Railway Herald

Issue 258 - 28th February 2011

The weekly railway enthusiast's magazine

Railway Herald

Issue 258
28th February 2011

Editor
Richard Tuplin

Contributing Editor
Brian Morrison

Railtour Editor
John Whitehouse

Advertising Manager
Ken Brunt

All editorial emails should be sent to the editor. To email a member of the team, send your message to firstname.surname@railwayherald.com

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

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

Good quality scans of colour slides and prints are also acceptable. There is currently no financial payment made for photographs published in *Railway Herald*. Where possible we always try to use news photographs taken within the production week of the publication date.

Website
Our website contains all back issues of the magazine and is available at **www.railwayherald.com**

© Copyright Railway Herald Limited 2006-2011

ISSN 1751-8091

Class 37s in the South Wales Valleys

In the second part of our new 'Through the Camera Lens' photo-feature, Wolverhampton photographer Brian Robbins looks back to the 1990s and several of his favourite photographs of Class 37s working coal trains in the South Wales Valleys

Read more on Page 22

In This Issue

Carrbridge report published
The RAIB has published its report into the derailment of an DB Schenker intermodal service at Carrbridge in January last year
Click here to read the story on Page 3

Metro & Light Rail News
New ticketing system for London's transport network will make travelling around easier, and without the need to 'top up'.
Click here to read the story on Page 4

Imberhorne refuse trains
GBRailfreight has commenced a four-week daily rail operation from East Grinstead to remove the rubbish from Imberhorne Cutting.
Click here to read the story on Page 5

ACLG locomotive update
News on the repaint of Class 86/2 No. 86213 into the corporate blue colour scheme, and a possible bogie change approaches for No. 86401.
Click here to read the story on Page 13

Editorial Break

To allow the small, but dedicated Editorial team at *Railway Herald* time to progress a major new project that will be announced to readers later this year, there will be a short Editorial Break next week.

This will mean that our **next** edition, Issue 259 will be published on

Monday 14th March 2011

from which point we will be back to our normal weekly publication cycle.

Elsewhere in this issue

8 News in Pictures
The weekly round-up from a pictorial viewpoint of newsworthy and unusual workings across the country.

12 Preservation News
Gloucestershire Warwickshire battles to secure its future, up to 18 locomotives could be in steam at NYMR gala, and Deltic Preservation Society locomotives visit Dorset and Yorkshire.

Essentials

9 Railtours & Excursions
Including comprehensive listings.

Front Cover Caption:

Class 60 No. 60015 *Bow Fell* passes Chellaston, while working the Westerleigh to Lindsey discharged petroleum service on 24th February. This locomotive is one of 12 members of the fleet currently in operational traffic pools with DB Schenker. Cameron Burgess

New Street moves forward

The John Lewis Partnership, Birmingham City Council and Network Rail have announced that a full-line John Lewis department store will be built on the south side of New Street station as part of the huge redevelopment scheme that is currently in progress.

The £100 million store will have 250,000 square feet of retail selling space split over four floors. It is due to open in 2014 and will create around 1,000 new jobs, of which 650 will be in the store itself. For those familiar with the vicinity, the new store will occupy the area that currently surrounds Stephenson Tower, a 1960s high-rise block, which is in the course of being demolished. Additionally, the project also includes an upgrade of the existing Palisades Shopping Centre, which sits on top of the main station concourse. As well as providing new jobs, the new store will also be a catalyst in regenerating the area on the south side of the station that is overdue.

As well as fronting onto Station Street, the new store will also have direct access to the heart of the rebuilt station by an escalator connection to the Atrium, which is the new concourse at New Street, the main feature of which is a large glazed roof that will allow much needed natural light into the building.

▲ **Freightliner Class 90 No. 90044 powers a London Euston to Birmingham New street service, formed of the WB64 Mk3 set, as it overtakes classmate No. 90043 working a Felixstowe to Trafford Park intermodal service at South Kenton on 21st February. Jamie Diddams**

Virgin submits franchise application

Virgin Rail Group (VRG) has submitted its application to bid for the West Coast Main Line franchise, which is scheduled to start in April 2012, and aims to continue the success of recent years.

Under the current franchise, customer numbers have doubled to 28 million in the last six years, and the route now has the highest satisfaction rating of any long-distance franchise, at 90%, as measured by independent watchdog Passenger Focus.

In a statement, Tony Collins, CEO of Virgin Rail Group, said that VRG planned to submit an exciting and deliverable bid if they are given the opportunity.

VRG's application consists of a complex pre-qualification questionnaire, which all potential bidders must complete, before a shortlist is drawn up and a full invitation to tender is published.

The short-listed bidders are expected to be announced on 29th March, with bids to be submitted to the DfT by 17th August. The winner should be known in early December, prior to the franchise commencing on 1st April next year.

Carrbridge report published

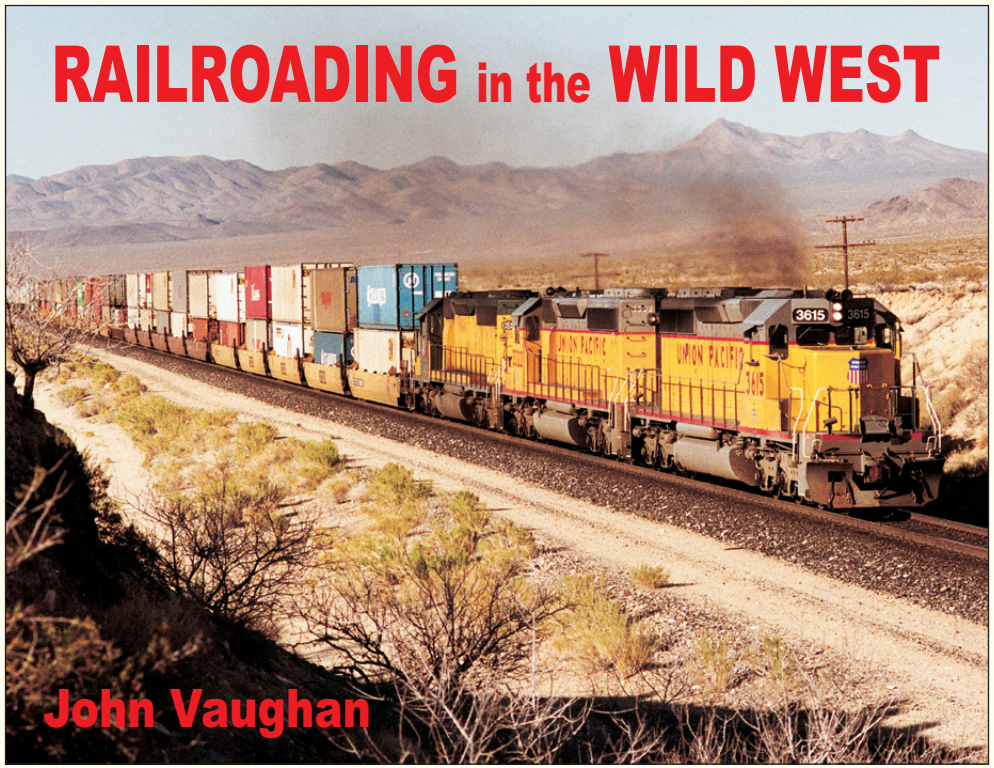
The RAIB has released its report into the derailment of a DB Schenker freight service at Carrbridge on 4th January last year.

The train, operated for Stobart Rail, and powered by recently repainted Class 66 No. 66048 *James the Engine*, derailed and severely damaged the locomotive and six wagons, with the '66' still remaining out of traffic at Toton.

The RAIB report concluded that there were a number of factors that led to the accident, including snow and ice ingress reducing the effectiveness of the brakes and the ploughing into and/or disturbing lying snow during the journey from Inverness.

The report has made four recommendations that all relate to the operation of freight services in snowy conditions, with specific reference to steeply graded routes.

The full document can be read online by clicking here.



A GREAT NEW ALL COLOUR PICTORIAL RAILWAY BOOK

comprising a glorious photographic celebration of remarkable trains running through some of the most magnificent scenery in the world, the legendary WILD WEST. The book spans a period from the late eighties until recent times, a period of railroad mergers and changes in motive power generations. There are over 200 memorable images from every western State in the USA plus British Columbia, all complemented by informative captions.

The author also demonstrates why the WEST is still a WILD place for railfans to visit!

176 landscape pages – super value at £19.95

Click here to buy on-line from Photrack through Amazon

or by post with cheque (adding £2.55 for postage) to:
'Photrack' (Est.1980), Box 5338, Goring by Sea, Worthing, BN12 9DG

also available from all discerning transport book sellers

▲ As the sun shines, Class 66/4 No. 66433 powers through Coppenhall, near Crewe Basford Hall, on 24th February, heading a Coatbridge to Daventry intermodal working. **Frank Richards**

First stage of GSM-R system switched on

East Coast has become the first train operator in Britain to begin using a new digital radio system which should allow the operation of a safer railway.

The new GSM-R digital radio system was switched on this week for the first time in full passenger service, initially covering over 100 miles on the East Coast route between London King's Cross and Stoke Summit, to the south of Grantham. The system, which provides seamless digital clarity radio links between train drivers and signalling and control staff, even through the line's 18 tunnels, will be phased in across the entire British railway network by the end of 2014, replacing the existing analogue National Radio Network (NRN). The system incorporates immediate notification of all drivers in the area of an incident – a feature which has already averted more serious delays on two separate occasions on the West Coast route, during testing.

The introduction of the new radio system has proved a major logistical challenge for East Coast and Network Rail. Across the first section of route to begin using the system, 40 GSM-R communications masts and 91 equipment cabinets have been installed at the trackside – while more than 75 East Coast drivers and 56 Network Rail signallers have been trained to use the new technology. The new radios have been installed into 24 Class 43 powercar driving cabs, and a programme to fit the system into the remaining six powercars and 60 Class 91 driving cabs (i.e. both ends of the locomotive) is underway.

Meanwhile, Network Rail and other train operators will now press ahead to roll out the new radio system to all routes south of a line between the Wash and the Severn Estuary by December 2012, when licences covering frequencies used by existing analogue train cab radios are due to expire.

Further expansion will see the system cover all rail lines across Britain by the end of 2014.

UK News In Brief

■ Invensys Rail has been awarded a multi-million pound contract by Network Rail to complete a resignalling programme on the Shrewsbury to Crewe line. The scope of the contract incorporates all design work as well as testing, installation and commissioning of 30 miles of bi-directional signalling and seven level crossings. The new signalling system is scheduled to be introduced on 7th January 2012, with the control of the line being in Cardiff.

■ Network Rail is to change its operations structure by creating a number of new, devolved business units run by managing directors, each of whom will, in effect, be running their own infrastructure railway business with significant annual turnover and resources. Scotland and Wessex routes will be the first to make the change, devolving power to the routes from April this year. Other routes will follow as soon as possible.

■ Scotrail's 22.48 Glasgow to Perth service was attacked on 22nd February, when a lit 'petrol bomb' smashed through the windscreen of the drivers cab, near Dunning, shortly after midnight. No-one was injured in the incident.

■ Services on the Far North Line were disrupted for two days on 24th/25th February, after a freight service caused damage to track and signalling equipment around Dalchalm. First ScotRail services between Wick and Inverness were terminating at Helmsdale and restarting from Tain, with a road coach connection between the two stations. Services were expected to return to normal from 26th February.

■ The Office of Rail Regulation's (ORR) prosecution of Network Rail and Jarvis for the Potters Bar derailment had its first hearing at Watford Magistrates' Court on 21st February. Network Rail pleaded guilty to a breach of the Health and Safety at Work Act in connection with the derailment. At the ORR's request the court adjourned the first appearance of Jarvis until 21st March. Meanwhile, ORR will decide whether it remains in the public interest to proceed with the prosecution of Jarvis.

■ Not previously reported, Freightliner Class 70 No. 70004 was named *The Coal Industry Society* by ex-Secretary of State for Energy Tony Benn on 9th February at the National Railway Museum in York, to celebrate the society's 500th meeting.

■ The East London Line extension from Dalston Junction Station on the East London route and Highbury & Islington station on the North London route will open to passengers on 28th February.

Contents Page

Metro and Light Rail News

New ticketing system to be online for 2012 across London

From 2012, London will become the first city in the world where passengers are able to access an entire transport network with just a swipe of their contactless bank or credit card.

By the end of next year, card readers across the whole of the TfL network will have been upgraded so that a touch of a contactless bank or credit card will allow passengers to touch in and out for pay as you go travel on the bus, tube, Docklands Light Railway, trams and London Overground network.

The new system will be up and running on all of London's 8,000 buses in time for the 2012 Games, and the system will be rolled out on London's various rail networks before the end of 2012.

Discussions are also under way with the Train Operating Companies that serve London about whether contactless payment cards could be used on National Rail services where Oyster is currently accepted.

Oyster will continue to be accepted for the many millions of customers who use it every day, although the software is being upgraded to recognise contactless credit and debit cards issued by Visa, MasterCard and American Express as well as Oyster cards. The upgrade will be fully approved by the payment schemes and will make full use of the payment industry's security systems, although certain features of contactless payments will be adapted to suit the public transport environment, for example, customers will never be asked to enter a PIN at a busy station gate-line. Customers who choose to pay this way will be charged for their travel directly from their bank or credit card account, removing the need to go out of their way to top up Oyster pay as you go credit balances. When fully rolled out, the technology will work even if their card was issued by an overseas bank.

Contactless payment will also reduce costs for TfL, as well as enabling a reduction in the number of Oyster cards produced and issued, over 40 million of which, have been issued since 2003!

◀ **DLR Class B92 No. 66 brings up the rear of a three unit formation, departing Greenwich for the river crossing on 19th February. The Docklands Light Railway will be able to accept the new contactless credit and debit cards as payment during 2012, but not in time for the Olympic Games. Robert Jefferys**

Bluebell spoil trains start running for four weeks to clear Imberhorne

In order to finally open up the Bluebell Railway from Kingscote to East Grinstead, a four week 'Waste by Rail' run commenced on 21st February, using GBRf to move the domestic waste from Imberhorne cutting to Shanks landfill site in Bedfordshire.

The work involves movement of 1,000 tons of waste each weekday, totalling around 20,000 tons over the four weeks, although factors such as waste density and type can influence the volumes and the actual weight of the material moved. The main contractor is the Bluebell Railway itself, with responsibility for site management, Health & Safety, sub contractors and project risk. Land & Water of Guildford was the main contractor for the previous two trial phases, but enough has now been learned to enable the heritage line to run the project itself, thereby making a considerable saving on the overheads incurred.

Involvement of volunteers is also much greater this time, involving four trained volunteers each working day to manage the train movement and loading activities, some of the duties taking place late into the evening.

Generally only one long-reach excavator will be in use to manage material movement and loading, although this will be supplemented by additional plant if necessary for peak movements, this compares to two or three excavators and three tracked dumpers involved in double handling of the material previously.

The empty wagons will arrive at Imberhorne each day at 13.30 and depart at 21.10. A GBRf Class 66 is used as the motive power between East Grinsted and Forders, running via the WCML to Bletchley.

◀ **On 21st February, Class 66/7 No. 66720** *Metronet Pathfinder* **passes Hurst Green, hauling 18 Metronet-branded MLA bogie wagons, forming the initial movement from Ferme Park Sidings to East Grinstead for loading the first of the waste trains from Imberhorne Cutting. Bill Turvill**

Station Improvements Round-Up

ScotRail has announced that it is to invest in the refurbishment and reopening of a former waiting room on the North Berwick-bound platform at Drem, as well as providing a cycle rack.

South Gyle station will gain a new waiting shelter on the Fife-bound platform and clocks will be erected at Musselburgh and Newcraighall in the station entrances. In addition, Addiewell, Brunstane, Curriehill, Fauldhouse, Kingsknowe, Larbert, and North Queensferry stations in the East of Scotland will be repainted during the year in the new 'ScotRail, Scotland's Railway' unified livery. Two lifts have been installed at Haymarket station, as part of a £1.5 million investment, which should originally have been completed in October last year.

Network Rail is to make Wrexham General station more accessible for people with mobility problems. The plans include a new footbridge and lift, making it easier for people with reduced mobility to access one of the station's platforms. Currently people who need to avoid using steps have to use the main road to access Platform 4 at the station. The new development will give direct access.

SWT looks to develop eco-friendly driving techniques by monitoring energy use

South West Trains has announced the start of a new initiative designed to cut energy consumption on its trains by up to 10% a year.

The first five trains to be equipped with the energy metre have now been completed and are in service on the London Waterloo to Reading line. A total of 20 units are scheduled to be equipped with the technology by May. The metre allows South West Trains to accurately determine the energy used by trains on a specific route. One of the biggest impacts will be the ability to improve the environmental performance of every South West Trains service, by developing new eco-friendly driving techniques that reduce electricity consumption.

◀ The Ellesmere Port to Fiddlers Ferry coal circuit has now become a regular Class 70 working. On 24th February, one of the latest examples of the class, No. 70011 was noted passing Monk Sidings on the approach to Warrington Low Level with a Fiddlers Ferry to Ellesmere Port empty set. **Fred Kerr**

◀▼ Mk.1 Translator Vehicle No. 6378 is pictured in the yard at St Leonards on 22nd February after being re-painted to match No. 6379. **Andy Armitage**

▼ Proof that despite privatisation, Network SouthEast lives on! Class 465 No. 465021, sporting a former NSE logo on the cab end, arrives at London Bridge on 19th February. **Robert Jefferys**

UK Steam & Modern Traction Railtour Listings

1st March 2011

Steam Dreams	34067	London Victoria-Reading-Swindon-Bristol Parkway-Newport-Cardiff & return

2nd March 2011

Rail-Blue Charters	31454+31601	Lincoln-Nottingham-Langley Mill-Sheffield-Barnsley-S&C-Carlisle-Penrith-Shap-Lancaster-Manchester Victoria-Rochdale-Calder Valley-Barnsley & return

4th March 2011

Rail-Blue Charters	DBS 67	St.Albans-Kettering-Nuneaton-Telford Central-Craven Arms-Llandrindod Wells-Cardiff-Swindon-Reading-St. Albans-Kettering-Nuneaton
Spitfire Railtours	55022	Preston-Crewe-Stafford-Lichfield Trent Valley-Nuneaton-Rugby-London Euston

5th March 2011

UK Railtours	71000	London Euston-Rugby-Stafford-Crewe (Gresty Lane Jct)-Nantwich-Shrewsbury-Wellington-Wolverhampton-Bescot-Birmingham International-Rugby & return
Railtourer	2xWCRC 47	Hereford-Ledbury-Great Malvern-Worcester Foregate St-Droitwich Spa-Bromsgrove-Longbridge-Derby-Chesterfield-Leeds-Hellifield-S&C-Carlisle & rtn
Railway Touring Co.	46115	London St. Pancras-Matlock & return **Postponed**
Pathfinder Tours	DRS 37 & 20	Crewe-Birmingham NS-Leicester-Sleaford-Peterborough-Ely-Norwich and return
VSOE	35028	London Victoria-Staines-Woking-Guildford-Redhill-East Croydon-London Victoria
Spitfire Railtours	55022	London King's Cross-York-Newcastle-Edinburgh Waverley & return

6th March 2011

Spitfire Railtours	55022	London Euston-Nuneaton-Lichfield TV-Crewe-Manchester Victoria-Preston

9th March 2011

Rail-Blue Charters	DBS 67	London KX-Hertford North-Peterborough-S&C-Carlisle-Hexham-Durham-York-Doncaster-Peterborough & return as outwards

11th March 2011

Rail-Blue Charters	DBS 67	Darlington-Newcastle Central-Stirling-Perth-Aviemore-Inverness & return

12th March 2011

Vintage Trains	5029 & 5043	Solihull-Bath Spa-Bristol TM and return **Postponed**
Railway Touring Co.	70013	London Victoria-Melton Mowbray-Lincoln-Newark NG-London King's Cross

19th March 2011

UK Railtours	tbc	London Euston-Crewe-Chester-Llandudno Junction-Bangor & return
Railway Touring Co.	70000	London Liverpool Street-Norwich-Holt Postponed
Pathfinder Tours	DBS 59/2	Eastleigh-Westbury-Bristol Parkway-Cardiff-Chepstow-Gloucester-Eastleigh
VSOE	35028	London Victoria-Staines-Woking-Guildford-East Croydon-London Victoria
Railway Touring Co.	34067	Three Bridges-Hove-Fareham-Eastleigh-Westbury-Bath Spa-Bristol TM & return

23rd March 2011

Compass Tours	2xWCRC 47	Rugby-Tamworth-Crewe-Hellifield-S&C-Carlisle--Workington-Carnforth-Rugby

25th March 2011

Rail-Blue Charters	31454+31601	Leicester-Langley Mill-Sheffield-Barnsley-York-Battersby-Grosmont-Whitby & rtn
Compass Tours	2xWCRC 47	Hereford-Shrewsbury-Crewe-Hellifield-S&C-Carlisle-Maryport-Carnforth-Hereford

26th March 2011

Railway Touring Co.	70013	London LS-Norwich-(Cromer)-Holt(-Cromer)-Norwich-Ipswich-Liverpool Street

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

(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

The Week Ahead

by John Whitehouse

With the days slowly getting longer, and hopefully the weather improving as we move towards spring, so the railtour movement is also beginning to show signs of life.

After several weeks of 'not a lot happening', it is good to be able to report a weekend when there is quite a lot happening, and indeed competition for tour of the week also! That accolade really has to go to Spitfire Railtours for offering not just one, but three opportunities to enjoy 'Deltic' haulage this weekend. The main working is on 5th March, which takes No. 55022 *Royal Scots Grey* firmly onto 'home' territory at the head of a King's Cross to Edinburgh return charter, rekindling fond memories of the class droning along the entire length of the ECML. The bonus workings feature No. 55022 on the rival West Coast route, with two positioning specials, from Preston to Euston on 4th March, and returning along the same route on 6th March. In the past 'Deltic' workings along the WCML have been quite rare, and two over one weekend is an event to be savoured.

This coming weekend provides significant charter activity on the WCML, as sandwiched between the two 'Deltic' workings is UK Railtours 'The Salopian' on 5th March, which has No. 71000 *Duke of Gloucester* replacing the unavailable No. 60163 *Tornado* throughout from Euston to Shrewsbury and back. Outwards the tour is scheduled along the Trent Valley, before taking the Gresty Lane curve at Crewe to reach Shrewsbury, via Whitchurch, while the return is along the more direct route via Telford Central, , Bescot and Birmingham International to Rugby and onwards to Euston.

Meanwhile, Pathfinder will be heading east with a pair of DRS Class 20s on the 'Norfolk Broadsman' from Crewe to Norwich. The 'Choppers' will head the tour throughout, except on the outward section between Ely and Norwich, via Thetford, which will be handled by another English Electric stalwart, a DRS Class 37. The route outwards is via Birmingham, Leicester, Nottingham, Grantham and Peterborough, through to Ely, while the return cuts west from Peterborough to Stamford and Melton Mowbray to reach Leicester, and travels home as outwards.

And there is more! Rail Blue Charters opens its 2011 programme with two mid-week excursions of note, commencing on 2nd March with 'The Fenland Circular' from Lincoln to Carlisle with BARS/Hanson Class 31s Nos. 31601 & 31454. The route outwards is via Nottingham, Chesterfield, Sheffield and Barnsley, to reach Carlisle by way of the Settle & Carlisle route. For variety, the return is over Shap to Manchester Victoria and the Calder Valley route to Barnsley, and then back to Lincoln as outwards.

Two days later and the Central Wales Line and Cardiff are the joint destinations from St Albans. After picking up along the Midland Main Line, the 'Central Wales Circular' makes a final call at Nuneaton, prior to heading through the West Midlands for a 'leg stretch' at Llandrindod Wells, followed by around three hours in Cardiff. The return takes the Great Western Main Line through the Severn Tunnel, and then the Badminton route back to the outskirts of London, where it will wind its way back to St Albans and then set down as outwards to Nuneaton. Quite an itinerary, which is booked to feature DBS Class 67 haulage throughout.

The following week is distinctly quieter, with RTC's 'Lincoln Imp' on 12th March the highlight. This is booked for No. 70013 *Oliver Cromwell* and now departs from London Victoria, working north to reach Lincoln by way of Kettering, Melton Mowbray and Newark. The more direct route to King's Cross is taken on the return, running via Newark Northgate. Earlier, on 9th March, UK Railtours head for Carlisle from King's Cross working outwards over the S&C, returning along the Tyne Valley and ECML, while DBS Class 67s will feature on Rail Blue Charters' outing on 11th March, which heads for Aviemore and Inverness from Darlington.

Ups & Downs

■ The use of Class 31s on main line charters seems to be on the increase. Rail Blue Charters now has Nos. 31454 & 31601 booked for Whitby from Leicester on 25th March, running, via Sheffield and York. Rail Blue also confirms that the remaining three tours booked in March to the Central Wales Line from St Albans on 4th March, Carlisle via the S&C from King's Cross on 9th March and Inverness from Darlington on 11th March, will all be operated by DBS Class 67s.

■ There is a change to the motive power on Steam Dreams 'St David's Day' working from London Victoria, Staines and Reading to Cardiff Central on 1st March, due to No. 70013 *Oliver Cromwell* not yet being available. The 5305 Locomotive Group, which is the custodian of No. 70013, have realised that completing the number of remaining tasks, including weighing the locomotive, was too tight for comfort, to meet the 1st March deadline, and Steam Dreams has been given early notice of the situation. As a result, No. 34067 *Tangmere* is scheduled to deputise, its movement from Carnforth, where it has been undergoing an extensive '10-year' overhaul, should have taken placed by the time this issue is published.

■ HF Railtours has cancelled its 'Merseyside Tornado' booked for 24th May from Liverpool South Parkway to London Euston due to the unavailability of No. 60163 *Tornado*. Hayden Fortune, owner of HF Railtours, told *Railway Herald* that although he had No. 70000 *Britannia* in place as a back-up locomotive, he estimated that at least 75% of people booked onto the train had done so because of the planned haulage by *Tornado*, and the absence of the 'A1' would lead to many cancelling their booking. As a consequence he decided that it would be preferable to cancel the tour. HFR's next scheduled outing is booked for 21st September, again with *Tornado*, from Crewe to Glasgow Central, via Shap and Beattock.

Enjoy a taste of the 'Explorer' to Minster and Mallaig with Steam Dreams

Steam Dreams 'Cathedral Explorer' commences on 6th May from Minster and then picks up at Canterbury West, en route to London Victoria with No. 34067 *Tangmere* **as the motive power.**

For the early birds among our readers, there is an opportunity to travel with the train on the positioning move from Kensington Olympia (approx 06.00) and Bromley South (06.30) on the circuit via Faversham and the North Kent Coast, returning to London by way of Ashford. A bonus is that Steam Dreams will use the trip to revive memories of the inaugural 'Cathedrals Express' in June 2009, charging just £39.50 Standard and £69 First Class. A full English breakfast is available in Premier Dining at £129, or £159 in Pullman. At London Victoria, LMS 'Stanier' Pacific No. 6201 *Princess Elizabeth* will be waiting to whisk the 'Cathedrals Explorer' north to York.

Perhaps the more sociable alternative is to travel on the return positioning move that will deposit 'Explorer' passengers at Canterbury West and Minster on the following Friday, 13th May, at the end of the eight-day extravaganza. For this train, BR Standard 7P Pacific No. 70013 *Oliver Cromwell* will be waiting at London Victoria to relieve Ian Riley's 'Black 5' 4-6-0s Nos. 44871 & 45407, which will have hauled the tour from Carmarthen earlier in the day. This train is being publicised as a 'White Cliffs' working, and is scheduled to leave Victoria just after 18.00, picking up at Bromley South around 19.00 and then working via Sevenoaks, Tonbridge and Ashford to set down at Canterbury West and Minster, before returning to London by way of Dover and Folkestone. For this train, fares are Standard Class at £49, First Class at £79, with Premier and Pullman Classes at £139 & £169 respectively.

Additionally, there will be an early chance to sample 'The Jacobite' schedule, as Steam Dreams are offering non-'Explorer' passengers the chance to travel on the out-and-back working from Fort William to Mallaig, which is scheduled to be hauled by Class K4 Mogul No. 61994 *The Great Marquess* on 9th May. It is understood that Standard Class is already sold out for this train, but several First Class tickets at £65 remain available, together with Premier Dining and Pullman Class at £99 and £149 respectively.

▶ **Hastings DEMU No. 1001 climbs over the River Great Ouse, between Bedford St Johns and Bedford Midland stations on 19th February, while working Hasting Diesels Limited's 'Winter Enigma' charter from Hastings to Bedford.** **Ken Brunt**

▲ **Rebuilt 'Merchant Navy' Pacific No 35028** *Clan Line* **passes through Putney with the VSOE 'Surrey Hills Luncheon Pullman' on 18th February. Leslie Bailey**

Steam Dreams looks to markets outside of London

Running regular steam-hauled trains from London to cathedral cities has always been the core product of Steam Dreams under its legendary 'Cathedrals Express' brand.

More recently there have been a number of subtle changes, such as trips to the seaside, but until now one thing has remained, in that the trains start from the lofted halls of London termini, be it Victoria, Waterloo, King's Cross or Liverpool Street, with maybe the odd one or two sneaking out of Paddington, or the not so lofty Euston.

However, this year witnesses significant change from the usual mode of operation, which can best be described as bringing the train to you, instead of you having to go to the train! This is because the 2011 programme has eight trains starting outside the Capital, but still offering peripheral pick-up points that cater for the London–based market.

These regional departures open up significant marketing opportunities in clearly defined local areas, which introduce the 'Cathedrals Express' brand to a large number of people who hitherto may have spent their lives blissfully unaware of the joys of rail travel, and specifically steam-hauled travel. The key feature is that the trains pick up along the route towards London, and then use stations such as Clapham Junction, West Brompton, West Hampstead and Finsbury Park.

The first regional working sets out from Aylesbury, via West Hampstead, Finsbury Park, Potters Bar, Stevenage and Royston, to Norwich on 31st March with No. 70013 *Oliver Cromwell,* followed on 7th April to Canterbury West from Oxford, Reading, Staines, Kensington Olympia, West Brompton and Bromley South, which is expected be the public main line debut of No. 70000 *Britannia*. A Basingstoke to Lincoln train with *Tangmere* follows on 13th April, picking up at Farnborough (Main), Woking, Staines, West Hampstead, Finsbury Park, Potters Bar and Stevenage.

History is made on 24th May, when Southend Central has its first steam departure in many years. *Tangmere* will be heading west from Southend, to Salisbury and Sherbourne, calling at Basildon, Upminster, West Hampstead, Kensington Olympia and Staines.

The scheduled appearance of Carnforth's Stanier 8F No. 48151 on Steam Dreams workings, has been mentioned previously. One of these heads out of Aldershot on 19th June bound for Canterbury West, calling at Camberley, Sunningdale, Twickenham, Clapham Junction and Bromley South.

By way of contrast, the 14th July departure from Lewes for Cambridge and Ely has No. 60019 *Bittern* for traction, and will be picking up at Haywards Heath, Three Bridges, Redhill, Purley, Kensington Olympia and West Hampstead.

Two high season trains follow, the first on 28th July features *Tangmere*, which for a change actually starts at Salisbury bound for Canterbury West, picking up at Basingstoke, Woking, Staines, Clapham Junction and Bromley South, while Bath Spa and Bristol Temple Meads are the joint destinations of the 4th August trip from Cambridge, calling at Whittlesford, Harlow Town, Broxbourne, West Hampstead and Ealing Broadway, hauled by No. 60163 *Tornado*.

There are quite a few stations mentioned above that are not normally associated with steam-hauled charters, and it will be very interesting to see how successful this campaign proves to be. Other operators specialise on tapping regional markets, of which Compass Railtours comes to mind as perhaps one of the most successful (albeit with modern or heritage traction). Its use of local give-away newspapers has been very effective, and strategic adverts placed in these publications have been successful in promoting new passengers to charter operations.

▲ LMS 'Black 5' 4-6-0 No. 44932 heads the 'Cathedrals Express' working from Canterbury West to London Victoria on the approach to Shortlands on 14th February. **Richard Walker**

Branch Line Society heads for the Trent Valley over Easter weekend

The Branch Line Society are planning two charters over the Easter weekend, aimed at exploring the network that surrounds the River Trent.

Both tours, which are scheduled for 23rd & 24th April, are based from Crewe and will feature a pair of DBS Class 66s throughout, operating in 'top and tail' mode. As with all BLS tours, the object is to visit parts of the National Network as well as connected private lines that rarely or never see a passenger train, as well as going where other operators do not tread!

The 'Trent Explorer' on 23rd April sets the scene, working east from Crewe to pick up at Derby, from where the first highlight is a visit to the end of the Sinfin branch. The train then works north via Chesterfield and Mexborough, to Doncaster and Selby. It continues onto North Lincolnshire, visiting the Roxby branch and Scunthorpe before returning to Crewe, via Lincoln.

Next day, the 'Another Trent Explorer' heads south from Crewe, offering a rare opportunity to travel between Stone and Colwich Junction on a locomotive-hauled train. After taking the chord from the WCML at Lichfield Trent Valley, the train turns north for one of the highlights of the trip, a chance to travel through Central Rivers Depot (Line 10), after which it heads in a huge circle, via Castle Donnington to Leicester and then Nuneaton, continuing to Rugby and onto the bufferstop at the end of the Peterborough Branch Siding. This is followed by a chance to ride round the Lifford Curve in the southern suburbs of Birmingham before returning north for a second visit to the freight-only line from Stenson to Sheet Stores Junctions and then onwards to Sheffield, and back to Crewe by way of the Hope Valley.

The above outline of the two tours is just that: an outline, featuring just some of the many highlights. Needless to say both trains will be visiting all the usual sections of track for which the BLS has rightly become renowned, and the complete itinerary of each train can be found on our railtour listings on our website. Separate fares are available for each trip, which are £95 adults and £45 children, or for both tours the cost will be £175 adult and £80 child. BLS members are entitled to savings of up to £25 on these rates. No part fares or pay-on-the-day facilities will be available. A booking form is on the BLS website, or contact Mr. N.J. Hill on 0114 275 2303.

Brighton Depot and Class 09 No. 09026 on a charter!

The Preserved Locomotives Enthusiast Group (PLEG) will be operating a further depot shunter charter on 1st May at Brighton Lover's Walk Depot, organised with the co-operation of Southern Trains and Rail Gourmet.

It must be emphasised that this is a one-off event, which is being held in memory of Vic Copping, the former yard supervisor at Lover's Walk, who sadly died last year from cancer, and who was a keen supporter of the Chestnut Tree House Children's Hospice in Sussex, to which all the proceeds of the event will be donated.

The plan is for a Class 442 EMU to ferry participants from Brighton station to the yard, where Class 09 No. 09026 will be attached. En route to and from the yard, the train will traverse both the Carriage Road (from the main line platform) and the West Carriage Road to Platform 2 (a West Coastway platform). Both lines are rare for passenger trains. The tour will traverse the West Car Road, and a number of sidings within the shed, plus the 'wash' road.

It is hoped that Class 73/2 No. 73202 will work down to the station with the Class 442 EMU, but it is emphasised this is subject to the availability on the day. The approximate timings are 12.10 from Brighton to Lover's Walk Depot, returning at 14.30. A photographic opportunity with No. 09026 is planned for 11.00 at Montpelier Siding, opposite Platform 3, as passengers will not be able to detrain at any point during the tour and photography will not be permitted once the train reaches the shed. The ticket price is £10 and any further donations to the charity will be gratefully received.

To reserve a place, send an email to pleg-aw@hotmail.co.uk to register your interest. The email reply will advise where to send the cheque. Places will only be guaranteed on receipt of the cheque. To book an line visit www.pleg.org.uk.

PLEG also advises that around 10 seats remain available in both First and Standard Class on the additional 12.45 charter at Central Rivers Depot on 11th June. A Class 57/3 will work in 'top and tail' formation with HNRS-owned Class 08 Shunter No. 08943, with passenger accommodation hopefully being the two-car Voyager set No. 221144. Both the earlier and later Central Rivers' trains are now fully booked.

Gloucestershire Warwickshire faces the 'gravest challenge ever' as it battles for survival

The plight of the Gloucestershire Warwickshire Railway simply cannot be overstated. The Gotherington landslip, the loss of its pre-Christmas Santa Special earnings, followed by the latest embankment failure have combined to place the railway in financial difficulty.

Indeed, its auditors are believed to have taken some convincing that the company should not be placed in administration due to the seriousness of the situation. Such action has been avoided by the G-WR having a robust business plan, which identifies a realistic course of action to nurse the railway back to financial health. The most annoying thing of all is that all the problems were entirely beyond its control. And therein lies a warning for the heritage railway movement in general.

This year, train services will run between Toddington and Laverton via Hailes Abbey from 2nd April, and from Winchcombe to Cheltenham Racecourse from 22nd April. The former will be a DMU service, and will exploit the newly-opened stretch of line north of Toddington that runs over Stanway Viaduct. Six round trips each operating day are planned and the journey will cover a credible nine miles. The southern service will be steam-hauled on a 14-mile round trip, featuring five return workings on each operating day. This is an effective timetable, and offers journeys of a good length sufficient to appeal to the enthusiast and casual visitor alike.

The good news from Gotherington is that the contractors are in the final stages of the reconstruction work, and the site is about to be handed back to the railway so that re-laying the main line can commence, along with reinstatement of the signalling. All this should be completed ready for the southern service to commence on Good Friday, 22nd April.

So far, the appeal has raised a staggering £300,000, but the railway is still short of its target to pay the estimated £850,000 bill for the reinstatement of the embankment. Insurance has contributed £500,000, but the sum claimed is the maximum available under the insurance policy, which leaves no cover for Chicken Curve.

The bad news is that the land slip at Chicken Curve, so named after the nearby chicken farm, is likely to sever the G-WR well into 2012. There was a similar occurrence at the same location in Great Western days shortly after the First World War, and the G-WR had already identified the area for remedial strengthening work but unfortunately its plans were overtaken by events last month. Currently, geo-technical surveys analysing the consist of the embankment are being undertaken to establish precisely the cause, and in turn help to identify the remedy.

As mentioned earlier, with no additional funding available from the railway's insurance cover, the anticipated £500,000 bill for repairing Chicken Curve has to come from other sources. With the railway's finances under strain following the Gotherington landslip, and the lower than expected normal revenues through 2010 as a result, together with the loss of an estimated £50,000 due to the enforced cancellation of the highly profitable Santa services prior to Christmas, due to the extra-ordinary bad weather the financial stablity of the line is far from secure.

Renewed energy is being put behind the emergency appeal, that aims to raise £1 million and the railway are appealing to the enthusiast community for offers of loans or donations. It has also received assistance from within the industry. The Great Central Railway will be holding a special gala to aid the G-WR on 9th/10th April. Entitled the 'Gr8 Escape', it will feature four 2-8-0 locomotives operating services, three of which will be Stanier 8Fs, with a special visitor in the form of Toddington's ex-Turkish 8F No. 45160 that will be making its first trip away from the Gloucestershire Warwicjshire Railway and will be use on the TPO set. The other two 8Fs are Nos. 48305 and. 48624. The owners of GWR 2800 Class 2-8-0 No. 3850 have extended the locomotive's stay at Loughborough and have donated their steaming fee to the appeal. Adding to the attractions will be LMS 'Jinty' No. 47406 on a 'drive for a tenner' at Loughborough, and GCR 04 Class No. 63601 will be posed in the shed yard for photographs. Full fares for the event are still to be decided, but an Adult Runaround ticket will cost £17, which includes a substantial donation to the appeal.

Also, the Severn Valley Railway is planning to operate a special train between Kidderminster and Bridgnorth that will be used to support the G-WR appeal. Details are still to be confirmed.

There are several ways in which individuals can support the Gloucestershire-Warwickshire Appeal, full details of which are available online, click here. All donations, be they large or small will be very gratefully received. According to its Chairman Malcolm Temple, the railway faces "the gravest challenge ever" and enthusiasts' support is vital to securing the future of a Great and Welcoming Railway!

▼ **The rebuilt embankment at Gotherington, seen on 27th February, has now had track relaid, ready for ballasting to take place, which will allow through trains from Winchcombe to Cheltenham to run from 22nd April. Jack Boskett**

Repaint for *Lancashire Witch* and possible bogie exchange for 86401

Network South East liveried Class 86/4 No. 86401 *Northampton Town* **has been moved from Willesden to Crewe with a view to receiving a bogie exchange in the near future with classmate No. 86424.**

The bogies on Class 86/4s are unique to the class, and the AC Locomotive Group (ACLG) has known for some time that No. 86401 had a wheel-set problem and needed a bogie change if main line running was to be a considered an option. The Group eventually acquired No. 86424 from Network Rail last year and this will be used to donate its bogies to No. 86401. Following the bogie change and completion of other general maintenance No. 86401 is expected to return to Willesden, where it will continue to provide carriage heating and perform shunting duties. In a separate development, the ACLG's Class 86/2 No. 86213 *Lancashire Witch* that is also out-stationed at Willesden is to have a repaint, as its existing InterCity livery is now looking a bit worse for wear. It will emerge from the Willesden Depot sometime soon bearing the corporate BR-blue livery, for which the class is probably best remembered.

The diary for main line workings is not bursting at the seams, but there are a few dates to look forward to, including the re-dated Rail Blue Euston to Glasgow charter that was postponed last December due to the adverse weather. Powered by an ACLG electric, it is understood that Rail Blue will be operating the train in early August. The ACLG has confirmed that No. 86101 *Sir William A Stanier* is due to visit the Mid-Norfolk Railway for its 'Drags and Rescues' gala on 14th/15th May.

Meanwhile, the Willesden-based locomotives continue to earn their keep, and importantly, are kept 'warm', being regularly 'juiced-up' performing depot duties. Over recent months the ACLG locomotives have been involved in test train work, ice-breaking duties, and are also reported to have rescued a freight train.

Meanwhile, progress is being made with Barrow hill-based Class 89 No. 89001, which has now had three traction motors removed and dismantled, which in turn will be refurbished by a specialist company, beginning with the worst of the three. Work also continues on Class 85 No. 85101, which is expected to be returned to BR-blue livery and renumbered back to No. 85006.

DPS 'Deltics' to visit Dorset and Yorkshire

The Deltic Preservation Society has announced that Class 55 No. 55019 *Royal Highland Fusilier* **is to spend the majority of the year on the Wensleydale Railway, operating passenger services, together with Driver Experience Courses.**

The operation of No. 55019 means that both of the DPS-owned working 'Deltics' will be in use during the summer, with classmate No. 55009 *Alycidon* visiting the Swanage Railway in May.

The proposed operating dates for No. 55019 in Yorkshire, are 8th-10th April (Diesel Gala), 16th/17th April, 30th April, 1st/2nd and 14th/15th May, 11th/12th June, 16th/17th July, 20th/21st and 27th-29th August, and 3rd/4th and 23rd-25th September.

▲ **The Tanfield Railway held its 'On The Waggon' event on 19th/20th February, to celebrate freight traffic in the North East of England. Here, 1948-built Robert Stephenson and Hawthorns 0-4-0ST** *Sir Cecil A. Cochrane* **arrives at Andrews House on the first day of the event with a demonstration freight. Allan McKever**

Preservation News In Brief

■ The Battlefield Line's steam gala booked for 19th & 20th March is to feature two Great Western locomotives from the South Devon Railway. Heavy freight 2-8-0 No. 3803 will be joining 'Prairie' No. 5542 at Shakerstone for the event. Full details are awaited, but an intensive timetable over the two-days is guaranteed, and both locomotives will also be participating in driver experience opportunities during their visit. How long they will be staying at Shakerstone is also still to be confirmed.

■ The Great Central Railway heads back 50 years to the 1960s over the weekend of 25th-27th March, with its 1960s Gala Weekend. Star attraction will be '8F' 2-8-0 No. 45160 that has been repatriated from Turkey. It will partner classmate No. 48264, currently running in red livery. Also in action will be GWR 1400 class 0-4-2T No. 1450, GWR 2800 Class 2-8-0 No. 3850 and LMS 'Black 5' 4-6-0 No. 45305, in addition to Class 20 No. D8098 and Class 45 No. D123.

■ LMS Stanier 5MT 2-6-0 No. 42968 has clocked up 100,000 miles of running since completion of its original restoration in 1990. The locomotive is approaching the end of its 10-year ticket, with withdrawal from traffic expected in mid-2012. In June 2010, major wheel flats were discovered on the loco's tender resulting in the decision to withdraw it from use. The tender of 'Black 5' No. 45110 (SVR resident) was returned from display at Barrow Hill, and will run with No. 42968 until the expiry of its boiler ticket.

Eighteen locos possible for NYMR gala

The North Yorkshire Moors Railway will celebrate the 175th anniversary of the Whitby & Pickering Railway between 29th April and 8th May, with a wide range of motive power that aims to span as much of the period as possible.

Star attraction will be the visit of BR Standard 8P Pacific No. 71000 *Duke of Gloucester*, and discussions are also on-going with regard to the inclusion of Stanier 5MT Mogul No. 42968 from the Severn Valley Railway, together with a further locomotive, possibly a Standard 4MT tank. 'Black 5s' will be in abundance for the event, with the Ian Riley pairing of Nos. 44871 and 45407 on the railway as usual, for a period from Good Friday, while ex-resident No. 44767 *George Stephenson* will also be in action, having just returned to the line. Residents Nos. 45212 and 45428 *Eric Treacy* (now fully lined-out) will also be in steam.

Giving visitors an insight into how railways have evolved, will be *Planet* from the Manchester Museum of Science and Industry, *Puffing Billy* from Beamish and *Rocket* from the National Railway Museum, the latter only being present for the second weekend.

The three locos will operate around Pickering and Levisham, within station limits. There will be limited through running between the two stations at the beginning and end of the day.

Other members of the resident fleet in action will be 'A4' Pacific No. 60007 *Sir Nigel Gresley*, making its first gala appearance for 18 months, SR 'S15' 4-6-0 No. 825, LNWR 0-8-0 'Super D' No. 49395, NER 'Q6' 0-8-0 No. 63395 and BR Standard 4MT Mogul No. 76079.

The line's BR Standard 4MT 4-6-0 No. 75029 may be in action, as it is approaching the end of its current overhaul, and although the timescales are tight, it may just appear in time. NELPGs J72 class 0-6-0T No. 69023 will be working a vintage local between Grosmont and Goathland, hopefully with suitable rolling stock.

Although most activity will be concentrated on the seven days around each weekend (29th April-2nd May and 6th-8th May), the railway will be laying on a limited number of additional attractions on the intervening three weekdays (Tuesday-Thursday) including a possible evening Esk Valley excursion with *Duke of Gloucester*.

▲ **The North Yorkshire Moors Railway has rung the changes over the half-term running week, by operating a steam shuttle between Grosmont and Goathland, with a DMU service between Goathland and Pickering. The steam shuttle, which has utilised a pair of the line's superbly restored teak coaches, was operated by NELPGs 'J72' 0-6-0T No. 69023. Here, the 'J72' blasts under Bridge 33 on the climb to Goathland on 20th February. Glynnis Frith**

Aln Valley moves forward with trackbed work and is awarded over £150,000 in grants

Plans to reinstate the line between Alnwick and Alnmouth have moved forward after the Aln Valley Railway Trust received over £150,000 in grants from the Leader Project and the Duke of Northumberland and his estates.

A lease on the trackbed is currently being discussed, although a licence has been granted by the Duke of Northumberland estates to allow remedial work to be carried out. The recent adverse weather has created drainage problems on the trackbed in the vicinity of the Cawledge Viaduct. Drains are being dug out and rodded to clear them to divert the flow of water away from the viaduct and, ultimately, into the Cawledge Burn. Some new drains have been laid, though this procedure has been complicated by a large gas supply pipe which is laid beneath part of the trackbed.

The Railway has received a donation of a substantial quantity of gravel for use in these works from a local contractor. Meanwhile discussions are continuing between the Railway and the Highways Department regarding the creation of new road access to the Lionheart station site at Lloyd's Field close to the A1. This will require a new link from the existing Lionheart Enterprise Park.

On the rolling stock front, an AVR Member has purchased a Railbus for use on the line. The BREL-British Leyland single-coach vehicle, known as RB004, was a 'demonstrator vehicle' that ran in Europe and the USA. As it never entered BR stock it did not receive a TOPS number. After sojourns at Derby and Embsay, the unit has recently been based at Telford, but is 'surplus to requirements'. Before moving to its new home on the Aln Valley Railway, it will feature in galas at several heritage lines.

▲ **Large logo blue-liveried Class 50 No. 50015** *Valiant* **stands at Bury Bolton Street on 29th January, during an East Midlands Railway Photographic Society photo shoot. The evening also featured Class 55 No. 55022** *Royal Scots Grey* **on the blue and grey stock. Mark Allatt**

Tyseley launches the 'sponsor a tube' appeal to get *Clun Castle* back in steam

The overhaul of 'Castle' No. 7029 *Clun Castle* **at Tyseley Locomotive Works continues, with the target date for a return to traffic being the 2013 Summer Open weekend. An appeal fund was opened in 2008, and work is progressing in line with the available funds.**

There is now another opportunity to support the project, as two new initiatives have commenced to sponsor tubes or boiler stays. *Clun Castle* requires 138 small tubes and 28 large tubes, which cost £35 and £215 each respectively. There is also the opportunity to sponsor a specific tube, which can be reserved by referring to a tube plate diagram that is available on the website. In return you will get a certificate and a diagram detailing the location of your tube! Sponsors of large tubes, which last between 7 to 10 years depending on their location within the boiler, and the number of times the locomotive is steamed, will get a small section of the tube as a memento when it is removed from the locomotive.

Boiler stays are very much in the news of late, and are the internal strengtheners within the boiler that separate the inner (copper) firebox and the outer (steel) wrapper. They can vary in length from 5 inches to two-feet for crown stays. In all *Clun Castle* will require 737 short steel stays (5 ins), 230 long steel stays (7 ins), 611 copper stays (7 ins) and 340 steel crown stays, at respectively, £5.50, £7.50, £15.00 and £28.00 each. Sponsorship is also being sought to finance the purchase of the stays required to complete the overhaul.

The proposed timing of the reintroduction to traffic of No. 7029 is strategic in maintaining an effective main line operating fleet, and Tyseley's aim, to quote Michael Whitehouse, the Chairman of the Birmingham Railway Museum Trust, "is to keep Great Western Railway express steam engines alive on the main line in the 21st Century". An objective that must be shared by many people. A simple means of donating has been put in place through the 'Dove Trust', which will enable gift-aid tax to be reclaimed, increasing each donation by 25%. Full details are on the website, click here.

Joint steam events for York and Shildon

The National Railway Museum has announced that it is currently planning a steam event at both its York and Shildon sites.

On 24th/25th September, it will hold its first-ever cross-site venture, with visitors being able to see a number of LMS and other steam legends, some in light steam. Connecting the two locations will be a trial steam shuttle service that will have started the previous weekend with the newly restored LNER 'A3' Pacific No. 4472 *Flying Scotsman*. During the steam event, the shuttle service will be operated by BR 'Britannia' Pacific No. 70013 *Oliver Cromwell*.

Locomotives already confirmed for the LMS event at York include LMS Jubilee Class 4-6-9 No. 5690 *Leander* and an LMS 'Black 5'. Also on the 'wish list' is LMS 'Princess Royal' Class Pacific No. 6201 *Princess Elizabeth*. At Locomotion there will be a 'speed' theme with talks currently underway to bring operational LNER 'A4' No. 60007 *Sir Nigel Gresley* to join record-breaking classmate No. 4468 *Mallard* at the Shildon site.

Also under discussion are the National Collection favourites LSWR 'Greyhound' Class T9 4-4-0 No. 120, currently at Bodmin and Wenford, and GWR 'City' 4-4-0 No. 3440 *City of Truro*.

DBS Class 66/0 No. 66127 stands on the through road at Dewsbury, with the 09.50 engineers working from Doncaster Decoy on 27th February. **Mark Allatt**

Class 66/0 No. 66034 passes through the little-used station at Gainsborough Central on 20th February, with a Santon to Redcar working, the operation of the Scunthorpe iron ore wagons over this route being very rare. **Richard Tuplin**

◀ On 22nd February, DRS Class 66/4 No. 66431 approaches Stewartby, on the Bletchley to Bedford line, while on hire to DB Schenker and employed on the 09.56 Bletchley to Peak Forest service, conveying empty aggregate hoppers. The loco remained on hire for the rest of the week. **Lorenza D'Aniello**

▼ On 21st February, DRS undertook one of the rarer flask workings to Devonport Dockyard. Class 47/7 No. 47712 *Pride of Carlisle* and Class 57/0 No. 57009 worked the 08.00 Crewe to Keyham service, with two empty flask wagons and two barrier coaches. Here, the consist enters Abbotswood Loop, running around 26 minutes late. **Stephen Tucker**

In the immortal words of Corporal Jones - "Don't panic!". This unusual view at Birmingham Moor Street is not the arrival of little green men, but the local Selfridges store! Class 168 'Clubman' No. 168109 awaits departure with the 10.55 service to London Marylebone on 24th February. **Geoffrey Dingle**

Freightliner Class 66/5 No. 66536 passes Dalston Western Junction signalbox on 25th February, hauling the 10.08 Lawley Street-Felixstowe intermodal service, while a Class 378/1 Capitalstar departs from the station forming a test working to Highbury & Islington. The signalbox closed in December, and is due for demolition in March. Ken Brunt

'Topped & tailed' by Class 37s Nos. 37611 & 37259, the 06.51 test train from Derby RTC to East Ham Depot stands in Platform 7 at Barking on 22nd February, as it is passed by a District Line service from Upminster to Wimbledon, with D Stock Driving Motor No. 7005 on the rear. **Brian Morrison**

Through the camera lens

Brian Robbins

In the second photographic special featuring the work of Wolverhampton-based photographer Brian Robbins, John Whitehouse talks to the photographer about his modern traction photography.

Brian has been photographing trains (both steam and modern traction) for the best part of five decades, and is still active despite the 'hindrance' of having contracted motor neurone disease which does restrict his visits to the lineside. The first feature, in Issue 253, highlighted his passion for chasing steam in the South East, and now in this second feature, he turns his attentions to South Wales, and specifically, Class 37s on the Merry-Go-Round workings.

Brian continues his story: In the 1980s and 1990s I was working as a sales representative, which gave me the ideal opportunity to photograph the coal workings in South Wales, and particularly the Valleys. I also took the opportunity of going to South Wales on days off and weekends as I found the workings so interesting. At that time it seemed like every week another mine would close, a fact that provided me with more incentive to record the changing scene.

Photographing these workings wasn't easy though … I would often turn up at a colliery or washery and the expected train would not be there. So I would then move on to another colliery where there was no train due, only to find one present and being loaded! Having grabbed a shot or two, I would then try and search out a coal working in another valley, usually without success. Needless to say, I quickly learned that if you found a working, you stuck with it and photographed it at three or four locations along its route, or else I just ended up with the one shot in the colliery.

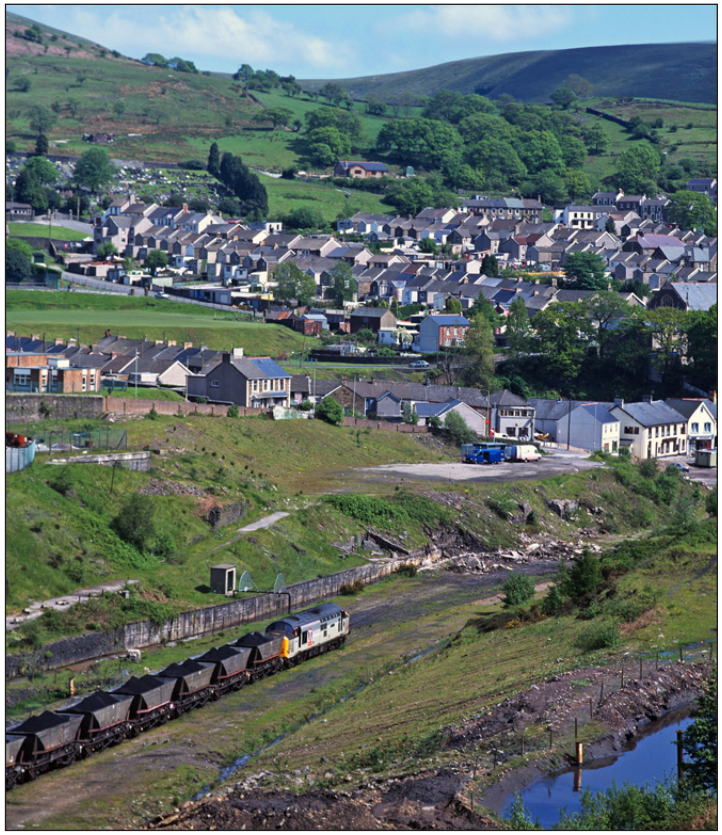
The other workings which interested me were the triple-headed Class 37s. I was waiting for one such working to arrive at Cwmbargoed one sunny summer evening; it was booked to arrive at 19.00, and I waited and waited, and finally gave up around 20.30 and started to make my way down from the hill on top of which I had been perched for the duration. Needless to say, half way down, and having passed the point of no-return, I heard it coming. Despite an exhausting run back, I only got half way up the hill when the three Class 37s and their train emerged from the trees and onto the ledge approaching the yard. I did get a shot, but not the one I had waited over an hour and a half for - that's sods law for you!

▶ **Pontycymer is now at the head of a branch that once ran from Tondu through to Blaengarw, a few miles to the north. The passenger service was an early casualty in 1953, but it remained opened for coal traffic. In recent years that traffic was centred on the loading pad at Pontycymer, which serviced the regular MGR workings via Bridgend to Aberthaw Power Station. On 25th June 1996, Class 37/7 No. 37701 waits while its train is loaded by way of a dumper truck. All: Brian Robbins**

← Contents Page

◀ A pair of Class 37/7s Nos. 37899 & 37887 approach the site of the long closed Onllwyn station with a rake of empty HAAs, heading for the nearby washery on 17th October 1996. The decaying building in the foreground is believed to be the remnants of the old station signal box, while the metal spiked fencing, which can be seen behind the train, is of classic Great Western vintage. The station closed with the withdrawal of passenger services along the route in October 1962.

▼ The loading process at Pontycymer is at an advanced stage as Class 37/7 No. 37702 eases its rake of HAA wagons towards the head of the branch, prior to running round and returning its loaded train to Aberthaw Power Station on 4th June 1996. This view is looking south, down the valley and shows part of Pontycymer itself.



◀ Tower Colliery was the last deep mine in South Wales and was located at the head of a freight-only spur north of Aberdare. After initial closure by British Coal in April 1994, it was reopened by a workers' co-operative. On 23rd June 1993, Class 37/7 No. 37895 passes though the colliery site with empty HAA wagons from Aberthaw.

▶ Not the shot Brian wanted, but a photograph many of us would be pleased to have in our collection! A trio of Class 37/7s, Nos. 37702, 37897 & 37807, have charge of an empty MGR working as they catch the last rays of a glorious summer evening at Bedlinog, en route from Aberthaw Power Station to the disposal point at Cwmbargoed on 5th June 1996. The steeply graded branch up the valley to Cwm Bargoed diverges from the main line from Cardiff to Rhymney at Ystrad Mynach.

▼ Tondu has been a popular location for photographers for many years, due to the typical Great Western signal box and a host of semaphore signals. Brian, too, was a regular visitor, and on 4th June 1996 recorded Class 37/7 No. 37702 taking the sharp curve off the branch from Pontycymer with a loaded MGR working for Aberthaw Power Station, which together with Llanwern Steelworks was the destination of most loaded workings in South Wales. On the left is the branch to Maesteg, which reopened to passenger traffic in 1992 after a closure period of 22 years. The MGR will be taking the direct route to Aberthaw, via Bridgend.

▶▼ On 13th September 1996, Class 37/7s Nos. 37702 & 37887 stand at the head of a MGR that is being loaded for Aberthaw at Ryan's Cwmgwrach Colliery which had reopened some four years earlier. The reopening also resulted in the recommission of a section of the mothballed Aberpergwm branch from Neath to the colliery, which was to remain open for a further two years.

A classic view depicting one of the South Wales branches, as Class 37/7 No. 37797 passes Pontycymer heading down the valley towards Tondu with a loaded rake of MEA wagons containing coal from the loading point bound for Briton Ferry on 28th July 1992.

1st March 2011

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 'Welsh Highland Railway' by Ian King. Starts 19.45. Contact 01474 326232 for details.

Locomotive & Carriage Institution
55 Broadway, London. 'Travels by Train Through Europe' by Mark Smith. Starts 18.00. Contact smithstuart@btinternet.com for details.

North East Essex Railway Association
1st Floor, The Community Centre, The Triangle Centre, Frinton-on-Sea. 'Mangapps Museum' by John Jolly. Starts 19.45. Entry £1.50. Contact Roger Harvey on 01255 677165.

Southern Electric Group (South Hampshire)
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'HD Tramway Show' by John Laker. Starts 19.30. Entry £2. Contact John Goodrich on 02380 670028 for further details.

Weston super Mare Railway Society
Function Room, Conservative Club, Alexandra Parade, Weston super Mare. 'Trains in the Countryside' by Peter Triggs. Starts 20.00. Contact Lionel Jones on 01934 628289.

2nd March 2011

Warwickshire Railway Society
The Lamp Tavern, Barford Street, Highgate, Birmingham. 'British Steam pre-1968' by Steve Birch. Starts 19.30. Contact Don Taggart on 01746 710676 for further details.

3rd March 2011

Great Central Railway Society (Sheffield)
The Harlequin, 108 Nursery Street, Sheffield S3 8GG. 'The Joint Railways of South Yorkshire' by Bob Gellatly. Starts 19.30. Contact Ken Grainger on 01142 540275 for further details.

RCTS (Milton Keynes)
The Crown, Market Square, Stony Stratford MK11 1BE. 'Strictly Freight Only, Part 2' by Brian Ringer. Meeting commences at 19.30.

SRPS (Edinburgh)
Quaker Meeting House, 7 Victoria Terrace, Edinburgh, EH1 2JL. 'The Penmanshiel Tunnel Disaster 1979' by Norman Butcher. Starts 19.30. Contact Dr Peter Howell on 0131 334 5232 for further details.

7th March 2011

North Yorkshire Moors Railway (Northallerton)
Northallerton Town Cricket Club, Farndale Avenue, Northallerton. 'Vintage & Modern Railways in the West on Cine Film' by Terry Nichols. Starts 19.30. Admission £1.50. Contact Ian McInnes on 01642 767233.

Plymouth Rly Circle
St Edward's Church Hall, Home Park Avenue, Peverell, Plymouth PL3 4PG. 'South Devon Railways in the Days of Steam' by Peter Gray. Starts 19.30.

8th March 2011

8E Railway Association
The Gladstone Club, Station Road, Northwich, CW9 5RB. 'Life with Railways' by Wayne J. Jones. Starts 19.45. Contact 07790 486735 .

Abergavenny & District Steam Society
Upper Room, 'The Hen & Chickins', Flannel Street, Abergavenny. 'Earthquakes and Trains' by Arthur Robinson. Starts 20.00. Contact Ken Mumford on 01873 855773.

Great Western Society (Bristol)
589 Southmead Road, Filton, Bristol BS34 7RG. 'Bristol in the 60s and GWR 150 Specials' by Terry Nicholls. Starts 19.45. Visitors welcome. Contact 01454 324230 for details.

Locomotive Club of Great Britain (Nth London)
2 Stuart Crescent, Wood Green, London N22. 'GNR Enfield - Cuffley Extension" by David Cockle. Starts 19.00. Contact Tony Stratford at stratford_tony@hotmail.com.

SRPS (Lanarkshire)
Holy Trinity Church, Avon Street, Motherwell, ML1 3AA. 'Railway Photography - the Digital and Computer Impact' by Max Fowler. Starts 19.30. Contact Fred Landery on 01698 457777 for further details

9th March 2011

Oxfordshire Rly Society
Seacourt Day Centre, Seacourt Road, Oxford OX2 9LD. 'The Great Western Worker Safety Campaign 1913/39' by Mike Esbester. Starts 19.30.

Swiss Railways Society (London)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. 'Gotthard part 3' by John Jesson. Starts 19.00. £2 Donation. Contact Ron Dawes on 020 8660 3532 for details.

10th March 2011

Bath Railway Society
Bath Green Park Station Meeting Room, Bath. 'London's New Railways' by Steve Bigley. Starts 19.30. Contact Kevin Plummer (evenings) on 01225 312564.

Continental Rly Circle
St Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. 'Gujarat to the Ganges' by Geoff Todd. Meeting commences at 19.15. Admission £2. Contact Adrian Palmer on 01932 850624 for details.

Friends of the West Highland Lines
Room 10, Partick Burgh Hall, Burgh Hall Street, Glasgow. 'Heritage Railways ' UK' by Mr Charles McCrossan. Starts 19.30. £2 Donation. Contact Duncan Wilson at duncanwilson1955@hotmail.com.

GCR Society (Rotherham)
The Three Horseshoes, Bawtry Road, Wickersley, Rotherham S66 2BW. 'Film Evening with Pie & Pea Supper'. Starts 19.30. Contact Mick Hayes on 01709 820544 for further details.

Locomotive Club of Great Britain (St Albans)
United Reform Church, Watford Road, Chiswell Green, Nr. St Albans. 'The History & Development of French Railways' by Mike Bunn. Starts 19.30. £2 Donation.

Permanent Way Institution (Birmingham)
The 11th Floor Boardroom, Network Rail Offices, The Mailbox, 100 Wharfside Street, Birmingham B1 1RT. 'Infrastructure Works and Projectson WCML' by Chris Gibb. Starts 18.15. Contact Jon Wells on 07714 064898 for further details.

11th March 2011

Altrincham Electric Rly Preservation Society
Altrincham Methodist Church Hall, Barington Road, Altrincham, Cheshire WA1 1HF. 'Steam Around Chester from the 1960s Onwards' by John Field. Starts 19.30. Admission £3. Contact Andrew Macfarlane on 0161 928 9394 for further details.

Great Western Society (Swindon)
Lawn Community Centre, Guildford Avenue, Law, Swindon SN3 1JE. 'British Steam - Home & Abroad' by Terry Nicholls. Starts 19.30. Visitors welcome. Contact the Secretary on 01793 495976 for further details.

Scarborough Rly Society
Scarborough Library, Vernon Road, Scarborough. 'The Welshpool & Llanfair Railway by a Working Volunteer for Many Years' by Dave Billmore. Meeting starts 19.45.

Shropshire Rly Society
The Gateway, Chester Street, Shrewsbury. 'All Southern in Black and White' by Doug Capewell. Starts 19.30. £3 Donation. Contact 01743 243295 for further details

12th March 2011

Bournemouth Rly Club
Winton Methodist Community Centre, All Purpose Room, Junction Alma Road & Heron Court Road, Winton, Bournemouth BH9 1DE 'Bulleid's Pacifics' by Colin Boocock. Starts 14.30. £2 donation. Contact Martyn Thresh on 01202 742099.

14th March 2011

Driffield & East Yorkshire Rly Society
The Sidings, Middle Street South, Driffield, YO25 6PX. 'Five Decades of Photographing Trains' by John Whiteley. Starts 19.30. £2 donation requested. Contact the Secretary on 01377 254068 for further details.

Lincoln Railway Society
St Hugh's Church Hall, Harewood Crescent, North Hykeham, Lincoln LN6 8JG. 'Railways in the East Midlands(1948-1980)' by David Ford. Meeting commences at 20.00. Entrance £3. Contact Publicity Member on 01522-705365.

Severn Valley Railway (Wolverhampton)
Old Wulfrunians Club, 253A Castlecroft Road, Wolverhampton WV3 8NA. 'History of the LNWR' by Ted Talbot. Starts 19.30. Admission £2.50. Contact Alan Davies on 01902 758882.

Southern Electric Group (Sussex)
Deall Room, Southwick Community Centre, Southwick. 'Update on The Brighton Atlantic Project; by David Jones. Meeting commences at 19.30. Donation of £2 requested. Contact the Secretary, Bruce Cakebread on 01273 462094 for further details.

Should your society information be listed on this page?

If so, then please email the details to the editor, remembering to include the date, starting time and location, together with details of the event, speaker and entrance charges if applicable. It is not necessary, but helpful to people, if you can also include a contact name and phone number/email address 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.

Web Links
Links to the various society websites can be found by clicking here. Is yours missing? Send the details to the editor.

▼ **The Ribble Steam Railway ran a half-term shuttle service on 23rd February, when it used 'Austerity' 0-6-0ST No. HE3155 working in 'top and tail' mode with Class 05 No. D2595. During the day, No. HE3155 is seen crossing onto the Marina Bridge, en route to Strand Road, the terminus of the shuttle. Fred Kerr**

York Railway Circle
Archbishop Holgate's School, Hull Road, York YO10 5ZA 'Now and Then' by Ken Horan. Meeting commences at 19.30. Contact Robin Patrick on 01904 412232 for further details.

17th March 2011
Ffestiniog Railway Society (White Rose)
Oxford Place Methodist Centre, Oxford Place, Leeds LS1 3AX. AGM/FRS Society Chairman Howard Wilson. Meeting starts 19.30. £2 donation. Contact the Secretary on 01904 331973 for further details.

Locomotive Club of Great Britain (Nth West)
St David's Social Centre, 249 Wargrave Road, Newton-le-Willows, WA12 8EW. '45 Years of Railway Photography' by Les Nixon. Starts 19.30. £2 donation suggested. Contact the Secretary, Neville Bond on 01925 226473 for further details.

Marlow & District Railway Society
Bourne End Community Centre, Wakeman Road, Bourne End, SL8 5SX. 'The Final Years of UK Steam' by Peter Groom. Meeting commences at 20.00. Admission £3.

Monmouthshire Rly Society
Room A10, UWCN City Campus, Usk Way, Newport, S.Wales NP20 2BP. 'Out & About in the Last 12 Months' by Hugh Gould. Starts 19.15. Admission £3 non-members.

18th March 2011
Great Western Society (Taunton)
Village Hall, Stoke St Mary, Nr Taunton TA3 5DE. 'UK Steam 1981-2010' by Hugh Ballantyne. Starts 19.30. All welcome. Contact the Secretary on 01823 334188.

19th March 2011
Great Western Society (South West)
Parish Centre, Church End Road, Kingskerswell, Torbay. 'A Peter Gray Evening'. Starts 18.30. All welcome. Contact 01803 336329 for details.

Irwell Vale Rly Photographers
Irwell Vale Village Church, Irwell Vale, Rossendale. 'Hellifield Part II' by Barry Atkinson. Starts 19.30. Admission £3. Contact Mike Taylor on 01282 436653 for further details.

Midland Rly Society
Derby Industrial Museum. '… and the Dominions beyond the Seas: the Midland's Irish strategies and its Vice-Royalty in Ulster' by David Pearson. Starts 13.30. Contact 01462 451090 for further details.

21st March 2011
Great Central Railway Society (Spinkhill)
The Angel Hote 26 College Road, Spinkhill, Sheffield S21 3YB. 'Digging out the Old Negatives' by Ken Horan. Starts 19.30. Contact Frank Greaves on 01909 473927 for further details.

Plymouth Rly Circle
St Edward's Church Hall, Home Park Avenue, Peverell, Plymouth PL3 4PG. 'North Cornwall Railways from Exeter to the Atlantic Ocean' by Bernard Mills. Meeting commences at 19.30. Admission Members £1, Visitors £2.

24th March 2011
Stevenage Locomotive Society
The Community Arts Centre, Roaring Meg Retail Park, London Road, Stevenage SG1 1XN. 'Diversions - Modern Traction' by Kim Fulbrook. Starts 19.45. Admission £2. Contact the Treasurer on 07803 046076 for further details.

25th March 2011
Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesent DA12 1BB. 'The Routermaster Bus - Gravesend Area' by George Marcar. Starts 19.45. Contact Bob Poole on 01474 326232.

Great Western Society (North West)
St Hilda's Clubroom, Slater Street, Latchford, Warrington WA4 1DN. 'Visitor from Didcot - Laurence Waters'. Starts 19.30. All welcome.

Scarborough Railway Society
Scarborough Library, Vernon Road, Scarborough. '60s Scenes Rediscovered' by Geoff Boyes. Meeting starts 19.45.

Shropshire Rly Society
The Gateway, Chester Street, Shrewsbury. 'Chiltern Rail and Its Future' by Adrian Shooter. Starts 19.30. Donation of £3 requested. Contact 01743 243295 for details

31st March 2011
NYMR (York)
New Earswick Sports & Social Club, White Rose Avenue, York YO32 4AG. 'Steam On and Off the Rails' by David Warren. Starts19.30. Contact B. Blundell on 01904 764648.

Stevenage Locomotive Society
The Community Arts Centre, Roaring Meg Retail Park, London Road, Stevenage SG1 1XN. 'Steam Photography at its Best' by John Leszczynski. Meeting starts 19.45. Admission £2. Contact the Treasurer on 07803 046076 for further details.

4th April 2011
North Yorkshire Moors Railway (Northallerton)
Northallerton Town Cricket Club, Farndale Avenue, Northallerton. 'Streamlined Trains' by Chris Nettleton. Starts 19.30. Admission £1.50. Contact Ian McInnes on 01642 767233 for further details.

Warwickshire Rly Society
The Lamp Tavern, Barford Street, Highgate, Birmingham. 'French Steam in the Sixties' by Hugh Ballatyne. Starts 19.30. Contact Don Taggart on 01746 710676 for details

5th April 2011
Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesent DA12 1BB. 'Gravesham & District Railways' by Bob Poole. Starts 19.45. Contact Bob Poole on 01474 326232 for details.

Locomotive & Carriage Institution
55 Broadway, London. '25 Years of the Spa Valley Railway' by Brian Halford. Starts 18.00. Contact Stuart Smith at smithstuart@btinternet.com.

North East Essex Railway Association
1st Floor, The Community Centre, The Triangle Centre, Frinton-on-Sea. 'North Wales Narrow Gauge' by Tony Baxter. Starts 19.45. Admission £1.50. Contact Roger Harvey on 01255 677165.

Southern Electric Group (South Hampshire)
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'A Railway Miscellany' by Martyn Davies. Starts 19.30. Admission £2. Contact John Goodrich on 02380 670028 for details.

Weston super Mare Railway Society
Function Room, Conservative Club, Alexandra Parade, Weston super Mare. 'A Colour-Rail Journey' by Paul Chancellor. Starts 20.00. Contact Lionel Jones on 01934 628289 for further details.

7th April 2011
RCTS (Milton Keynes)
The Crown, Market Square, Stony Stratford MK11 1BE. '30 Years of BR Traction 1981-2010' by Hugh Ballantyne. Meeting starts 19.30.

8th April 2011
Altrincham Electric Rly Preservation Society
Altrincham Methodist Church Hall, Barington Road, Altrincham, Cheshire WA1 1HF. 'Tornado ' A Steam Loco for the 21st Century' by Graham Nicholas. Starts 19.30. Admission £3. Contact Andrew Macfarlane on 0161 928 9394.

Great Western Society (Swindon)
Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon SN3 1JE. 'Aspects of the G.W.R., Part 2' by Peter Lugg. Starts 19.30. Visitors welcome. Contact the Secretary on 01793 495976.

Scarborough Rly Society
Scarborough Library, Vernon Road, Scarborough. 'Films from the Archives of the National Railway Museum, York' by Lynn Parick & Chris Hogg. Meeting starts at 19.45.

Shropshire Rly Society
The Gateway, Chester Street, Shrewsbury. 'Sheds Part 7' by Chris Banks. Meeting starts 19.30. Donation of £3 requested. Contact the General Secretary on 01743 243295 for further details

9th April 2011
Bournemouth Rly Club
Winton Community Centre, All Purpose Room, Heron Court Road, Winton, Bournemouth BH9 1DE 'European Extremes - From Finland to Portugal 1959 to 2010' by Alan Trickett. Starts 14.30. £2 donation. Contact 01202 742099 for details.

Midland Rly Society
Edale Room, Hallmark (previously Midland Hotel), Derby. 'AGM'. Starts 11.00. Contact the Secretary on 01482 451090.

11th April 2011
Lincoln Railway Society
St Hugh's Church Hall, Harewood Crescent, North Hykeham, Lincoln LN6 8JG. 'All Change at Grantham' by John Clayton. Starts 20.00, £3 entrance. Contact 01522-705365 for further details.

Severn Valley Railway (Wolverhampton)
Old Wulfrunians Club, 253A Castlecroft Road, Castlecroft, Wolverhampton WV3 8NA. 'Moving the Coal' by Terry McCarthy. Starts 19.30. Contact Alan Davies on 01902 758882 for details.

Southern Electric Group (Sussex)
Deall Room, Southwick Community Centre, Southwick. 'More Photographs from the Camera of the Late J.J.Smith of Eastbourne' by Tony Hillman. Starts 19.30. Contact Bruce Cakebread on 01273 462094 for details.

Back Issues

All back issues are available on our website, 24 hours a day - visit **www.railwayherald.com** and click on 'Magazine'.

Rear Cover Caption

A patriotic view of the Welsh Marches route, as DBS Class 66/0 No. 66076, running over four hours behind schedule, approaches Marsh Brook with a Dee Marsh to Llanwern empty steel working on 19th February.
Nigel Capelle

Magazine Information

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

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

Advertising in Railway Herald
We welcome advertisements from any industry, business or organisation connected in some way, shape or form with the railway movement. A rate card is available from our advertising manager. Please email advertising@railwayherald.com for further details. Discounts can be offered on advertising plans covering a longer period and advertisements do not need to appear in consecutive issues. All artwork must be received by mid-day on the Friday, prior to publication on a Monday. Advertising on the *Railway Herald* website is also available at competitive rates. Please contact our advertising manager for details.

Reading the magazine
Railway Herald would advise all readers to view the magazine using the very latest version of Adobe Acrobat Reader (AAR). This software is available to be downloaded free of charge from http://www.adobe.com or click on the button below. If you are viewing this PDF document on a corporate system, you should contact your system administrator for details about upgrading to the latest version of Acrobat Reader. We do not guarantee that the document will view correctly on any other software.

Get ADOBE® READER®

Copyright, printing and distribution
The content, design and style of this PDF file, referred to as 'this issue of Railway Herald magazine' is protected by copyright. All photographs remain the copyright property of the stated photographer. Readers are permitted to print copies for their own reading or to provide to friends/colleagues. But being a complimentary magazine, Railway Herald must not be sold by any means, printed or electronic. All of our back issues are freely available from www.railwayherald.com and our PDF files may be passed onto interested parties, at no charge, in either a printed or electronic format.

66076