Railway Herald

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TOP: The new-look to LMS 'Princess Coronation' Pacific No. 46233 *Duchess of Sutherland* was shown off at the 'West Shed' at Swanwick on 3rd March. The locomotive will shortly undertake a light engine test run, before its loaded test run at the end of the month. **John Whitehouse**

BOTTOM LEFT: A prototype for everything! Class 70 No. 70020 approaches Manningtree on 6th March, with a 'trip' working from Ilford Wheel Lathe to Ipswich Yard conveying two intermodal flat wagons. **Antony Guppy**

BOTTOM RIGHT: DBS Class 60 No 60007 *The Spirit of Tom Kendall* hauls a rake of empty hopper wagons through Willington on 3rd March en route from Ratcliffe Power Station to Warrington Arpley Sidings.
John Tuffs

Railway Herald

Issue 305 — 7th March 2012

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Ian Allan PUBLISHING

Is it right to promote event attractions

when the locomotives concerned are still under overhaul?

The news regarding the non-availability of *Flying Scotsman* for Barrow Hill arrived with us, just after the magazine had closed for press.

While disappointing, both for the enthusiasts planning to attend the gala as well as the organisers, does it raise the question of whether events should be promoting the appearance of locomotives which are still undergoing overhaul? In today's world, time is money, and from a loco owner's point of view, a steam locomotive sat not doing anything is both time and money ticking away, especially given the 10-year period of a boiler certificate, but as the speed of life gets faster and people try to be the 'first' to do something, as an enthusiast and primarily 'tourist' industry, are we planning to fail?

Back in January, I was stood with Steve Davies from the NRM talking about the remaining months of the overhaul and the work that needed to be done, and at that point the appearance of the locomotive in steam at Barrow Hill was doubtful, although there appeared to be no doubt that it would, at least, be on static display in LNER wartime black livery. Its not just *Flying Scotsman* of course, numerous heritage line gala weekends having, over the years, been promoted as 'First gala since overhaul' for some locomotive or another, some of which make it, some don't, either because of human error, unforeseen difficulties, or just simply that the timescales slipped.

Railtour organisers potentially come under the same category, with tours being announced so that one operator can claim to run the first main line tour with a locomotive and gain the obvious business advantage. Perhaps the most prolific example of this recently has been No. 6100 *Royal Scot*, which has so far been promoted as the traction for over 20 tours since early 2009 - yet because of the issues encountered, has still to appear on the main line. But in all these cases, who is at fault? The promoter who wants to be first, or the owner/custodian who is committing the locomotive before it is actually ready - assuming of course that the request for use is not only made, but also accepted and the locomotive booked.

Ian Allan Magazines

Many readers will by now have heard that Ian Allan Magazines has been sold to Key Publishing Limited. The sale involves all of IA's magazine titles, and is not anticipated to affect the publication or operation of *Railway Herald*.

The level of the interest that is being shown in *Railway Herald* is superb and our thanks go to all those readers who have already subscribed. It is pleasing to confirm that the take-up of subscriptions continues to be ahead of where we had planned and expected them to be.

The extension of the free trial period has provided *RH* with additional time to prove the distribution platform and given the initial issues and problems that occurred with the site, we want to ensure that the subscription system is as robust and secure as possible before making the changeover on 28th March.

As part of this, we will be undertaking late night/early morning (UK time) testing over the next week, which will see parts of the website and access to the magazine 'locked-down' for short periods to allow us to check that all works as it should. We would anticipate that such 'lock-down' periods will last no longer than 20-30 minutes at a time.

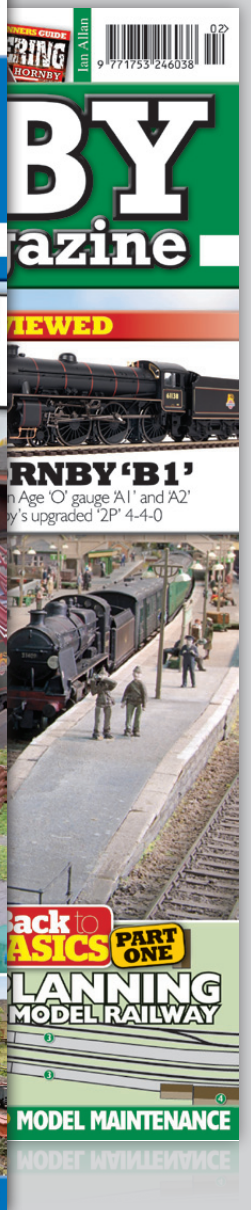
Richard Tuplin

Richard Tuplin, Editor

Below: Freightliner Heavy Haul Class 66/5 No. 66546 passes Maltby Colliery South Signal Box with a loaded coal working from Hunterston Import Terminal bound for Cottam Power Station on 24th February. *Chris Booth*

Don't miss the April issue of *Hornby Magazine*!

On sale March 9th



To subscribe to *Hornby Magazine* telephone 0844 2456932 or visit www.hornbymagazine.com

No double-header for Steam Dreams on Saturday

The disappointing news for passengers booked on Steam Dream 'Cathedrals Express' from London Paddington to Plymouth this coming Saturday is that the train will not be double-headed as originally planned.

As already mentioned in this week's 'Railtour Spotlight' this train has been jinxed from the outset, having already been postponed twice last year and now affected by the late withdrawal of No. 71000 *Duke of Gloucester* last week due to sustaining a bent bufferbeam during a shunting incident on the East Lancashire Railway.

It looked for a while that the services of No. 6024 *King Edward I* may be used, but this locomotive is unavailable as a result of some minor attention being required following its excellent performance on Pathfinder's 'Bristolian' last week, and that, naturally, the 'King's' custodians want to ensure that the locomotive is in tip-top shape for its last main line appearance prior to withdrawal upon expiry of its boiler certificate on 17th March.

With No. 6024 not available, the only alternative was No. 35028 *Clan Line* which it is understood was actively considered but a number of issues including the logistics of moving the Merchant Navy and potential contractual issues relating to its VSOE work meant that it had to be discounted.

As a consequence, Steam Dreams was left with the insurmountable problem of not being able to obtain another steam locomotive, but because of the loading, two were required to haul the train over the South Devon banks. Therefore, the 'Cathedrals Express' will now run with a DBS Class 66 coupled between the train and *Tornado* from St. Davids to Plymouth, and then back to Exeter, with No. 60163 having sole charge each way between London Paddington and Exeter St. Davids.

While the decision may well be unpopular in the eyes of a few, the simple point is for the train to run, and with no alternative steam locomotive available, Steam Dreams has been left to make the best of working with a set of circumstances entirely beyond their control.

RH understands that following the despatch of tickets which also outlined the situation to passengers, Steam Dreams has received little in the way of complaint.

Above: While working Railway Touring Company's 'Lincolnshire Poacher' charter on 3rd March, BR Standard 7MT No. 70013 *Oliver Cromwell* **developed a fault. The train returned to London diesel-hauled while the 'Britannia' remained at Cleethorpes. Investigation by the support and engine crew on the day revealed a broken piston ring on the left-hand cylinder. This was repaired the following morning and the locomotive deemed fit for traffic once more. Its next booked working is out of Cleethorpes on 10th March, heading to Newcastle and Morpeth. Here, the loco is pictured at the Lincolnshire resort, while the support crew investigate the problem on 3rd March.** *Richard Tuplin*

Memorial plan for Forth Bridge

Network Rail and contractor Balfour Beatty have backed a community plan to remember the men who lost their lives building the Forth Bridge as part of an event to celebrate the recent completion of a 10-year restoration project.

The twin memorials, in prominent public locations in North and South Queensferry, will also pay tribute to the thousands of 'Briggers' who contributed to building, maintaining and restoring the structure in the 129 years since construction began.

Both memorials will consist of a 7ft upright bronze section built into a stone base. The upright will bear the names, ages and occupations of all the men who died during construction, and the base will be engraved with the words: "To the Briggers, past and present, who built, restored and continue to maintain this iconic structure". The two memorials will be unveiled at an event on 18th May.

Left: In fading light at Ipswich on 6th March, Class 90 No. 90041 was used to take a failed Greater Anglia set to Norwich Crown Point as the regular Colchester based 'Thunderbird' loco was not in a position to assist. The set, with Mk3 DVT No. 82121 and GA Class 90 No. 90012 as the train locomotive, was terminated at Ipswich while working the 14:25 service from London Liverpool Street, due to earlier operating problems on the GEML. However, while preparing to return to London, No. 90012 became a total failure blocking Platform 2 for around two hours. With the Freightliner '90' spare, it was used to clear the platform and haul the set to Crown Point. *John Day*

Above: The Schoma-built diesel No. 17 on the Isle of Man Steam Railway stands at Port Erin on 5th August 2010. The locomotive, which was heavily modified after being acquired by the railway, is now withdrawn and out of use, after spares became difficult to obtain. The railway is hoping for £750,000 from the Manx Government to build a new diesel locomotive for the line. *David Lloyd Jones*

Heavy criticism for new Manx diesel loco

The news that the Isle of Man Government, which owns and operates the 3ft gauge Isle of Man Railway (IMR) are to allocate £750,000 in the island's 2012 Budget for a brand new diesel locomotive has caused a major public outcry as other vital public services are cut as the knock on effects of the world-wide credit crunch bites hard into the Manx Governmental reserves.

While the axe falls on Manx Government run libraries, nurseries are closed to save money, and civil service jobs and benefits are cut, islanders are fuming at the proposal to buy a new diesel locomotive for the railway.

While £750.000 for the new loco is only one of many capital projects earmarked in the 2012 budget, this particular example has come in for heavy criticism from both politicians and the general public alike. Yet another capital project for almost £1.9 million for new buses, which is also operated by the Isle of Man Government, has hardly raised an eyebrow.

The Island's Director of Public Transport, Ian Longworth, defended the decision saying a new diesel locomotive is a necessary expense due to increased operation of athe railway. While Manx Government Minster Howard Quayle said: "Are railways expected to produce more growth than the Department of Economic Development? I do not see the new locomotive, costing £750,000, as an engine for growth!".

The new locomotive will be a direct replacement for the IMR's German-built diesel locomotive No.17 *Viking*, which has been taken out of service as it is beyond economical repair. Until 1992, the IMR locomotive fleet consisted entirely of steam locomotives. This presented many operational problems, such as when one of the locomotives failed or due to increased traffic demands an extra locomotive would be required. Raising steam on these rather elderly locos can take anything from two to four hours, depending on conditions.

In attempt to reduce operating costs and to provide more flexibility a second-hand 900 mm gauge Schoema diesel locomotive 0-4-0, built in 1958 and weighing in at 24 ton was purchased. *Viking* is powered by a V12 Deutz air cooled engine, which is turbo-charged delivering 200 hp to a Voight three-speed automatic gearbox. Once on the island, the German engine had to be re-gauged and suitably Anglicised before entering into service. Since 1992, *Viking* has proved invaluable for PW duties in the winter, and as a yard shunter and rescue engine during the busy summer season.

However, its demise has left a gap in the IMR's locomotive fleet, which need to be filled. IMR Chief Engineer Peter Maddocks said: "a new loco is needed as the existing diesel had passed its useful working life, spares are not readily available and because of the IMR's unusual gauge and clearances, no suitable second hand replacement could be found".

Budget approval has already been granted for £50,000 for design fees for the new locomotive, but the IMR will have to wait and see if the request for the £750,000 purchase cost will be made at Isle of Man Parliament Tynwald's July sitting. Meanwhile, public opposition to the new engine grows daily.

The IMR are not releasing any details of the type or builder of the new diesel locomotive until any funding has been officially granted.

NEWS IN BRIEF

■ Around 200 rail passengers stranded by bad weather sweeping across northern France were forced to spend the night in trains at Gare du Nord station in Paris on 5th March. Heavy snow cut a power line, causing delays to Eurostar trains of up to eight hours and forcing the cancellation of four services the following day. High-speed Thalys and TGV services from Paris to the Netherlands, Belgium and Germany were also cancelled, affecting around 100 trains and delaying around 40,000 passengers by several hours.

■ TV star Carol Vorderman is to name a Class 91 locomotive at this summer's Railfest event, and in the process officially mark the start of the nine-day festival. The locomotive, No. 91110, will be named at the National Railway Museum after the Battle of Britain Memorial Flight. The RAF's three iconic planes, the Spitfire, Hurricane and Lancaster, will perform a flypast as the new look Class 91, which will be specially liveried for the event, is unveiled on 2nd June. East Coast has announced that the loco will carry a specially designed livery featuring the planes and insignia of the Royal Air Force Battle of Britain Memorial Flight and the 'Lest We Forget' motto.

■ Wandsworth Council has approved plans for up to 1,870 homes in the Nine Elms regeneration zone, alongside a brand new state primary school and a 3.3 acre public park. The scheme called Nine Elms Parkside will be built on a 13-acre site currently occupied by the South London Mail Centre, which is due to close as part of Royal Mail's ongoing restructuring programme. As part of the scheme, the developer will pay approximately £50 million towards improving local transport, the majority going towards the planned Northern Line Extension and creation of two new Tube stations in Nine Elms.

NEWSDESK

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Above: One of the original Class 350s, No. 350106, arrives at Tamworth with a service to London Euston. *Jack Boskett*

DfT confirms order for additional Class 350 EMUs

London Midland, First TransPennine Express and Rolling Stock Operating Company, Angel Trains Ltd, have placed an order worth around €170 million with Siemens for 20 new Desiro UK EMUs.

The contract includes a maintenance agreement and the electrification of the Siemens Depot in Ardwick, Manchester, creating up to 50 jobs. Ten Class 350/3s will be used by London Midland to strengthen existing commuter services into London and along the West Coast Mainline, and First TransPennine Express will introduce a further 10 Class 350/4s to services on the West Coast Main Line linking Manchester Airport to Edinburgh and Glasgow.

The new Class 350s are designed for a maximum line speed of 110mph, and are also capable of feeding the energy created during braking back into the 25kV overhead line system and provide driver advisory information to optimise power draw, thereby saving power and reducing CO2 emissions.

The trains will be built at Siemens' plant in Krefeld, Germany and tested at the company's test track at Wildenrath, Germany, which should ensure that the trains are fully tested in a Network Rail approved environment prior to their entry into this country. The facility provides the ability to test the sets and undertake mileage accumulation for each vehicle.

The delivery period ranges from the end of 2013 until summer 2014. The four-car sets will be maintained at the depots at Northampton and Ardwick, where Siemens currently employs around 250 people.

Through the Department for Transport's HLOS funding, seven of the new trains for London Midland are earmarked for London commuter services providing 4,474 extra seats each weekday. There will also be an extra three services arriving in London during the morning peak and an extra five departing in the evening peak. More trains in peak hours will be made possible by increasing the maximum speed from 100 mph to 110 mph. This will generate additional paths on the West Coast Main Line without any significant impact on other operators or performance.

The WCML between Rugby and London Euston is one of the most intensively used lines in Europe and this innovative approach from London Midland makes the best use of scarce network capacity at an affordable price. Journey times between London and Northampton will reduce by up to 10 minutes, and between Milton Keynes and Euston by up to seven minutes. This speed increase will enable the Crewe to Euston service journey times to improve by up to 25 minutes as well as additional services on Sundays.

The remaining three new trains will be used to provide extra capacity on the Cross-City line in Birmingham. They will allow the weekday frequency of peak and off-peak services between Birmingham and Redditch to be increased from two to three trains per hour from December 2014. There is also a plan to extend the electrification of the CrossCity line from Barnt Green to a relocated and improved Bromsgrove station, which will enable an extended service to commence from late spring 2015.

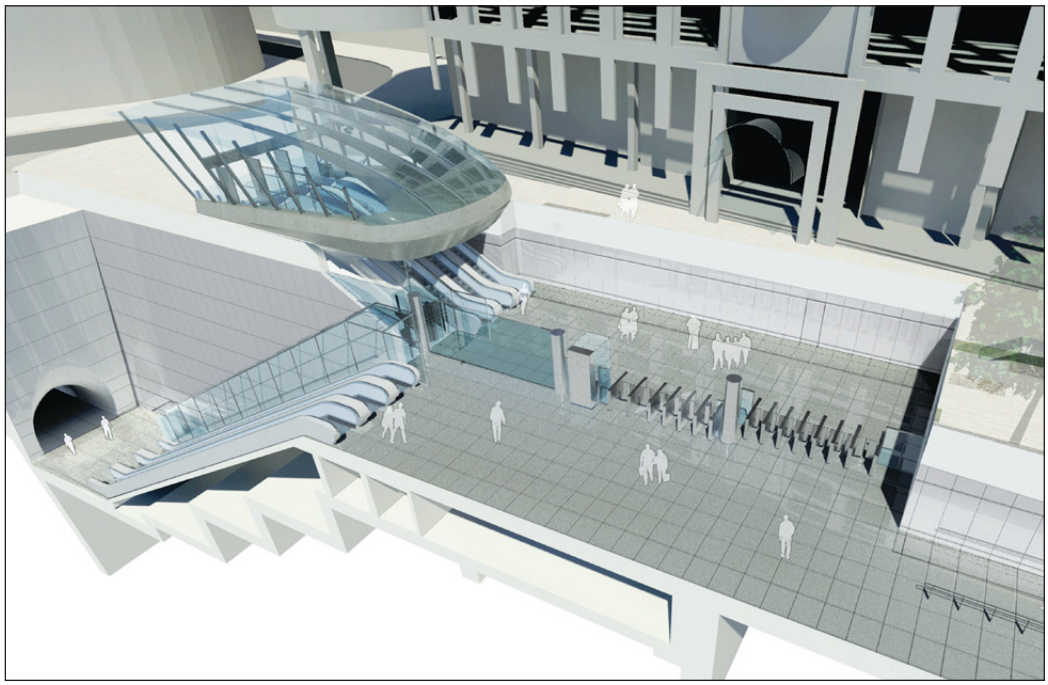
The 10 EMUs for TransPennine Express will be used on the Manchester to Scotland route following the electrification of the line between Manchester and the WCML south of Wigan. The new '350s' will enable existing diesel rolling stock to be redeployed across the franchise to increase capacity into Leeds, Manchester, Liverpool, Sheffield and Newcastle.

The difference between London Midland sets, to be classified as Class 350/3s and TransPennine Express' units which will be '350/4s' is that those on TransPennine will be configured slightly differently to meet the needs of long distance and airport passengers.

Crossrail contract awarded for Liverpool Street station

Crossrail has awarded a major Liverpool Street station construction contract to Laing O'Rourke Construction Ltd.

The station will provide interchanges with London Underground's Northern, Central, Metropolitan, Circle and Hammersmith and City Lines, with connections to Stansted Airport and National Rail services. A new ticket hall is to be constructed at Broadgate on the eastern end of the station, beneath Liverpool Street itself, and another ticket hall will be extended from Moorgate on the western side. The site of the Broadgate ticket hall lies directly above a 16th century burial ground belonging to the Bethlehem Royal Hospital, and investigations by archaeologists have confirmed the presence of up to 4,000 complete human skeletons two to four metres below street level. Their excavation will be completed before construction of the new ticket hall commences to enable archaeologists to record and preserve London heritage and history. Crossrail will arrange to have the remains reburied after consulting with the Ministry of Justice.



Above Right: An artist impression of the street-level entrance to the new Crossrail station at Liverpool Street.

Right: An insight into the complicated arrangement of underground floors, with the escalators leading from ticket hall to platform level.
Both: Crossrail

New plans created with a view to linking Birmingham New Street, Moor Street and the new HS2 station hub

Plans are being drawn up to make it easier, quicker and more pleasant to travel between Birmingham New Street and Moor Street stations and the emerging Eastside district, site of the city's future high-speed rail hub.

More than a million passengers travel the route each year, and Centro and the City Council hope to create an interchange between the two stations and the high speed (HS2) hub that gives the feeling of being in one connected station. The close proximity of the three sites is seen as a key advantage, with the entrance to the high-speed rail hub due to be built right next to Moor Street station, itself a short walk from New Street.

The interchange link is likely to include a high quality pedestrian route and cycling features. Artistic lighting and possibly public art features are also likely to be looked at. The detailed design phase will also consider improving the St Martin's Queensway Tunnel that runs under the Bullring shopping mall and forms a major part of the route between New Street and Moor Street stations. A planning application for the scheme is expected to be submitted later this year.

Eurotunnel announces mobile deal for the Tunnel

It has been announced that an agreement has been reached between Eurotunnel and French telecoms operators France Telecom Orange and Bouygues Telecom to provide 3G mobile signals in the Channel Tunnel for the first time.

Eurotunnel will install a 2G and 3G GSM-P telephone system which will allow Le Shuttle and Eurostar passengers to use their mobile telephones inside the Channel Tunnel, in time for the Olympic Games.

The installation of the mobile service is possible because Eurotunnel is currently in the process of installing the latest version of the GSM-R railway signalling equipment. The choice of the same equipment supplier for both GSM-P and GSM-R, Alcatel-Lucent, will ensure the compatibility of the infrastructure and enable costs to be controlled while accelerating the installation.

Above: An unidentified Eurostar set forming the 12:57 St Pancras International to Brussels Midi, heads for the Channel Tunnel as it passes Southfleet Junction on 25th February, where the old connection on to the National Network for access to Waterloo diverges. The 20-minute quiet time during the transit through the Channel Tunnel will be no more. *Tony Rispoli*

The French operators will provide an extension of their 2G/3G coverage through the South running tunnel (running France to the UK) via a radiating cable and repeaters positioned every 750 metres.

The North running tunnel (from the UK to France) will be covered by British operators after the Olympic Games, although Eurotunnel have yet to confirm whether all British operators will be using the system

The downside for users being that roaming charges will apply in one direction. In each case, this will occur when travelling in the homeward direction.

The service is expected to be live by July this year.

This well detailed book covers the history, development and decline of the Lancashire & Yorkshire Railway Company's system in and around Preston.

The work begins with an account of the early railways and then focuses on specific locations, all of which have either long since disappeared or have been whittled down beyond recognition.

There are nostalgic reflections on such places as Butler Street station and goods yard; the stables at East Cliff; the jointly-owned Park Hotel; the triangle of junctions at Whitehouse; Todd Lane Junction and station; the complex at Lostock Hall, with a large section given over to the famous engine shed.

The work terminates with a chapter on Bamber Bridge, Gregson Lane and Hoghton. There is also a chapter on the former West Lancashire section from Fishergate Hill to Southport, and another on the gas works at Lostock Hall, which was served by the railway and had an engine of its own.

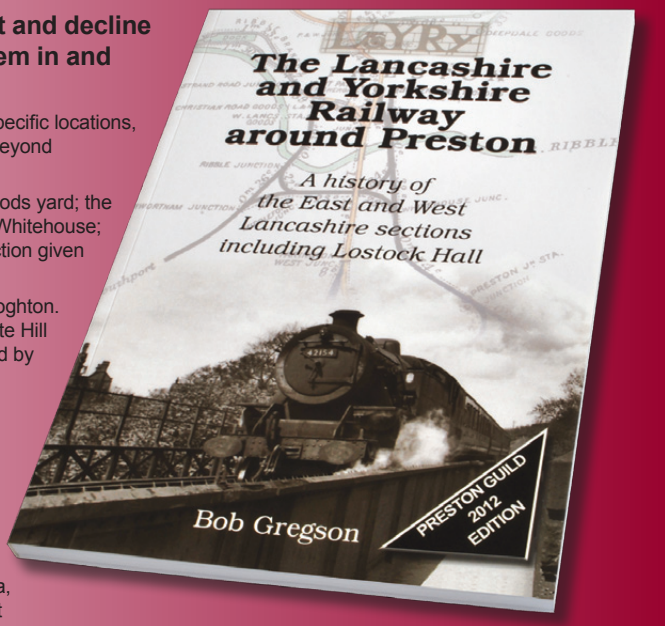
The text is well illustrated with many evocative and remarkable photographs, drawings and ephemera, most of which have never been published before. The author has included the human element wherever possible, in the form of personal accounts from men and women who worked in the Preston and Lostock Hall areas in the unforgettable days of steam, all painstakingly recorded and compiled over a period of 15 years.

We believe this is certainly the most informative work of its kind to be written on the former East and West Lancashire Railway sections in the Preston area, and as so much intense and meticulous research has gone into its creation, it will prove to be a valuable reference book for the railway enthusiast, modeller and historian alike.

Originally published in December 2011, the first print run was sold out by the end of that month. A second print run is now available with additional photographs.

This is the first of two books covering the history of the rail network around Preston with the second book **'The London and North Western Railway around Preston'**, to be published in the early summer of 2012.

Softback, A4, 184 pages with 277 images. Printed black throughout.



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Route improvements as investment begins on cross-country freight route

The cross-country Felixstowe to Nuneaton route is set for further improvements as work begins on building two 775 metre loops parallel to the existing track east of Ely station.

The work will enable better regulation of trains through the junctions at Ely and should be completed by summer 2013.

The Ely loops will form an important part of the strategic freight network, complementing other work completed on the cross-country route, including the completion of gauge clearance of the entire run in 2011, the ongoing construction of a flyover north of Nuneaton station, and the Ipswich Chord, which is currently awaiting planning approval.

Once all these upgrades are completed by early 2014, trains carrying the larger 9'6" or 'high-cube' containers increasingly used by global shipping companies, will be able to travel more directly from the Port of Felixstowe to the economic markets in the West Midlands, North West England and Scotland without having to travel through North London, making a valuable contribution to the economy and helping Britain compete better in the global marketplace.

Phase 1 of the improvements between Felixstowe and Nuneaton involves gauge enhancements between Peterborough and Nuneaton to ensure the entire route can carry the larger containers, and also enables freight operators to use standard wagons that are more efficient and economical.

Capacity enhancements between Ipswich and Peterborough involve a new 1km stretch of track, or chord, north of Ipswich goods yard, linking the East Suffolk and Great Eastern lines, two 775-metre sections of track east of Ely station to enable better regulation of trains through the junctions at Ely and signalling works between Kennett and Bury St Edmunds, which will increase capacity between Ipswich and Peterborough from 10 container freights per day to up to 24 in each direction by 2014, and provide passive provision for enabling the 775 metre trains to run in future. Also included is the Nuneaton North Chord, a flyover north of Nuneaton station that will allow freight from Peterborough to join the West Coast Main Line without the need to cross it at grade.

The rail industry is currently waiting for the Government's response to its Initial Industry Plan, which identifies further improvements along the Felixstowe to Nuneaton route for 2014-2019. These include doubling the track between Ely and Soham, which was announced in the Chancellor's 2011 autumn statement, and is planned to finish by 2016 subject to obtaining the necessary consents. The Ely loops construction in Phase 1 effectively doubles the first mile of the route between Ely and Soham, the work being planned to make full future doubling in Phase 2 as straightforward as possible.

The level of Port development is such that when the Felixstowe South redevelopment is completed and the new Bathside Bay container terminal has been built at Harwich around 2020, these combined Haven Ports will have more than doubled their pre-2010 capacity

Below: Now privately-owned, former Fastline Class 56/3 No. 56302 passes Wetmore, Burton-on-Trent, on 28th February, in charge of a late-running 09:23 Cardiff Canton to Burton-on-Trent (Nemesis Rail) working. In the background the Nemesis Rail Depot (formerly the British Rail Merry-Go-Round Repair Depot) plays host to several Class 08 shunters, Class 47/4 No. 47744 and four Class 56 locomotives including large logo-blue liveried No. 56101. In the far background, newly arrived Class 33/1 No. 33103 is partially visible. *John Tuffs*

NEWS IN BRIEF

■ Work on upgrading level crossings in the Morecambe area has commenced. The ones at Hest Bank and Bolton-le-Sands on the West Coast Main Line and Bare Lane on the Morecambe branch currently have equipment dating from the 1970s.

■ *The Scotsman* Newspaper reported in late February that ScotRail is seeking a new supplier to deliver its diesel fuel. However, the £31 million one-year contract apparently specifies that the work should be undertaken by road, as currently happens. Transport Scotland said that the delivery of fuel for the operator is a matter for the current franchise holder, but admitted that it could be specified in a future franchise as part of considering the environmental impact.

■ A £1.4 million upgrade of Billericay station has been completed, but the facility is as yet without ticket barriers and a lift to Platform 1, both of which are due to be installed later this year.

■ The local Windsor paper has reported on ambitious plans to join the two Windsor stations by means of a £75 million tunnel linking Windsor & Eton Riverside with WIndsor Central. The project is reported to have a payback period of 10 years, and the ability to generate £20 million of fare revenue, if trains operated every 15 minutes. Future plans also include the inclusion of a Staines to Heathrow rail link.

■ Scottish Transport Minister, Keith Brown, has confirmed that no Glasgow stations will close as a result of the Rail2014 consultation. Mr Brown said: "The Rail Consultation has been an opportunity for people and organisations across the country to express their views on the future of rail services and how services are provided across Scotland".

NEWS IN BRIEF

■ Around 4,000 lorries were removed from the roads in 2011, as a result of the Southampton to Cardiff Wentloog Freightliner service transporting a record number of containers. The company works with Logico, a division of Freightliner Ltd, to transport the intermodal traffic.

■ The 9ft statue of George Stephenson near Newcastle Central station has been cleaned. The work, which is costing £30,000, is currently continuing on the four reclining figures at the base of the Grade II monument, and once completed it will be illuminated at night.

■ Birse Metro has completed the civil engineering and trackwork on the East London Line Phase 2 project, which involved the construction of a 1.3km railway linking Surrey Quays on the East London Line with Old Kent Road on the South London Line. Invensys and Balfour Beatty Engineering Systems will now install power and signalling on the route, which is due to be handed over this summer for driver training and route testing, prior to commencement of passenger services in December. The new service will run from Dalston Junction to Clapham Junction, via Peckham, completing London's orbital railway.

■ The NRM has confirmed that FGW powercar No. 43159, which set the record in 1987 as the world's fastest diesel, travelling at 148.5mph - a record which it still holds today - will be at Railfest in June, as will FGW Class 57/6 No. 57603 *Pendennis Castle*, as well as a Southeastern Class 395 EMU, making the first appearance for the class north of London.

Do you have or know of a news story for *Railway Herald*?

If so, then call us on 01904 500175, or email the editor.

Highland Spring to undertake Freight trial

Strathearn-based mineral water company Highland Spring has announced that it wants to operate a trial railfreight flow from its factory at Blackford.

The trial would use an existing siding at the former station site and transport goods south. Products are normally transported to three locations around Coatbridge, Grangemouth and Bellshill.

The local campaign to re-open the station to passenger services is supportive of the move, and the freight trial should hopefully be undertaken before the end of April this year.

However, the company says that long-term regular use of rail would be dependent on the provision and availability of a Freight Facilities Grant from the Scottish Government.

New facilities for maintenance teams

ScotRail has introduced a specially equipped all-wheel-drive van to help its roving maintenance teams carry out their work at West Highland Line stations.

The customised Ford Transit has been kitted out with snow and leaf blowers, trailers, large robust shovels and hand-held de-icing material spreaders to help enhance access, mainly at unstaffed and part-time staffed West Highland stations.

It also features a mini-kitchen with a hot water supply, microwave and sink, to sustain staff working during bad weather, in remote locations and at night. A total of 27 vans are being phased in across Scotland to replace the previous fleet of 19 vans - representing a 42% increase in capacity.

Intermodal containers from Daventry

Above: Recently rebranded in Malcolm livery, DRS Class 66/4 No 66434 heads south through Croome Perry Wood on 5th March, working the late running 08:22 Daventry to Cardiff Wentloog intermodal service. Despite the loco's livery, this service conveying Tesco containers is actually operated by DRS for Stobart Rail. *Stephen Tucker*

Work progresses on new Liverpool 2 terminal

Peel Ports has started the procurement phase for the construction of the long-awaited deep-water container terminal at the Port of Liverpool.

The landmark in-river terminal, designed to attract far larger container ships to the Mersey than can currently be handled, will be branded Liverpool 2, and will cost over £300 million. The development consists of the construction of a new deep-water container terminal in the River Mersey, thus avoiding the vessel size restrictions of the current container terminal.

There will be a new 854-metre quay wall, an in-filled newly created land-mass in the river, a dredged 16.5 metre deep berthing pocket adjacent to the quay wall, ship-to-shore quay cranes and modern cantilever rail mounted gantry cranes and associated supporting infrastructure works.

Liverpool 2 is scheduled to be open for business in 2015. The new terminal will accommodate two vessels with capacities of up to 13,500 twenty foot equivalent unit (teus) at a time.

The port currently handles ships of up to 3,000 teus.

Another Flexity2 tram delivered to Blackpool

Above: The latest light rail delivery to Blackpool, set No. 08, is offloaded at Starr Gate on 2nd March. The tramway is due to reopen at Easter, once the final upgrade works have finished. *Fred Kerr*

Proposals to close Watford underground station

London Underground has announced a proposal to close Watford Underground station, under plans to extend the Metropolitan line from Croxley to Watford Junction.

The closing date for objections is 13th April, but the closure would not take place before opening of the new rail link, which is scheduled for 2016.

The new line will head south after Croxley station, to serve potential new stations at Ascot Road, and Watford Hospital, before calling at the existing Watford High Street and terminating, along with London Overground services at Watford Junction.

Bygone Days

The first of an occasional interlude looking back at recent history with a selection of video shots that show how the railway scene has changed over the past decade.

In this instalment, we look at the role of the ubiquitous Class 47s, which were still the motive power for a wide range of both passenger and freight duties around the late 1990s and the start of the 21st century.

The feature starts with Freightliner's No. 47289 at Temple Hurst on the East Coast Main Line, as it heads north with containers for Wilton, followed by Parcels-liveried No. 47685 on a steel working at Burton-on-Trent. Next, EWS-owned but Virgin Trains-operated No. 47750 *Atlas*, carrying one of the original Western Region names, is seen on a CrossCountry passenger working at Reading and finally an unidentified '47' on the ECML with another Virgin XC working, this time bound for Newcastle.

Should the power to control local rail services really be devolved from Whitehall?

The six largest urban transport authorities outside of London are calling for powers over how the local rail network is run to be devolved from Whitehall.

A consultation on the scope for further rail devolution is expected to be included in the forthcoming Government Command Paper on rail, which is due to be launched early this month. The Government has already signalled its principle support for further devolution of powers over local rail services.

The move, which would allow more local decision making on funding rail schemes, is supported by the Integrated Transport Authorities in Greater Manchester, Merseyside, South Yorkshire, Tyne & Wear, West Yorkshire and the West Midlands, which together serve 11 million people. The move is believed to improve accountability, while at the same time helping to ensure that rail, tram and bus operations are better integrated.

The Chairman of South Yorkshire Integrated Transport Authority, said: "Over the past few years more and more people have been turning to rail. Now is the time to build on this success story by giving the ITAs and their local authority partners the responsibility for the planning, overview and development of those networks. That means making us, rather than Whitehall, responsible for networks in the West Midlands and Northern rail networks."

All six ITAs have agreed common principles on the way forward on devolution in the North of England, which will complement a proposition to be put forward by Centro for the West Midlands. They are hoping to discuss with Government how this proposition can be taken forward.

South Yorkshire ITA already plays an important role in its local rail network through being a co-signatory to the Northern franchise, and through its powers to make changes to the services on the Northern network. The proposal is to go beyond this role to become the franchising authority for the Northern network, together with the other Northern ITAs.

Councilor Mark Dowd, who chairs the group that brings together the five Integrated Transport Authorities (ITAs) and the Transport for Greater Manchester Committee, said: "It means that rail can be better integrated with tram and bus, and it offers the potential for London-style, smart and simple Oyster-style ticketing across all forms of big city public transport networks. But this cannot be devolution at any price. For devolution to work we will need a fair deal on costs, subsidies and risks. We will not sign up to any deal on devolution that will leave passengers worse off than they would have been without devolution".

A ghostly vision on the Sudbury branch

Below: On its second day back in traffic after overhaul at Wolverton, newly-relivered Class 153 No. 153306 departs from Marks Tey on 3rd March, on the rear of the 12:01 service to Sudbury. Leading the service, and still carrying its old 'one' railway livery, but with Greater Anglia branding, is classmate No. 153314. *Antony Guppy*

New look for Liverpool Central

Merseyrail is to temporarily close Liverpool Central for upgrade work.

The station will close temporarily on 23rd April to allow work on the concourse and platforms to take place. The Wirral Line platforms will reopen on 25th August, with the Northern Line platforms following on 22nd October.

Major expansion of cycle facilities for Greater Anglia

Cambridge station will gain 3,000 new cycle parking spaces, in proposals which will see the largest CyclePoint ever created in the UK with facilities for repair, hire and cycle sales all included in the project.

The DfT funding will augment funding already pledged by CB1 developer Brookgate, as part of a wider station upgrade delivered in partnership with Network Rail. Greater Anglia's Chelmsford station will be the location for a 500 space CyclePoint, which will include maintenance, information and cycle hire facilities, funded by the TOC, the DfT and Essex County Council.

A further scheme to improve cycle facilities across the Greater Anglia area will be PlusBike cycle hire schemes at 15 stations across the Anglia network. Through the scheme, cycle hire or 'plusbike' will be an option for customers when purchasing their rail ticket, giving passengers the option to hire a bike for a day in addition to their rail travel.

In total, the new operator Abellio, bid for funding worth £1.2 million from the DfT's Cycle Rail Working Group which will be invested by Greater Anglia in the three cycle schemes already mentioned, in addition to improving cycle facilities across its network, with additional cycle storage at stations and trial of a new cycle hire facility in Norwich.

Above: Irish Rail GM 071 Class No. 085 arrives at the Common User Terminal in Dublin Port with the 08:15 Ballina to Dublin Intermodal IWT service, shortly after 16:00 on 2nd March. This service operates every weekday, the return working being the 09:30 Dublin to Ballina service. *Chris Playfair*

Iarnród Éireann celebrates Cobh 150

Iarnród Éireann is marking 150 years of the rail service to Cobh on 10th March, with a special family fun day.

The event is taking place 150 years to the day that the first train steamed into Cobh and celebrates the fact that the railway has been serving the town since 1862, and today provides 46 services a day. Iarnród Éireann is offering a special fare of €1.50 for all tickets (including family tickets) on all services between Cork and Cobh all day.

A special marquee will be erected on the quayside adjacent to the station which will feature a farmers' market, a display by Cobh and District Photography Club and performances from local artists including actor Nathan Slattery. The event will run from 12:00 until 16:00, and local tourist attractions such as Fota Wildlife Park and the Titanic Experience are also taking part.

Turning the Ballast

Below: The six wagons based at Londonderry were moved to Coleraine on 4th March for turning, to ensure that the ballast being dropped would be placed in the correct position. GM Class No. 111 hauled all six wagons to Coleraine, and turned each individually on the Railway Preservation Society of Ireland's turntable, before returning to Londonderry. Here, the 11:30 Coleraine to Londonderry working departs from Castlerock, with the Atlantic Ocean in the background. *Chris Playfair*

London is open to modern traction charters during the Olympics says Network Rail, but not to steam

Network Rail (NR) has clarified the situation concerning the ban on charter train workings under short-term planning rules during the course of the Olympic Games (Friday 27th July through to Sunday 12th August) and the Paralympics Games (Wednesday 29th August through to Sunday 9th September).

In a further statement, Network Rail has told *RH* that "to protect the resilience and performance of the railway, NR and relevant operators have agreed there will be no steam charters into and out of London termini during the Olympic and Paralympics period. In addition to this, Stratford and Weymouth will be inaccessible to all charter services due to increased traffic around these venues. Other stations such as Slough, serving the rowing events at Eton Dorney, will be restricted on certain days". NR concluded by adding that "apart from these specific restrictions, it is business as normal, and we are keen to minimise any disruption to charters and special services throughout this period".

Additionally, NR mentions the need for charter service bids scheduled to operate during the period of each of the games to be submitted as early as possible, and certainly no later than the required 12 weeks prior to the date of the proposed working, as well as working with the operators to 'ensure robust risk assessments are carried out and appropriate mitigations are in place for each charter service that will operate during this critical period'.

The specific inclusion of the word 'steam' in the statement is a fundamental change from the details provided to *Railway Herald* last week. It now appears that only steam operations are banned from London termini, which is probably a wise move, as the terminals will be under enough pressure due to the extra volume of Games traffic without the influx of people associated with a steam working. There is also the affect of steam movements on scheduled traffic.

The good news is that that non-steam workings will be allowed, subject to normal planning arrangements, and this could be a significant factor in keeping certain trains running that otherwise would face the axe. By allowing modern traction charters to operate, those services booked for steam haulage could now commence from the nominated London terminus behind diesel or electric traction, with a change to steam during the journey.

As mentioned last week, Steam Dreams has re-dated all of its trains that were affected by the prohibition, and of the Railway Touring Company's programme, only its 'West Somerset Steam Expresses' would appear to be affected. Four out of a programme of five planned workings between London Paddington and Minehead, are booked to operate during the games, on 4th & 11th August, and 1st & 7th September. Consequently, under the NR directive these trains cannot run, but it is understood that alternative plans are currently being sought. It may well be that the part modern traction solution could be the answer, with a change of traction taking place.

Similarly affected is the Shepherd Neame charter from London Victoria to Faversham on 1st September. Of the other charter operators, only VSOE's British Pullman has dates during the period of both games, but its paths are included in the working timetable and are therefore not affected. Of interest, though, the operator has removed a planned steam-hauled Surrey Hills luncheon train from the programme that was booked to run on 4th August.

Below: At one point in the Olympic charter saga, it appeared that only VSOE would be able to run excursions from London during the Games, as its trains operate in WTT, rather than short term plan (STP), paths. SR Merchant Navy No. 35028 *Clan Line* **departs from Guildford on 3rd March, hauling a VSOE 'Golden Age of Steam' working on the circular Surrey Hills luncheon tour.** *Peter Marsh*

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.

Saturday 10th March 2012

Pathfinder Tours	DBS 67	Bristol TM-Cheltenham Spa-Wolverhampton-Stafford-Crewe- Preston-Shap-Carlisle
	70000	Carlisle-S&C-Blackburn-Wigan North Western-Warrington Bank Quay-Crewe
	DBS 67	Crewe-Stafford-Birmingham New St-Barnt Green-Cheltenham Spa-Bristol Parkway-Bristol TM
Railtourer	2xWCRC 47	Doncaster-Retford-Newark Northgate-Grantham-Peterborough-Bath Spa-Bristol TM and return
Railway Touring Co.	70013	Cleethorpes-Scunthorpe-Wakefield Kirkgate-York-Newcastle-Blyth & Tyne-Morpeth-Newcastle-York
	2xWCRC 47	York-Hatfield & Stainforth-Crowle-Scunthorpe-Barnetby-Grimsby-Cleethorpes
Statesman Rail	2xWCRC 47	Nottingham-Alfreton-Chesterfield-Chinley-Stockport-Bolton-Preston-Carstairs-Crianlarich-Fort William
Steam Dreams	60163	London Paddington-Newbury-Taunton-Exeter St.Davids
	60163 & DBS 66	Exeter St.Davids-Totnes-Plymouth-Exeter St. Davids
	60163	Exeter St.Davids-Taunton-Newbury-Reading-London Paddington
Vintage Trains	47773	Tyseley WR-Birmingham NS-Wolverhampton-Stafford-Crewe- Preston-Carnforth
	5043 & 6201	Carnforth-Shap-Carlisle-S&C-Blackburn-Crewe-Bescot
	47773+5043 & 6201	Bescot-Birmingham NS-Tyseley WR
VSOE	2xDBS 67	London Victoria-Kensington Olympia-Potters Bar-Peterborough-Retford-York and return

Sunday 11th March 2012

Railway Touring Co.	44932	London Waterloo-Woking-Basingstoke-Salisbury-Westbury-Bath Spa-Bristol TM & return
Statesman Rail	2xWCRC 47	Fort William-Crianlarich-Carstairs-Carlisle-Lancaster-Bolton-Stockport-Chesterfield-Nottingham

Saturday 17th March 2012

Pathfinder Tours	DBS 67	Shrewsbury-Church Stretton-Craven Arms-Leominster-Hereford-Abergavenny-Cwmbran-Bristol TM-
	6024	Bristol TM-Bath Spa-Westbury-Taunton-Paignton-Kingswear-Newton Abbott-Bridgwater-Bristol TM-
	DBS 67	Bristol TM-Cwmbran-Abergavenny-Hereford-Leominster-Craven Arms-Church Stretton-Shrewsbury
Railway Touring Co.	2xWCRC 47	Huddersfield-Dewsbury-Leeds-York
	70013	York-Durham-Newcastle upon Tyne-Berwick upon Tweed-Edinburgh Waverley
	2xWCRC 47	Edinburgh Waverley-Berwick-Newcastle upon Tyne-Durham-York-Leeds-Dewsbury-Huddersfield
Statesman Rail	2xWCRC 47	Rugby-Birmingham New St-Stafford-Wigan NW-Carlisle-Carstairs-Crianlarich-Rannoch-Fort William
UK Railtours	To be confirmed	London King's Cross-Potters Bar-Peterborough- York-Newcastle-Berwick upon Tweed and return
VSOE	35028	London Victoria-Clapham Jn-Staines-Woking-Guildford-Shalford-Redhill-East Croydon-London Victoria

Sunday 18th March 2012

Statesman Rail	2xWCRC 47	Fort William-Crianlarich-Carstairs-Carlisle-Lancaster-Wigan NW-Stafford-Birmingham NS-Rugby

Wednesday 21st March 2012

Compass Tours	2xWCRC 47	Codsall-Wellington-Shrewsbury-Chester-Warrington BQ-Wigan NW-Blackburn-S&C-Carlisle-Maryport-Ulverston-Carnforth-Preston-Warrington BQ-Chester-Shrewsbury-Wellington-Codsall

Friday 23rd March 2012

Compass Tours	2xWCRC 47	Rugby-Coventry-Bedworth-Tamworth-Stoke on Trent-Crewe-Wigan NW-Blackburn-S&C-Carlisle-Workington-Carnforth-Warrington BQ-Stoke on Trent-Tamworth-Bedworth-Coventry-Rugby & return

Saturday 24th March 2012

Hastings Diesels Ltd	Hastings DEMU	Hastings-London Fenchurch Street-Shoeburyness & return as outwards **POSTPONED**
Pathfinder Tours	To be confirmed	Crewe-Barnt Green-Bristol Parkway-Cardiff-Barry-Bridgend-Tondu-Aberbaiden-Margam OVE-Landore-Pantyffynon-Gwaun-Cae-Gurwen-Swansea District Line-Burrows Jn-Cwmgwrack-Jersey Marine South Jn-Leckwith Loop-Cardiff-Bristol Parkway-Barnt Green-Crewe

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

Left: BR Standard 7MT No. 70013 *Oliver Cromwell* **arrives at Worksop on 3rd March with the 'Lincolnshire Poacher' charter bound for Cleethorpes. The charter worked north from King's Cross, via Retford, Worksop and the South Yorkshire Joint Line and Maltby, to reach Kirk Sandall, then headed eastwards to Barnetby and the coast. Thanks to publicity from the local papers, the number of members of the public that turned out to see the train was substantial!** *John Whitehouse*

Railtour Spotlight *by John Whitehouse*

A truly vintage day of steam operations is in prospect this coming Saturday, with a pair of (unlikely) double-headed combinations together with action involving the two preserved 'Britannias'.

However, it is with a 'double-header' that we initially concentrate, and Vintage Trains long anticipated pairing of its mighty 'Castle' No. 5043 *Earl of Mount Edgcumbe* with the arguably even mightier 'Princess Royal' No. 6201 *Princess Elizabeth* to take on both Shap and the Settle & Carlisle in one trip. This must be the first occasion such a combination has been seen on the main line, and their assault on the Northern Fells should be a spectacle to be enjoyed. The train runs diesel-hauled from Tyseley Warwick Road through to Carnforth, where the pair will be waiting to take over, firstly with a view of flattening both Grayrigg and Shap, and later, after a break at Carlisle, the remorseless drag up to Ais Gill. Steam will take the train back to Bescot, via Blackburn, Farington Junction and Crewe, to conclude what should be a memorable day out for passengers and linesiders alike. The burning question is - which locomotive will lead?

The Vintage Train pairing will not be the only steam working over the Settle & Carlisle on 10th March, as No. 70000 *Britannia* is booked to precede the 'Castle' and 'Princess' 'double-header' by roughly one hour, working Pathfinder's returning 'Cumbrian Mountain Express' from Carlisle through to Crewe. This train starts the day at Bristol Temple Meads and runs diesel-hauled via Birmingham New Street to Carlisle by way of Shap.

As mentioned earlier, this coming Saturday was due to feature both main line registered 'Britannia' locos, but the failure of No. 70013 *Oliver Cromwell* while working last Saturday's 'Lincolnshire Poacher' had potentially put its booked appearance on RTC's 'Tynesider' in some doubt. However, all is well and the locomotive is available for service, see late news. The train is due to be steam-hauled from Cleethorpes through to the Blyth & Tyne, and then back as far as York, where a diesel is scheduled to take over for the remainder of the working. On the outward leg 'The Tynesider' is due to avoid Doncaster by taking the direct line to Wakefield at Stainforth, with the East Coast Main Line being regained at Joan Croft Junction. The tour via the Blyth & Tyne effectively turns the train as it rejoins the ECML at Morpeth, before proceeding south back to Newcastle.

The second double-header is a Steam Dreams operation, which is the product of the twice-postponed working to Plymouth and Minehead, originally scheduled for July and October last year. The train does seem to be a victim of fate, as following the disappointments of last year, this latest attempt is also dogged with the problem of having to find an alternative locomotive to partner No. 60163 *Tornado* following the withdrawal of No. 71000 *Duke of Gloucester* as a consequence of the shunt incident on the East Lancashire Railway reported in the last issue. While the replacement could have been No. 6024 *King Edward I*, this option has not proved possible - see NewsXtra for details.

The plan now is for No. 60163 to head the train from London Paddington to Exeter, via the Berks & Hants route, and then continue 'double-headed' with a DBS Class 66 to Totnes and Plymouth. Then, after turning and servicing, returning back as far as Exeter St. Davids, where the diesel will be removed and the train will continue back to Paddington behind *Tornado*.

A busy weekend for steam haulage is concluded on 11th March when LMS 'Black 5' No. 44932 will be the motive power for a RTC working from London Waterloo to Bath Spa and Bristol Temple Meads. The obvious attraction of a mid-morning departure from Waterloo, and a circuitous itinerary via Woking, Basingstoke, Andover, Salisbury and Westbury, should make this a popular working. The 'Black 5' is a late replacement for *Tangmere* that is currently undergoing maintenance at Carnforth. A 'light engine' move from Carnforth to Southall make take place in the coming days.

VIDEO FOOTAGE

Above: BR Standard 7MT No. 70013 *Oliver Cromwell* **heads for Cleethorpes as it passes Medge Hall, and subsequently Godnow Bridge, between Doncaster and Scunthorpe on the outward leg of Railway Touring Company's 'Lincolnshire Poacher' charter on 3rd March. Problems with a piston ring however, resulted in the train returning diesel-hauled from Cleethorpes.** *Richard Tuplin/George Tuplin*

Above: GWR King Class 4-6-0 No. 6024 *King Edward I* **passes Bathampton with the Bristol Temple Meads to London Paddington 'The Bristolian' charter on 3rd March.** *Ben Gibbs*

Nenta Traintours heads north, east, south and west

A visit to the East Lancashire Railway or a cruise along part of the Manchester Ship Canal opens North Walsham-based Nenta Traintours 2012 season on 14th April.

As an added bonus, the 'Irwell Valley Explorer' is booked via the Hope Valley line to Manchester Victoria, before continuing to Bury, where the charter will traverse the length of the ELR through to Rawtenstall. North Wales is the next destination on 5th May, and more particularly either Chester or Llandudno Junction, for a service train connection to Llandudno Town where the annual Victorian Extravaganza, will be in progress. Alternatively, passengers can remain on the charter to visit Bangor or Holyhead.

The North East features on the outing set for 9th June, with options of stepping off at York for the Railfest, staying on board for Durham and Beamish, or continuing through to Newcastle-upon-Tyne. Perhaps Nenta's 'Canterbury and Kent Circular' on 21st July is a little more special, as it not only starts the day at Holt on the North Norfolk Railway, picking up at Sheringham and Cromer in addition to the traditional points, but it also offers the opportunity of riding the world's smallest public steam railway, the Romney, Hythe & Dymchurch, which will be reached by road coach connection from Canterbury. There is the option of a two-hour circular railtour of Kent, using the charter train stock, which is scheduled to take in Ramsgate and Margate, 'plus some unusual lines not accustomed to Class 47 haulage'. Details of the route will follow in due course. For the enthusiast on board, the dilemma is whether to stay aboard for the tour, or take in the Romney, Hythe & Dymchurch?

Nenta completes its compass points on 18th August, as after visiting the North West, North East and South East, it heads for the South West, with options for the West Somerset Railway from Taunton, Exeter, the South Devon Railway from Totnes, or Plymouth (for an optional cruise around Plymouth Sound). No programme would be complete without a visit to the Settle & Carlisle, which Nenta is set to undertake on 15th September, the train travels north via Ais Gill and after break at Carlisle, the return features the in vogue passage around the highly scenic Cumbrian Coast, before heading back east via Copy Pit and the Calder Valley.

Finally, on 1st December, with Christmas very much in mind, the options are York, for its many attractions (seasonal and otherwise), Keighley for the Victorian Christmas celebrations at Haworth, and Skipton, where either a visit to Grassington for the Dickensian Festival or a canal cruise on the Leeds and Liverpool canal are on offer.

Nenta Traintours concentrate on the East Anglian market, with each train offering a good selection of pick-up points, including connections by service trains where appropriate. As well as the main lines from Norwich, via Thetford and Ely to Peterborough, or by way of Bury St Edmunds and Cambridge, the Great Eastern route through Diss to Ipswich is also used as well as stations on the line to Cromer, via the base at North Walsham. This year, as mentioned earlier, Holt on the North Norfolk Railway, joins the network. This is an excellent programme offering a wide variety of destinations and attractions. West Coast is the train operating company, whose Class 47s are the staple power for Nenta charters.

The new 'green-look' to *Duchess of Sutherland*

Above: The ambitions of many were finally realised on the morning of Saturday 3rd March when 'Princess Coronation' No. 46233 *Duchess of Sutherland* was unveiled for the first time in full BR Brunswick Green. Bathed in superb spring sunshine, the 'Duchess' was positioned in light steam for the gathered photographers who had made their way to the West Shed to get that important 'first view'. Everybody was in agreement, the locomotive looked totally stunning. Attention will now turn towards the forthcoming light engine mainline test run, which is believed will take place around the 'Derby to Sheffield circle' on Tuesday 13th March, and following which the official loaded test working, will run on Thursday 29th March from Derby to Crewe, via Lichfield, and return. This train is filling well, and so anyone interested in travelling should not delay making a booking (details can be found at www.prclt.co.uk). The pick up points (diesel-hauled) are Hathersage, Sheffield, Chesterfield, Belper and Derby. Equally, there is only premier dining remaining available on the first public outing on 21st April from Derby to Scarborough. *John Whitehouse*

Duke of Gloucester replaced by *Britannia* for WSR gala

The West Somerset Railway has confirmed that following the incident on the East Lancashire Railway, No. 71000 *Duke of Gloucester* will not be attending the WSR Spring Steam Gala, which is held on 17th/18th and 22nd-25th March.

As a result the railway has announced the BR Standard 7MT No. 70000 *Britannia* will be joining the line-up for the first weekend, and hopefully for the second one as well. Also staring in the event will be GWR 'King' No. 6024 *King Edward I* , which will be making its last appearance before a major overhaul, GWR 0-4-2 'AutoTank' No. 1450 and Autocoach No. 178, GWR 2800 Class 2-8-0 No. 3850, GWR 'Prairie' No. 5553, GWR 'Hall' No. 6960 *Raveningham Hall*, GWR 'Manor' No. 7828 *Norton Manor*, WSR 2-6-0 No. 9351, BR Standard 4MT No. 80072 and S&DJR 2-8-0 No. 88. Because of railtour commitments, *King Edward I* will not be on the railway on 17th March, and the line is currently hoping to arrange an additional surprise visitor to bolster up the line!

Elsewhere, No. 9351 will be used on certain days at Minehead for 'Driver for a Fiver' opportunities, while at Bishops Lydeard, GWR 'Prairie' No. 5553 will be providing brake van rides towards Norton Fitzwarren on Thursday 22nd March. Auto train shuttles will operate from Minehead on 22nd/23rd March, and from Bishops Lydeard towards to Norton Fitzwarren on both weekends.

At Minehead a 'Literary Fair' will be held in a marquee erected outside the station where one can meet a number of transport publishers and see and purchase their latest titles. Those attending include Silver Link, Ian Allan, Past and Present, Kingfisher, Middleton and Oakwood. The public will have the opportunity to meet the publishers and as many authors as can be persuaded to attend to meet their readers. Signing books will be part of the day!

The DEPG Diesel Depot and South Yard at Willition will be open on all six days of the gala, and visitors will be able to tour the West Somerset Restoration Works on both weekends.

'Fab4' event becomes the 'Fab3' after ongoing work prevents 'A3' from attending

The National Railway Museum has confirmed that its LNER 'A3' Pacific No. 4472 *Flying Scotsman* will not be attending the 'Fab Four' Steam Gala at the Barrow Hill Roundhouse on 13th-15th April.

There is now a need to fabricate new Horn Ties for the driving wheel horn guides and this could not be achieved in time for the Barrow Hill event without compromising the high quality of the work undertaken so far, and would risk the locomotive not meeting its future commitments at Railfest and carrying the Olympic Torch.

Steve Davies, Director of the National Railway Museum, said: "We at the National Railway Museum are extremely saddened at the unavailability of *Flying Scotsman* for the Barrow Hill 'Fab Four' event. We have engaged with colleagues at Barrow Hill closely over recent months and hitherto confidence levels were high. But bringing the locomotive to working order in time for our deadline of Railfest and the Olympic Torch is my highest priority, and unfortunately I could not afford to risk not meeting these commitments. We wish Mervyn Allcock and his team well, and I reinforce my commitment that *Mallard, Green Arrow* and Atlantic 251 will still attend. We look forward to *Flying Scotsman* visiting Barrow Hill at some future stage."

Barrow Hill Roundhouse says that it accepts that the news will be a disappointment for all, however the organisers are confident that the line up of locomotives on offer including world record holder LNER 'A4' No. 4468 *Mallard*, 'A1' No. 60163 *Tornado*, 'A4' No. 4464 *Bittern*, 'V2' No. 60800 *Green Arrow* and 'C1' No. 251 is one not to miss.

Several of the locomotives at the Gala will take it in turn to work passenger trains and there will be numerous opportunities to see the stars of the show lined up in the shed yard to recreate that 'Top Shed' feel or the Atlantic 251 turning on the Roundhouse turntable.

NEWS IN BRIEF

■ The Gloucestershire Warwickshire Railway continues to develop its facilities with confirmation that its new diesel shed, being financially supported by the Growler Group, was structurally completed on 29th February, and now awaits track laying and installation of a concrete floor as the prelude to moving in equipment and locomotives.

■ The Lancastrian Transport Trust's Blackpool Boat Car No. 605 has arrived at Beamish Open Air Museum. Initial work will centre on dismantling the trolley tower which will be fully restored before being replaced on the tram, which will be repainted into the 1930s green and cream livery.

Bluebell is on track for East Grinstead opening in 2013

The Bluebell Railway's Northern Extension Project from Kingscote to East Grinstead has effectively met its 1st April deadline for the massive waste clearance project in Imberhorne Cutting.

Both undertaking this work and raising the funding required by the deadline has been a fine effort by staff, volunteers and other donors, but there is still much more to be done, although further waste trains are unlikely, and there are plans in place if a relatively small amount of waste still needs to be moved.

Work on the ground is now recommencing in earnest at Kingscote and at Imberhorne Road Bridge, with both track and signalling at Kingscote needing changes. The existing point is adequate to allow locomotives to reverse and to proceed at low speed, but the curvature is too steep for normal running. This will be replaced, and in tandem with the work, the track on the north side of the gate will need to be realigned.

Timing of this phase is crucial as the current engine run-round facility will be lost during the work, and the railway wants to give the S&T team maximum time to address the new signalling arrangements. The electrified line at East Grinstead station introduces some new features, including AC track circuits and immunisation, adding complexity to this project.

At the cutting itself, designs for its final shape are still being developed. The most important of these deals with the large volumes of capping material that has to be processed. Several options are emerging, each of which has differing cost and time implications. All the options involve re-engineering the cutting and re-profiling the track bed south of the road bridge.

Once this is done, service and drainage ducts can be installed followed by the track itself that should be in place by the end of this coming summer. The remaining capping material can then be moved south to Horsted Keynes for construction of the turning facility. This is likely to involve the use of a hired-in train similar to the one used for waste removal to undertake the work quickly and efficiently. Before finally opening for the season, a number of other tasks need to be done, including repairs to the occupation bridge and underside of the viaduct south arch, construction of passenger facilities at the station site, and an inter-station walkway.

The plan is to hand over to the Operations Department on 18th March 2013. However, this date is only achievable if the last remaining funding is available on the same timescale. The total estimated cost of the works is £800,000, comprising an average spend of approximately £80,000 per month over the next 10 months. The Bluebell hope supporters will make a final effort for one last 'big give' to see the railway's most significant long-term objective come to fruition.

Below: The 15:50 Bluebell service from Kingscote approaches Horted Keynes on 3rd March, headed by BR Standard 4MT 2-6-4T No 80151. *Bill Turvill*

Corris Railway to welcome back original locomotive No. 3

Original Corris Railway locomotive No.3 is set to pay a visit to the Corris Steam Gala over the May Day Bank Holiday 5th-7th May.

No.3 will star at the Gala along with the railway's new-build 'Tattoo' class locomotive No.7, and it is currently expected that the timetable will feature two train-running as well as 'double-headers' and demonstration works trains. Corris No.3 is the sole survivor of the three 0-4-2STs built at the Falcon Works, Loughborough, by Hughes's Locomotive & Tramway Engine Works Ltd in 1878.

The locomotive last visited its old home in 2003, the year after the restored line officially re-opened to passengers. The engine survived the closure of the original Corris line in 1948 and was purchased by the newly preserved Talyllyn Railway in 1951. The railways are near neighbours and both operate on the rare 2ft 3in gauge. The locomotive has operated on the Talyllyn for most of the time since, carrying the name *Sir Haydn*.

For the rest of the summer it will remain on display at Maespoeth as a static exhibit, raising interest for the railway's new Falcon steam loco, No.10, for which funds are currently being raised. Subject to availability, No.3 will also be in steam at Corris on 12th-13th May.

Leighton Buzzard hit by cold weather

The recent very cold snap that affected much of Europe and most of the UK in early February meant that the rebuild of the Leedon loop on the Leighton Buzzard Railway (LBR), was not ready in time for the half-term passenger services.

As a result, trains ran in 'topped and tailed' formation from Page's Park to Leedon. with two diesel locomotives *Beaudesert* and *Peter Wood* for the duration. Planning is well underway at the LBR for a series of events this year. These include a Royal Jubilee Weekend on 2nd to 5th June, which will feature the line's small engines, the Dunstable Dasher 50 on 1st July to celebrate 50 years of passenger services between Leighton Buzzard and Dunstable, and finally the 'The Great Slate Quarry Fest' on 15th/16th September, featuring the ever-popular 0-4-0ST Quarry Hunslets.

Record year for Welsh Highland Railway

The Welsh Highland Railway had a record-breaking 2011.

Traffic levels were up 49%, while revenue was up by 52%, the Welsh Highland Railway trains began running again on 25th February for the 2012 season, hauled by Lynton & Barnstaple Railway replica *Lyd* and Ffestiniog Railway Single Fairlie *Taliesin*.

Southwold Railway tidy-up day announced

On 10th March, the Southwold Railway Trust is holding a Wenhaston station site tidy-up day to clear away some years worth of encroaching undergrowth.

All are welcome, but you will need to bring suitable gloves and a garden tool or two, such as secateurs and shovel and brush. Ring John Ridgway on 01502 722686 if you plan to come.

In regard to the trust's Wehaston project planning application, the railway has recently been told that it first requires a Visual Impact Assessment by the Planning Department. Once this has been completed, the planning application can be made straightaway.

The Southwold Railway Trust's Loco Group has been busy preparing drawings for the new loco, in particular for the boiler, cab and chassis. The Group will soon expand its remit to cover all traction and rolling stock requirements for the railway. In addition an appeal is to be started to gather useful tools for the workshop. They urgently require a brazing arc, lathe, pillar drill, grinders, metal saw, consumables, spanners, screwdrivers and hammers. Contact the blogmaster@southwoldrailway.co.uk if you can help.

Hugh Napier makes its first moves in steam

Above: The National Trust-owned Hunslet 0-4-0ST *Hugh Napier* made its first movements under its own power around Boston Lodge on 16th February. Five days later, the locomotive made a 'light engine' working up to Minffordd, where it is pictured arriving on 21st February. *Ffestiniog Railway*

Monobloc cylinders for FR's *David Lloyd George*

The monobloc cylinder castings for the power bogies of the Ffestiniog Railway's Double Fairlie *David Lloyd George* (DLG) arrived at Boston Lodge in early February.

When first tried the monobloc cylinder conversion of *Taliesin* used a lot less water than the previous slide valve cylinders and so used less coal. However, there was a tendency for the pistons to get stuck in dead centres, but this has been looked at. The experts found that the valve timing was a bit too perfect and this has been rectified along with a few other tweaks. These changes will, of course, be incorporated into the DLG Bogies. An appeal was launched in 2010 to build two new bogies to fit under DLG.

The original bogies that date from 1992 were made up from various older parts, and had reached the end of their lives.

Sittingbourne & Kemsley on target for return of steam to Sittingbourne Viaduct

Work is progressing well for the Sittingbourne & Kemsley Light Railway's return to Sittingbourne Viaduct on 6th April.

Kerr Stuart 'Brazil' Class 0-4-2ST *Melior*, which has been in service throughout the railway's three year and three month absence from Sittingbourne Viaduct, will operate trains throughout the Easter period.

Another Kerr Stuart 'Brazil' Class 0-4-2ST *Leader*, which is one of the two original steam engines delivered to the Sittingbourne Paper Mill in 1905, and has been undergoing complete restoration since 1981, will return to service a week later.

A third steam locomotive, Bagnall 0-6-2T *Superb*, is expected to be in service on the line later this season.

Below: Kerr Stuart *Leader* (left) and *Melior* stand in the shed at Sittingbourne. *Paul Best*

Snowdon track and viaduct work completed

The work this winter on the Snowdon Mountain Railway has included a major overhaul of the track across Afon Hwlch viaduct, near Llanberis.

As the railway's Fell rack and pinion system is a complex one, it was decided that the long-term solution was to completely renew the track and the formation as well as the drainage on the viaduct. The Snowdon Mountain Railway will open for the 2012 season on 17th March, when trains will run to Clogwyn.

Vale of Rheidol and Ffestiniog go to coal

The Vale of Rheidol Light Railway has decided to return to coal power in 2012 with the relaunch of steam locomotive No.8 *Llywelyn* this spring as a coal burner.

It has been over 30 years since a coal-fired locomotive worked the steeply graded Vale of Rheidol line. All three VoR steam locomotives were converted by British Rail to burn gas oil in the late 1970s. However, the rapidly rising cost of oil over recent years has dramatically increased railway running costs, hence the decision to convert back to coal.

"We are delighted to be converting this historic locomotive back onto coal," said VoR spokesman Will Smith, "we think it will be popular with both our passengers and the engine crews". The work is being carried out in-house at the workshops at Aberystwyth, and the first test run is expected very soon.

The line's other two locomotives No.7 *Owain Glyndwr*, which is currently stripped awaiting a major overhaul, and No.9 *Prince of Wales* will remain oil-fired for the moment, so comparisons can be made.

Elsewhere, the Vale of Rheidol is not the only railway returning to coal. Following extended trials with oil-firing, the newly constructed Manning Wardle 2-6-2T replica Lynton & Barnstaple Railway (L&B) locomotive *Lyd* has now been converted to coal firing at the Ffestiniog Railway's Boston Lodge Works over the winter.

Trials took place late last year when *Lyd* double-headed a service train to Blaenau Ffestiniog with single Fairlie *Taliesin*, where it put in a sterling performance. In fact, *Lyd* took the next service train comprising six coaches. to Blaenau and back on its own.

Additional trials will ascertain what improvement the change of fuel has made to the steaming performance of the engine.

NEWS IN BRIEF

■ The Statfold Barn Railway, near Tamworth in Staffordshire, is holding the first of its three Enthusiast's Days on 31st March. This is a pre-book only event and the form to complete and return by post is available here.

■ After several years stored out of use, the Fairbourne Railway has said goodbye to one of its locomotives, battery version No.7 *Gwril*. The engine, built by Fairbourne Locomotive Works in 1987, has now departed for a new home on a private railway on a farm in Cumbria. This version of *Gwril* was replaced in 2009 by *Gwril II*, a diesel that was originally built in 1994 by Hunslet in Leeds, and has been the workhorse diesel at Fairbourne since its arrival.

■ This year the Ravenglass & Eskdale Railway locomotives are set to go head-to-head to battle for the affection of the Nation, in a bid to finally determine which of the 'Ratty' engines is the peoples' favourite in the railway's 'Esk' Factor Facebook Poll. Whether you are *Irt* or a devoted *Douglas Ferreira* fan you can now cast your votes online for your favorite 'Ratty' locomotive.

■ The Moseley Railway Trust (MRT) has announced that its 2012 September Gala on 8th/9th September, will be themed this year around Contractor's Railways. Phil Robinson, MRT Chairman, said: "This year, we will celebrate the role that the narrow gauge railway played in building the UK's infrastructures, roads, dams, housing estates - the list is endless. This is a little known facet of the history of railways in the UK, and part of the mission of the Moseley Railway Trust is to educate and inform our visitors about this aspect of industrial heritage". There will be steam and diesel trains on the 2ft gauge Apedale Valley Light Railway, along with trade stands, model railways and lots of other exhibits to interest both young and old.

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FREE TRIAL EXTENDED

Subscriptions start 28th March

Why is the free trial extended?

A number of technical elements need to be in place for when the subscriptions start - these ensure that subscribers are correctly validated and can read the magazine.

At the end of February, the *Railway Herald* team did not have the confidence that our back-end systems were working correctly, which resulted in us extending the trial period, to allow further time for testing and error correction - the aim is to ensure as best as we can, that the changeover to subscriptions at the end of March goes as smoothly as possible, and without problem, for subscribers.

Imaging Centre

Railway Herald's popular Imaging Centre will remain free to view for all, and if you want to join the hundreds of other photographers that use the site to share their imagery, you can even upload your images free of charge, by signing up for a **FREE** account.

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.

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Photo: Ken Brunt

Exposure

A selection of the best photography from across the country

‘The Long Drag’

Above: Freighliner Class 66/5 No. 66547 approaches Dent, England’s highest station at 1,150ft above sea level, with a loaded coal working from Killoch Colliery to Leeds Hunslet on 3rd March. *Nigel Capelle*

Moving the Tube

Above: Making a change from the more usual double-pair of DRS Class 20s, preserved Nos. 20227 and 20142 lead a train of 8-car LUL 'S' stock units onto the main line at Branston Junction, Burton-on-Trent, after traversing the Leicester to Burton freight-only line with an Old Dalby to Amersham working on 5th March. Class 20/9s Nos. 20905 and 20901 are trailing at the rear of the train.

Below: The same working is pictured earlier on its journey, with HNRC-operated Class 20/9s Nos. 20901 and 20905 at the helm as the duo pass Frisby-on-the-Wreake, Leicestershire, en route for Amersham. *Both: John Tuffs*

A rainy day in Cambridgeshire

Above: Engineering works south of Peterborough on the East Coast Main Line resulted in services being diverted via Cambridge, Ely and March on 4th March. Here, East Coast Class 43 powercar No. 43312, with classmate No. 43316 on the rear, passes over Station Road level crossing at March, hauling the diverted 08:50 London King's Cross to Edinburgh service.

Below: Heading south, East Coast HST powercar No. 43315, with classmate No. 43257 on the rear, presents an unusual sight as it passes through March station with the diverted 08:05 Leeds to London King's Cross service, on 4th March. *Both: Kev Gregory*

Coalville operations

Above: **The Network Rail Test Train makes a welcome change from the usual aggregate trains and London Underground 'S' Stock movements on 5th March, as the passage of DRS Class 37/6 No. 37610 is acknowledged by the Bardon Hill signalman en route to Knighton Junction. The train returned around one hour later, initially heading to Derby before reversing and departing for London Paddington, via Solihull and Oxford. DRS Class 37/6 No. 37608 was positioned at the rear.** *John Whitehouse*

Below: **GBRf Class 66/7 No. 66736** *Wolverhampton Wanderers* **leads a rake of newly built S-Stock for London Underground, between Gresley Tunnel and Moira West on the Burton-on-Trent to Knighton Junction freight-only route on 28th February. The train was en route from Bombardier's Derby Litchurch Lane Works to Old Dalby and had classmate No. 66719 on the rear. The Class 66/7s substituted for the non-availability of the regular Class 20/3 locomotives that are normally used on these workings.** *John Tuffs*

Testing the network

Above: **DRS Class 37 No. 37259 passes Cowley Bridge Junction, just north of Exeter, on 27th February, with a Derby RTC to Exeter Riverside Yard test working, operating in 'top and tail' mode with classmate No. 37611.** *Keith Turley*

Below: **Class 37/6s Nos. 37610** *T.S.(Ted) Cassady* **and 37608 'top and tail' a Derby RTC to Old Oak Common test working on a sunny 5th March, pictured crossing the River Trent at Burton-upon Trent, shortly after departure from Derby.** *John Neave*

Recollections of a *Railway Photographer*

In the first of a new occasional series, different photographers look back over their collections at some of the memories and high points.

For Ian Lothian, railway photography started in the late 1960s as a student, although it was the mid to late 1970s before his collection really started.

Above: A stalwart of the West Highland Line, steam-heat Class 37/0 No. 37022 stands at Arisaig on the West Highland Extension, having arrived with an SRPS charter from Fife in the early 1980s.

Below: Class 55 'Deltic' No. 55021 is pictured at Edinburgh Haymarket, having just arrived on shed at the west end of the depot. *All: Ian Lothian*

Railways were a part of life from an early age says Ian, whose uncle was a controller for the London Midland region, based at Crewe.

A move to Scotland from Cheshire where he had lived from an early age brought him into contact with the Scottish Region and a link that despite several moves was to remain with him. While student life during the 1960s provided a start to his photographic interest, it was the late 1970s before railway photography became a key hobby, and living close to Edinburgh brought Ian into contact with his favourite class of locomotive, the 'Deltics'.

By early 1980, it was becoming clear that the

Above: Complete with its Finsbury Park white cab-window surrounds, Class 55 'Deltic' No. 55015 *Tulyar* **stands in the sunshine on Haymarket Depot in 1981, awaiting its next working.**

Class 55 'Deltics' would not be around for that much longer as the new HST sets were rapidly taking over their former workings. One place where many enthusiasts from around Central Scotland started to make tracks for was Haymarket Shed, then coded 64B. The lack of Health and Safety issues meant that with a very sociable shedmaster, enthusiasts had the freedom to wander around the depot with your camera. Towards the end of the life for the class, the only locomotive that Ian hadn't photographed was No. 55004, although a 'out-of-the-blue' phone call from the Haymarket Shedmaster one day solved that problem, although it did require a quick period of going AWOL from work ... not that anyone seemed to notice says Ian!

The dreaded last tour was planned for 2nd January 1982 and together with a crowd of thousands, Ian duly photographed No. 55022 *Royal Scots Grey* in very poor light just before it departed for London. In those years Ian had a lineside permit for the Scottish Region, a move that paid dividends for the last day of the Deltics, as the number of people present meant that he could legally walk down trackside to record the departure, which at that time, was supposed to be the last working.

In the mid 1980s, Ian worked for a while in the then Royal Navy Dockyard at Rosyth and one afternoon, just before the Annual 'Navy Days' weekend, he thought he heard the sound of a Deltic's horn and on peering out of the window, was just in time to see a green liveried D9000 *Royal Scots Grey* run slowly along the internal line within the Yard past his office! Ian explains that it later transpired that the locomotive was at Haymarket and prior to attending the Inverness Open Day on 26th June, a request had been made for it to appear at the 'Navy Days' weekend, so with the permission of the owners, BR towed the locomotive as far as the Dockyard boundary, from where it was duly started up and moved into position under its own power! Ian had quickly phoned the necessary

Below: A day that many enthusiasts hoped would never come - the last working from Edinburgh Waverley of a 'Deltic'. Class 55 No. 55022 *Royal Scots Greys* **awaits departure on 2nd January 1982 - little did anyone know at the time that just over 13 years later it would be back!** *Both: Ian Lothian*

authority to ask if he could have permission to photograph it, he was given the go-ahead to go home for his camera, come back and collect a Police escort, as the site was Ministry of Defence property at that time. This allowed him to photograph the locomotive, before returning to work! As Ian says "even then there were things that happened that you could never expect!"

With working at Rosyth, the line from Inverkeithing up to the Forth Bridge was a great place in those days to go to and see a wide variety of workings, from express passenger services to a variety of freights. The area had an abundance of loco-hauled traffic during the early 1980s, with Class 26s working to Dundee from Edinburgh on passenger workings, not to mention Type 1s and 2s on freight, which included the daily Thornton Yard to Mossend Yard trip, coal slurry to Methil Power Station, tanks to Cameron Bridge and of course, coal to Longannet Power Station. Inverkeithing Yard was also still in use and ballast trains used to originate from there and head south to Edinburgh

Top: Now in BR Green, No. D9000 *Royal Scots Grey* **stands in Roysth Dockyard on 20th June 1986.**

Middle: Complete with its TOPS number, a BR blue-liveried Class 20 is pictured in Inverkeithing Yard during the mid-1980s, while making up its train, surrounded by a range of brake vans.

Right: Pictured in one of Ian's favourite locations, leaving Jamestown Viaduct, a Class 101 three-car DMU set heads for Edinburgh Waverley with a service from Cowdenbeath. *All: Ian Lothian*

Above: **Nearing the top of the climb up to the Forth Bridge is Class 27 No. 27029, which is just about to enter North Queensferry Tunnel with a loaded ballast working, heading for Millerhill Yard.**

Below: **A well known location on the Fort William to Mallaig line. Here, NELPG's LNER 'K1' 2-6-0 No. 2005 passes the small church at Polnish, heading for Mallaig during June 1984.** *Both: Ian Lothian*

or Glasgow. The ballast was loaded at a siding off the Rosyth Dockyard Branch at that time.

Like many photographers at the time, the common day sights were often ignored for favourite classes or unusual workings. Ian comments that it was not unusual to sit overlooking Jamestown Viaduct, near Inverkeithing, and see five or six loco-hauled trains pass by in an hour. Not all would be photographed however, a decision that Ian regrets on hindsight.

A class of DMU that could be found in many parts of the country was the Class 101 Metro-Cammell and these were popular units on the Fife Circle and Cowdenbeath services. In the late 1980s, the region gained several Class 116 DMUs from the Birmingham area, displaced following the electrification of the cross-city line. These units were, in some ways, the start of much more multiple unit operation, with the introduction of the Class 150s in the mid-1980s and then the first of the Class 158s shortly afterwards.

The SRPS Railtours were always a source of interest with a wide variety of destinations and motive power. After its overhaul and run to Rainhill and back under its own steam, NBR 0-6-0 'J36' No. 673 *Maude* was used on several occasions to haul a railtour starting and ending at Falkirk Grahamston, which at that time was the SRPS base, the Society having a lease on a building in the former Goods Yard at Wallace Street, adjacent to Grahamston Station. Ian was fortunate enough to be one of the railtour organisors for the SRPS in the late 1970s, one charter of which operated as a 'Shoppers Special' from Fife to London and back, via the West Coast. The train was electrically-hauled from London as far as Carstairs where 'Deltic' No. 55011 was waiting to return the train to Edinburgh and then onwards back to Fife - the highlight for Ian being a cab ride on the locomotive over the Forth Bridge!

A popular destination for the Railtours was, as it still is, Mallaig. The summer steam workings operated by the then British Rail, between Fort William and Mallaig, the forerunner of today's 'Jacobite' had just started to look as if it was going to become a regular feature and 'K1' 2-6-0 No. 2005, owned by the North Eastern Locomotive Preservation Group, and normally based on the North Yorkshire Moors Railway, was being used, with the short-lived rake of green and cream Mk1 coaches. The working provided a regular opportunity for photographs along one of the most scenic rail journey's in the country!

Having mentioned SRPS Railtours, it is only right to end with the embryo Bo'ness & Kinneil Railway. The society was given notice by British Rail to quit its site at Falkirk during 1987, as the land was wanted for redevelopment, but in 1979 the Society had started work on a greenfield site at Bo'ness, the result of which was the development of the Bo'ness & Kinneil Railway, and services had recently started to run as far as Birkhill in early 1989.

The society's first exhibit at Falkirk was ex-Caledonian Railway 0-4-4T No. 419, and having been adopted as the symbol and logo for the SRPS, it was fitting that it hauled some of the first trains. The locomotive is currently under restoration at Bo'ness and is due to return to steam next year.

Top: North British Railway 0-6-0 No. 673 *Maude*, later classified as 'J36' by the LNER, is pictured shortly after arriving at Gleneagles on its way to Falkirk from Perth with a special charter working.

Right: Caledonian Railway 0-4-4T No. 419 is seen shortly after passing under High Bridge as it nears Birkhill in May 1989, with a train that had an LMS Stanier coach behind the loco, followed by an LNER Thompson Teak TSO and finally another LNER non-corridor brake.
All: Ian Lothian

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!

News Forum?

Dear Editor,
Following on from one of the letters in your last issue that proposed yet another forum on the internet for discussing railway topics.

I would question the purpose of such a system if it follows the same principles as the existing forums - in most cases, whether moderated or not, these appear to evolve into a group of people who think they know everything about every topic! While I totally accept that there are some very knowledgable people out there who are willing to share their thoughts, forums do not generally seem to be a place that encourages them.

While I think the reader who wrote last issue is on the right track (excuse the pun!) by linking the forum topics to news stories I also believe that for such a system to rise above the others and actually be useful to people, it would need active participation from those individuals within the industry or from the heritage preservation movement who are willing and happy to speak and provide background on topics. However, I equally acknowledge that in today's business world there are a wide number of reasons, both politically and because of confidentiality why such actions do not happen.

So, if a forum was included as part of *Railway Herald* it would need to be used both by the magazine and the forum posters, in a professional way and not get 'bogged' own in trivia and arguments - something tells me that it would, because of the very nature of individuals.

Mike Haltwhistle
by Email

Photography on stations

Dear Editor,
A couple of years ago, there were major problems with staff on railway stations not understanding the rules surrounding railway photography by enthusiasts. Thanks to campaigns by a couple of the magazines, the situation appears to have improved immensely.

However, during a recent visit to London Euston station, I wished to photograph from the London Overground platforms, which meant I had to pass through the automated ticket barriers. I spoke with the staff member who was on the gates who was adamant that nobody was passing without a ticket. I explained that I was not boarding a train, and even showed him my return ticket from London Paddington as evidence, but to no avail.

In the end I gave up, rather than have an argument. Are the problems starting again or is London Euston purely a no-go area for photography?

Jess Lowman
by Email

Ed. Jess, sorry to hear that you've had problems. As you say the majority of issues do appear to have been resolved and railway staff seem more in tune with the guidelines, but there are still a few areas that we occasionally hear about. You haven't said in your email how long you were planning to be at Euston, but we would advise that all enthusiasts follow the guidelines laid down on the Network Rail website (click here). These request that you contact the station reception to advise them of your presence. Normally this will involve signing in, which will then gain you a namebadge, signifying to staff that you are allow to pass through the ticket barriers and are not travelling.

If any other photographer has encountered problems at National Rail stations, please do let us know.

Reviews

The Lancashire & Yorkshire Railway Around Preston

by Bob Gregson

Atkinson Publications Limited - 184 pages Softback
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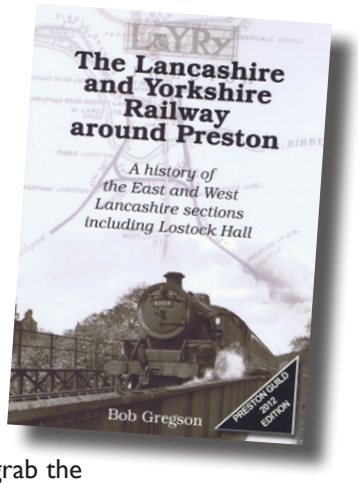

Preston is a city that continues to generate a significant railway interest, with the West Coast Main Line and the Ribble Steam Railway, but this book concentrates on a period when high speed travel was a journey on the 'Mid-Day Scot' hauled by a 'Duchess'!

For the reviewer, my knowledge of the Preston area is lacking in parts, so I was looking forward to reading the title and learning more. In this, and every respect, it did not disappoint.

The author comments in his Forward that the title is the result of 15 years that started as a review of the railway infrastructure around Lostock Hall. This grew to include the East and West Lancashire lines and the associated long-closed network of junctions and triangles. The review is certainly in-depth and makes for interesting reading. The book starts with chapters on the arrival of the railways in the area, each railway company being looked at individually, before moving on to look at the station and goods yard at Butler Street, the Park Hotel at Preston and the Whitehouse triangle. The final section looks in-depth at Lostock Hall.

In terms of illustrations, a wide range of photographs is punctuated by a various assortment of posters, plans, diagrams, maps and drawings that show the buildings, the area and the track layout at various places being discussed within the text. The images themselves are well chosen with all the illustrations being of high quality, and depicting a variety of locomotives and buildings, including signal boxes, goods sheds and stations. It is also interesting that the author has included some views of the people in the area, with railwaymen at work, and the local culture, such as one of the church parades complete with everyone in their Sunday best and hand sewn banners being proudly carried - a tradition that can occasionally be found in the North East but rarely anywhere else in today's modern world.

The presentation of the book is superb. It is black and white throughout, with no colour imagery used at all, but it works very well, as does the cover, which is cleverly laid out and also in black and white, but with the faint colour map of the area in the background. In the reviewers experience it is rare to find a title with a black and white cover that would grab the buyers attention on the bookshelf, but this book achieves that easily.

The interior printing is superb, with the text being well spaced and laid out in a single column justified style. The printing is also not true black, which somehow makes the text easier to read. Reproduction of the photographs is also very good, with a superb tonal range across all the images.

Overall a superb book for anyone interested in the Lancashire & Yorkshire Railway, the Preston area, or as a present for an enthusiast that simply enjoys wallowing in the sights of a bygone era. **RT**

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:
With The Shard and Guys Hospital in the background, Class 465/1 No. 465196 approaches Waterloo East on 1st March, bound for Charing Cross.
Brian Morrison

8th March 2012

Continental Rly Circle (London & Home Counties)
St. Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. 'Madagascar and Eritrea Revisited' by Donald Wilson & Adrian Palmer. Starts 19.15. Admission £2. Contact Adrian Palmer on 01932 850624 for details.

Grantham Rly Society
St. Wulfram's Church Hall, Church Street, Grantham, NG31 6RR. 'BR Engine Sheds in Colour Part 4 - Eastleigh to Frome' by Chris Banks. Starts 19.30. £2 Admission. Contact the Secretary on 01476 407569 for further details.

Locomotive Club of Gt Britain (St Albans)
United Reform Church, Watford Road, Chiswell Green, St Albans. 'The Glass 5AT Locomotive Project' by Richard Coleby. Starts 19.30. Contact the Secretary on 01442 251540 (after 18.00) for details.

Permanent Way Institution (Birmingham)
The Comfort Inn Hotel, Station Street, Birmingham. 'East London Line - Phase 2 Project' by Jim Wells. Starts 17.30. Contact Jon Wells on 07714 064898.

Permanent Way Institution (Manchester & Liverpool)
SQ1, Network Rail Offices, Manchester. 'Airdrie to Bathgate - Another Major Success' by Hugh Wark. Starts 13.00. Contact Rob Cummings on 07798 858784.

Permanent Way Institution (North Wales)
The Town Crier Inn, City Road, Chester. Refurbishment of Arnside Viaduct' by Steve Richardson. Starts 18.30. Contact the Secretary, Lynne Garner on 07771 672274 for further details.

Permanent Way Institution (South & West Wales)
Queens Hotel, 19 Bridge Street, Newport. 'Modular Signalling and its implications for P'Way' by Simon Cooper. Starts 18.00. Contact James Hepburn on 07919 307726 for further details

RCTS (Newcastle)
The Brunswick Methodist Hall, Newcastle. 'Thomas Bouch - Engineer' by Processor Ian Moffatt. Starts 19.30. Contact at jimbrick@fsmail.net for further details.

9th March 2012

Altrincham Electric Rly Preservation Society
Altrincham Methodist Church Hall, Barrinton Road, Altrincham, WA14 1HF. 'The Railways of the Peak District' by Dr Les Nixon. Starts 19.30. Contact Andrew Macfarlane on 0161 928 9394 for details.

GCR Leicester Area
St Bartholomews Church Hall, Church Lane, Quorn. 'Steam in Scotland - Part 3, Inverness to Dundee' by Chris Banks. Starts 19.30. Contact John Calton on 07714 546163.

Great Western Society (Swindon)
Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon SN3 1JE. 'British Steam at Home & Abroad' by Terry Nicholls. Starts 19.30. Contact 01793 495976 for details.

Mid Hants Railway Preservation Society (Croydon)
West Croydon Baptist Church, Spurgeon's Bridge, Whitehorse Road, West Croydon. 'The Remembrance Line' by Richard Moffatt. Starts 19.00. Admission £1. Contact Chris LeCorney on 01843 843215 for further details.

RCTS (Edinburgh)
Quakers Meeting House, 7 Victoria Street, Edinburgh. 'Photographic Review of 2010/11' by Keith Sanders. Starts 19.30. Contact the Secretary at thorburn2000@yahoo.com for further details.

Shropshire Rly Society
The Gateway, Chester Road, Shrewsbury. 'Building A Grange' by Quentin McGuinness. Meeting commences at 19.30

Weston super Mare Railway Society
Function Room, Weston super Mare Conservative Club, Alexandra Parade, Weston super Mare, BS23 1QX 'On Parallel Lines' by Ken Horan. Meeting commences at 20.00. Visitors welcome. Visitor admission £1. Contact the Chairman on 01934 628289 or at wsm1977rlysocy@talktalk.net for further details.

10th March 2012

Bournemouth Rly Club
Winton Methodist Community Centre, All Purpose Room, Junction Alma Road/Heron Court Road, Winton, Bournemouth BH9 1DE. 'Railways of Southampton Docks' by Bert Moody. Meeting commences at 14.30. Visitors welcome. Members £2. Visitors £2. Contact the Chairman on 01202 742099 or at martyn.thresh@ntlworld.com for further details.

Irwell Vale Railway Photographers
Irwell Vale Village Church, Irwell Vale, Rossendale. 'Cornwall to Cumbria' by Robin Lush. Meeting commences at 19.30. Entry donation £3. Contact Mike Taylor on 01282 436653 or at mick.t@btinternet.com for further details.

RCTS (Exeter)
Conference Room, Great Western Hotel, Exeter. 'A Medley, Medley' by John Medley. Starts 19.00.

Stephenson Locomotive Society
Kidderminster Rly Museum, adjoining SVR, Kidderminster DY10 1QX. 'The Railways of Swanage' by Brian Jackson. Starts 14.00. Coontact the Secretary on 01242 582152 for further details

12th March 2012

Driffield & East Yorkshire Rly Society
The Sidings, Middle Street South, Driffield, YO25 6PX. 'Photo Competition, Metropolitan Railway DVD & Steam through Driffield Photo Show'. Starts 19.30. All welcome. £2 donation. Contact the Secretary on 01377 254068.

Lincoln Rly Society
St Hugh's Church, North Hykeham, Lincoln. 'Diesels in the East Midlands' by Paul Robertson. Starts 19.30. £3 Admission. Contact the Secretary on 01522 705365 for further details.

Permanent Way Institution (London)
10th Floor, 55 Broadway (LUL HQ), London. 'Track 21 Research Programme' by Professor William Powrie. Starts 18.00. Contact Fiona Thomson on 07802 779838.

RCTS (East Croydon)
Small Hall, East Croydon United Reformed Church, Addiscombe Grove, East Croydon. 'Branch AGM & Members' Slides & Photographic Competition'. Starts 19.30.

RCTS (Ipswich)
Bridge Ward Social Club, 68 Austin Street, Ipswich. 'British Railways Archive 1948 - 1968' by John Chalcraft. Starts 19.30.

RCTS (Sheffield)
St Mathews Church Rooms, Carver Street, Sheffield. 'Half a Century of Steam Photography' by John Calton. Meeting starts at 19.30.

Severn Valley Railway (Wolverhampton)
Old Wulfunians Club, 253A Castlecroft Road, Castlecroft, Wolverhampton WV3 8NA. 'Eastleigh Loco Works' by Colin Boocock. Starts 19.30. Admission £2.50. Contact Alan Davies on 01902 758882 for details.

Southern Electric Group (Sussex)
Deall Room, Southwick Community Centre, Southwick. 'Sixty Years loving Southern Electrics' by Nicholas Owen. Starts 19.30. £3 donation. Contact Peter Jones on 01273 504791 for details.

Stephenson Locomotive Society
Lauriston Hotel, 15 South Crescent Road, Ardrossan KA22 8EA. 'A Photographer's View of the UK Privatised Railway' by Arthur J. Wilson. Starts 19.30. Contact the Secretary on 01294 822303 for details.

13th March 2012

Abergavenny and District Steam Society
Upper Room, The Hen and Chickens, Flannel Street, Abergavenny. 'Steam, Steam and more Steam' by Brian Thomas Starts 20.00. Contact Ken Mumford on 01793 335862.

GW Society (Bristol)
BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG. 'An Evening with the Chairman' by Richard Croucher. Starts 19.45. Contact the Secretary on 01454 324230 for further details.

Locomotive Club of Gt Britain (Bedford)
The St John's Church Hall,St John's Street, Bedford MK42 0DL. 'Quiz v RCTS Northampton & LCGB St Albans'. Starts 19.30. £2 Admission. Contact B.Cross on 01525 750149.

Meon Valley Locomotive Society
St Peter's Church Hall, Free Street, Bishops Waltham. 'Railways of Yeovil' by Brian Jackson. Starts 20.00. £2 Admission. Contact John Barrodale on 02392 640951 for further details.

Permanent Way Institution (Lancaster, Barrow & Carlisle)
Railway Hotel, adjacent to Preston Station, Preston. 'Southend Airport and Station Project' by Kirk Taylor. Starts 18.00. Contact Philip Bull on 07964 103202 for further details

RCTS (North Wales, Chester, Merseyside)
'Observations at Swansea and Cardiff' Contact Alan Turton on 01606 854227 or at alan.christine@daisytally.fsnet.co.uk for details.

RCTS (Nottingham)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'Schools Class of the Southern Rly' by Bob Gellatly. Starts 19.30.

Scottish Railway Preservation Society (Motherwell)
Vestry Hall, Trinity Church, Avon Street, Motherwell. 'The Last Year in Pictures' by Ian Lothian. Starts 19.30. Contact Fred Landery on 01698 457777 for further details

Stephenson Locomotive Society
Middlesbrough Municipal Golf Course Club House, Ladgate Lane, Middlesbrough, TS5 7YZ. 'Teesside Centre 50th Anniversary Event ' & NRM - Into the Future' by Steve Davies. Starts 18.30. Contact the Secretary on 01642 313451.

York Railway Circle
The Library, Archbishop Holgate's School, Hull Road, York YO10 5ZA. 'The Streamlined Trains and Mallard's Record Run' by Chris Nettleton. Starts 19.30. £2 donation. Contact Robin Patrick on 01904 412232 for further details.

14th March 2012

Basingstoke & District Railway Society
Wote Street Club, Ne Road, Basingstoke RG21 7NG. 'Slovenia: Steam on the Sunny Side of the Alps' by John Gulliver. Meeting commences at 20.00. Visitors welcome. Contact the Secretary on 01256 819401 for further details.

Oxfordshire Rly Society
Seacourt Day Centre, Seacourt Road, Oxford OX2 9LD. 'British Railways Signalling Part " by Mike Walker. Meeting starts 19.30.

RCTS (Cardiff)
Old Church Rooms, Radyr. 'Picture Postcard Railway Ramble' by Stephen Gay. Meeting commences at 19.30.

RCTS (Hitchin)
Hitchin Christian Centre, Bedford Road, Hitchin. 'Baie de Somme Railway' by Michael Bunn. Meeting commences at 19.30.

Stephenson Locomotive Society
Y.M.C.A., Bridge Street, Guildford, GU1 4SB. 'Steam in Turkey' by Edward Talbot. Starts 19.30. Contact 01372 379216 for info.

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

15th March 2012

Barrow Hill Engine Shed Society
The Roundhouse, Barrow Hill. 'Mainline 2011' by PSOV. Meeting commences at 19.30. £2 Admission. Contact 01246 472450 or e-mail beardspaul@aol.com for details.

Bath Railway Society
Bath Green Park Station Meeting Room, Bath. 'World War Two and Wales' by Terry McCarthy. Starts 19.30. All welcome. £2 Admission. Contact Kevin Plummer (Evenings) on 01225 312564 for details.

Ffestiniog Railway (Bristol)
BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG. 'The Sustainable Railway - Phase 5' by Andy Savage. Starts 19.45. Contact the Acting Secretary, Tim Maynard on 01275 341889 for details.

Irish Railway Record Society (London)
The Exmouth Arms, 1 Starcross Street, London NW12HR. 'Remaining Irish Signal Cabins' by Angus McDougall. Starts 19.00. £3.50 Donation. Contact the Secretary at irrslondon@hotmail.com for further details.

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