Railway Herald

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TOP: Newly restored LNWR Webb 'Coal Tank' 0-6-0T No. 58926 and visiting LNWR G2 'Super D' Class 7F 0-8-0 No. 49395 (re-numbered as 49121) combine to re-enact the last train between Abergavenny and Merthyr, an SLS Special on 5th January 1958, during the Keighley & Worth Valley Railway's Winter Gala. The train is pictured on Oakworth Bank on 10th February. **Richard Whiteley**

BOTTOM LEFT: Unique-liveried Class 60 No. 60099 powers the Westerleigh to Lindsey discharged tanks through North Stafford Junction, on 13th February. **John Neave**

BOTTOM RIGHT: DRS-liveried, but now operated by Freightliner, Class 66/4 No. 66419 passes New Barnetby on 10th February, with a loaded coal working from Immingham to Ferrybridge Power Station. **Colin Makcrow**

Railway Herald

Issue 302 15th February 2012

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Building new trains for Britain

It is very pleasing to report in this issue that Bombardier Transportation has advised its workforce at Derby Litchurch Lane that the future of the works is safe, at least in the short-term.

After the Thameslink project was awarded to Siemens, the widely-reported issues surrounding an empty order book and lack of upcoming rolling stock projects meant that the future for Derby was very much hanging in the balance.

The latest news is uplifting, not only for the rail industry but also for the City of Derby. The railways have had a construction presence in the town since the mid-1800s, when the Midland Railway built its first workshops for the construction of both locomotives and carriages. The current Bombardier works, started life in 1876 as the Carriage and Wagon Works - to lose such history from the city would have been disasterous.

While I would be the first to recognise that business dealings should be awarded to the company providing the best proposals at the most cost-efficient price, but the wider effects also need to be looked at. In the case of the Thameslink project, this did not just effect Bombardier, but also the supply chain that feeds it.

It is also disappointing to realise that in the modern world the pride in British manufacturing appears to be diminishing. While it is no doubt still present on the workshop floor with those people actually building the trains, it appears to be none-existent in Government circles, among those who should be promoting it to the hilt.

Derby is the last large scale manufacturer of passenger rolling stock in the country. Crewe, Doncaster, Ashford, Darlington, Washwood Heath and York are all names that were once proudly associated with the construction of either locomotives, carriages or multiple units for use on passenger services across the country but for now at least, Derby is safe.

But in the medium to long-term future, the situation is far different. Bombardier tells me that they have supported the spare capacity in its design workforce by utilising their skills on European and Worldwide projects, such as the design of new double-deck rolling stock for Switzerland and a new monorail system for Sao Paulo. Indeed, such a move has actually saved 229 jobs, that would otherwise have been lost in the workforce reductions last year. The winning of the contract to build additional Electrostars for Southern has been the key to securing the short-term future. But further afield there are not that many siginificant rolling stock contracts to come up. One is Merseyrail, to replace the 507s and 508s, the details of which are yet to be announced, the other is London's Crossrail project.

The 'word' on Crossrail has always been that the winner of the Thameslink order would be ideally placed to win this one as well - the similarities in the requirements meaning that few changes would be needed. But now, it has been suggested that the changes are significant enough that such a move many not be the case. Indeed, Bombardier say they agree, and that the requirements are significantly different enough that the company will indeed be bidding for the work. For the sake of Derby lets hope that pride and patriotism in what remains of Britain's rail engineering, even if it is Canadian-owned, wins through.

Website Developments

We are continuing to work on, and improve the website, and this issue finds the first of our occasional 'in-depth' video features, looking at the Keighley & Worth Valley Railway's recent gala weekend. The footage contained on the website is totally different to that contained within the magazine.

In the Imaging Centre, the search feature is back online, and we are working to return the popular 'Class-by-Class' and 'Light Rail' sections.

Richard Tuplin

Richard Tuplin, Editor

Below: The Turbostar design has been one of the success stories for Derby. Its development from the initial Midland Mainline Class 170/1 fleet has now spanned 14 years and no less than 19 variations! One of the latest vehicles, London Midland Class 172/2 No. 172219 arrives at Birmingham Moor Street in heavy snow on 4th February, on a working to Dorridge. *Clive Martin*

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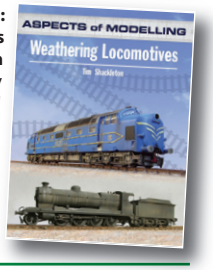

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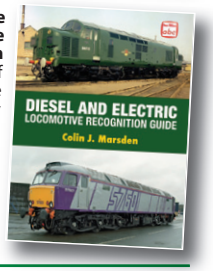

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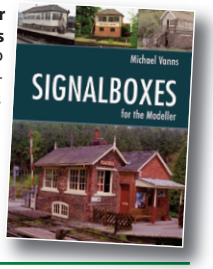

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The free account does not provide access to the magazine. Paid subscribers that use the Imaging Centre will benefit from new features to be introduced shortly.

Photo: Ken Brunt

Croydon shows off new trams

On 15th February, Transport for London provided invited guests and the media with a preview of the new German-built trams that are now being delivered to Croydon.

Six new sets have been purchased from Stadler as part of a £16.3 million investment in enhancing the capacity available on the network, which is now used by 28 million passengers a year, a 45% increase since it opened 12 years ago.

Once all six air-conditioned trams are in traffic, a new direct service will operate from Therapia Lane to Elmers End, currently a route that would require a change. The new service will also mean that at peak times there will be 10 trams per hour.

Elsewhere on the system, improvements are taking place to the Wimbledon branch, which should be completed later in the year, and the route between Mitcham and Mitcham Junction is being doubled.

Top: **One of the new Stadler trams, No. 2554, is pictured at Therapia Lane Depot during the media preview event on 15th February.**
Above: **The spacious air-conditioned interior.** *Both: Bill Turvill*

Gloucestershire Warwickshire starts repair work

Gloucestershire Warwickshire Railway (GWR) finally began repair work to the landslip at Chicken Curve on 6th February, a move watched by a TV crew from ITN News.

In a 2-minute sequence shown on local television, details of the work were outlined as Jonathan Symonds, of consulting engineers David Symonds Associates showed the slip and its continuing movement in terms of both length and depth.

The first stage of the work is the construction of access roads either side of the embankment, after which the embankment will be stabilised over the 300 metre length of the collapse. This will involve digging out the embankment from over a third of this length, piling the ground then terracing the site with new material. In addition to piling, the back of the main collapse will be stabilised with soil nails and the other end of the collapse by the B4632 road bridge will be monitored to see if that requires the same treatment.

The work should be completed by September 2012, including the reballasting of the repaired stretch and the reconnection of signalling equipment, but this is subject to no further problems being found and the shortfall of £170,000 being raised.

Main line test run for 'A3' pencilled in for 31st May

The National Railway Museum reports that the restoration of *Flying Scotsman* at Bury is progressing well.

Recent work includes the installation of major frame components to include all the refurbished six horn blocks and the new mid stretcher. Repairs to the loco wheel sets, the six axle boxes and all associated components have been completed successfully and the new middle motion brackets are fabricated and about to be installed, while the fabrication of the new bogie stretcher is almost complete. Minor repairs and the final installation of running boards will be completed this week. Repairs to the frame defects are 90% complete with all major riveting to frame components now finished.

The next key milestone in the project will be the refitting of the wheels expected to take place in mid-March.

The project is on track to meet the provisional dates set for steam tests and its loaded test run. It is expected that the steam tests will take place on the East Lancashire Railway in the last two weeks of May.

The engine's loaded test run is provisionally to take place between Bury and York on 31st May.

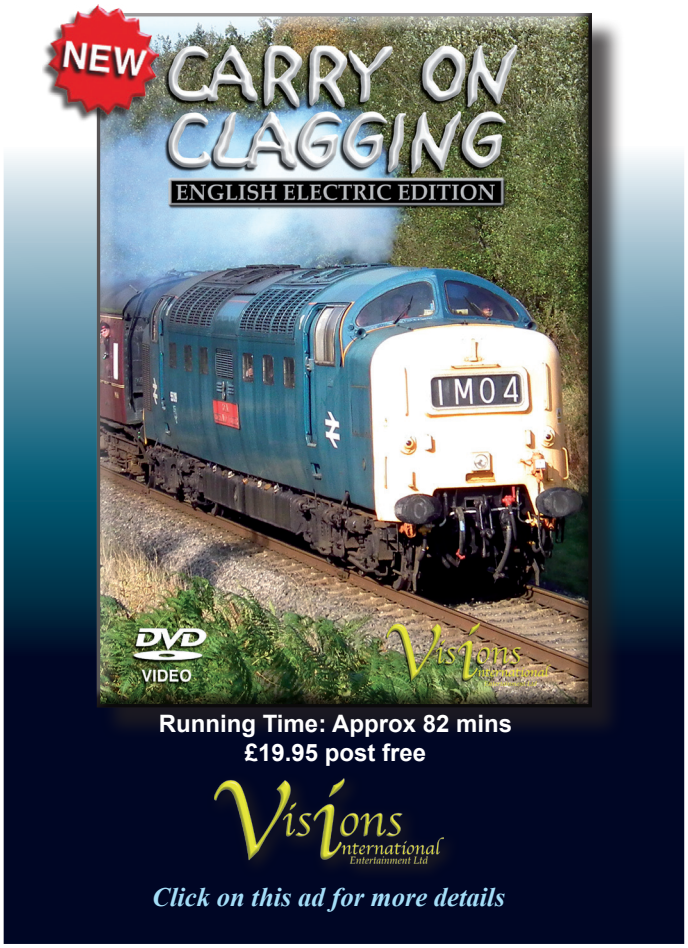
PLEG Events

In reporting two of the forthcoming Preserved Locomotive Enthusiast Group events in our last issue, the gremlins attacked swapping the dates over.

To confirm, the 1st April event takes place on the Llangollen Railway with the resident Class 08 and industrial shunter *Davy*, while the diesel charter on the Vale of Rheidol line will run on 1st September. For further details and booking information please visit http://www.pleg.org.uk

Apologies to PLEG, Llangollen Railway and the Vale of Rheidol Railway for the mistake.

Above: **Colas Rail Class 66/8 No. 66847 passes through Shortlands in South London, with the third 11-coach Class 390 No. 390056 to be delivered, in tow, en route from Dollands Moor to Longsight Depot at Manchester on 13th February.** *Patrick Seale*



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The first journey is on board 33030 and features the booked route of the 7L07. This includes the view of the North London Line before it was overhead electrified and upgraded, as well as the section of route between Hackney Wick and Temple Mills, which has changed beyond all recognition following the construction of the 2012 Olympic village at Stratford. The second journey was filmed on 37274 during the six month period when the 7L07 was diverted away from its booked route over the North London Line while it was being upgraded. The revised route includes the 'freight only' routes from New Kew Junction to South Acton, Acton Wells to Cricklewood via Dudding Hill plus the obscure connecting chord from Carlton Road Junction to Junction Road Junction. Also features the pre-upgraded Tottenham & Hampstead Line from Upper Holloway to South Tottenham...and Temple Mills before it became a Eurostar depot!

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Above: The new ticket hall at Farringdon station. *Network Rail*

Farringdon reopens after restoration and expansion of the station facilities

The Mayor of London, Boris Johnson, was one of the first to use the newly reopened London Underground entrance at Farringdon on 6th February, following an eight-week closure to restore and expand the grade II listed station.

As part of the Thameslink Programme, Network Rail have worked with London Underground to deliver 36 new ticket gates, 20 new staircases, one new footbridge, nine new ticket machines, two new entrances with two new ticket offices and a restored entrance. The dramatic expansion is in preparation for Farringdon station becoming London's newest transport hub as it will be the only station where London's two biggest transport programmes will meet.

Network Rail's Project Director for Farringdon, Richard Walker, said: "From 2018 the revamped north – south Thameslink route will meet the new east – west Crossrail service, linking with existing Tube connections. With up to 24 trains an hour running in each direction on Thameslink and Crossrail, plus the Tube, Farringdon will be served by over 140 trains an hour."

Farringdon will provide interchange links to three of London's major airports, Heathrow, Gatwick, and Luton, plus St Pancras International for Eurostar services, all while drastically reducing journey times.

New station proposed in Cardiff Valleys

A proposal to build a new station at Energlyn, between Aber and Llanbradach, giving direct services to and from Cardiff has been revealed at an exhibition, where the public was encouraged to give feedback and lend their support for the plan.

Developed jointly by the Welsh Government, Network Rail, Caerphilly County Borough Council, SEWTA and Arriva Trains Wales, the plan will significantly help ease road congestion and cater for rising rail usage in the area.

The scheme proposes that the new station has two platforms with step-free access, and will be equipped with disabled parking spaces, a drop-off point, CCTV, waiting shelters, ticket machines, bicycle storage area, emergency help points and digital boards providing real-time train information.

A grant is currently being sought from the Welsh European Funding Office and the feedback and support received from the public will be vital to help support this application process.

Initial deadline expires for Great Western franchise

The deadline has now expired for operators to apply for the chance to operate the new Great Western franchise that commences in April 2013.

Back in May last year, the current operator First Great Western (FGW) announced that it had decided to use a contractual break in its current franchise to hand the operation back to the Government three years early. The company said that the change in Government and the subsequent statements on franchise contractual terms meant that any discussions on alterations to its current franchise was unlikely, and in order to be best placed to capture the benefits of the investment being made in the route, First Group was positioning itself to rebid for the new franchise.

While FGW is the only company to publicly state that it is interested in bidding for the new franchise, media speculation has suggested that Spanish operator Renfe is alongside Deutsche Bahn and Stagecoach in looking at the franchise, but the Department for Transport remains silent on which companies have submitted the pre-qualification questionnaire, the first stage in the franchising process, prior to an Invitation to Tender document being issued. The final decision on which company will be awarded the new franchise is expected in December.

■ The deadline for submitting the pre-qualification questionnaire for the Thameslink franchise also passed on 9th February. Invitations to tender will be issued later this year.

Above: Class 379 Electrostars are pictured near completion on the production line at Bombardier's Litchurch Lane works at Derby. *Brian Morrison*

Future for Derby Litchurch Lane works is secure in the short-term

Following a series of meetings with employees, Bombardier Transportation has confirmed that the short to medium term future for its Derby site is secure.

With the awarding of the Thameslink contract to Siemens, the future for Litchurch Lane in Derby looked bleak, especially after the announcement last year that the workforce was to be reduced by over 1,000 workers. However, the recent awarding of the £188 million contract for 130 new carriages, by Southern, has brought renewed optimism that the Derby site could be secured.

This was confirmed by the company during a series of meetings held on 9th February, when employees were told that design, engineers and manufacturing would be retained at the present time. Additional work has been brought in, with the engineering teams at Derby looking at international contracts, such as double-deck trains for Switzerland and monorail systems for Sao Paulo.

With the Southern contract due for delivery by the end of 2013, Bombardier are actively looking ahead and confirmed to *Railway Herald* that the company will be bidding for the Crossrail rolling stock contract. Of the 1,400 planned redundancies announced last year, 229 have been saved by the Southern and international contracts, meaning that Derby still employs almost 1,600 people.

The news of the brighter future was cautiously welcomed by the industry, Derby and Derbyshire Rail Forum commenting that while "we welcome this news, it is important that the company can bid for additional work to ensure that it has a future well beyond 2014. So we call upon the Department for Transport to look with renewed vigour at opportunities to provide much needed new rolling stock for Britain's railways between now and placing the order for a new Crossrail fleet. And in particular we hope that the well-developed proposal to add electric vehicles to the Voyager fleet can be swiftly progressed."

Network Rail closes the first Scottish public crossing in the 21st Century

Network Rail has closed Inchyra level crossing in Perthshire, the first Scottish public crossing to close this century.

The automatic half-barrier crossing has been removed from the network after Perth and Kinross Council and Network Rail worked together to create a new link road between Inchyra and St Madoes, in the Carse of Gowrie, to divert traffic away from the railway.

The closure is part of a wider Network Rail initiative to reduce the number of level crossings on Scottish roads.

It cannot close such crossings without local authority support, and is currently in negotiations with other councils over the future of several others.

Reward for information

Northern Rail is offering a reward of £1,000 to catch vandals after a train travelling at around 70mph struck a large metal bin in the area of Harecastle Tunnel, Kidsgrove, Stoke-on-Trent on 7th February.

The train was the 20:48 Manchester to Stoke service and the incident occurred just before 21:50. There were no injuries to anyone on board, but the driver was shaken by the experience and the train was damaged and had to be taken out of service. The reward is being offered for information leading to the identification and conviction of those responsible. Anyone with information should contact BT Police on 0800 405040 quoting reference B14/NWA of 9/02/12 or call Crimestoppers on 0800 555111.

DB Schenker gains preferred operator status

DB Schenker Rail UK (DBS) has agreed terms with two major property developers in South East England for the operation of proposed new intermodal terminals.

Both terminals are located close to the M25 at Radlett and Colnbrook, and will provide major warehouse capacity to serve London and the Home Counties. Rail industry forecasts predict growth in container traffic in Great Britain of up to 300% by 2030. Both terminals have the potential to take up to 2,000 long-haul lorry movements off the roads every day.

Elsewhere, DBS is proposing to build three wind turbines on its land at Margam, near Port Talbot, to provide renewable energy to the rail network. The energy generated by the turbines would be sold to Network Rail for use in the overhead power cables.

Above: **The new tunnel segment manufacturing factory at Old Oak Common.** *Crossrail*

New tunnel segment factory opens

A new tunnel segment manufacturing facility has begun full operations in West London, pouring the first batch of 250,000 concrete segments that will line 26 miles of Crossrail tunnels.

Located at Old Oak Common, the facility will employ around 60 people at its peak, including the first of 15 trainees and apprentices. They are among the first group of apprentices and trainees to receive training at the new Tunnelling and Underground Construction Academy (TUCA) – a facility that will not only train up to 3,500 people to work on Crossrail, but will also continue to operate well beyond the Crossrail project and help the UK become a world leader in tunnelling construction.

The segment production has begun ahead of the start of Crossrail tunnelling next month, with the first tunnel boring machine (TBM) currently being assembled at Westbourne Park. The concrete segments will be loaded on to the 1,000 tonne mobile underground factory. As the 140 metre-long machine advances forward, the precast concrete segments will be formed into rings to line the tunnels behind the TBM cutter head.

Joint venture contractors, BAM Ferrovial Kier (BFK), will manufacture more than 75,000 tunnel segments at the Old Oak Common site to be used in the four-mile twin tunnels running between Royal Oak in West London and Farringdon. Construction of the segment factory for the eastern running tunnels between Farringdon and Docklands is currently underway at Chatham in Kent, and scheduled for completion in late April.

The factory will produce more than 200 segments per day at its peak and include a laboratory to test the quality of the concrete to ensure that the segments have a 120-year life. The factory has been built specifically for the production of Crossrail's tunnel segments with the site to become home to the Crossrail depot once segment production is completed.

Should Scottish trains be owned by Scotland?

A pressure group is campaigning for any new trains serving the Scottish network to be Scottish owned.

Transform Scotland is campaigning for the move to avoid what it terms as "profit-seeking" private entities.

Paul Tetlaw of Transform Scotland said: "In Edinburgh, the city council is now the proud owner of its own set of rail vehicles. Whatever the problems that have beset the infrastructure works for the Edinburgh tram scheme, Edinburgh Council was able to acquire a fleet of light rail vehicles in a relatively trouble-free fashion. As such, we see no reason why the Scottish Government shouldn't own the nation's trains rather than see them be leased from a profit-seeking private entity".

In response to the 'Rail 2014' consultation process, the organisation is also calling for additional services from Edinburgh to Falkirk Grahamston and onto Queen Street High Level, via Cumbernauld, by retaining the Edinburgh-Glasgow shuttle service at its current level of four trains per hour, rather than the proposed 10-minute interval service.

Having moved Class 334 No. 334020 from Glasgow to Kilmarnock the previous week, Class 57/3 No. 57304 *Gordon Tracy* **stands in the loop at Greenhill Upper on 2nd February with two translator coaches en route to Bo'ness Junction, as Class 170/4 No. 170451 passes on a Glasgow Queen Street to Edinburgh Waverley service.** *Ian Lothian*

Above: A view of the new Taxi Rank at Paddington station, which opened for business on 13th February, situated next to the Hammersmith & City line Underground station. The former taxi rank at Eastbourne Terrace forms part of the site for Crossrail's new station at Paddington where construction is to start shortly. To enable excavation of the 260-metre-long station box, Eastbourne Terrace will need to be closed for two years. *Bill Turvill*

Additional service from Poland starts

DB Schenker Rail reports that it is to double capacity on railfreight services between Poland and Great Britain with the planned introduction this coming September of a second weekly service between the two countries.

Further services are also forecast to be introduced with the objective of operating five freights per week between the two countries being achieved during 2013. It is reckoned that the additional service, which will operate from Wroclaw, Poland, to Barking, Essex, will remove 3,700 lorry movements per annum from Europe's road network. The first service, which was introduced during November last, has consistently operated on time. The new service will become the second regular one to use High Speed 1, and as such will be able to be loaded with European sized curtain-sided swap bodies, enabling greater volumes to be moved and encouraging modal shift from road to rail.

Below: Mk4 DVT No. 82227 was declared a failure while working south on a service into London King's Cross on 8th February. As a result, Class 91/1 No. 91125 was run round and worked blunt-end first into the 'Cross'. On arrival, Thunderbird Class 67 No. 67021 was used to haul the stock to Bounds Green, presenting the rare sight of a Class 67 coupled directly to Mk4 stock. *Terry Lea*

NEWS IN BRIEF

❖ A refurbishment programme at Barrow-in-Furness station has been completed. As part of the work, the ticket hall and waiting facilities have been upgraded, with new lifts, CCTV and a new retail shop The work has cost £1.5 million, funded under the National Station Improvements Programme.

❖ Logico, a division of Freightliner Ltd, provided a service for Stobart Rail intermodal containers on 13th February. The train operated from Garston to South Wales International Terminal in Cardiff and conveyed multi-model containers as part of Stobart Rail's expansion of rail freight services for customers.

❖ Forth Ports has taken over full control of Tilbury Container Services (TCS) from fellow shareholders DP World and Associated British Ports. Forth says it will combine the deepsea and shortsea container facilities at the Essex port of Tilbury into one integrated operation, rebranded London Container Terminal. The facility is the closest deepsea container terminal to London, and focuses on north-south trades, handling a high volume of refrigerated cargo, including Australian and New Zealand meat, and butter, cheese and fruit.

❖ The new station for Wolverton has been 'topped out'. A plaque donated by the Wolverton Society for Arts and Heritage, which was handcrafted by apprentices from Railcare, was also unveiled. The timber beams are a feature of the building and it is designed to be sympathetic to the historic Victorian buildings around it.

❖ First Capital Connect expects the new automatic ticket barriers at King's Lynn to be completed by April. New CCTV cameras will also be installed to monitor the barriers and as part of a commitment to improve security at the station.

New look to Class 150s

With the introduction of the new Class 172 DMUs to London Midland routes, the replaced Class 150s were displaced to First Great Western and Northern Rail.

With the majority of First Great Western's fleet having now passed through refresh, the sets have been given a totally new look.

Above: **Class 150/1 No. 150127 stands at Cardiff Central on 13th February, formed of vehicles Nos. 57127, 57209 and 52127. Behind is ATW Class 175 No. 175102 and FGW Class 158 No. 158956.** *Keith Brown*

Middle: **From 30th January, Class 150/0s Nos. 150001 and 150002 took over the Reading to Basingstoke line services from the previous Class 165 DMUs. On 10th February, newly-reliveried No. 150001 pauses at Bramley while working the 13:07 Reading-Basingstoke service.** *Chris Wilson*

Left: **FGW Class 150/1 No.150125, recently named** *Heart Of Wessex CRP* **arrives into Newport with 15:00 Cardiff - Taunton on 13th February.** *Keith Brown*

Above: One of London Underground's existing Emergency Response Unit vehicles has been reliveried in to BTP colours for the trial. *Kim Rennie*

London's fourth emergency service

The specialist unit that responds to emergency incidents on the London Underground Tube network will now be able to cut through London's traffic more quickly under a trial being carried out with the British Transport Police (BTP).

Having the capability to travel with blue lights and sirens will mean that the Emergency Response Unit (ERU) can cut through heavy traffic and respond to incidents more quickly and so restore services more swiftly for passengers. The trial aims to halve response times, and means that Transport for London ERU vehicles will travel under the same 'blue light' conditions used by police, ambulance and fire services. This will enable a quicker response to incidents, enhancing passenger safety and reducing disruption and delays across the network.

The ERU is a team operated by Tube Lines on behalf of TfL and consists of over 100 highly skilled staff, which will increase to over 130 by the start of the London Olympic Games.

Under blue lights the ERU will now be able to respond to incidents such as obstructions blocking the track, broken down trains, 'person under a train' incidents and other emergency response and recovery situations. Its work also involves responding to failures of signalling and broken down lifts.

The trial involves a new fleet of three response vehicles with new British Transport Police livery driven by a BTP officer under blue light conditions when appropriate. The vehicles will also serve the London Overground, Docklands Light Railway and London Tramlink networks.

Below: The variety of equipment carried onboard the ERU can be clearly seen. *Kim Rennie*

Track work continues at Croydon

The London Tramlink upgrade continues with Croydon services on the central loop being suspended during the school half-term holiday period from 11th to 16th February.

Some 200 metres of track are being replaced as part of Tramlink's Investment Programme, and the upgrade will give a much smoother ride than before.

Concerns raised over Dublin LUAS

An Bord Pleanála, an independent statutory administritive tribunal body in the Republic of Ireland, has raised concerns that the construction of the link lines between the Luas routes in Dublin would interfere with other schemes.

The Underground DART and Metro North projects have both been given approval to go-ahead, although both schemes are currently shelved because of funding cuts, and the likelyhood is that the Luas link scheme will be built first. However, the route passes above three planned Metro stations and one of the proposed stations on the Underground DART scheme, and the future construction of these projects would be likely to close the Luas service for sometime, something which the Board equally acknowledges it has reservations about.

The new Luas line will extend the Green Line from St Stephen's Green to O'Connell Street and provide an interchange opportunity with the Red Line at Abbey Street. A further extension will then continue on this route from O'Connell Street through to Broombridge, where there will be an interchange with Irish Rail's Maynooth service.

Above: NIR 111 Class No. 8113 arrives at Londonderry with the ballast transfer having originated from Ballymena. *Chris Playfair*

Reballasting work starts on the Derry line

Following on from the previous reports in *Railway Herald*, **that driver training had been taking place on the closed Lisburn to Antrim branch, work has now started on the track renewals programme between Castlerock and Londonderry.**

The provisional plan is to have two 111 Class locomotives in use, one working with the train, while the other will be spare at Coleraine. The reballasting operation will take place at night with the train being reloaded during the day.

Above: Northern Ireland Railways GM 111 Class No. 8113 passes Coleraine on 12th February, with a rake of ballast hoppers en route to Londonderry, in preparation for the forthcoming track relaying between Castlerock and Londonderry. *Jim Hamilton*

11th 4000 Class DMU arrives

The 11th 4000 Class DMU has been delivered from Spanish manufacturer CAF to Northern Ireland Railways.

The unit, No. 4012 arrived through the Port of Belfast over the weekend of 4th/5th February, being transported by road to York Road Depot on 6th February.

The missing unit is No. 4007, which is currently en route to Ireland and, weather permitting, is due to arrive in Belfast on 20th February. A total of 20 units are on order, with the final set due to arrive during the summer

Station upgrade work nears completion

Above: Work to complete station upgrade and platform lengthening at several locations in Northern Ireland is approaching completion, prior to the full introduction of the new 4000 Class DMUs. The lengthening of the platforms at Dunmurry, pictured here, is the latest in a series of work along the route. Extensions have already been carried out at Hilden, Finaghy and Lambeg, and further works are planned at Derriaghy. *Chris Playfair*

New Northern Ireland Railway depot takes shape

A new servicing facility is currently being constructed at Adelaide, near Belfast, for Northern Ireland Railways.

The depot will service up to 10 trains every night, each of which will be fuelled, serviced and will undergo an interior and exterior clean, while a total of 12-14 units can be stabled on site

The maintenance facilities can handle four three-car trains at any one time and are designed to provide the majority of heavy maintenance for the new 4000 Class fleet. The only key tasks not being undertaken here being wheel-turning and paintwork repairs that will be handled by York Road Depot. Minor servicing and repairs will also be undertaken on the 3000 Class fleet as required.

The facility, which is additional to the Fortwilliam and York Road Maintenance/ Cleaning facilities, is expected to be fully functional by end of of the year and will provide the necessary capacity for an enlarged fleet.

Above: A view of the new Adelaide Traincare facilities now well under construction. The large servicing shed will accommodate four three-car sets at any one time.

Right: The depot arrival and departure roads, along with two of the stabling sidings. Northern Ireland Railways says that between 12 and 14 4000 Class sets can be stabled on the depot each night, once fully operational. *Both: Chris Playfair*

Fleet reshuffle means end of the line for 2700 Class

From next month, Iarnród Éireann is to commence withdrawing its 2700 Class DMUs from service, after a working life of just over 14 years.

The 12 two-car DMUs were built by GEC Alstom in 1997/1998 for use on Dublin commuter services, however, a number of failures and the delivery of newer 29000 Class DMUs resulted in the fleet transferring to the Dublin-Gorey and Rosslare services. After a number of reshuffles of stock, the fleet has more recently been based out of Limerick Depot, where many of the problems that the fleet has experienced have been resolved.

However, with the additional 17 three-car sets from Mitsui Rotem having now been delivered, a further move around of rolling stock will result in the 2700 Class being surplus to requirements and withdrawn from traffic, especially as the possible expansion of rail services appears to be off the agenda at present, given the current economic climate. The proposals will see several new 22000 Class sets move to Drogheda Depot, allowing the 10 2800 Class sets at the depot to be cascaded to Limerick.

Also to be withdrawn is the 'hybrid' set formed of vehicle Nos. 2609 and 2716, allocated to Limerick Depot, although currently 'on loan' to Cork, and the two single car units, Nos. 2751 and 2753.

Iarnród Éireann is to withdraw and store the 2700 Class vehicles, meaning that there potentially exists the opportunity to reinstate them in the future, or look to sell them on to another operator, although this would obviously be outside of Ireland, and the added problem of track gauge and issues with loading gauge could be a preventative factor in the latter decision.

Above: 2700 Class vehicles Nos. 2711 and 2712 prepare to depart from Athenry on 11th February, forming the 17.30 Galway to Limerick Western Rail Corridor service. A lack of work for these units, following the transfer of 2800 Class sets from Drogheda, will result in the withdrawal of all 15 2700/2750 sets. *Neil Dinnen*

Changes to 'GB V' and new diesel tour announced by RTC

A number of significant changes to the Railway Touring Company's 'Great Britain V' have been announced.

Perhaps the most outstanding is the re-routing of the southbound working from Glasgow Central to Preston on 26th April. Instead of taking the Glasgow and South West route via Dumfries, the train will now follow the more direct route over Beattock to Carlisle, and then forward via Ais Gill, instead of Shap, for the final leg to Preston. The significance of this change is perhaps fully explained with the news that the traction for this leg will be provided by No. 46233 *Duchess of Sutherland* throughout.

Other changes include the anticipated replacement on the opening day of the round-Britain charter, of LNER 'A3' No. 60103 *Flying Scotsman* with 'A4' No. 60007 *Sir Nigel Gresley* for the northern section from York to Edinburgh Waverley, while the Preston to Bristol section on 27th April will now be covered by No. 70013 *Oliver Cromwell*.

RTC has also announced a new tour on Saturday 17th March from Skipton to Carlisle, which will be diesel-hauled throughout, and picks up at Keighley, Shipley, Leeds, Dewsbury and Sowerby Bridge before heading north via Copy Pit, Blackburn, Preston and the Cumbrian Coast line. After a break in Carlisle, the train returns south via the Settle and Carlisle.

This is an interesting development, as RTC has become the second, predominately steam operator to announce a non-steam working, following Steam Dreams earlier announcement to go to Blackpool Illuminations in October with diesel-traction throughout.

Standardising the winter 'sparkies'

Above: Old and new side-by-side. An unidentified Virgin Pendolino heads north through Crewe, passing preserved Class 86/2 No. 86259 *Les Ross* **in BR 'Electric Blue' livery as it departs with the London to Preston leg of the 'Winter Cumbrian Mountain Express' on 11th February.** *Nigel Capelle*

Below: Later the same day, with the locomotive change having taken place at Preston, BR Standard Class 7MT Pacific No. 70013 *Oliver Cromwell* **crosses the summit at Houghton, en route to Blackburn.** *Fred Kerr*

Wandering around the East Midlands

More details of the requested route for Vintage Trains 'East Midland Rambler', booked for Tyseley's two Pannier Tanks Nos. 7752 (L94) and 9600, have emerged.

The tour, which is scheduled for 14th April, could perhaps be more appropriately called 'The West & East Midlands Rambler' as a good proportion of the tour takes place in the west of the region, and features a particularly rare steam working over the northern section of Birmingham Cross City line from Aston, via Lichfield.

The requested routing is from Tyseley Warwick Road to Birmingham International, via Sutton Park, Walsall, Aston and Stechford, and then returning via Stechford and Aston again, before taking the Lichfield line onto the cross-country route towards Derby, for the short distance between Wichnor and Birmingham Curve Junctions. From here, the train will head over the Coalville line, while the return routing is through Knighton Junction, Hinckley, Nuneaton and Water Orton. It promises to be quite a day, and once again Bob Meanley and his team have been inventive in putting together an interesting and varied itinerary which can accommodate the restricted water capacity of the pair of Pannier tanks.

Also from Tyseley is the news that both of its first two trains of the season have been fully booked. The trains concerned being last weekend's 'Valentine's Express' and the pairing of GWR 'Castle' No. 5043 *Earl of Mount Edgcumbe* and LMS 'Princess Royal' Pacific No. 6201 *Princess Elizabeth* over the 'Northern Fells' on 10th March.

The next charter with availability is that which pits No. 6201 against the Lickey Incline, complete with a pair of Pannier tanks providing banking assistance. Expect the fully booked notices to be posted for this one quite soon, too!

Forthcoming Charter Workings

The details shown in the following table were believed to be correct at the time of going to press. Not all pick-up and set-down points are shown, please contact the tour operator concerned for fare and ticket information.

Friday 17th February 2012

VSOE	35028	London Victoria-Staines-Virginia Water-Guildford-Shalford-Redhill-East Croydon-London Victoria
VSOE (Northern Belle)	2xDRS 47	Darlington-Newcastle-Wylam-Carlisle-Ribblehead-Castleford-York-Darlington-Durham-Newcastle

Saturday 18th February 2012

Railway Touring Co.	86259	London Euston-Watford Jn-Northampton-Crewe-Preston
	45305 / 70013	Preston-Lancaster-Shap-Penrith-Carlisle-S&C-Blackburn-Preston
	86259	Preston-Crewe-Northampton-Watford Jnc-London Euston
UK Railtours	To be confirmed	London Euston-Watford Junction-Crewe-Chester-Llandudno Junction-Bangor and return
VSOE (Northern Belle)	2xDRS 47	Glasgow Central-Motherwell-Edinburgh Waverley-Stirling-Perth-Tay Bridge-Edinburgh Waverley-Polmont-Cumbernauld-Coatbridge Central-Glasgow Central
VSOE (Northern Belle)	2xDRS 47	Ayr-Girvan-Stranraer-Girvan-Ayr

Saturday 25th February 2012

Pathfinder Tours	2xDBS 66	Tame Bridge Parkway-Derby-Church Fenton-Durham-Pelaw Jn-Jarrow(to NR limit)-Ferryside-Billingham Jn-Seal Sands (NR limit)-Eaglescliffe-Thirsk-York & return
Railway Touring Co.	86259	London Euston-Watford Jn-Northampton-Crewe-Preston
	45305 & 44932	Preston-Lancaster-Shap-Penrith-Carlisle-S&C-Blackburn-Preston
	86259	Preston-Crewe-Northampton-Watford Jnc-London Euston
Steam Dreams	DBS 67	London Paddington-Reading-Didcot Parkway- Swindon-Severn Tunnel-Abergavenny-Hereford
	6024	Hereford-Abergaveny-Severn Tunnel-Swindon-Oxford-Leamington Spa-Solihull-Birmingham SH
CANCELLED	60163	Birmingham SH-Solihull-Oxford-Didcot Parkway-Reading-London Paddington
UK Railtours	To be confirmed	London Euston-Rugby-Blackburn-Hellifield-S&C-Currock Junction-Maryport-Workington-Ravenglass-Carnforth-Preston-Warrington Bank Quay-Crewe-Stafford-Rugby-Watford Junction-London Euston

Thursday 1st March 2012

Steam Dreams	6024	London Paddington-Maidenhead-Reading-Cardiff & return
VSOE	2xDRS 47	Cardiff Central-Swansea Loop West-Kidwelly-Clarbeston Road-Bridgend-Barry-Cardiff Central

Friday 2nd March 2012

VSOE (Northern Belle)	2xDRS 47	Cardiff Central-Swansea-Llanelli-Carmarthen-Fishguard Harbour and return

Saturday 3rd March 2012

Pathfinder Tours	DBS 67	Birmingham Intl-Stourbridge Jn-Kidderminster-Cheltenham Spa-Bristol Parkway-Bristol TM-
	6024	Bristol TM-Swindon-Reading-London Paddington-Reading-Swindon-Bristol TM
	DBS 67	Bristol TM-Bristol Parkway-Cheltenham Spa-Worcester Shrub Hill-Kidderminster-Birmingham Intl
Railway Touring Co.	70013	London King's Cross-Retford-Whisker Hill Jn-Worksop-Dinnington Jn-Scunthorpe-Cleethorpes
	WCRC 47	Cleethorpes-Grimsby-Ulceby-New Holland
	70013	New Holland-Ulceby-Barnetby-Market Rasen-Lincoln-Newark Northgate-Grantham-Peterborough
	2xWCRC 47	Peterborough-Huntingdon-Potters Bar-London King's Cross
Statesman Rail	2xWCRC 47	Hereford-Craven Arms-Whitchurch-Crewe-Carlisle-Beattock-Crianlarich-Rannoch-Fort William
UK Railtours	DBS 67	London King's Cross-Potters Bar-Peterborough- York
	70000	York-Leeds-Skipton-S&C-Carlisle
	DBS 67	Carlisle-Hexham-Durham-York -Peterborough & return as outwards
VSOE	35028	London Victoria-Staines-Virginia Water-Guildford-Shalford-Redhill-East Croydon-London Victoria
VSOE (Northern Belle)	2xDRS 47	Bristol TM-Bath Spa-Swindon-Didcot Parkway-Reading-Kensington Olympia and return

Please mention** Railway Herald **when speaking to train operators, and remember charter operators need your support

Railtour Spotlight *by John Whitehouse*

There are just two charters booked to operate on Saturday 18th February, and both head for the hills, Railway Touring Company will be operating the third of its 'Winter Cumbrian Mountain Expresses', which this week is booked to operate in the reverse direction to previous workings, that is northbound over Shap and then returning along the S&C.

However, it is not the northern fells for UK Railtours, it is instead the mountains of Snowdonia, with its aptly named 'Snowdonia Panorama', which offers the chance of enjoying one of the great railway journeys of the world, namely that from Blaenau Ffestiniog through to Caernarfon using the Ffestiniog and Welsh Highland Railways. UK Railtours pioneered this great day out, which involves half the passengers alighting at Llandudno Junction to be transferred to Blaenau Ffestiniog by road coach to join a northbound FR train, while the remainder stay on board to Bangor for transfer to Caernarfon to join the corresponding southbound WHR service. The charter departs from London Euston, picking up at Watford Junction, Milton Keynes Central, Northampton and Rugby.

Also operating is a VSOE British Pullman luncheon train, the second of the week, which will operate on 17th February, again around the customary Surrey Hills circuit, via Staines, Woking, Guildford and Redhill from London Victoria with Merchant Navy Pacific No. 35028 *Clan Line*.

A full round-up of all known forthcoming charter and excursion trains can be found on our website at www.railwayherald.com/railtours

UK Railtours confirms Old Dalby visit for 31st May

As already reported in Railway Herald, UK Railtours is to visit the Old Dalby Test Track as part of its 'Midland Medley' charter.

The tour, which is now confirmed as operating on 31st May, originates at London Euston, and picks up at Watford Junction, Bletchley, Bedford and Kettering before heading for Derby, via Leicester, where it will visit both the Sinflin branch and Chaddesden Sidings. It then heads for Old Dalby after a reversal at Melton Mowbray, ahead of a return to London Euston, via Harringworth Viaduct and Corby.

Two days later, on 2nd June and York is the destination, for the National Railway Museum's Railfest 2012 event, with UKR utilising an East Midlands HST set throughout from London St. Pancras, which also picks up at Luton Airport Parkway and Kettering.

Wroxham and the Norfolk Broads are the attractions of 'The Broadsman' on 16th June which originates at London Kings Cross, picking up at Potters Bar, Stevenage and Letchworth, and travels via Cambridge, Ely, Thetford and the Wensum Curve at Norwich. By way of a change, the return follows Great Eastern metals through Diss, Stowmarket, Colchester and Stratford to set down at London Finsbury Park and then stations as outwards.

A feature of UK Railtours' operations is that it often combines interesting itineraries with the destination, and on 2nd July, Chester is the focal point, with an outward working from Stevenage, Potters Bar and Finsbury Park, via the West Coast Main Line. The return journey takes a more unusual route as the train is booked to wind around East Lancashire to reach the East Coast Main Line by way of Blackburn, Copy Pit, Hebden Bridge and Wakefield. Coincidentally, East Lancashire is its destination the previous week, when on 30th June UKR visits the East Lancashire Railway with 'The Rossendale Explorer' from London Euston, picking up at Watford Junction, Milton Keynes Central, Northampton, Rugby and Stafford, before heading to Heywood by way of Crewe, Stockport, Denton and Castleton, and a return trip over ELR metals, including the spur to Buckley Wells.

The company will also be operating a four-day Scottish Landcruise between 8th-11th June, which initially heads north from London Kings Cross to Dumbarton on Day 1 via the Settle & Carlisle line, then onto Fort William and Mallaig the following day. Tour participants enjoy a journey to Oban on the third day, before calling at Edinburgh on the final day, en route back to London.

Below: Class 59/0 No. 59001 *Yeoman Endeavour* **approaches Wanstrow, heading UK Railtours' 'The Angel of Bedlam' excursion from London Paddington to Cranmore on 11th February. DB Schenker Class 59/2 No. 59204 was on the rear.** *Richard Cowell*

Video Shot: BR Standard 7MT No. 70013 *Oliver Cromwell* **climbs through Selside on the Settle & Carlisle Railway as it heads the 'Winter Cumbrian Mountain Express' up the 'Long Drag' to Ais Gill on 11th February.** *Austin Whitehead*

LNWR 'Coal Tank' returns to steam

Above: On the day of its relaunch into traffic, LNWR 'Coal Tank' 0-6-2T No. 1054 stands at Oxenhope after working a special train for invited guests. *Ron Cover*

The Bahamas Locomotive Society has officially returned its 123-year-old London & North Western Railway 'Coal Tank' No. 1054 to traffic on the Keighley & Worth Valley Railway.

The locomotive was rescued after being withdrawn for the second time in November 1958, and presented to the National Trust. The Bahamas Locomotive Society became custodians of the engine from 1973. Restored to steam in 1980, No. 1054 last worked in 1998, and has undergone a major overhaul, supported in part by a £154,000 grant from the Heritage Lottery Fund.

No. 1054 was revealed to invited guests on 8th February in LNWR black livery with its cast number plates, although a transformation took place that evening, into BR unlined black ready for its appearance at the forthcoming gala weekend.

Video Shot: On the first day of the KWVR gala, the locomotive was partnered with 'Super D' No. 49395, renumbered as 49121, to recreate the Stephenson Locomotive Society 'Heads of the Valleys' railtour that ran in 1958. Here, the duo steam through Damens heading for Oxenhope. *Paul Braybrook*

Renewed appeal for Loughborough roof

The Great Central Railway has revitalised its fundraising appeal to restore Loughborough Central station canopy, and is seeking £100,000 to finish the job.

By early summer, the work will be two thirds complete, including the station entrance roof on Great Central Road. Essentially, all that remains is the part of the roof above Platform 1. The railway has successfully attracted more than £100,000 of grant aid towards the project. However, with available funds fully committed, the GCR has now launched the 'One Last Push!' campaign to raise the remainder of the money needed.

Providing that the first £50,000 of the new appeal can be raised, repairs will begin in September this year and finish in December. Again, providing the funds continue to flow, the very last section would begin in January 2013.

NEWS IN BRIEF

■ On the Severn Valley Railway, Stanier 5MT Mogul No. 42968 has been re-united with its own Fowler tender. The locomotive has recently been working with the Stanier tender from LMS 'Black 5' No. 45110. Elsewhere, GWR 1500 Class 0-6-0T No. 1501 is awaiting a new boiler, and a new bunker is currently being built. new valves have recently been fitted.

■ The 15" gauge Bure Valley Railway, operating between Aylsham and Wroxham, will host a Volunteers Open Day for anyone interested in volunteering on the railway on 4th March.

■ The Severn Valley Railway re-opened on Saturday 11th February following a six week break to complete major engineering work in Bewdley Tunnel. It will remain open all week in conjunction with the local schools half term holidays. The re-opening of the line also coincides with an announcement of a further filming contract obtained by the railway in connection with a five-part drama entitled 'Dancing on the Edge' for the BBC, which will be directed by the acclaimed playwright and dramatist Stephen Poliakoff. For the programme, which is expected to be broadcast in the autumn, Kidderminster will adopt the role of Folkestone, with trains departing from there to 'Dover'. Bewdley station will also feature, while Stanier Mogul No. 42968, at the head of the LNER Teak-set will star alongside some equally well known names from the stage and screen in a production.

■ The South Devon Railway is running a half-term steam service from 14th-19th and 25th-26th February and 4th, 11th and 18th March using GWR Prairie No. 5526 and an Autocoach. On 3rd, 10th and 17th March, Class 121 Bubblecar No. W55000 will be used.

Its worth getting up steam!

The Keighley & Worth Valley Railway held its annual 'Winter Steam Gala' over the weekend of 10th-12th February.

Star of the show was recently overhauled LNWR 'Coal Tank' 0-6-2T No. 58926, which was outshopped in BR unlined black livery for the event.

Also in acton were L&Y 0-6-0 No. 957, LMS '2MT' 2-6-4T No. 41241, LMS '4F' 0-6-0 No. 43924, LNWR 'Super D' 0-8-0 No. 49395, BR Standard 4MT 2-6-4T No. 80002 and Hudswell Clarke 0-6-0 *Nunlow*.

Above: A night photographic charter was held at Haworth shed on 10th February. Here, Nos. 49395, 957 and 43924 await their next workings. *Fred Kerr*

Middle: Lancashire & Yorkshire 0-6-0 No. 957 climbs out of Keighley with the L&Y vintage set bound for Ingrow West. *Paul Braybrook*

Left: LMS '4F' No. 43924 storms through the loop at Haworth, heading for Oxenhope on 11th February. *Richard Tuplin*

KWVR Winter Steam Gala
In-depth video report
Click here

Above: The 123-year-old London & North Western Railway 'Coal Tank' No. 58926 provides the motive power for a short local service, destined for Ingrow West, as it climbs away from Keighley on 11th February. On the rear of the working was Hudswell Clarke *Nunlow*. *Richard Tuplin*

Right: Towards the end of the day on 11th February, BR Standard 4MT 2-6-4T No. 80002 double-heads a Keighley to Oxenhope service away from Haworth, with LNWR 'Super D' 0-8-0 No. 49395. *Richard Tuplin*

Exposure

A selection of the best photography from across the country

Caring about Carless

Above: GBRf Class 66/7 No. 66717 *Good Old Boy* **brings a snow covered Harwich Parkestone Quay to North Walsham chemical tanks round the north curve at Manningtree on 7th February.** *Antony Guppy*

Colourful '60s'

Above: A very clean looking Class 60 No. 60074 *Teenage Spirit* **passes Knabb's Bridge, New Barnetby, on the 10th February, working empty iron ore hoppers from Santon to Immingham Bulk Terminal.** *Colin Makrow*

Below: Class 60 No. 60007 *The Spirit of Tom Kendell*, **in DB Schenker's unique 'Switch on to Safety' livery, powers a rake of empty HTA hoppers westwards from Ratcliffe to Warrington, as it passes North Stafford Junction on the Uttoxeter line, on 13th February.** *John Neave*

Flying the (old) flag

Above: The primary china clay traffic in Cornwall comprises a formation of up to 38 CDA wagons, giving a loaded weight of 1,900 tonnes, that operate on a 'circuit' between the docks at Carne Point, Fowey, and either the Imerys Rocks Works at Goonbarrow Junction on the Newquay branch, or terminals at Treviscoe and Parkandillack on the Drinnick Mill branch. Powering away from Middleway beside the River Par, just north of St Blazey, is Class 66/0 No. 66127 on 31st January. Semaphore signalling survives at seven locations in Cornwall, these signals being controlled by St Blazey. *John Vaughan*

Below: EWS-liveried Class 66/0 No. 66085 leads a convoy of locomotives, consisting of Nos. 66140, 66061, 66097, 66025, 66132 and 66164 through Whittlesey, working from Doncaster TMD to Whitemoor Yard on 11th February. *Kev Gregory*

TURNING THE CLOCK BACK

Wellington in August 1952

Not too much was expected on a day at Wellington in 1952, the local timetable only showing local London Midland services between Shrewsbury, Stafford and Crewe and the occasional Western Region stopping train between Wellington and Much Wenlock.

However, these were to be well supplemented by both main line express workings

Above: Stanier 8F 2-8-0 No. 48732 passes through Wellington cutting, heading for Stafford with empty wooden-sided wagons.

Right: The 'Cambrian Coast Express' from Paddington to Aberystwyth, with through coaches for Barmouth and Pwllheli, passes Wellington signalbox and approaches the station, powered by 7800 class 'Manor' 4-6-0 No. 7818 *Granville Manor*. *Both: Brian Morrison*

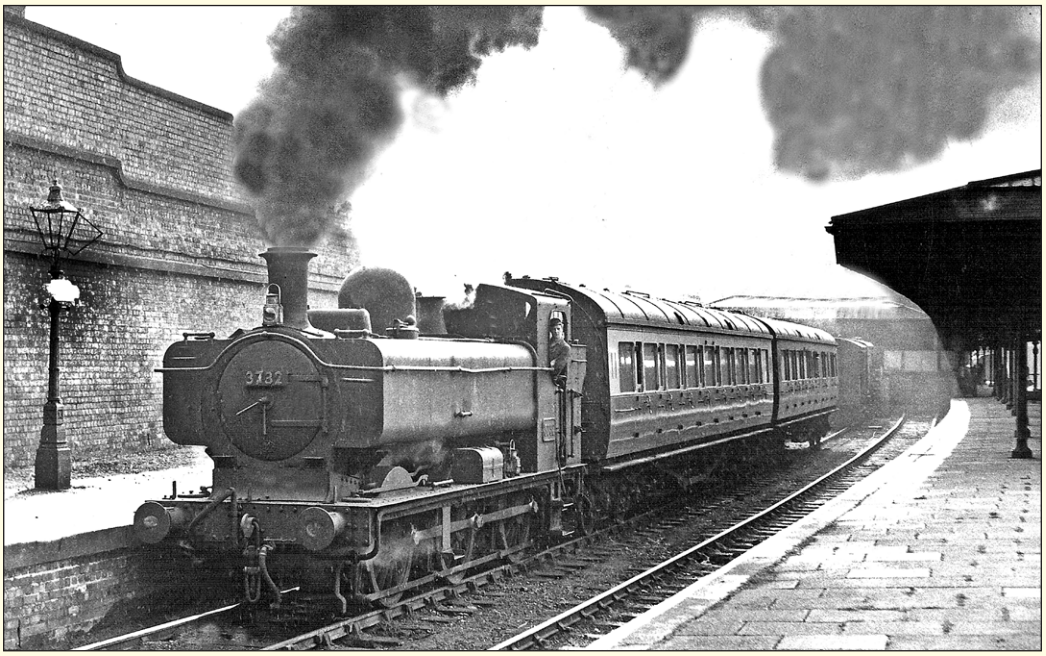
and freight, and in all on the day I recorded 19 different locomotive types, 12 Western Region and seven LMR. Today, much has changed, freight is minimal, and the lines to Crewe via Stafford and that to Much Wenlock are both closed.

Passenger services now operate between Birmingham International and Chester or Aberystwyth, via Wolverhampton and Shrewsbury.

Right: 84J Croes Newydd-allocated Class 2800 2-8-0 No. 2871 blasts through Wellington station, hauling an eastbound mixed freight.

Below: The 11:43 Birkenhead-Paddington express departs from Wellington with a variety of coaching stock in the consist, hauled by County class 4-6-0 No. 1017 *County of Hereford*. *Both: Brian Morrison*

Left: A long southbound freight bound for Oxley, passes through Wellington, powered by R.O.D. 2-8-0 No. 3031. These locomotives were a 1911 Robinson design for the Great Central Railway and designated Class O4 by the LNER. More were built in 1917 for the Railway Operating Division of the Royal Engineers in World War II, and were transferred into GWR stock after the cessation of hostilities in 1919, and subsequently fitted with GW boiler mountings and details.



Left: Class 5700 0-6-0PT No. 3732 departs from Wellington, Shropshire, on 6th August 1956, heading the 17:50 local service to Much Wenlock.

Left: With a tender well loaded with coal, Bowen Cooke LNWR G2 class 7F 0-8-0 No. 49440 heads west approaching Wellington, with a single flat wagon and guards van.
All: Brian Morrison

Above: **One of the few remaining 4000 class 'Star' class 4-6-0s No. 4053** *Princess Alexandra* **passes Wellington, heading a relief express from Shrewsbury to Paddington.**
Both: Brian Morrison

Below: **Rebuilt in 1930 from a LNWR Claughton 4-6-0, Longsight (9A)-allocated Patriot 6P No. 45501 St. Dunstans approaches Wellington, heading a semi-fast service from Shrewsbury to Stafford.**

Right: **Dean 2021 class 0-6-0PT No. 2107 simmers in the yard at Wellington. Originally built as a saddletank in 1897, and subsequently rebuilt with pannier tanks, the type was developed in 1929 by Churchward as the prolific 5700 class.**

Below: **The 09:30 train from Birkenhead to Bournemouth West passes Wellington with 'Castle' class 4-6-0 No. 7010** *Avondale Castle* **hauling three luggage vans and 12 all-Southern rolling stock.**
Both: Brian Morrison

Netherlands

10-year concession for Dutch Intercity

Dutch state operator NS has been awarded a ten year concession by the Dutch Government, from 2015 until 2025, to operate the core intercity network.

In return, NS will pay an 80 million Euro annual concession fee, and is committed to introducing a ten minute frequency on several major routes. Some additional regional routes, currently operated by NS, will be tendered, and the company will additionally take over high speed operations on the HSL Zuid high speed line (Schiphol - Rotterdam - Breda/Antwerpen) from the HSA joint venture of NS and airline KLM-Air France. In return the Government has agreed to accept lower track access charges for use of the high speed line, but is requiring NS to reduce premium fares for the Fyra high speed services.

Czech Republic

New livery for Czech Railways electrics

Above: Czech Railways, České dráhy (ČD), is rapidly introducing new liveries for both passenger and freight sector locos. Skoda-built 25kvAC electric No. 242 220, leaves Dobřany on 31st January, in the new ČD livery, with service Os 7514, 10:10 Plzen to Klatovy. *Keith Fender*

Greece

Located to the east of Athens and on the southern most tip of Greece, a metre-gauge DMU service runs every hour, over a 22km journey between Patras and Rio village to the north.

The line here is part of a route that previously connected Athens-Korinthos-Patras-Pyrgos-Kalamata, forming over 750km of metre-gauge railway network. However, the majority of the route closed on 30th January last year, and only three small sections now remain.

Discussions are on-going regarding the possibility of reopening the 80km section from Patras to Pyrgos city, the 60km section from Korinthos to Naflio and the 170km moutainious line from Nafplio-Tripolis-Kalamata for touristic trains and excursions.

Below: Here, the Stadler built GTW DMU enters Patras Port, with a service from Rio village. In the background is the Ionian Queen, a roll on-roll off ship that connects Patras with the islands of Keffalonia and Corfu. *Bill Choriatis*

Italy

Construction work on new Pendolino coaches underway

Alstom is building 106 additional Class 390 vehicles at Savigliano, south of Turin, these are being delivered as four new eleven coach Class 390 Pendolino 125mph EMUs, plus 62 new intermediate coaches to lengthen 31 of the existing fleet of trains.

The first three 11-coach Class 390s have been delivered to the UK via the Channel Tunnel, and are in use as nine car sets on the WCML. Set No. 390057 will be the last of the four to be delivered in March.

Set Nos. 390056 and 390057 are likely to enter service as 11 coach trains, as by the time they are commissioned the set lengthening programme will have begun. This will use 62 new intermediate coaches delivered as 31 paired cars - one car fitted with a transformer and another fitted with two body mounted traction motors and a traction inverter. The option of adding unpowered trailer coaches was discounted as the longer trains would be unable to meet the WCML timetable.

The new paired intermediate coaches will be added to existing nine coach Class 390 sets at Longsight depot in Manchester. Testing and commissioning of the new longer trains will be done at Liverpool Edge Hill. The work is being done as part of the planned heavy overhaul programme that is being undertaken as each train will have reached 2.25 million miles, and the programme runs until June 2013.

Top Right: The car bodies for the new Class 390 vehicles are made from aluminium which is welded together on purpose made jigs to create the coach body. Here, two completed Class 390 coach bodies await movement into the paint shop, prior to being fitted out.

Middle Right: Once painted, the vehicles are moved to the fitting-out line where electrical equipment, along with internal fittings and seats are fitted.

Right: A nearly complete coach, with the exception of bogies, is pictured in the factory at Savigliano. *All: Keith Fender*

Austria

New Westbahn operator starts operations

In December, a new start up operator, Westbahn, commenced operations between Salzburg and Vienna, although most trains actually start and end in Freilassing, just across the border in Germany.

Westbahn is operating eleven round trips between Vienna and Salzburg daily. All trains are formed of brand new Kiss double deck EMUs built by Stadler in Germany. The company operates a fleet of seven units, numbered in Austria as Class 4010.

Below: Westbahn KISS EMU No. 4010-005 arrives at Linz Hbf on 3rd February, with 07:26 Salzburg - Vienna Westbahn service. *Keith Fender*

Germany

New tunnel on Koblenz-Trier route fitted out

German infrastructure company DB Netze is fitting out a second tunnel south of Cochem on the Koblenz-Trier Mosel Valley route, having finished the tunnel bore in November last year.

The original Kaiser Wilhelm tunnel opened in 1879, and was the longest tunnel in Germany at 4,205 metres, until the high-speed line from Hannover to Würzburg opened in 1988. The new tunnel is being built to improve long-term safety, as the EU wide Technical Specification for Interoperability (TSI) for Tunnels now requires an independent evacuation method for tunnels over 1km in length. As part of a €200 million project, the new tunnel, due to open in 2013, will be single track, and the old one will be refurbished also with a single track and is scheduled to open in 2016. Eight cross passages will provide connections from one to the other for emergency evacuation.

South Africa

Transnet orders new GE diesel locomotives

South African operator Transnet has ordered 43 C30ACi locomotives from General Electric.

The 3,300hp diesel locos will feature an electronic fuel injection system that automatically supplies the exact amount of fuel needed for optimal engine efficiency.

The locomotives use GE's AC propulsion technology and dynamic braking systems and the new stock will also meet the new UIC2 emissions standards. The C30ACi fleet forms part of the a five-year capital investment programme by Transnet, equivalent to £8.8 billion.

GE Transportation plants at Erie and Grove City in Pennsylvania, USA will provide locomotive kits for the 43 locomotives to GE South Africa Technologies Limited (GESAT), which is to work with Transnet Rail Engineering for local assembly and completion.

The assembly kits for local production will arrive in South Africa in batches from June this year, and all 43 locomotives are scheduled to be delivered by June 2013.

NEWS IN BRIEF

Ferromex fleet expands
Mexican freight operator Ferromex took delivery of 38 more EMD built SD70ACe locos in late 2011; the locos are leased to Ferromex by Facileasing Equipment Mexico.

Chinese DMUs arrive in Tunisia
Chinese manufacturer CSR Nanjing Puzhen is building 12 two-car DMUs for Tunisian State Railways SNCFT, with the first unit being delivered in early February. CSR hopes this successful sale of the 160km/h diesel hydraulic DMUs based around European design standards will lead to further orders in North Africa and Europe.

Vermont Rail System - from top to bottom of Amtrak's performance league
Vermont Rail System (VRS) owns the track used by the Rutland to New York Ethan Allen Express between Rutland, VT and Whitehall, NY. In 2010, Amtrak took VRS to court as the condition of the track was so poor that its trains, which only run once a day in each direction, ran over 11,000 minutes late each month! Following intensive track repairs delays, are now very minor and passenger numbers have grown by 10.8% in recent months and the VRS line is now one of the best performing freight railroads hosting Amtrak trains

Leo Express to debut at Innotrans
A new Czech open access operator called Leo Express is planning to start services from Prague to Ostrava in December 2012. The new company has ordered five Flirt EMUs from Stadler who have built the trains in Bussnang, Switzerland. The first Leoexpress Flirt EMU will be on display at Innotrans in Berlin in September . Leo Express intend to start operation in competition with state operator ČD and Regiojet who already operate open access services on the route.

Australia

Danish diesels extend their operations

The Independent Railways of Australia, former known as Lachlan Valley Rail Freight, acquired 16 NoHAB-built MZ3 locos from Danish State Railways (DSB) in 2006.

Of the locos, 14 entered service in New South Wales following modifications and repaints, while two of the 16, Nos. 1441 and 1444, were badly damaged on the ship during rough seas off Bermuda. A further locomotive, No. MZ1438, has been out of service for some time after being badly damaged in a shunting collision on 18th December last year in Botany yard, Sydney and is not expected to run again.

Until recently, the operational units were largely found on Sydney metropolitan area trip trains and long haul freights to Northern and Western line destinations. Now, the locos are being used on freight services travelling to western loading points.

Below: Here, Nos. MZ1445 and MZ1443 power train 8168 out of the southern New South Wales City of Goulburn, on 10th January. *Leon Oberg*

Australian 3'6" gauge diesels in action

Below: Still carrying ARG yellow and red livery, but now owned by QR National, the 3'6" gauge No. S3302 pulls away from the loop in the small country town of Brunswick Junction, in Western Australia, south of Perth, with empty coal hoppers for reloading with export coal at the mine in Collie. *Colin Gildersleve*

High Speed Rail options?

Australia is lacking behind the rest of the world as more countries turn to high-speed trains to meet their transport needs, according to the Australasian Railway Association.

Association Chief Executive, Brian Nye, said that Australia was the only continent, apart from Antarctica, that did not have a high-speed rail network. He pointed to a recent report from the Washington-based Worldwatch Institute, which found the number of high-speed trains was expected to total more than 3,700 by 2015. High-speed rail returned to the Australian spotlight late last year when the federal government released a 300-page study on the feasibility of high-speed rail on the east coast. The $20 million (AUD) study found passengers could travel from Melbourne to Sydney for $99 in three hours if a 1600-kilometre, high-speed network linking Brisbane, Newcastle, Sydney, Canberra and Melbourne were built at a cost of between $61 billion and $108 billion.

High-speed rail has been under consideration in Australia since the early 1980s, although no proposal has been regarded as financially viable.

United States

Above: Norfolk Southern local trip P26 from Chamblee, Georgia, slowly enters Industry Yard in East Point, led by SD40-2 No. 3460, a freshly painted ex-Union Pacific locomotive, as a CSX manifest working from Cincinnati to Waycross passes briskly by. The lead engine on the CSX working is a newly rebuilt SD40-3 No. 4027, which was previously former L&N SD40-2 No. 8080. *Josh Byers*

Iowa Pacific EMD E8 used on charter working

The Railroad Passenger Car Alliance (RPCA) serves as a resource to over 400 organisations and private railcar owners, operating heritage rolling stock and locomotives over the US mainlines.

The scope of this operation is extensive and can include railtours, regular 'heritage' operation and the not uncommon sight, of a luxury 'business saloon' attached to the rear of a scheduled Amtrak service.

The 2012 annual conference of the RPCA was held in Indianapolis from 19th-22nd January and in connection with the event, High Iron Travel provided a charter train conveying guests and delegates from Chicago to Indianapolis. Passengers had the opportunity to travel the whole of the Indiana Rail Road 'main line' and the train included two full-length ex Santa Fe domes, ex-IC tail car "Eaton," and an ex-New York Central full diner.

Motive power was 1953 built EMD E-8 No. 6070. This locomotive started life in 1953 with the Chicago and Northwestern Railroad, and has been restored by Iowa Pacific Holdings into its current Arizona Southern "Black Widow" livery. The E8 easily maintained the prevailing 79mph line speed on Amtrak metals between Effingham and Chicago while customers enjoyed hospitality from the High Iron Rail staff.

Right: Crossing the flat diamond of the Indiana Southern Railroad, EMD E8 No. 6070 in Arizona Southern 'Black Widow' livery, powers away from Switz City, Indiana, while working the return leg of a High Iron Rail charter from Indianapolis to Chicago. Of note on the left of the image, the unusual arrangement of a gate with a 'Stop' sign attached to designate which railroad has the 'right of way' over the crossing. *Andrew Pearce*

Could you be a world correspondent?

Railway Herald is keen to hear from any reader who may be interested in becoming a correspondent for the magazine, for their part of the world - be that photographically or in a written format. Click here, for further details

Canada

Rocky Mountaineer coaches repainted

Above & Left: Ontario Northland GP38-2 No. 1802 powers through Huntsville, Ontario, Canada with the 'Northlander' passenger service to Toronto. Included within the consist were two double-deck passenger vehicles from the 'Rocky Mountaineer' set returning south following repainting at North Bay workshops. *Wayne D. Shaw*

Malaysia

New Chinese-built EMUs commence public services

Malaysian Railways, KTM, have purchased 38 6-car EMUs from China's Zhuzhou Electric Locomotive Company Ltd.

The vehicles, classified as Class 92s, are fitted with Siemens traction and control packages, and the first twelve sets have been delivered and are on test, prior to entering service this month. The sets can seat 328 people and will be used on two commuter routes, providing services around Kuala Lumpur and include two women only vehicles.

The new EMUs will also allow services over the two routes to increase from a 30 minute to a 10 minute frequency, transforming the system into more of a Metro operation.

Below: Class 92 EMU set No. 3 departs from Rawang on a test working. *Paul Bigland*

Railway Herald welcomes correspondence and comment from readers, whether it is on memories from the rail scene of years gone by, or a comment on the current rail industry, UK or overseas. We welcome the input from readers, either by letter to the editorial address or by email to the Editor. If you have something to say - tell us!

Australian Steel

Dear Editor,
I was interested to read the news item about the plan to move the hot-rolled coil from Port Kembla to Western Port by rail.

It will be interesting to see if (and where) the loads will be transshipped or bogie exchanged (from standard gauge to broad gauge) for the final 64km (approx) section of the journey to Western Port.
Michael Dunbar
by Email

Ed. Michael, our Australian correspondent advises that steel traffic has been running to and from the Western Port works for many years now, and to facilitate this movement, vehicles carrying those products are bogie exchanged in a steel yard located on Footscray Road, in West Melbourne. The lead vehicles carrying coil on the train shown in the picture (Issue 300, P8) would have been subject to bogie exchange.

Lost Stanier prototype to be recreated?

Dear Editor,
Your headline *Princess Elizabeth* receives boiler extension' in the previous issue, conjured up some wonderful images in my mind.

Could it be appearing as a 4-8-4 perhaps? Someone with better computer skills than me could have some fun, especially around April 1st!
John Ashton
by Email

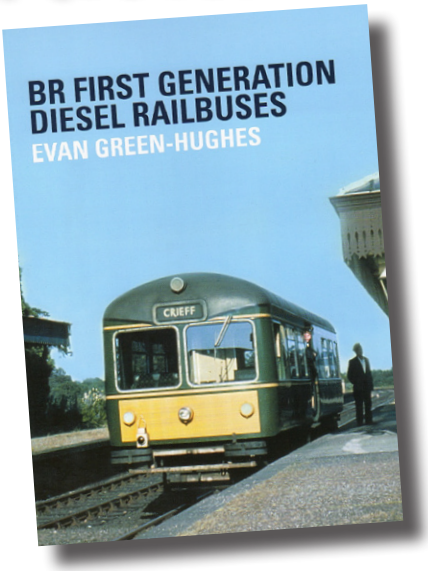
PowerHaul success?

Dear Editor,
With the arrival of the latest batch of Class 70s, and, what I understand, is the final two of the current order due for delivery soon, are there any plans announced for the remaining 10? When Freightliner first ordered the fleet, it was reported that 30 were to be purchased.

Also, I have seen little in the railway media to report on how the class has settled down in traffic and whether the initial teething problems have been sorted out - I assume from the latest deliveries that they have?
Fred Durridge
by Email

Ed. Yes, 30 locomotives formed the original order announced back on 26th November 2007. The locomotives appear to have settled down, with no significant outages noted, but despite several requests, no official response has, unfortunately, been forthcoming from Freightliner on the reliability figures.

Reviews



BR First Generation Diesel Railbuses

by Evan Green-Hughes
Ian Allan - 88 pages Softback
ISBN (13) 978 0 7110 3635 2

The rapid dieselisation programme that was initiated by BR to eradicate steam traction included not only diesel locomotives but also the much-reviled diesel multiple unit trainsets and the much-ignored diesel Railbuses.

Such was the feeling against this new traction by enthusiasts, it is to their credit that some maintained their interest sufficiently to record them and their history. Among those brave souls was Evan Green-Hughes, who is well known for his efforts in the preservation of DMU trainsets, including the rare Wickhams Class 109 unit now based at the Llangollen Railway.

His latest effort is a tribute to the much-maligned diesel Railbus fleet which, although only numbering 22 in total from five different builders, reflected the failures of the ongoing modernisation programme. Had the powers-that-be taken note of the lessons to be learned from the Railbus experience, it is possible that the later mistakes might have been reduced if not avoided altogether, but that is for history to record and in this latest tome the author records it very well.

Evan records the brief, but eventful, history of the fleet in 14 sections to describe the history of the fleet's introduction, including the rationale behind not only the fleet and the lines selected for Railbus operation, but also the effort to build new stations in the hope of attracting new custom. He then looks at each builder to describe not only their designs but also the modifications and changes imposed by the British Transport Commission (BTC), with the consequent cost increases that were subsequently added to the vehicle price.

Next to be considered is the operating regions where interest ranged from the indifference of the Western Region through to the total commitment of the Scottish Region. The routes of each of the Regions are identified, including the selection of branch lines and how the fate of the chosen branch had consequences for the Railbuses that operated them.

The penultimate section looks at the fate of the vehicles once BR took the decision to withdraw them from service, supported by the closure of the few lines that justified their existence above the use of the more economic twin-car diesel trainset, and how a few lucky examples passed into preservation. Even within this sector the preserved examples suffered mixed fates, and these are clearly noted by the author including the parallel situation of vehicles awaiting repair, reflecting the BR experience of some 40-years ago, and hoping that the same fate will not apply to the preserved examples.

This book has been written by an author who is clearly knowledgeable about his subject and has succinctly revealed this in a way that gives the Railbus contribution to the BR Modernisation programme its proper respect.

Although the programme was ultimately deemed a failure, as BTC/BR indecision created a fleet that highlighted the difference between what was conceived and what was delivered, this book is a worthy record of a history that needs to be told.

The text is supported by a collection of photographs, some in colour, which are taken from the early days of BR operation through to present day preservation, and the whole book provides a suitable recognition of an important, albeit doomed, contributor to the BR Modernisation Scheme, which should be in the library of anyone interested in the history of BR and BR Traction. **FK**

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.

For authorised representatives of societies, we can also provide access to our online system, allowing society secretary's to update the information online, 24 hours a day, seven days a week. Please contact the editor on 01904 500175 for further details and to setup your access to the system.

BACK COVER CAPTION:
BR Standard 4MT No. 80151 crosses New Road Bridge, Horsted Keynes, with a train for Sheffield Park on the Bluebell Railway on 11th February.
Ashley Smith

15th February 2012

RCTS (Eastleigh) / Mid Hants Rly
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Reading Development' by Shaun Winfield. Starts 19.45. Contact Ted Vaughan on 023 8084 9533 for details.

16th February 2012

Barrow Hill Engine Shed Society
The Roundhouse, Barrow Hill. 'Photo Charters 2001 to 2004' by David Birtle. Starts 19.30. £1.50 Admission. Contact 01246 472450 or e-mail beardspaul@aol.com.

Irish Railway Record Society (London)
The Exmouth Arms, 1 Starcross Street, London NW12HR. 'Last of the Irish Loose-Coupled Goods and More' by Richard Wall. Starts 19.00. £3.50 Donation. Contact the Secretary at irrslondon@hotmail.com for further details.

Locomotive Club of Great Britain (Nth West)
The Pied Bull, 54 High Street, Newton-le-Willows. WA12 9SH 'BR Steam' by Mike Taylor. Starts 19.30. £2 donation. Contact, Neville Bond on 01925 226473 or email lcgb.nw@blueyonder.co.uk.

Stephenson Locomotive Society
St John's United Reformed Church Hall, Mowbray Road, New Barnet, EN5 1RH. 'More Travels with Bill Davies' by Bill Davies. Starts 19.30. Contact the Secretary on 0208 368 6200 for further details.

17th February 2012

Gosport Rly Society
The Methodist Church, Stoke Road, Gosport. 'The Route of the ACE' by Mike Pym. Starts 20.00.

Great Western Society (Taunton)
Village Hall, Stoke St Mary, Nr Taunton, TA3 5DE. AGM & 'More 1960s Steam' by Alan Reeve. Meeting commences at 19.30. Contact the Secretary on 01823 334188 for further details.

RCTS (Darlington)
The Scout Building, Widdowfield Street, Darlington. 'The End of Motive Power as We Knew It' by Tom Greaves. Starts 19.00.

RCTS (Shipley)
Saltaire Methodist Church, Saltaire Road, Shipley. 'Peter Barnes Memorial Slide Show' by John Meredith & Bob Schofield. Starts 19.30.

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

18th February 2012

Great Western Society (South West)
Parish Centre, Church End Road, Kingskerswell, Torbay, TQ12 5LD. AGM & "The Steam Railmotor" by Graham Drew. Starts 18.30. Contact the Secretary on 01803 336329 for further details.

Stephenson Locomotive Society
The Friends' Meeting House, Mount Street, Manchester M2 5NS. 'The Lynton & Barnstaple Railway - Then & Now' by Bob Barnard. Starts 14.00. Contact the Secretary on 0161 928 2461 for further details.

20th February 2012

Great Central Railway Society (Spinkhill)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB. 'Preserved UK Steam in 2011' by Chris Jones & Ashley Shimwell. Starts 19.30. Contact Frank Greaves on 01909 473927 for details.

NYMR (York)
New Earswick Sports and Social Club, New Earswick,YO32 4AG. 'Underground Mining in the Boulby Area' by Neil Rowley.Starts 19.30. Contact Bryan Blundell on 01904 764648 for further details.

Permanent Way Institution (Ashford)
The Elwick Club, Church Road, Ashford. 'The Challenge of the South East' by Bob Hazell. Starts 18.30. Contact Ted Hamer on 01227 711897 for further details.

Plymouth Rly Circle
St Edward's Church Hall, Home Park Avenue, Peverell, Plymouth PL3 4PG. 'The Swanage Railway' by Bob Bunyar. Starts 19.30. All welcome. Admission £2.

RCTS (Chester)
The Town Crier, City Road/ Station Road (opposite station entrance), Chester. 'Walking the Line, Discovering Lost Railways' by Stephen Gay. Starts 19.30.

RCTS (Coventry)
Maudslay Hotel, 190 Allesley Old Road, Coventry''All Aboard the Master Cutler - Part 2' by Chris Youett. Starts 19.30.

RCTS (Oxford)
West Oxford Democrats Club, 1 North Street, Osney. 'ERTMS on the Cambrian Line and Future UK Developments' by Tony Crabtree. Meeting commences at 19.30.

RCTS (Shenfield)
Shenfield Parish Hall, 80 Hutton Road, Shenfield. 'Timetable Planning for the Olympics' by Dave Hepper. Starts 19.30.

RCTS (Weston Favell)
Weston Favell Parish Hall, Booth Lane South, Weston Favell. 'Modern Traction Review' by Bob Sweet. Starts 14.00.

Stafford Rly Society (Joint with Continental Railway Circle)
St Leonards Social Club, Stafford. 'Australian Steam' by Brian Garvin. Starts 19.30. All welcome. Contact the Secretary on 01785 840622 for further details.

21st February 2012

Permanent Way Institution (West Yorkshire)
The Pullman Room, The Cosmopolitan Hotel, 2 Lower Briggate, Leeds LS1 4AE. 'The Hong Kong Metro and the Evolution of Metro Control Systems' by Bruce MacDougall. Starts 18.00. Contact the Secretary, Martin Wooff on 07747 160949 or at abcts@daelnet.co.uk for further details.

RCTS (Cambridge)
Abbey Meadows Community Wing, Primary School, Galfrid Road, Cambridge. 'White Russian Rambles' by Mike Page. Starts 19.30.

RCTS (Cheltenham)
The Victory Club, Burlington House, Lypiatt Road, Cheltenham. 'A Colour Rail Journey' by Paul Chancellor. Starts 19.30. Contact the Secretary at paulandpauline@geary.fslife.co.uk for further details.

RCTS (Scunthorpe)
The Star Public House, Rochdale Road, Ashby. 'Railways from the Eyes of a Professional Journalist' by Nigel Fisher. Starts 19.30.

Telford Rly Society
John Maddock's Sports & Social Club, off Holyhead Road, Oakengates, Telford TF2 6 BU. 'One Moment in Time' by J.Perkin. Starts 19.45. Admission £3.

22nd February 2012

Basingstoke & District Railway Society
Wote Street Club, New Road, Basingstoke RG21 7NG. 'Images of Chinese Steam' by Terry Nicholls. Starts 20.00. All welcome. Contact the Secretary on 01256 819401 for further details.

Bradford Rly Circle
The Centre, Heaton Baptist Church, Leylands Lane, Bradford BD9 5PX. 'Reedy's Rambles Part One' by Gordon Reed. Starts 19.30

RCTS (Chichester)
Council Meeting Room 2, County Hall, West Street, Chichester. 'The Railway Environment (Bridges, Stations, Signal Boxes & Signalling)' by Stephen Bigley. Starts 19.30.

23rd February 2012

Permanent Way Institution (Sheffield and Doncaster)
Sheffield Hallam University, Sheffield. 'The Challenge of the South East' by Bob Hazell. Starts 18.00. Contact the Secretary, Vivek Vilay on 07763 724259.

Permanent Way Institution (South & West Wales)
Queens Hotel, 19 Bridge Street, Newport. 'Isle of Man Railways' by Jeremy Reece. Starts 18.00. Contact James Hepburn on 07919 307726 or at james.hepburn2@networkrail.co.uk for further details.

RCTS (Peterborough)
St Luke's Church, Mayors Walk, Peterborough. 'From Rookie Journalist to Grumpy Old Man' by David Percival. Starts 19.30.

RCTS (Preston)
Claremont Hotel, Blackpool Road, Preston. 'Railways around Preston' by Mike Norris. Starts 19.30.

Stevenage Locomotive Society
The Community Arts Centre, Roaring Meg Retail Park, London Road, Stevenage SG1 1XN. 'More Byways Adventures' by Dave Soggee. Starts 19.45. All welcome. £2 admission. Contact the Treasurer on 07803 046076 for further details.

24th February 2012

Great Central Railway Society (London)
Keen House, 4 Calshott Street, King's Cross, London N1 9DA. 'Merseyrail' by Richard Crane. Starts 18.30. Contact Richard Butler on 01525 372487 or 0207 620 5399 for further details.

Great Western Society (North West)
St Hilda's Clubroom, Slater Street, Latchford, Warrington, WA4 1DN. AGM & "Members' Quiz'. Meeting commences at 19.30.

Great Western Society (Oxford)
Pauling Human Sciences Centre, 58 Banbury Road, Oxford, OX2 6QS. AGM. Starts 19.30.

Shropshire Rly Society
The Gateway, Chester Road, Shrewsbury. 'Paul Riley Commemorative Show Part 1' by Tony Bowles. Starts 19.30

25th February 2012

Bournemouth Railway Club
Winton Methodist Community Centre, All Purpose Room, Junction Alma Road/Heron Court Road, Winton, Bournemouth BH9 1DE. 'A Mix of Member's and Commercial Films'. Starts 14.30. All welcome. Admission £2. Contact the Chairman on 01202 742099 or at martyn.thresh@ntlworld.com for further details.

27th February 2012

RCTS (Brighton)
Brighton Railway Model Club Room, London Road Station, Shaftesbury Place, Brighton. '50 Years of Colour Slides' by Mike Hudson. Starts 19.30.

RCTS (Maidenhead)
Cox Green Community Centre, Highfield Lane, Cox Green. 'Narrow Gauge Notebook' by Bob Shaddick. Starts 19.30.

RCTS (Sheffield)
St Mathews Church Rooms, Carver Street, Sheffield. 'Rhapsody in Blue' by Ken Grainger. Starts 19.30.

28th February 2012

RCTS (Nottingham)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'A Pennine Journey (Attercliffe - Accrington)' by Stephen Gay. Meeting commences at 19.30.

RCTS (Welwyn Garden City)
The Methodist Church, Junction of Ludwick Way and Colegreen Lane, Welwyn Garden City. Central Wales Railway - Part 1)' by Cyril Crawley. Meeting commences at 14.00.

RCTS (Woking)
The United Reform Church, White Rose Lane, Woking. 'Privatisation - The First 20 Years (or almost)' by Christian Wolmar. Starts 19.00

RCTS (Reading)
Church House, Caversham. 'Reading Transport Group Quiz (away)' followed by ' The Last Years of the Class 52 Westerns' by John Hubbard. Starts 19.30.

29th February 2012

Stephenson Locomotive Society
The Education Room, Discovery Museum, Blandford Square, Newcastle upon Tyne. 'Thomas Eliot Harrison (1808 - 1888)' by Bill Fawcett. Starts 14.00. Contact the Secretary on 01434 688946.

1st March 2012

Great Central Railway Society (Sheffield)
The Harlequin, 108 Nursery Street, Sheffield S3 8GG. 'Preserved Steam on Video' by Chris Jones. Starts 19.30. Contact Ken Grainger on 01142 540275 for further details.

Permanent Way Institution (Milton Keynes)
Room 3.5, Third Floor, Network Rail Station Offices, Milton Keynes. 'DLR Developments' by Martin Collett. And AGM.Starts 17.00. Contact the Secretary, Kevin Thurlow on 07802 890299.

Permanent Way Institution (York)
Marriott Room, York Central Library, Library Square, York. 'On Track Machines' by Craig Goldie. Starts 18.00. Contact the Secretary, Ken Aiston on 07787 512227 for further details.

RCTS (Milton Keynes)
The Crown, Market Square, Stony Stratford. 'It is Grim up North by Steve Batty. Starts 19.30.

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