksite.

Virgin to Shrewsbury?

In a move that could revolutionise transport in congested Sutton Coldfield from December this year, Virgin Trains has set out proposals to Network Rail for a direct link between Shrewsbury and London Euston.

The service would use the existing freight line running through Sutton Park, stopping at Walsall, Wolverhampton, Coleshill Parkway, Telford Central and Nuneaton on its way to the Capital – with possibly a new station at Sutton Park should Sutton community chiefs get their way.

Walsall Metropolitan Borough Council has endorsed the proposals, which would give a commercial boost for the Black Country town. It is understood that a twice-daily return service had been proposed.

Class 73 namings

Network Rail has honoured two Sussex employees who between them have given almost 90 years of service to the railway industry by naming Class 73/1 No. 73141 after them, the nameplates *David Gay* and *Ron Westwood* being one on each side of the loco.

The two were invited to unveil their names on the electro-diesel on Platform 1 at Brighton station on 20th February, the surprise ceremony being attended by the two men's families, friends and colleagues. David Gay retired in December 2008 after 43 years' service. He worked as a local operations manager in Eastbourne, where he also lives. In this role, he was responsible for the safe operation and management of 35 signallers at seven signal boxes situated throughout East Sussex. Ron Westwood, who lives in Lewes, retires from his role as Sussex route control manager in March this year following 45 years' service. Based at Network Rail's control centre in Croydon, Ron manages a team of 50.

▲ **The Class 321s on the Great Eastern mainline still carry First Great Eastern livery, although all have now had the temporary white stripe added with National Express branding. Here Class 321/4 No. 321444 departs from the capital past Pudding Mill Lane, as Class 66 No. 66057 prepares to depart from Bow sidings with the empty Plasmor train to Heck. William Turvill**

Sound commentary on the Settle & Carlisle goes hi-tech with audio guides

The Settle & Carlisle line is renowned for its picturesque views, but passengers will now also be able to enjoy an audio commentary as they travel along the route.

In what is thought to be a 'first' for a train journey, journalist and BBC Radio 4 presenter Mark Holdstock has teamed up with Northern Rail and the Friends of the Settle & Carlisle line to produce sound commentaries for the journey. The task involved writing the text and then making it fit with the timings on both the north and southbound journeys.

Together with commentary about Settle & Carlisle stations there is a total of four hours of carefully timed recordings. The audio guides are available as free MP3 downloads from the website at http://www.settle-carlisle.co.uk/download_audio.cfm They are also available pre-loaded on MP3 players available to buy at Settle and Appleby station shops. The guides are available in sections so you can listen to as much or as little as you like.

Grand Central granted paths for Halifax and extra Sunderland train

The Office of Rail Regulation (ORR) has finally approved Grand Central's proposed additional services between Sunderland and Kings Cross

It is intended that the additional trains (likely to be operated by Class 180 Coradias) will be operational by the summer and will run Monday to Saturday, leaving Sunderland at 09.18 and returning from King's Cross at 19.18, enabling Grand Central to offer a more attractive range of journeys throughout the day.

The ORR has also agreed three return paths to allow new Inter-city services by Grand Central to run between Bradford Interchange and King's Cross. These will call at Halifax, Brighouse (for Huddersfield), Wakefield Kirkgate, Pontefract Monkhill and Doncaster and are also expected to commence in December.

◀ The 16.50 Grand Central departure for Sunderland waits to leave London King's Cross on 28th February, led by Class 43 powercar No. 43065 with No. 43067 on the rear. Brian Morrison

Whatever next! Now passengers are told where they can kiss!

Virgin Trains have taken the unusual step of advising intending passengers where they can and cannot kiss at one of its stations.

This 'No Kissing' sign has been fixed to the outside wall at the passenger drop-off point at Warrington Bank Quay station, in what is said to be a bid to reduce delays. It is reported that the sign has got tongues wagging - but only in the permissible way! Virgin Rail, which runs the station, said if passengers want to share an embrace before they part company, their loved ones should, "pay to park their cars nearby". A Virgin spokesman said: "We have not banned kissing in the station, but we have put the sign up at the drop-off point because it is not a very big area and it often gets busy with lots of traffic. The sign is a light-hearted way of getting people to move on quickly. If people wish to spend a little more time with their loved ones before they leave, then they should park in the short-stay car park nearby." What penalty would be imposed on 'guilty parties' has not been disclosed.

Meanwhile, a sign informing rail passengers that kissing IS welcome has been put up at the entrance to High Wycombe station! The sign shows a cartoon couple in a pink heart sharing an embrace and tells customers: 'Kissing is welcome here!' Chiltern Railways said: "Unlike other train companies, we would never dream of banning kissing at our stations. "The operator, which serves the station, is even now running a competition to find their most romantic passengers. Kirsteen Robertson, of Chiltern Railways, said: "Railway stations are romantic places. They are where fond farewells and emotional reunions take place, where relationships start with a glance and even, in the case of our Marylebone station last November, where one passenger will propose to another over the public address system. So our passengers are more than welcome to share a kiss in our stations". Chiltern Railways is now encouraging passengers to send in pictures of them kissing at one of their stations. The couple in the winning photograph will win free travel to and from London and a romantic champagne afternoon tea at London's Landmark Hotel.

Metro and Light Rail News

Osterley refurbished

Tube Lines has completed the upgrade of another Underground station, taking the total completed to date to 66.

The refurbishment of Osterley station in West London has been completed in just over six months. Additionally, the company is to design a step-free access programme for the station with two lifts to be installed later this year. During the completed refurbishment, the floors in the booking hall, the overbridge and the stairs were completely re-tiled to improve the look and feel of the station, and to aid passengers who are partially sighted, tactile strips have been installed at the top and bottom of all stairs.

The public toilets were also completely refurbished and retiled and eight new help points have been installed for passengers to have a direct link to the emergency services. Travel information and the number of CCTV cameras have also been increased. Designed by Charles Holden, Osterley station is a Grade 2-listed building and Tube Lines has made a particular effort to retain its heritage features.

A large element of the heritage status lies in the concrete features surrounding the station. All concrete and brickwork cleaning and repair works were therefore undertaken by specialist tradesmen and samples inspected and approved by qualified engineers prior to any work commencing. This ensured that any work carried out was in keeping with heritage requirements.

Blackfriars underground closes for three years

Network Rail has reminded Tube passengers who usually travel to Blackfriars Underground station that the station closes on 2nd March and will remain shut for nearly three years until late 2011.

The particularly long closure of a busy station is part of the major works programme to build an entirely new station complex serving both London Underground and National Rail services. Passengers are advised to use Temple or Mansion House stations until further notice.

▲ First GBRf Class 66/7 No. 66725 heads south through Settle Junction with a New Biggin to Doncaster empty Gypsum working on 26th February. **Mick Langton**

UK News In Brief

■ There is a dispute between the Friends of Crediton Station and Network Rail. The I.K. Brunel building dates from 1851 and was specially decorated in LSWR colours in 2007. Now Network Rail want to install tall modern lights, which the Friends say will be totally out of keeping with the structure and its Victorian livery.

■ The first trials of Intelligent Wheel Flange Lubrication (iWFL) on a Merseyrail Class 507 EMU begin this month. The system has been developed by rail systems specialist Rowe Hankins of Bury, the trial being prompted by a short-lived, but damaging, spate of increased wheel flange wear in 2007. This caused an increased rate of wheel re-profiling and wheel-set replacement causing a reduction in vehicle availability and temporarily disrupting services. Merseyrail is a 75-mile system, operating a fleet of 59 units that provide over 600 services daily, accounting for around 30 million passenger journeys per year. The reason for the sudden increase in wheel flange wear was identified as a reduction in the effectiveness of track based lubrication systems.

■ The Derby-based DeltaRail Group has been awarded a contract worth more than £1.5 million of over four years by the Association of Train Operating Companies (ATOC), to develop software that will help the rail industry predict future demand for rail services by making key decisions regarding passenger demand, volume and sales.

■ The future of the massive Bishopsgate Goods Yard site in Shoreditch, London, demolished to make way for the East London Line, is to be debated by the public. Residents are being asked for their views on the 4.7 hectare site, which was demolished three years ago to make way for the new railway. During a six-week consultation, local councillors want to hear people's opinions on how to bring such a massive tract of land, the size of ten football pitches, back into use. The area already has planning guidelines, which include offices, shops, restaurants, a health centre, 2,000 new homes and a park on the historic Braithwaite Viaduct, which is Grade 2 listed.

■ The Drinks business company, Diageo, is in ongoing talks with Network Rail about the potential for reopening the Leven to Thornton rail link, which would allow the company to move materials and goods in and out of its Cameronbridge Distillery by train. However, despite repeated commitments from Diageo to invest in the infrastructure needed to get the line back up and running, there is yet no sign of an agreement on the prospect.

■ Passengers in single occupancy sleeper berths on First Great Western's overnight services between Paddington and the South West now have access to a Volo 'In-Train Entertainment System', providing a selection of on-screen comedy, drama and children's programmes. If successful, the system could also be introduced in its HSTs.

Northern Charters

PROUDLY PRESENT

THE AYR BRUSH. Sat 06 June 2009

Join us on board this very special train from Crewe via the W C M L to Glasgow Central and Ayr.

We will be departing Crewe at approx 07.30 calling at Warrington Bank Quay, Wigan North Western, Preston, and Carlisle. We have requested free time in Glasgow of approx 3 – 4 hours for those not wishing to travel on to Ayr.

Traction will be 2x AC Locomotives throughout, provided by the AC Locomotive Group. Utilising the Rail Blue Charters MK11 stock, to provide, a high standard of comfort, and that, authentic "Rail Blue Era" experience.

Fares for this special train are First Class £74.00 Adult, £69.00 Child. A supplement for a private table for two in First Class £15.00 per table (limited basis). Std Class £59.00 Adult, £49.00 Child. Special Standard Class only fare for passengers Joining at Carlisle £49.00. Also 5% Discount for all Rail Staff on production of Valid Railway Staff ID.

PART OF ALL PROCEEDS FROM THIS TRAIN WILL BE DONATED TO RAILWAY CHARITIES

Buffet Car and Draft Real Ale Bar available on Train

To Book Please Contact Northern Charters on 01925813182 or send Chqs postal orders payable to Northern Charters to 56 Lincoln Close, Warrington, Cheshire WA1 4LU.

E Mail Enquiries to info@northerncharters.co.uk. Or web link www.northerncharters.co.uk

Refurbishment of Shrewsbury station commences

A £738,000 refurbishment programme at Shrewsbury station is to begin with work to reinstate the lift to Platform 3.

The scheme will utilise an old existing lift shaft, to allow disabled passengers to access the platform easily. The old lift was removed 10 years ago and the shaft sealed off. But Arriva Trains Wales now plans to reopen it with funding from the Department of Transport's 'Access For All' fund, which must be used by the end of March. The project has also received funding from Shropshire County Council and the Welsh Assembly.

Before the planned work can start, the planning department of Shrewsbury and Atcham Borough Council must give planning permission, as the station is a Grade II listed building.

Appley Bridge line reopens after £1 million makeover

The line between Southport and Wigan reopened on 23rd February following a week-long closure for a £1 million makeover between Gathurst and Appley Bridge using continuously welded rail.

Now work starts on a new multi-storey car park at Wigan North Western station, which will mean the closure of the existing facility until the end of the year while the new multi-storey building is constructed. The glass-clad 400 space car park, incorporating futuristic wind turbines that have been likened to egg whisks, will take until the end of the year to complete. Alternative parking is being provided in Chapel Street.

▼ **Diverted from its usual Sunday lunchtime circular path because of engineering works, the 10.18 VSOE from London Victoria to Gillingham (Kent) and back approaches Swanley on 1st March, 'topped and tailed' by Class 67s Nos. 67028 and 67026. The stone column on the embankment has recently been uncovered when lineside trees were cut down. It is coal tax post dating from around 1851. Brian Morrison**

◀ A convoy of eight Class 66 locomotives head south through Doncaster on 28th February, ready for weekend engineering work. In the consist, which originated at Immingham, are from front to rear, Class 66/0s Nos. 66060, 66147, 66079, 66020, 66128, 66104, 66177 and 66013. **David Wragg**

◀▼ DRS Class 47/7 No. 47712 *Pride of Carlisle* was entrusted with the regular maintenance trip from Carlisle to Haverton Hill on 24th February. In the consist, and later tripped to York, was Network Rail Class 86/9 No. 86902. Could this be the first visit of a Class 86 to Stockton? It is believed that the '86' was swapped at York with classmate No. 86901, which returned to the West Coast. **Stephen Marsh**

▼ DRS Class 37 No. 37069 was a rare visitor to the Malvern line on 27th February when it worked the Derby to Hereford and return route learner, seen here approaching Malvern Wells on the outward leg. **David Guy**

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.

7th March

Past Time Rail	60163	(Leeds-York-Newcastle-Edinburgh)-Edinburgh-York (& return)
Railtourer/WCRC	2xWCRC 47	Preston-Lancaster-Carnforth- Wennington-Hellifield-Leeds-York-Middlesborough-Whitby (break) & return
Spitfire Railtours	WCRC 37	Preston-Wigan NW-Bolton-Manchester Victoria-York--Edinburgh
Spitfire Railtours	WCRC 37	Edinburgh-Fife Circle-Edinburgh
VSOE	35028	London Victoria- Clapham Jct-Richmond-Staines-Virginia Water-Woking-Guildford-Dorking Deepdene-Reigate-Redhill-East Croydon-Clapham Jct-London Victoria

12th March

Pathfinder Tours	60163	The Tyne Tornado(Cardiff Central-Bristol Parkway-Barnt Green-Birmingham New St-Coleshill Parkway-Burton on Trent)-York-Durham-Newcastle(break)-Durham-York-(& return)

14th March

Railway Touring Company	60007	Bridgnorth-Kidderminster-Stourbridge Junction-Tame Bridge Parkway-Walsall-Tamworth-Nottingham-Newark-Lincoln (& return)
Railway Touring Company	70013	London Victoria-Headcorn- Ashford-Folkestone East-(Folkestone Hbr)--Folkestone East-(Folkestone Hbr) (twice)-Folkestone Hbr-Ashford-Canterbury West-Margate-Faversham-London Victoria

15th March

Past Time Rail	45407/76079	Manchester Victoria-Peak Forest-Buxton (break/rev) & return

20th March

VSOE	35028	London Victoria-Clapham Jct-Staines-Woking-Reigate-Redhill-East Croydon-Clapham Jct-London Victoria

21st March

Hastings Diesels Ltd	Hastings DEMU	Hastings-St. Leonards-Tunbridge Wells-Tonbridge-Redhill-Guildford-Havant-Fareham-Eastleigh-Romsey-Salisbury & return
Railway Touring Company	70013	Norwich-London Liverpool Street-Lowestoft **Postponed**

22 March

Past Time Rail	45407	Manchester Victoria-Standedge-Copy Pit-Blackburn-Manchester Victoria

28 March

Compass Tours	2xRiveria 47	Blackburn-Chorley-Bolton-Manchester Piccadilly-Stockport-Macclesfield-Nuneaton-Windsor & Eton Riverside & return
Pathfinder Tours	2xDBS 37	Nottingham-Leicester-Nuneaton-Barnt Green-Cheltenham Spa-Newport-Cardiff-Pontyclun-Bridgend-Marchgam Goods Lines (rev)-Ogmore Vale Ext-Tondu (rev)-Bridgend-Aberthaw-Ebbw & Park Jcts-Machen (to NR limit/rev)-Uskmouth (NR Limit/rev) (Cl.60 tnt)-Newport (Cl.08/09) & return (revised itinerary)

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.

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The Week Ahead

After all the frantic action of recent weeks, the coming weekend is relatively subdued on the railtour scene.

Two steam trips are booked to operate, with A1 class Pacific No. 60163 *Tornado* again grabbing the limelight with Past Times' 'North Briton', which is steam- hauled from Edinburgh via Berwick-upon-Tweed, Newcastle-upon-Tyne and Durham to York. The tour originates at Leeds, picking up at York and Darlington on the northbound diesel-hauled leg. Meanwhile, on Southern-metals Merchant Navy Pacific No. 35028 *Clan Line* has a VSOE luncheon circular from London Victoria and running via Virginia Water, Woking, Guildford, Redhill and East Croydon.

A pair of West Coast Class 37s are lined up to grace Spitfire's 'Celtic Growler' from Preston to Edinburgh via Manchester Victoria, Huddersfield, Leeds, York and Newcastle-upon-Tyne. An extra bit of spice is that Spitfire will also run a mini-circular tour from Edinburgh to Perth and return that will take in the Forth Bridge both ways, running outwards via Kirkcaldy and Ladybank. The return run travels via Ladybank, Glenrothes, Cowdenbeath and Dunfermline Town back to Edinburgh. West Coast traction will also feature on Railtourers charter to Whitby from Preston, with Class 47s heading the train via Lancaster, Carnforth, Wennington, Hellifield, Leeds and York.

▼ **LNER 'A4' Pacific No. 60007 *Sir Nigel Gresley* rounds the curve at Barrow-on-Soar on 28th February. The charter, run by Vintage Trains, was diesel-hauled from Birmingham to York, where the Pacific took over for the return journey as far as Bescot. Steve Taylor**

Royal Scot moves to Crewe ... then WSR

The overhaul of No. 6100 *Royal Scot* continues, but now at the LNWR Works at Crewe and not Southall.

The locomotive was transferred north for completion of the remaining jobs, which include wiring of the TPWS and OTMR equipment, attention to the air brake system, work on the motion assembly and completion of the painting. The arrangement with LNWR is quoted as being 'in partnership', as it is understood that LNWR will fund the final costs of completing the overhaul, with repayment out of future earnings, as the finance from the Heritage Lottery Fund has been fully utilised. It is further understood that the HLF is also relaxed about the looming deadline for the completion of the overhaul being breached by a few days.

Currently, the plan is for No. 6100 to appear at the West Somerset Spring Steam Gala, although at the time of publication some doubts exist that it will be available for the first weekend of 21st/22nd March. This should also provide an opportunity to begin the process of running the engine in prior to its next date at Llangollen for the steam gala, which is due to take place between 18th and 26th April.

Royal Scot is then due to return to Crewe prior to commencement of the mainline certification programme, which should see it out on mainline testing in May, prior to its mainline debut later in the month, or early June. The likely route is that advertised for the postponed inaugural trip on 22nd February from London to Norwich for Steam Dreams, which takes the locomotive close to Bressingham Museum, which is located between Thetford and Diss.

As far as appearance is concerned, the locomotive should appear at the heritage railway galas without smoke deflectors, but a decision regarding whether they will be required for mainline running is a question yet to be addressed. However, it is understood the locomotive has the necessary fitments in situ to accept deflectors, and Bressingham has a set in store should they be required.

▲ **The NRM's 'Britannia' No. 70013 *Oliver Cromwell* approaches Sonning Cutting with the 09.05 London Paddington to Newport 'The St. Davids Day' charter on 1st March. Ken Brunt**

Tornado booked for Torbay, Ais Gill and the East Coast Main Line

The demand for the use of No. 60163 *Tornado* continues unabated with news of more scheduled work.

Perhaps the highlight of the latest announcement is its first working over the Settle & Carlisle for the A1 Steam Locomotive Trust on 3rd October from York through to Carlisle and back. The train starts diesel-hauled at Doncaster. Seven days later, and it is back to the S&C, this time for Pathfinder on a tour that starts diesel-hauled from Worcester Shrub Hill and features *Tornado* both ways over 'The Drag' from Hellifield to Carlisle.

Another notable first is the planned use of *Tornado* on Past Times' 'Torbay Expresses' in July. The first four trains of the 2009 season, on 5th, 12th, 19th and 26th July will feature the locomotive throughout from Bristol Temple Meads to Kingswear and back. It is believed that Nos. 5029 *Nunney Castle* and 6024 *King Edward I* will also feature on the 'Torbays', which this year operate each Sunday until 27th September.

Steam Dreams has several operations booked for the locomotive, with trains between King's Cross and York scheduled for Monday 18th May (southbound only on the last leg of 'The Coronation 2'), northbound only on 23rd May, which will feature No. 60007 *Sir Nigel Gresley* on the return leg and both-way workings on 19th September and 26th November. Also, Steam Dreams has *Tornado* booked for working the return leg of a London to Minehead charter on 18th June and two Fathers' Day circular trains on 21st June.

With the continued high level of public and media interest in the locomotive it is probably fair to say that the above programme may well represent just the tip of the iceberg!

▲ BR 'Britannia' No. 70013 *Oliver Cromwell* powers through Grantham on 28th February with the Railway Touring Company's Cleethorpes to King's Cross charter. **John Whitehouse**

News In Brief

■ Pathing difficulties on the branch from Ystrad Mynach to Cwmbargoed are cited as the reason for the route change of Pathfinder's 28th March charter, which was postponed from last year. Now glorying in the title of 'The Cwm and Go(ne)', the train is booked to run via Cardiff to Margam with DBS Class 37s. At Margam a Class 60 will be attached at the other end and then proceed via the Ogmore Vale extension and Parc Slip to Tondu, where the train reverses. Then, instead of Cwmbargoed, it continues via Bridgend and Aberthaw to Machen. The final leg visits Uskmouth, where the feature is scheduled to be Class 08 or 09 haulage back to Newport, where the Class 37s again take over for the homeward run.

■ UK Railtours has announced what is likely to be a very popular excursion on 1st August from London Waterloo to Weymouth, featuring a pair of GBRf Class 73s throughout. The 'Weymouth Seaside Special' will run outwards via Clapham junction (pu), Staines, Reading, Basingstoke, Winchester, Southampton and Bournemouth. On the return, the route is as outwards as far as Southampton, and then to Fareham, Havant, Arundel, Horsham, Leatherhead and Epsom back to London Victoria.

■ Past Time will be operating three Cheltenham Race Specials from London Euston to Cheltenham Spa for the famous Gold Cup Meeting. The trains will run on 10th, 11th and 13th March. The VIP trains are being operated on behalf of Totesport, which can be contacted on 0800 666 160.

■ Steam Dreams has announced that its 23rd May working from King's Cross to Hull and Beverley will now operate between King's Cross and York, with No. 60163 *Tornado* outwards, and No. 60007 *Sir Nigel Gresley* on the return. Extensive engineering works around Hull and on the line to Beverley will not be completed in time to accommodate the original itinerary. The tour also celebrates the 50th anniversary of a high speed run with No. 60007, when on 23rd May 1959 it reached 112mph before being eased, much to the reported annoyance of the driver! One other interesting development is the planned use of No. 6024 *King Edward I* on the return leg of a London – Chester train on 30th May.

LNER 'A4' No. 60007 *Sir Nigel Gresley* coasts past Bennerley on the Erewash Valley line on 28th February, with a Vintage Trains Excursion bound for Birmingham. The 'A4' came off the train at Bescot.
John Whitehouse

£1.7 million visitor and education centre for NYMR

Work has begun on an ambitious project to create a £1.7 million visitor and education centre for the North Yorkshire Moors Railway at Pickering station.

The work is being carried out over several phases and materials are being brought in and out of the station by rail wherever possible to avoid carbon emissions from road vehicles.

One of the key elements of the scheme involves replacing the station roof with an identical structure to that last seen in 1952. The project is being funded by the Heritage Lottery Fund, which has awarded almost £1 million. The regional development agency, Yorkshire Forward, has also donated £125,000.

The new facility will open up possibilities for working with schools and community groups, and will provide a purpose-built archive to allow for the safekeeping of historic and valuable records of the railway dating back to 1836.

▶ **Visiting Class 47/4 No. 47580 *County of Essex* pilots classmate No. 47596 (masquerading as No. 47584 *County of Suffolk*) at Crownthorpe with the 13.00 departure from Dereham, during the Mid-Norfolk Railway's Stratford Mini-Gala on 28th February.**
Paul Townsend

28 & 29 March

47306 "The Sapper"
37142
50042 "Triumph"

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Adult Day Rover - £13.50
that's about ***£1.22*** *per return trip !*

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that's about ***£0.85p*** *per return trip !*

Saturday Evening REAL ALE SPECIAL
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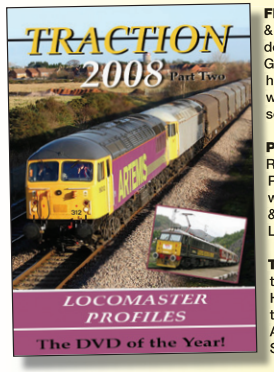
click here for **timetable** and more info!

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

NEW

TRACTION 2008 – Part 2

Programme number 27 in the highly-acclaimed TRACTION series will once again be packed with a fascinating assortment of locomotive workings as well as featuring all the major developments in the current motive power scene. Here's a taster of what is guaranteed to be another action-packed addition to the series...



FREIGHT TRAFFIC & TRACTION: 56 311 & 56 312 on Immingham-Washwood Heath steel trains; BR blue 86 101 & 87 002 on Royal Mail trains; 37 417 making a rare appearance on the Southampton Docks-Bescot cartics; 66 303 deputising for the booked Fastline 56 on the Doncaster-Grain containers; 37 608 & 37 609 working the Daventry-Grangemouth intermodal; 57 303 hauling the diverted PRDC-Shieldmuir mail via Banbury; a rare Class 67 double-header on the Scunthorpe-Crewe rail train; 20 307 & 20 315 on a stoneblower move from Trent to Ashford; 59 202 working the Tunstead-Walsall cement; re-liveried Class 58s en-route from Eastleigh to Spain....plus the best-ever selection of 'Dead Shed' spots!

PASSENGER TRACTION, RAILTOURS & SPECIALS: the end of the Stobart Pullman; Cotswold Rail 47s and Colas Rail's 47 739 working FGW's 'Night Riviera' sleeper services; 55 022 making a Deltic debut over the Cambrian route to Pwllheli; 73 109 working Brockenhurst-Lymington Pier services; D1015 travels to Liverpool and Great Yarmouth; 47 375 working Norwich-Lowestoft services; Virgin Class 57s on diverted West Coast services over the Chiltern Line; 33 025 & 33 207 visit Weymouth; 57 302 & 57 312 taking the vintage 'Queen of Scots' coaches on a trip to Carlisle; 20 189 on London Underground Met Line specials...and 86 259 becomes the first of its class to visit Hadfield!

THERE'S ALSO: 47 580 on a Tyseley to West Ealing departmental working; EWS scrappers 37 403 & 37 413 arriving at their new home at Bo'ness; 90 003 passing through Nottingham in the consist of a Freightliner service; a Grand Central HST power car working Network Rail's NMT HST; 20 901 & 20 905 hauling the Blue Pullman Mark 3s from Barrow Hill to East Ham; Class 87s moving by road from Crewe to Hull docks en-route to Bulgaria; 31 454 & 31 459 visit St Albans Abbey Wood with a test train; the last runs of Class 20 D8142 at Llangollen; re-painted 73 210 being towed from Stewarts Lane to Dereham by 73 136... and 20 905 hauling a Grand Central HST power car from Craigentinny to Heaton!

Covering the period 1st July to 31st December, this action-packed programme will have a variety of locomotive classes to suit all tastes - accompanied by a lively and informative commentary from David Maxey. TRACTION 2008 - Part 2 will be released on DVD at the end of February priced at £19.95 (post free). To order your copy, either call our Credit Card Hotline on 01753 545888 or send a cheque or postal order to the address below:

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GCR launches urgent appeal to raise £100,000 to secure GCR goods office

The Great Central Railway (GCR) is set to purchase Loughborough Central station's former goods office building.

The railway has begun an urgent fundraising campaign for a six-figure target that needs to be met before the end of March. It follows two years of negotiations with the building's owner, a local housing developer. The building currently stands isolated in the corner of the former goods yard, two minutes walk from the front door of Loughborough Central station.

Only four dedicated goods offices were provided on the route, and Nottingham is the only other survivor. A survey of the building has shown that many original features survive from its construction. The President of the Great Central Railway said: "This is a one off chance to obtain this important piece of heritage. It's a very appropriate goal for 2009, the year the GCR celebrates 40 years of preservation. We plan to use it as a new Administrative HQ, which will release space at Loughborough Central for other improvements. It will also create a public meeting space. Imagine this - we could be running the Great Central from an original pre-grouping GCR office building!"

The Railway has received very good news from the East Midlands Development Agency, which, via the Leicestershire Economic Partnership and in conjunction with Charnwood Borough Council, is offering a six-figure grant aid package towards the purchase price. However the railway still needs to find £100,000 not only to make up the total but also to provide urgent funds to begin its restoration. There is an urgent deadline to the appeal. The grant aid has to be taken up by the end of the financial year, March 31st – and it cannot be carried forward.

The GCR has to demonstrate that it is 'at an advanced state of negotiations' by then or it will lose the chance to buy the building. If the railway is unable to complete the purchase, it could become flats, or worse be demolished. An adjacent GCR stables building suffered that fate two years ago.

The appeal is being co-ordinated by the David Clarke Railway Trust (DCRT), the GCR's official supporting charity, which has put together some incentives for people who donate, including building tours and the chance to be recorded on a role of honour.

The money will be going into a 'ring fenced' fund purely for the goods office, and as it is coming by the DCRT, those who donate can also claim gift aid from the Government on anything given by a UK taxpayer. Two thousand pounds has been pledged to the appeal already, and has been matched by a further £2.000 from the DCRT itself, coming from the legacy of Richard Lovatt, the GCR's former company secretary who died in 2007. The building will be named in his honour to recognise the work he (and his father) gave to the preserved GCR.

Donation forms can be downloaded on line at http://www.gcrailway.co.uk where full details of the incentives on offer are also listed. Credit card donations can be made directly on line at the same website. Meanwhile donations can be sent directly to the David Clarke Railway Trust, c/o Great Central Railway, Great Central Road, Loughborough. Leics.

← Contents Page

NNR Gala Success

The North Norfolk Railway enjoyed a highly successful start to its two-weekend gala on 28th February.

All advertised visiting locomotives were in action, drawing large crowds.

◀ **LNER 'B1' No. 1306 *Mayflower* storms under bridge 304 on it's way from Weybourne to Sheringham on 27th February.**

▼ **Two of the visitors, '4F' No. 44422 and Standard 4MT No. 76079 approach Kelling Heath on the same day.**

Both: Stuart Chapman

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Services resume to Cheltenham Racecourse

Repair of the landslip that halted trains south of Gotherington on the Gloucestershire Warwickshire Railway at the back end of last year, is on schedule to be completed in time for normal services to resume on 7th March.

The landslip, on the western side of the railway's embankment just outside Cheltenham Racecourse, didn't affect the track but continuing to run trains past it could have caused further damage. Work has involved digging away a substantial part of the embankment to put in land drainage and rebuild the land to make it stable.

Civil engineering contractors have been working full time since the end of November last and were well ahead of schedule before the snowfalls of early February caused a temporary cessation of work. Access to the site for their plant and equipment was along a specially built road from nearby Southam Lane, thanks to the helpful co-operation of the local farmer.

Total cost of the remedial work, which is being met by Travelers, the railway's insurers, is about £250,000.

On the tilt for testing at Wirksworth

▼ **One of the resident diesel shunting locomotives at Wirksworth is pictured at Gorsey Bank on the Ecclesbourne Valley Railway, shortly after additional ballast was laid to create a 100-200mm cant on this part of the line. The purpose was for vehicle testing for a mytesttrack.com customer. Martin Miller**

SE&CR Class 01 0-6-0 No. 65, SE&CR class C 0-6-0 No. 592, and GWR 'Dukedog' 4-4-0 No. 3217 *Earl of Berkeley* triple-head the 11.00 Sheffield Park - Kingscote train away from Horsted Keynes on 22nd February during the Bluebell Railway's Branch Line Gala. **John Goss**

▲ SR Class M7 No. 30053 stands in Corfe Castle station as Battle of Britain Class Pacific No. 34070 *Manston* approaches on a through train during a Photo Charter on 27th February. **Paul Maycock**

▲◀ As reported in last weeks issue, the Bo'ness & Kinneil Railway's Caledonian Railway 0-4-4T has been repainted in BR lined-black as No. 55189. Here the locomotive heads south near the Avon Viaduct on the rarely used Birkhill section during a Russ Hillier charter on 24th February. **John Whitehouse**

◀ An immaculate GWR 'Manor' No. 7812 *Erlestoke Manor* passes the fine array of semaphore signals at Bewdley South while working the 13.45 Bridgnorth to Kidderminster Town on 1st March. **David Pagett**

Class 67 No. 67008 makes its way slowly across the Forth Rail Bridge on 24th February with the 06.32 Edinburgh - Edinburgh (via Fife Circle) loco-hauled service. **Stuart Chapman**

South Wales loco-hauled variety

▶ On 26th February, unbranded Class 57/3 No. 57316 passes Coedkernew, between Newport and Cardiff, with the 05.32 Holyhead-Cardiff Arriva Trains Wales service. This working now runs with just a single '57' rather than 'top-and-tail' mode.

▼▶ Advenza Class 57 No. 57005 passes on the same day with the 09.48 Cardiff-Shipley empty steel working.

▼ Finally, the last Railfreight Petroleum-liveried Class 60, No. 60054, heads the 05.10 Robeston-Westerleigh petroleum service.

All: Mark Thomas

Deputising for the Departmental Class 150 DMU, Class 37/6s Nos. 37609 and 37605 power a Doncaster to Doncaster via Barnetby and Roxby Gullet test train through Althorpe, near Scunthorpe, on 2nd March. **Richard Tuplin**

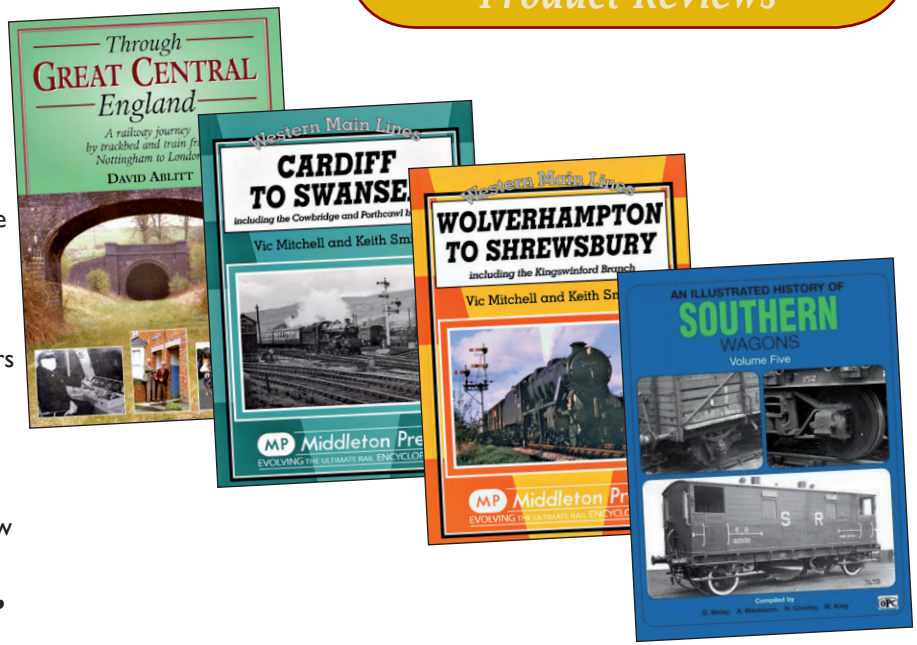
Through Great Central England
by David Ablitt

An interesting concept and quite possibly one that many of us have toyed with ourselves - to walk a particular length of trackbed and dream of what has been.

This book is that concept and much more, for David Ablitt had the notion of 'walking' the length of the Great Central Railway, over 100 miles from Annesley (north of Nottingham) to Marylebone - and he did it! From the very first pages, we are treated - in a very human, observant and poignant textual approach - to a picture of the relevance and relation of the railway to its surroundings and how those surroundings have changed. It is a detailed but entertaining exposition of his journey, with 'off-rail' detours as appropriate, to highlight important or interesting landmarks and/or locations. His emotions at what he finds are almost tangible and the reader is swept along in easy style and the entertaining narrative could almost be read as a novel.

For anyone who has known and loved the erstwhile GCR, this is truly a fascinating book. The author's tenacity is to be admired, as is his eye for detail, his humanity and his appreciation of the importance of what met his gaze. In addition to the history and virtual travelogue, the volume contains superb illustrations from past and present. People are featured, as well as some of those landmarks, and the present-day illustrations are gratifyingly in colour. Views such as the 'past and present' exteriors of Nottingham Victoria and Marylebone stations; what's left of Leicester Central; and, of course, the preservation movements from Loughborough to Leicester and Quainton Road are all excellently reproduced. A quality product from start to finish and thoroughly recommended, especially as it is now impossible to recreate some of the sights. **MJS**

Silver Link Publishing Ltd, The Trundle, Ringstead Road, Great Addington, Kettering, Northants. NN14 4BW. 128pp. ISBN 978 1 85794 317. £9.99 each



Cardiff to Swansea, Wolverhampton to Shrewsbury
by Vic Mitchell & Keith Smith

The latest two volumes in the ongoing series from Middleton Press, gradually spreading a focus throughout Great Britain, are under the 'Western Main Lines' banner and have reached South Wales and the approach to the country's border further north.

Within the Principality, our journey begins at Cardiff Central circa 1910, showing the station prior to the 1933 alterations. Later views show a much more open feel before moving west to highlight Canton shed, its place within the tangle of local lines and views from the 1990s. Thereafter, the book follows the main line westwards, showing the stations en route in predominately steam days. The body of work shows as much as anything just how much has been lost on our system over the years.

Moving from Wolverhampton to Shrewsbury, the other collection takes us into Shropshire and close to the Welsh border. The late-lamented Low Level station opens, before moving up to the ex-LMS location and the start of the journey. There are some fine images of Stafford Road and Oxley engine sheds (old and new in the case of the latter); the 'fall' of Codsall footbridge and a variety of views at Wellington in addition to rural and urban natures.

As is usual with this publisher, maps depict the basic layout of the locations visited and the books each contain some 120 illustrations as well as historical and geographical background and salient figures for passenger services. The overall appearance of the two are in the developed house style, with characteristic captions and with reproduction of improved quality from than seen in some of the previous volumes. **MJS**

Middleton Press, Easebourne Lane, Midhurst, West Sussex. GU29 9AZ. 96pp. ISBN 978 1 906008 42 0 & 978 1 906008 44 4. Each £14.95

Southern Wagons Pictorial
by Mike King

In 1984, the first of what was to become a four-volume title was published by OPC called 'An Illustrated History of Southern Wagons Volume One', covering the LSWR & SDJR.

The book proved to be popular with readers and modellers alike and three further volumes followed covering the LBSCR & minor railways (1985) SECR (2000) and SR (2002). Since the publication of the first title, numerous new and additional information has come to light and the author has published this new title, providing a round-up of additional information covering all aspects of the original publications.

Ideally the book needs to be read in association with the original four titles as references are made to them to avoid repetition, but lack of access to the original books should certainly not stop anyone from enjoying the latest publication.

An extremely well written title and the pictorial reproduction is to the usual high standard that is expected from Ian Allan Publishing. The range of imagery within its 192 pages is superb, covering railway operations and specific close-ups of vehicles, with the latter obviously dominating. There are several well produced drawings of vehicles, together with measurements that will prove invaluable to the Southern modeller. A wide range of pre-grouping companies are featured, along with the Lynton & Barnstaple narrow gauge line! A reasonably priced title considering the work involved in its creation. **RT**

OPC (Ian Allan), Watling Drive, Hinckley, Leicestershire. LE10 4EY. 192pp. ISBN 978 0 86093 597 1. £30.00

▲ A General Electric-built NJ Transit P40DC No. 4802 roars south on the Northeast Corridor past milepost 33 in New Brunswick, New Jersey, on 8th February, with the 'Atlantic City Express'. The service commenced on 6th February as a weekend only service (Friday to Sunday), sponsored by several casinos, from New York Penn Central to Atlantic City, with a stop in Newark. This particular P40DC locomotive was built for and previously operated by Amtrak as No. 810. **Gerald Oliveto**

Port of New York and New Jersey ships three million containers

The Port of New York and New Jersey's ExpressRail Elizabeth facility marked a major milestone on 24th February by transporting its three millionth cargo container by rail, which has removed about 5 million lorry trips from the road in the 18 years since the on-dock rail system was launched.

ExpressRail Elizabeth began service in 1991 as a way to move cargo containers from the ship to the marketplace by rail rather than by road. The Port Authority has invested $600 million to expand and upgrade the port's rail system, which will provide the capacity to move 1.5 million containers a year when completed in 2012.

Two expansion projects will be completed this year, however, the addition of a second lead track into the facility allowing for simultaneous arrival and departure of two trains, and the completion of additional support track in the port to allow marshalling of trains to a single destination, providing a quicker and more efficient movement of the containers.

During 2008, the Port of New York and New Jersey set a new record for the ExpressRail system, which includes ExpressRail Elizabeth and ExpressRail Staten Island, transporting 377,827 containers for the year, a increase of nearly 6% over 2007.

Could the Virgin brand be used for high-speed rail in the United States?

It is reported that Virgin Trains is bidding for a part of the multibillion-dollar upgrade of the American rail network, and has been asked to submit a proposal for developing the infrastructure.

USA President Obama has allotted $8 billion (£5.6 billion) to develop high-speed rail networks in an attempt to reduce carbon emissions and improve connections between cities. The USA has only one high-speed rail link, operated by Amtrak, and its average speed is about half that achieved by many European rail networks. Virgin and other high-speed operators, such as SNCF in France, are expected to work with the US Department of Transportation to develop its rail plans and then bid to operate individual services.

Virgin is said to be keen on the Los Angeles to San Francisco line and also that linking Boston, New York, Philadelphia and Washington. There are 30 return airline flights a day between Los Angeles and San Francisco and a high-speed train service could replace many of those, cutting carbon emissions. The journey would take less than three hours and voters in California have already agreed to raise $10 billion to start work on a line that would run from Sacramento to San Francisco, Los Angeles and San Diego. Arnold Schwarzenegger, the Governor of California, said: "Our rail system in America is so old, we are driving at the same speed as we did 100 years ago. We should do what other countries do. All over the world we see high-speed rail. We should do the same in this country, and especially in this state."

A move into America would be Virgin's first venture outside Britain.

New Class 2400 DMUs enter service in the Netherlands

Reader Marco van Uden reports that on 23rd February, the first trainset of the new 'Sprinter LightTrain Class 2400/2600 No. 2401 entered commercial service on commuter trains between Utrecht and The Hague.

So far 50 four-car trainsets of 70 meters (210 ft) in length have been ordered as Class 2400, and 49 six-car trainsets of 100 meters (300 ft) as class 2600. Options exist for 48 more sets of each class. The trains will be used for all-station services over short distances, as they do not have toilets, one of the main comments about them.

The units will gradually replace the 'Monkey Face' trainsets Mat '64 (classes 500 and 400/800/900) that were built from the 1960s. The first lines where the new trains will be regularly used are Rotterdam-Gouda Goverwelle, The Hague-Gouda Goverwelle and The Hague-Utrecht. On these lines they will replace the old 'Sprinter' class 2100/2900 built from 1975 Cs class 2000/2800, which are still in the process of being modernised. These will migrate to other lines where still older stock is used.

Siemens and Bombardier in Germany are building the new trainsets, and so far three 6-car and two 4-car sets have been delivered. They will be maintained at the Nedtrain workshop in Leidschendam, where two tracks have been adapted specifically for this use.

▲ Class 2400 Sprinter LightTrain No. 2401 in the Nedtrain workshop in Leidschendam, on one of the two tracks that have been adapted specifically for their use. The picture was taken during the 'open doors day' on 13th December 2008, on the occasion of the 100th anniversary of the workshop. Marco van Uden

Railion becomes DB Schenker

Following on from the renaming of the UK railfreight operator English, Welsh & Scottish Railway in January, Deutsche Bahn AG has renamed the Railion group of companies with effect from 16th February.

As a result, Railion Deutschland AG becomes DB Schenker Rail Deutschland AG, Railion Nederland N.V. becomes DB Schenker Rail Nederland N.V., Railion Scandinavia A/S becomes DB Schenker Rail Scandinavia A/SRailion Danmark Services A/S becomes DB Schenker Rail Danmark Services A/S, Railion Italia Srl. is now DB Schenker Rail Italia Srl., Railion Schweiz GmbH will be known as DB Schenker Rail Schweiz GmbH, Railion Italia Services Srl. becomes DB Schenker Rail Italia Services Srl., BTT BahnTank Transport GmbH becomes DB Schenker BTT GmbH and Nieten Fracht Logistik GmbH will be known as DB Schenker Nieten GmbH.

Expanded facilities for Perpignan

French Rail Network (RFF) has launched a €210 million project, funded by the French government, to expand the rail facilities in Perpignan in readiness for the opening of the high-speed link to Spain. The work will take three years to complete and will benefit both passenger and freight services.

For passenger services, two new platforms will be built at Perpignan station, the Perpignan-Villfranche line will be converted from single to double track and upgraded to allow TGVs to access the new line, and extra tracks will be provided to stable TGV and TER trains. Freight improvements include the creation of a large international freight facility.

100th Prima diesel loco delivered to SNCF

On 24th January, Alstom delivered the 100th Prima locomotive (BB475000) to SNCF at its Belfort site.

The previous 99 locomotives operate on the French rail network, whereas this 100th locomotive is the first in a series of 33 fitted with safety equipment for the German rail network.

On 28th February 2004, SNCF signed a sales agreement with a consortium comprising Alstom and Siemens for the supply of 400 locomotives, a contract totalling €2.1 billion. Since the delivery of the first locomotive in March 2007, the 99 Primas in service on the French network have covered over seven million kilometres. The two manufacturers designed a diesel locomotive with a power output of 1.600 kW and a maximum speed of 120 kph, which is capable of pulling freight trains with loads of up to 1.400 tonnes. Alstom was responsible for the mechanical elements of the locomotives - the shell, brakes, cab and desk (derived from the Prima platform) - and for the bogies, which were developed at Alstom's Le Creusot site. Siemens developed the electrical equipment and supplied the engines.

A long-standing player in the locomotive and rail freight markets, Alstom has sold over 1,800 Prima locomotives since the range was launched with the unveiling of the first prototype in 1999. In addition SNCF is already operating nearly 300 electric Prima locomotives.

Snow trains - French style!

Over six weekends in January/February each year, the spectacular line along the Durance valley to Briancon is transformed by additional trains bringing skiers into the area.

Last Saturday was the high spot, culminating in five additional sleepers from Paris to Briancon, each approx 16 coaches in length, powered by a pair of 1960s/70s built Class 67 diesels. When the additional trains are added to the usual day service, up to 25 locos can be in use in a single day on the peak ski weekend!

▲ Class 67 Nos. 67491 and 67438 power the 20.21 Paris to Briancon sleeper service away from L'Argenttiere on 22nd February. **Richard Dunn**

▶ Shortly after joining the Grenoble line at Aspres-so-Buech, Class 67s Nos. 67320 and 67363 wind up for the short hop to Veins with the 11.11 Lyon Part Dieu to Briancon on 21st February, running 30 minutes late.

▼ A further two Class 67s Nos. 67475 and 67427, both in Bordeaux Corail livery, provide the motive power for the 09.13 Briancon to Lyon Part Dieu past the snowfields at Pont de Verviers on 21st February. **Both: Neil Higson**

Winter steam in the Harz Mountains

by David Gibson

The Harz Mountains in Germany still operates daily steam services using mainly 2-10-2 tank locomotives.

European tour operator Railtrail, visited the area in early February to enjoy the sight of narrow gauge steam hard at work and was fortunate to find plenty of snow still on the ground. One of the tour participants, David Gibson, provides us with a photographic round-up of the action.

▶ **Early morning on 12th February and three 2-10-2 locomotives, Nos. 997243, 997232 and 997235, are pictured stabled outside the locomotive shed at Wernigerode. An underground steam pipe allows the empty carriages parked in the station to be heated by one of the locos.**

▼ **With its short three-coach train in tow, 'Mallet' 0-4-4-0T No. 995901 steams through the lightly snow-covered countryside between Siiberhutte & Alexisbad, again on 12th February. All: David Gibson**

▲ A double departure is photographed at Eisfelder Talmuhle as 'Mallet' No. 995901 departs with the Railtrail photo charter, while 2-10-2T No. 997238 heads a service train from Nordenhousen, both locomotives working up-grade.

▶ At Alexisbad, there is a second double departure of the day, this time with 'Mallets' Nos. 995906 and 995901.

▼ Modern traction has come to the HSB system and as 'Mallet' No. 995901 waits at Strabberg, one of the diesel railcars No. 187018 arrives.

Finally, inside the HSB locomotive works at Wernigerode. The narrow gauge wagons, seen in the bottom left are used for loading standard gauge stock, while two 2-10-2T locomotives No. 997237 and 997238 undergo repair.

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. Meeting commences at 19.30.

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

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 833320 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 Secretary 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. Starts 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.

Permanent Way Institution (Darlington & North East Section)
Railway Athletic Club, Brinkburn Road, Darlington. 'Haltwhistle Embankment Works' by Paul Fairburn. Doors open at 18.30 for 19.00 start. Contact Dave Lugsden on 07825 766328 for further details.

Permanent Way Institution (Edinburgh Branch)
The Scots Guards Club, 2 Clifton Terrace, opposite Haymarket Station, Edinburgh. 'New Zealand Railways' by John Edwards. Meeting commences at 18.00. ContactNicola Topping on 07919 127995 for details.

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. Starts 19.30.

Southern Electric Group (South Hampshire Branch)
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 20.00. Contact 01934 628289 or e-mail fotophile69@talktalk.net for further 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 sharp. Admission £1.50 non members, 50p members. Contact Mark Ratcliffe on 01283 221537.

Permanent Way Institution (South & West Wales Branch)
Kings Hotel, High Street, Newport. 'Reading Resignalling' by Graeme Christmas. Joint Meeting with the Institution of Railway Signal Engineers. Meeting commences at 18.00. Contact the society secretary, Andy Franklin on mobile 07824 410762 or by e-mail him at Andy.Franklin@networkrail.co.uk for further details.

Permanent Way Institution (Thames Valley Branch)
Davidson House, Reading. 'Basingstoke Resignalling' by Mark Somers. Doors open at 17.15 for 17.45 start. For details contact the Secretary, Peter Simmonds at peter181102@yahoo.co.uk.

Permanent Way Institution (Wessex Branch)
The Rose and Crown, Columbo Street, Waterloo, London. 'Reading Resignalling' by Sean Murray. Meeting commences at 18.00. Contact, Eddie Gosling on 01252 614558 for 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 details.

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

6th March 2009

G-W Railway (Birmingham Group)
Northfield Library, Church Road, Northfield, Birmingham. '1968 and All That' by Ralph Ward. Starts 19.30

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

9th March 2009

Lincoln Railway Society
St Hughs Church Hall, North Hykeham, Lincoln. 'Rail Privatisation' by Christian Wolmar, Starts 20.00. Contact 01522 705365 for details.

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. Meeting commences at 19.30. Contact 01902 758882 (Evenings) 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. Meeting commences at 19.30. Donation of £2 requested. Contact the Secretary, Bruce Cakebread on 01273 462094 for further 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 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.

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.

▼ **A pair of Class 450 'Desiro' units burst through the steam from A1 Pacific No. 60163 at Vauxhall on 14th February as they depart from the Capital with a South West Trains service for Portsmouth & Southsea. Ian Docwra**

Great Western Society (Bristol Group)
BAWA, 589 Southmead Road, Filton. 'Singapore - A Transport of Delight' by Gerald Nichols. Starts 19.45.

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

The 8E Railway Association (Northwich Branch)
The Gladstone Club, Station Road, Northwich CW9 5RB. Quiz Night.. Meeting commences 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. Contact the Secretary on 01256 326096 for 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

Permanent Way Institution (London Branch)
10th Floor Restaurant, 55 Broadway (LUL HQ), London St James Park tube. 'Rugby Schemes' by Ben Venables. Doors open 17.30 for 18.00 start. Contact the Secretary, Alison Stansfield on 0770 332 6080 or by e-mail at alison.stansfield@btinternet.com for further details.

RCTS (Hitchin Branch)
Hitchin Christian Centre, Bedford Road, Hitchin. 'Out and About' by Hugh Gould. Meeting 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 during the evening. A £2 donation is requested. Contact the society secretary 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 the society secretary 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. Starts 19.30.

Permanent Way Institution (Birmingham Branch)
The 11th Floor Boardroom, Network Rail Offices, The Mailbox, 100 Wharfside Street, Birmingham B1 1RT. 'Cambrian Line Enhancements' by Richard Langford. 'ECML Hitchin Grade Separation' by Norman Kelsell. Starts 18.00. Contact Ian Wardle on 0782 441 0961 or by e-mail at ian.wardle@networkrail.co.uk for further details

Permanent Way Institution (Croydon Branch)
Matt MacDonald House, Sydenham Road, Croydon, CR0 2EE. 'The Bluebell Railway Northern Extension' by Chris White. Doors open at 17.30 for 17.45 start. Contact the Secretary, Martin Creswell on 0780 326 0645 or by e-mail at martin.creswell@atkinsglobal.com for further details.

Permanent Way Institution (Manchester & Liverpool Branch)
Location to be Confirmed. Presidential Address by Bob Cummings. Starts 12.30. Contact, Rob Cummings on 0779 885 8784 or by e-mail at rob.cummings@networkrail.co.uk for further details.

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

RCTS (Preston Branch)
Claremont Hotel, Blackpool Road, Preston. 'A Rail Tour round Glorious Devon' by Stephen Gay. Starts 19.30.

13th March 2009

Altrincham Electric Railway Preservation Society
Altrincham Methodist Church Hall, Barrington Road, Altrincham. 'Persia - Back door to Russia in 1942/ Steam & Modern Traction in the 1960s' by Robin Patrick. Starts 19.30. Contact Andrew Macfarlane on 0161 928 9394 for details.

Great Western Society (Swindon Group)
Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon SN3 1JE. 'Through the Lens of a Railwayman' by Mike Goodfield. Meeting commences at 19.00.

RCTS (Edinburgh Branch)
Quakers Meeting House, 7 Victoria Street, Edinburgh. 'Industrial Railways' by Alistair Ness. Meeting commences at 19.30.

RCTS (West Riding Branch)
Visit to Network Rail Signalling School, Leeds at 13.00. Contact Malcolm Riley on 01274 589488 or mobile 0788 7908501 for details.

Scarborough Railway Society
The Public Library, Vernon Road, Scarborough. 'The Michael Medd Photo Collection'. Starts 19.30. Contact, Adrian Scales at email@scarboroughrailwaysociety.org.uk

Shropshire Railway Society
The Gateway, Chester Road, Shrewsbury 'Modern Traction and Trams' by Jason Cross. Starts 19.30. Contact Colin Hatch on 01961 650985 for further details.

14th March 2009

Bournemouth Railway Club
All Purpose Room, Winton Methodist Community Centre, junction of Alma Road and Heron Court Road, Bournemouth. 'Moving the Coal' by Terry McCarthy. Starts 19.30. Contact Martyn Thresh on 01202 742099 or by e-mail at martyn.thresh@ntlworld.com for details.

16th March 2009

Great Central Railway (Spinkhill Branch)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB 'Roving Britain's Railways' by Paul Beardsley. Meeting commences at 19.30. Contact Frank Greaves on 01909 473927 for further details.

Kent and East Sussex Railway (Ashford Group)
The Railway Staff Club, Beaver Road, Ashford, Kent. TN23 7RR. 'Talyllyn and Other Railways' by John Snell. Meeting commences at 19.30. Donation of £2 requested. Contact the Secretary, Keith Mapley on 01303 269138 for further details.

Locomotive Club of Great Britain (Dorking)
Pethick-Lawrence House, 85 South Street, Dorking. 'Plandampf' by David Heal. Meeting starts at 19.30.

RCTS (Chester Branch)
The Town Crier, City Road/Station Road (opposite station entrance), Chester. 'Picture Postcard Railway Rambles' by Stephen Gay. Meeting commences at 19.45.

RCTS (Northampton Branch)
Weston Favell Parrish Hall, Booth Lane South, Weston Favell. 'On Narrow Gauge Tracks' by Tom Heavyside. Meeting commences at 14.00.

RCTS (Oxford Branch)
West Oxford Democrats Club, 1 North Street, Osney. 'A Thames Valley Odyssey' by Chris Wilkinson. Meeting commences at 19.30.

RCTS (Shenfield Branch)
Shenfield Parish Hall, 80 Hutton Road, Shenfield. 'The Master Cutler' by Ken Grainger. Meeting commences at 19.30.

18th March 2009

Burton Railway Society
Marston's Social Club, Shobnall Road, Burton upon Trent. Illustrated Presentation by Richard Binding. Meeting commences at 19.30. Contact Mark Ratcliffe on 01283 221537 for further details.

Permanent Way Institution (Glasgow Branch)
Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow. 'National Delivery Service and Its Roll in delivery of Rail Grinding by Mike Turner. Starts 17.30. Contact 07789 765291 for further detail

Permanent Way Institution (Nottingham and Derby Branch)
The Midland Hotel, adjacent to Derby Station, Derby. 'Sustrans Connect 2' by Huw Davies. Meeting commences at 18.30. Contact Colin Cowey on 07946 482343 for further details.

Back Issues

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

Rear Cover Caption

A springtime evening at Saughton on 25th February sees an NXEC HST led by Class 43/2 No. 43319 racing away from Edinburgh with the castle in the background with the 'Highland Chieftain' to Inverness. Fred Kerr

Magazine Information

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