Railway Herald

Issue 307 20 March 2012 FREE

In this issue...

14 Kilmarnock progress on FGW Mk3s and '180s'

34 The Golden Arrow

Chris Playfair

News Headlines

10 King's Cross Western Concourse opens

11 First Freightliner Powerhaul liveried Class 66.

16 New look for Basingstoke station as refurbishment is completed

18 Daw Mill Colliery to close?

Elsewhere

24 Preservation World
A round-up on news and information from the heritage world.

30 Manx News
The latest news from the Isle of Man.

Regular Columns

4 From the Editor's Desk

17 Light Rail & Metro
The latest news from the light rail systems around the country, together with information on the various metro systems.

21 Railtour Listings
An overview of all known steam and diesel-hauled charter and excursion trains throughout the UK for the coming weeks.

32 Exposure
Some of the best modern traction photographs from our countrywide team of contributors.

39 Society Diary
Full round-up of forthcoming talks, slideshows and society events.

Front Cover:

TOP: On 16th March, Class 37/6 No. 37605 approaches Brentwood with a Wolverton Works to Norwich working, returning Mk3 DVT No. 82127 back to Crown Point. **Stuart Chapman**

BOTTOM LEFT: Class 66/5 No. 66558 heads south into Oxford as Shanks-liveried classmate No. 66522 heads north on a sunny spring morning 19th March. **Alastair Wood**

BOTTOM RIGHT: DBS-liveried Class 60 No. 60054 powers away from a signal check at Plumley with the 10:07 Northwich to Tunstead empty hoppers on 19th March. **Ian Docwra**

Railway Herald

Issue 307 — 20th March 2012

Editor
Richard Tuplin

Contributing Editor
Brian Morrison

Railtour Editor
John Whitehouse

Heritage News Editor
Andrew Fowler

World News Editor
Keith Fender

Narrow Gauge News Editor
David Lloyd-Jones

News Correspondant
Fred Kerr

News Researcher
Bill Turvill

Editorial Office
Phone: (UK) (01904) 500175 (09.30-17.30)
(US) (347) 708 1797 (08.00-17.00 EST)
Email: editor@railwayherald.com
Address: Railway Herald Magazine, PO Box 252, Scunthorpe, North Lincolnshire. United Kingdom. DN17 2WY
Online: www.railwayherald.com

Railway Herald is published weekly. The editorial team can be contacted at firstname.surname@railwayherald.com, or by contacting the editorial office.

Advertising
Please visit our dedicated web section at www.railwayherald.com/advertising, email advertising@railwayherald.com, or contact David Smith on 01775 767184 or Matt Tipton on 01780 484634.

Editorial Contributions
Accepted photographs remain the copyright property of the photographer. We reserve the right to hold for future use any image or article submitted. All material is sent at the contributor's risk. Railway Herald, the Editor or Railway Herald Limited cannot be held responsible for any loss or damage howsoever caused. The opinions expressed in Railway Herald are not necessarily those of the Editor or staff.

No part of this magazine should be reproduced, sold or hired in any way without the prior written consent of the publisher. However, ilt is permitted to print a copy of the magazine for the purchasers' personal use.

Railway Herald Subscriptions
You can access your subscription account online through our website, 24 hours a day - 7 days a week by visiting www.railwayherald.com/myaccount

You can use the My Account section to view your account status, change your address, renew your subscription, and also to contact the editorial team.

Subscriptions to Railway Herald can be obtained online 24 hours a day, by visiting www.railwayherald.com/subscribe.

If you have any queries that specifically relate to your subscription, please email subscriptions@railwayherald.com or phone +44 (0) 1904 500175 (0900-1700 UK), or from the US call (347) 708 1797 (0800-1700 EST/ 0600-1400 PST).

A one-year (48 issue) subscription rate is £18 (UK). Payments can made online using any major credit/debit card through Paypal. Other subscription periods are also available.

Letters to the Editor
We welcome comments, please send them to letters@railwayherald.com. Due to the volume received we cannot respond to all. We reserve the right to edit all submissions.

Back Issues
All editions of Railway Herald prior to Issue 308 are available to download free of charge in PDF format from our website at www.railwayherald.com/backissues. From Issue 308 onwards, they can be purchased through the same website.

Railway Herald is published by **Railway Herald Limited**, in association with Ian Allan Publishing Limited.

© Copyright Railway Herald Limited 2012.

All rights reserved. Railway Herald magazine is also responsible (except where otherwise stated) for the operation of the railwayherald.com website. Produced within the United Kingdom.

ISSN 1751-8091

Start of subscriptions

The publication of Issue 307 brings with it the last of our complimentary issues, and the move to a subscription only service.

After much testing, checking and a few minor corrections, not to mention several late nights for people, we can confirm that all is now in place for subscriptions to commence as planned from 28th March. The additional four weeks, as previously explained, have provided us with some flexibility to ensure that the system is as good as it can be from the next issue.

While we accept that some readers will decide not to subscribe to the magazine, we hope that those who are intending to take out a subscription, as well as those thousands who have already done so, continue to enjoy the magazine as we go forward. If your still considering whether or not to subscribe, please remember that it is possible to take out a one, three, six OR twelve month subscription to the magazine, so if your in two minds, why not try us for a three months, which will give you access to the next twelve issues for just £6 - remember that until 28th March, we are offering a 13-month subscription for the price of 12.

New Heritage News Editor

Since the relaunch of Railway Herald took place seven issues ago, we have said that one of the main aims of the magazine is to increase the quantity of preservation news that is carried each week. To this end, it is a delight to welcome the newest member of our editorial team - *Andrew Fowler*, on board as the Heritage News Editor.

Andy will be well known to a number of people from his previous work on other publications, and I am sure that he will be a valued member of the team, helping us to increase the heritage railway content.

We are always happy to provide editorial space to heritage and rolling stock groups, as well as the heritage lines, so while we will be making best efforts to contact all railways over the coming weeks, if you are involved in a railway please urge your General Manager or Marketing Manager, or group leader to contact us, either via email or through the main editorial office on 01904 500175.

We have long felt that the smaller heritage railways and rolling stock groups in particular do not receive the recognition that they deserve, so please do help us to correct that!

Website Issues

We are continuing to deal with the last remaining issues that some people are experiencing with the website, and would take this opportunity to thank all of those who have provided feedback. We are aware of an intermittant issue that is affecting a small number of users that on occasions requires people to log-in twice. We believe that we have now identified the fault, and will be releasing a 'fix' later this week.

Next Issue

As I commented earlier, Issue 308 is the first of the subscription issues, and along with our regular news content from the National Network and the worldwide scene, Andy Fowler will be presenting his first view of the heritage scene, and we will be looking back to the past with a visit to the well-known location of Shap during the days of steam and early diesels, courtesy of the equally well-known railway photographer Gavin Morrison!

Richard Tuplin

Richard Tuplin, Editor

Below: English Electric Type 1No. D8001 approaches Iridgehay on the Ecclesbourne Valley Railway, with the 14:20 Wirksworth to Duffield service on 18th March. The highlight of 'Spring Diesel Weekend' was the first-ever passenger workings to Duffield, for No. D8001, which became No. 20001 under the TOPS renumbering scheme. *Gary Thomas*

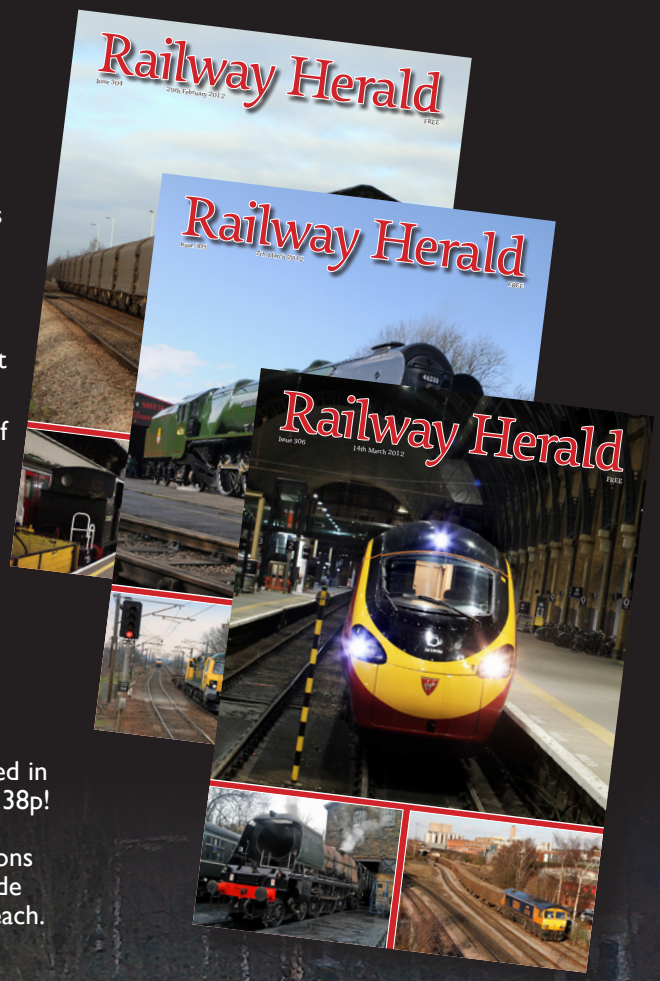
Dont miss the April issue of *Modern Railways*!

On sale March 23rd

To subscribe to *Modern Railways* telephone 0844 2456933 or visit www.modernrailways.co.uk

Why subscribe to Railway Herald?

Subscriptions to Railway Herald will provide access to the new-style weekly magazine from 29th February onwards.



By subscribing you are getting access to:

- ✓ The bigger 'Railway Herald' magazine **EVERY** Wednesday - Britain's only weekly digital railway title
- ✓ Access to the latest news from around the UK, both in the magazine and through the online news pages
- ✓ 'Access All Areas' of the website, including forthcoming sections that will take an in-depth look at key ongoing news stories.**
- ✓ Exclusive video content both on the website and within the pages of the magazine.***
- ✓ Enhanced facilities to upload and share photographs on the Imaging Centre**

All of this from only ***38p*** **per week**

What are the options for subscribing to Railway Herald?
A yearly subscription for only **£18*,** which covers the 48 issues published in each Calendar year, provides the best value, with each issue costing only 38p!

Readers can also choose to subscribe for a short period, with subscriptions for one, three and six months available on our website - plus, if you decide not to subscribe you can always obtain individual issues - priced at 99p each. The same applies to all back issues from Issue 300 onwards.

* - price includes UK VAT at 20%.
** - Includes areas online that are not currently available, and will launch in the coming months.
*** - Not all video content is exclusive, some may be available through other sources.

Options *for subscribing*

LAST FREE WEEK!
Subscriptions start 28th March

From next week's issue, *Railway Herald* becomes subscription only. While certain areas of the website, including the Imaging Centre, will remain free-of-charge to all, the magazine will only be available to those who have a subscription.

While the best offer is our one year subscription at £18, through the website, and over the phone, *Railway Herald* does provide shorter periods, so readers can alternatively subscribe, for one, three or six months.

PLUS! Purchase an annual subscription <u>before</u> 28th March and you will receive 13 months for the price of 12!

Click here to subscribe now

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.

CLICK HERE for further details on What's New

Photo: Ken Brunt

BREAKING NEWS ❖ BREAKING NEWS ❖ BREAKING NEWS

Above: **SNCF TGV set No. 951 that is used for conveying postal traffic around the French rail network, was hauled through the Channel Tunnel and along HS1 on 20th/21st March, pictured alongside a Eurostar at London St. Pancras in the early hours of 21st March. The working from Lyon-St Exupéry airport, via Roissy (Paris-Charles de Gaulle) and onto London was a loaded trial for Euro Carex, which itself is a consortium of airport operators, rail infrastructure operators (including Eurotunnel, SNCF and HS1) and parcel couriers. Industry sources suggest that potential sites for a new high-speed freight hub are currently being identified, likely to be in the Ripple Lane area. Full story next issue.** *Ken Brunt*

Swanage Railway diesel weekend line-up should see first workings for *Indomitable*

The Swanage Railway has advised of the motive power line-up for its annual diesel gala weekend in mid-May.

The event, which is held from 11th-13th May and takes place alongside the Dorset Beer Festival, will include an intensive three-train operation between Swanage and Norden 'Park & Ride' each day, with services running from 08:00 until midnight (19:00 on Sunday).

Visiting Class 20s Nos. D8059 and D8188, Class 27 No. D5401, 'Warship' No. D821 *Greyhound*, Class 50 No. 50026 *Indomitable* and 'Deltic' No. 55019 *Royal Highland Fusilier* will all take a starring role in the event, alongside the home fleet of Class 08s Nos. D3591 and 08436, and Class 33s Nos. D6515 and 33111. HNRC-owned Class 37/5 No. 37521 has been withdrawn from attending this years gala.

Class 50 No. 50026 *Indomitable* will be making its preservation debut, subject to completing successful running in trials on the Swanage Railway prior to the gala event. This will be the first time it will have hauled a passenger train for 22 years.

Class 08 shunters No. 08436 and recently overhauled No. D3591 will work over the full length of the line each morning, before operating brake van rides at Harmans Cross. There will be a donation box operating on these services, for 'Heroes Haven Swanage', a local charity which provides holidays for disabled Servicemen and Women.

There will be a 'Beerex' service, plus the Wessex Belle Bistro dining train in operation on the Friday and Saturday evenings. Advance booking on the Wessex Belle is highly recommended. Traction for these services will be announced prior to the event.

Diesel Gala adult rover tickets are available for £22 for a one day rover, £33 for two days and £40 for all three days. In addition, there are also a range of discounted fares available for Children, 'Priv' card holders and CAMRA members.

There will be a rare chance to drive one of the locos, on all three days of the gala, over the Norden to Matala section of the Railway for £20. Advance booking will be available for this by contacting the Swanage Railway. Following the event, in association with the Deltic Preservation Society, Class 55 No. 55019 will be operating Driver Experience courses on 14th/15th May, although the first day is now fully sold out, with only a minimal number of spaces remaining on the 15th, click here for further details.

East Coast '91' to be grand opening of Railfest

Class 91 No. 91110 is to be named *Battle of Britain Memorial Flight* by TV star Carol Vorderman, in a ceremony to start the nine-day Railfest at the National Railway Museum in York at noon on 2nd June.

The locomotive will carry a specially-designed livery featuring the 'planes and insignia of the Royal Air Force Battle of Britain Memorial Flight, and three of its aircraft, a Spitfire, Hurricane and Lancaster, will fly overhead as the name is unveiled in front of thousands of visitors at the opening of the event.

The Class 91 achieved a UK national speed record for electric traction at Stoke Bank, north of Peterborough, on 17th September 1989, a record that stands to this day.

A4 is back in steam, but its no-go for 'GB V'

While 'A4' Pacific No. 60007 *Sir Nigel Gresley* has been steamed recently, the actual boiler test for insurance purposes is due later this week.

Work in correcting its firebox issues has extended longer than anticipated, with the result that the 'A4' is unlikely to re-enter traffic much before mid-May. This is because after the steam test has been concluded, the locomotive is due for a repaint, prior to commencing a period of running-in ahead of any main line certification.

As a consequence, *Railway Herald* has been advised that the will not be available for the York to Edinburgh leg of Railway Touring Company's 'Great Britain V' on 21st April.

Above: **Making its first appearance on the National Network in BR green livery, LMS 'Princess Coronation' Pacific No. 46233** *Duchess Of Sutherland* **stands at Derby after its test run to Sheffield was terminated early following a warm bearing on the big-end.** *Stuart Hillis*

Duchess hits problem on main line test

All did not go well on the much anticipated 'light' main line test run for No. 46233 *Duchess of Sutherland*.

Lubrication issues resulted in the test booked for Tuesday 13th March being put back two days, and then a warm bearing on a big-end resulted in the actual test on 15th March being aborted at Derby, with the locomotive and support vehicle returning to its base at Swanwick Junction on the Midland Railway for the problem to be further investigated.

Remedial work is currently in progress, and a further main line test is planned for Tuesday 27th March. This is tight on the scheduled loaded public test run on Thursday 29th March, and the owning trust has told *RH* that the result of that run will be posted on its website as soon as possible after it has been concluded, to confirm whether the 'Night Owl' will operate as scheduled.

Alternatively, anyone without internet access should telephone PMR Tours on 01773 743986. The outcome of the main line test on 27th March will be also announced on the *Railway Herald* website as soon as the outcome has been determined.

Below: **Having been dumped at Warrington Arpley for a number of years, Class 56 No. 56018 was finally moved on 14th March, when WCRC Class 47/4 No. 47854 hauled the locomotive to the Nemesis Rail Depot at Burton-on-Trent. The two locos are pictured on arrival, alongside former Fastline Class 56/3 No. 56302.** *John Tuffs*

Alan Francis Peglar

1920-2012

The country lost one of its most influential railway figures on 18th March when Alan Peglar OBE passed away after a short illness, aged 91.

Famously remembered for saving *Flying Scotsman* from the scrapyard after purchasing the locomotive from British Railways, Mr Peglar's association with the railway extends far deeper. During his life, his achievements included station master and signaller's assistant, photographer, law student, bomber pilot, company director, member of the British Transport Commission, railtour organiser, passenger on *Sir Nigel Gresley* as it set the post war steam speed record, lecturer and professional actor, not to mention President of both the Festiniog Railway Company and the Ffestiniog Railway Society, two roles he retained until his death.

It was Alan's intervention in the 1950s that made the restoration of the Ffestiniog Railway a reality, and he is owed a tremendous debt of gratitude for his unswerving belief that the restoration of the FR could be achieved.

His role in the preservation of *Flying Scotsman* was never forgotten and he was present at all NRM events relating to the engine, since it was purchased by the museum in 2004.

After achieving so much in life, he was awarded the OBE in the 2006 New Year Honours list, a richly-deserved recognition of his enormous contributions in many walks of life.

NEWSDESK

Light Rail & Metro	17
Irish View	19
Railtour News	20
Preservation World	24
Manx News	30

King's Cross western concourse officially opened

Network Rail has completed the new western concourse at King's Cross, the most spectacular part of the five-year programme to restore and improve the station.

More than 45 million passengers a year are expected to benefit from the new facility when it opened to the public on 19th March. The £550 million scheme delivers the biggest transformation in the 160-year history of the Grade I listed station. Over a thousand tonnes of steel, one million specially made heritage bricks, five million ceramic tiles and five million metres of cabling were used in the construction.

Passenger benefits include a wide range of improved facilities, including better lighting, larger destination boards, clearer station announcements and more shops and restaurants. A spectacular new roof structure has been cleverly blended with the station's heritage to create a space for passengers that is three-times larger than the current concourse, with improved links to both the London Underground network and St Pancras Internationstation.

This spectacular project is a result of strong partnerships forged between Network Rail, train operators, the local council, architects, suppliers and English Heritage. It is also playing a key role as an economic catalyst, with a number of high-profile businesses announcing plans to move to the newly redeveloped area around the station.

Top: **The new concourse at King's Cross.** *Bill Turvill*

Above Right: **The impressive light show that formed part of the official opening of King's Cross, showing the increadible structure of the roof.**

Right: **The Mayor of London, Boris Johnson, Transport Secretary, Justine Greening and Chief Executive of Network Rail, David Higgins, all look part in the opening.** *Both: Jack Boskett*

Freightliner Powerhaul livery appears on Polish '66'

Last seen in the UK in unbranded Direct Rail Services livery, Class 66/4 No. 66411 was transferred to Freightliner after being returned by DRS to the leasing company.

Having been converted at Leeds Midland Road with various modifications, including light units, the locomotive was 'dragged' to Immingham Docks on 11th December 2011, en route a new life in Poland.

The locomotive, now numbered 66013 by Freightliner PL, has been repainted into the latest Freightliner Powerhaul livery.

Right: Class 66/4 No. 66013 (ex No. 66411) stands at Wrocław Główny. *Kamil Smolnik*

Winners and losers in latest punctuality figures

Network Rail has revealed that punctuality on the UK rail network reached 91.6% during period 12, which covers the period from 5th February to 3rd March.

The figures, which are slightly down on the 92.5% of the same period last year, show that the majority of TOCs have had small increases, while the worst affected was Virgin Trains, which dropped 4.4% year-on-year to 87.4%, Southeastern, down 4.1% to 89.3% and Greater Anglia which lost 3.6% to 88.8%. London Overground continued its trend as the most punctual operator with 97%, beating c2c to the top spot by 0.1%.

The worst performing TOC was East Coast with just 86.1% of trains arriving on-time, although this itself represented an increase of 3.6% since the 82.5% figure of the same period last year.

New look BTP

All uniformed police officers and police community support officers across the UK are adopting a new uniform.

The new-look consists of a short or long sleeve wicking open necked shirt or blouse, while the headgear remains as a helmit or flatcap.

Network Rail invest in new maintenance centre

A brand new £1 million maintenance centre has been constructed and opened in Hereford to cover the railway between Cwmbran and Ludlow and many of the lines in the Heart of Wales.

The depot, measuring around 4,000 square feet, is designed with modern facilities and extra room to house a bigger team, which has increased by around 25% since 2010. These works include improving the signalling through Hereford station to allow more trains to Worcester, Birmingham and London. Work has also started at Leominster and Hereford stations, where new lifts, footbridges, refurbished canopies and customer facilities are being installed. Mark Langman, Route Managing Director for Network Rail said: "A modern and well-maintained transport infrastructure is vital to growing vibrant local economies. Rail is well positioned to meet that need and underpin future growth. Hereford, which is at the heart of the Marches railway network, makes the town an ideal location for this maintenance hub.

By strengthening our presence in Herefordshire, we are demonstrating our commitment and can be more responsive and better placed to explore untapped rail opportunities. This will enable us to safeguard the future of the railways in this area and offer alternative transport solutions to congested roads".

Left: Jesse Norman, MP for Hereford and South Herefordshire, cuts the ribbon to the new maintenance facility at Hereford. *Jack Boskett*

Smartcard pilot scheme takes to the rails

Stagecoach Group has introduced an innovative ticketing scheme to allow passengers to travel by bus and rail on one smartcard.

The ticketing pilot in Basingstoke is one of the UK's first commercial multi-modal applications of the Government-preferred ITSO technology. Passengers simply hold their StagecoachSmart travel card over special readers on the bus, at ticket gates or on rail platforms.

At this stage, the pilot scheme involves a small number of South West Trains season ticket holders travelling between Basingstoke and any smartcard enabled station outside the London area. The integrated bus-rail pilot will be gradually expanded in the months ahead to include more passengers and further areas.

More than 200,000 smartcard transactions are already made on Stagecoach's bus and rail services each day, and the company is now working towards Transport Minister Norman Baker's vision of having all public transport covered by smartcard technology by 2020.

Above: **Class 57/3s Nos. 57313 and 57316 'top and tail' the 'Wagex' stock through Wrenbury on 17th March, on the Crewe to Shrewsbury line, while forming the 08:07 Holyhead to Cardiff Central 'Ruggex' additional working for the Wales v France Rugby International match.** *John Whitehouse*

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.

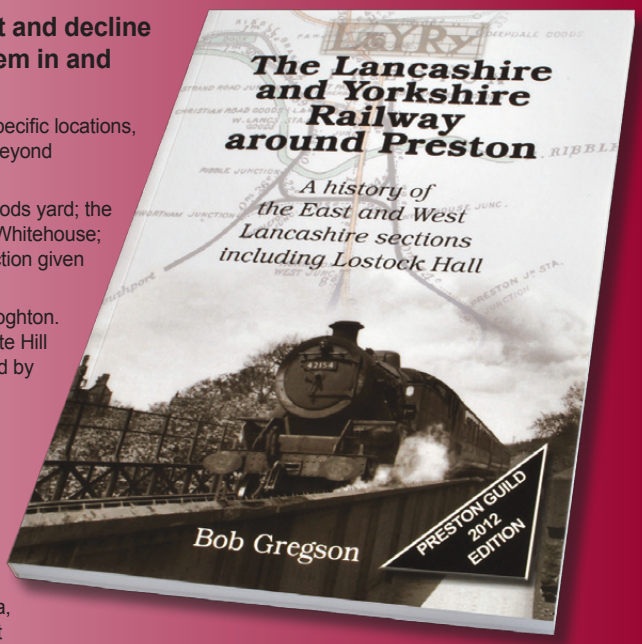
The text is well illustrated with many evocative and remarkable photographs, drawings and ephemera, most of which have never been published before. The author has included the human element wherever possible, in the form of personal accounts from men and women who worked in the Preston and Lostock Hall 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.



ISBN 978-0-9565184-5-3

ORDER YOUR COPY HERE

ATKINSON PUBLICATIONS LTD

Network Rail fined over crossing deaths

Network Rail has been fined £1 million plus costs of £60,015 following a prosecution brought by the Office of Rail Regulation for breaches of Health and Safety law that led to the deaths of two teenage girls at Elsenham station footpath crossing in December 2005.

The sentencing at Chelmsford Crown Court marks the end of the Rail Regulator's criminal prosecution against Network Rail (NR) for the deaths of the two girls who were struck by a train at the crossing.

NR pleaded guilty to two charges under the Management of Health and Safety at Work Regulations 1999 and to one charge under the Health and Safety at Work Act 1974. These result from its failure to carry out proper assessments of the risks to the safety of members of the public using the footpath crossing or to have in place adequate arrangements to underpin these assessments.

TransPennine diversions through the 'Mill'

Above: The lights of the closed Healey Mills Yard can be seen in the background, as Class 185 No. 185120 enters Horbury cutting on 11th March, with the diverted 11:22 Liverpool Lime Street to Scarborough working. *Gavin Morrison*

Blue plaque honours Sir Vincent Raven

The last Chief Mechanical Engineer of the North Eastern Railway has been honoured with a blue plaque in the town where he started his career.

Sir Vincent Raven, famed for his pioneering electrification and his final class of Pacific locomotives named after North Eastern cities, was given the honour at a ceremony at Gateshead on 15th March.

Raven began his apprenticeship at the Greenesfield works of the NER in Gateshead, then the line's engineering headquarters, around 1876, progressing through the ranks under Fletcher, McDonnell, Tennant, TW Worsdell and Wilson Worsdell, before taking over the reigns as CME in 1910.

The blue plaque has been installed by Gateshead Council on one of the buildings that once formed part of Greenesfield works, close to the southern end of the High Level Bridge. The unveiling was carried out by the Mayor of Gateshead, Councillor Joe Mitchinson, and Gateshead Council cabinet member for culture, Linda Green, who said: "Railways play a big part in the history of Gateshead, and Sir Vincent Raven left a long lasting mark, not only on Gateshead, but on the history of the whole North East and on the development of railways. This plaque will commemorate his achievements and hopefully help to bring them to the attention of new audiences".

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

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

NEWS IN BRIEF

■ Passengers on the Lincolnshire coast will have a smoother ride after track improvements are completed this month. The work involves replacing 500 yards of rail, ballast and sleepers at Wainfleet on the Boston to Skegness line at a cost of approximately £400,000. The track between Boston and Skegness was opened in 1873 and has had years of under investment.

■ Reading Borough Council's planning committee has given approval to Network Rail for its proposed viaducts and box junctions to be constructed around Reading, as part of the multi-million pound redevelopment of the station, aimed at reducing delays. Councillors have voiced concerns to the company over the possibility of extensive graffiti.

■ ScotRail is to introduce a deal with Jobcentre Plus that will allow those out of work for three months or more to claim 50% off rail travel. The scheme, which is already operational in England and Wales, is expected to start north of the border from April, and will allow people to claim earlier and for longer. The move is aimed at helping people with the costs of attending interviews or training.

■ Virgin Trains will start to introduce its extended 11-coach Class 390 Pendolino sets onto WCML services from next month. Initally the sets will be introduced on the London to Birmingham route, but as additional trains are upgraded, the sphere of operation will expand. By the end of the month, it is expected that 30 services each week day will be formed of the longer '390s'.

Kilmarnock progresses with refresh and conversion work on First Great Western vehicles

By Bill Wilson

During the course of the summer and winter 2012 timetables, First Great Western (FGW) has a increase in the number of vehicles required to be in traffic each day.

To fill the void, FGW has taken on the lease of five Class 180 sets, previously with Northern Rail and East Coast, although the latter operator did not use them in service. In addition, 15 Mk3 Buffet cars are to be converted into 'High Density' Standard Class vehicles. The upgrade work to the '180s' and the conversion work on the Mk3 coaches is all being undertaken by Wabtec Rail at Kilmarnock.

Above: Class 180 No. 180103 has its paintwork rubbed down at Kilmarnock in preparation for a full repaint into First Group 'Dynamic Lines' livery. *First Great Western*

Class 180 Refresh

The five 180 units that are to be refreshed are Nos. 180102, 180103, 180104, 180106 and 180108, the first unit to be dealt with being No. 180103. The work on the full internal overhaul involves all coaches being completely stripped out, refitted and repainted. Externally, a full relivery into the latest First Great Western 'Dynamic Lines' livery is also being undertaken.

Inside, the First Class area is fitted with new leather seating, as first seen in the First Hull Trains Class 180s, and new carpets, while the Standard Class vehicles also gain new seating, with the moquette featuring the same 'Dynamic Lines' design, along with new carpet and lino throughout, new dado panels, at-seat sockets, and upgraded lighting in the vestibule and buffet area. No changes take place to the seating arrangements.

The toilet areas are being updated and refreshed with new toilets and handwash basins fitted, while the buffet areas are completely redesigned to incorporate new LED lighting and new storage areas behind the counter. This means that some of the equipment is repositioned, which allows a new chilled/display cabinet for the front counter to be fitted, along with a new food cabinet, the latter being situated where a blank wall panel was previously sited between the side of the counter and the door vestibule. This cabinet will be able to be accessed by both customers from the front and staff from the rear. New advertisement boards are also to be incorporated making the area brighter and more welcoming.

Below: The leather seating in the '180' First Class vehicle. *All images by Bill Wilson, courtesy of Wabtec Rail*

It is not just the passenger accommodation that is being upgraded, however, as the driving cabs also receive much needed attention with both driver and secondman seats being reupholstered again into the standard 'Dynamic Lines' moquette, while the cab receives a fresh coat of paint, new lino and the installation of new fans and electrical sockets.

The door tread plates that previously had the Alstom name on them are being replaced with new plates featuring the 'First' brand. A number of reliability modifications will be carried out, with the aim of improving the units in day-to-day traffic, and hopefully removing some of the unreliability issues of

Above: The Mk3 buffet cars are pictured in Kilmarnock Works while undergoing conversion to Trailer Standard vehicles, to form the 'high capacity' HST sets.

Below: The interior of one of the vehicles is stripped out, which involves removing the Kitchen and buffet counter areas.

the past. The reliability programme also makes improvements to the heating and air-conditioning, involves modifying the wiring looms away from the exhaust area, and moving the exhaust away from other wiring areas. This is in additon to a further 15 upgrades to be completed at Kilmarnock. Once this work is complete, the sets will additionally pass through the Brush Traction workshops at Loughborough, for work to be undertaken on the underfloor engines, and the fitting of new bogies to the sets, which should provide passengers with a smoother ride quality.

Mk3 Conversions

Elsewhere at Kilmarnock, the conversion of the FGW buffet cars into high density Standard Class coaches is well underway. The work on these vehicles is more complicated, as it involves cutting into the superstructure of the coach to allow the small narrow windows that were previously alongside the buffet counter, to be replaced with standard deeper-seated windows.

Being worked on, on 9th March were vehicles Nos. 40209, 40228, 40712, 40714, 40724, 40725, 40731, 40736 and 40744. Three of the coaches (Nos. 40208, 40209 and 40228) were originally built as 400xx series vehicles, before being coverted to 404xx Trailer Buffet Standard coaches. They were subsequently fitted with First Class seats and renumbered again into the 402xx series as Trailer Buffet First vehicles. The remaining 12 coaches were built with larger kitchens in the days when some workings in the timetable provided a full at-seat meal service.

All of the vehicles will be classified as Trailer Standards with high density seating, and will be fitted with 87, rather than the more normal 76 seats, along with new luggage racks and new seats in the familiar 'Dynamic Lines' moquette.

In all vehicles, the kitchen areas along with the counters are being completely stripped out, the new larger window apertures cut into the existing frame, and a significant amount of corrosion work undertaken. At the same time, the roof extractor fans will be removed and new panels welded in place before a full internal repaint is carried out. New dado panels will be fitted along with new ceiling lighting, which will match that used in the other FGW Mk3 vehicles.

New toilets will be fitted into the No.1 end of the vehicle, with new luggage racks added to the other end of the vehicle, and the coaches fitted with the obligatory central locking doors. Under the vehicles, the skirt area will be replaced, all equipment renewed, and the bogies overhauled to current operational standard.

All vehicles will be renumbered and inserted into the existing seven-car HST formations to create 18 high capacity eight-coach sets, all of which will be in operation by the end of September.

The Mk3 buffet cars which are being converted into Standard Class vehicles are:

40208	40209	40228
40709	40712	40714
40717	40725	40726
40731	40736	40738
40744	40745	40747

New-look Basingstoke opens after £1 million investment

The new-look Basingstoke station was officially opened on 15th March, the £1 million project, delivered by South West Trains, now allowing for a much improved station access and a better flow of passengers.

The station entrance has been completely refurbished with a newer, brighter and larger booking hall, and the station hall has been reconfigured and now features a new stainless steel and glass frontage. Other improvements include additional cycling facilities equipped with shelters, and also CCTV.

Basingstoke has already benefitted from a new waiting room on Platforms 2 and 3.

Above and Right: **The newly refurbished station entrance at Basingstoke, together withthe brighter passenger concourse, providing easier access to the arrival and departure boards, together with self-service ticket machines.** *Both: Ken Brunt*

First batch of additional Pendolino cars arrive in the UK

VIDEO FOOTAGE

Above: **First batch of the new Class 390 intermediate trailers for extending the existing fleet of Pendolino's arrived in the country on 16th March. Here, the vehicles head north through Borough Green behind Colas Rail Class 66/8 No. 66847.** *Patrick Seale*

Ticketing upgrade progresses on Tyne & Wear

More than a quarter of Tyne & Wear Metro stations now have new machines that allow passengers to pay for tickets with credit/debit cards and bank notes as well as coins.

Fawdon, Callerton Parkway and Shiremoor are the latest to have been added to the list of stations with the new smart-enabled machines, which also sell weekly Metro and Network One passes for the first time. Nexus, which owns, manages and is modernising the Metro in a £385 million programme, is installing new ticket machines at a rate of two or three stations per week.

The machines are at the heart of a £25 million project to update the ticketing system, 225 ticket machines being replaced across the network. The project will also see smartcard validators installed at every station and ticket gates at 13 of the busiest Metro stations. Unlike the current Metro ticket machines, which are 30 year-old, the new ones have touch-screen technology, and the information screens display in six different languages, which makes them more user friendly, especially for the growing number of tourists coming to the region.

In addition, the new machines can handle smartcard transactions for the new Pop card, and passengers will be able to top up with cash from 2013.

Above: **Carrying the current Sheffield Supertram livery, vehicle No. 106 arrives at the Sheffield Station/Hallam University stop on 17th March, bound for Halfway. It is proposed that a new footbridge will be built across the station allowing passengers from the Supertram stop, and members of the public from the adjacent flats, to cross to the city and the university. This would then allow East Midlands Trains to introduce ticket barriers on the current footbridge, a move that EMT has been wanting to undertake for a number of years.** *John Balaam*

Virgin Media wins TfL Wi-Fi contract

Transport for London (TfL) has confirmed that a contract has been awarded to Virgin Media to provide public access Wi-Fi at up to 120 Tube station platforms.

Virgin Media, in partnership with London Underground, will introduce Wi-Fi at over 80 stations ahead of this summer, with the other 40 being connected by the end of the year, many of them at deep level. The new service will be introduced as free and unlimited for all Tube passengers, and will continue to offer free live TfL travel information, via a new online portal after this period.

All passengers will be able to connect to the internet at stations for free, enabling commuters and visitors to access websites and online destinations and stay up-to-date with news and events listings and the like from their mobile phones, tablets, laptops and other connected devices. Following this period, Wi-Fi at Tube stations will be made available as part of Virgin Media's broadband and mobile subscriptions and all Tube passengers will be able to stay up-to-date with travel information with the free online portal. Full Internet access via Wi-Fi will also become available via Pay-As-You-Go and other commercial models.

This latest move does not relate to mobile calls, however, which will specifically only be available at stations, and not on trains while travelling, partially due to the logistical aspects of equipping the tunnels for a wireless service.

Right: **Nottingham Express Transit tram No. 213 climbs along Victoria Street in Nottingham city centre on 17th March, en route to the current terminus of the line at the railway station. Work is already underway on the extension of the system, with the future trackbeds currently being cleared to make way for preparation and track laying.** *John Balaam*

Goodwick and Fishguard nearly ready

Work to rebuild and re-open Fishguard & Goodwick station is nearly completed and seven trains a day are planned from 14th May this year.

The £450,000 scheme will provide a brand new building and a new car park that will also be equipped with disabled access. In addition, the old platform has been resurfaced and 150 metres of track moved towards the station to allow passengers to get on and off trains safely.

The station is linked on the main bus route and is easily accessible from both Fishguard and Goodwick town centres, making it a potential gateway, especially for tourists visiting Pembrokeshire.

First opened in 1899, the station was named Goodwick and was then renamed Fishguard & Goodwick in 1904. It was a terminus until an extension to Fishguard Harbour was built in 1906.

First TBM ready to start tunnelling

Above: *Phyllis*, **the first Tunnel Boring Machine, waits to start work on the entry ramp to the Royal Oak Portal on 18th March.** *Bill Turvill*

Scottish Power to close Cockenzie

Scottish Power has announced that Cockenzie Power Station, near Edinburgh, will close at the end of 2013.

The company hopes to avoid compulsory redundancies, with many of the staff moving to Longannet Power Station in Fife. The company says that the power station would have been forced to close by December 2015 in any event, because of a European law on emissions from power stations, but that Cockenzie has continued working for 20 years beyond its designed life period.

The move will result in the loss of rail-borne coal traffic that is currently operated by DB Schenker and Freightliner.

UK Coal announces that Daw Mill Colliery could close in 2014

UK Coal plc has announced plans to restructure its business and to start consultation over the future of its Daw Mill mine.

There is a growing uncertainty over the financial future of the mine, with UK Coal announcing that is has commenced a consultation on the potential closure of Daw Mill by early 2014, by which point the current and largely-developed coal panels will have been mined. Developments for exploitation beyond the end of 2013 have been suspended, but the option to resume developments, reopen the mine or extend its life, to exploit the considerable long-term resources remain a possibility, although this will only happen under a lower risk operating model.

The news is a further blow to railfreight operators, with both Freightliner Heavy Haul and DB Schenker currently operating services out of Daw Mill, and follows the announcement last week that Scottish Power is to close Cockenzie Power Station, near Edinburgh. See story above.

Right: Freightliner Heavy Haul Class 66/5 No. 66524 passes under the loading tower at Daw Mill Colliery, in the Midlands. The deep mine here is served by both Freightliner and DB Schenker services. *Jack Boskett*

Irish network to become open-access?

The Irish Government has taken a decision not to seek an extension of Ireland's derogation under EU legislation dealing with rail market access, which will now expire on 14th March 2013.

A consultation process will now consider how best to restructure Irish Rail, the country being the only one in the European Union that has been allowed to retain a single operator, which regulates, operates and maintains its main line rail network, European law supporting greater competition and freer access to the rail network sector across Europe, principally in the area of freight.

There will now have to be a requirement to establish a separate body to determine charges for access to the railway system, and how capacity should be allocated. The Government sees this as an opportunity to encourage greater efficiency and transparency in the rail sector. The consultation process will be wide-ranging, including Government partners and other stakeholders such as Iarnród Éireann.

Above: CAF-built 3000 Class No. 3015 arrives at Bridge End with the 14:27 Bangor to Portadown on 15th March. Platform extension works are currently taking place here, and the station is to be renamed 'Titanic Quarter' from 28th March. *Chris Playfair*

Right: Built at Metropolitan Vickers in Manchester in 1955, Co-Co No. A39 runs around its stock at Inch Abbey on the Downpatrick & County Down Railway during a series of trains on St Patricks Day, 17th March. When built, the class was fitted with a 1,200hp Crossley HSTV8 engine, which proved unreliable. In the late 1960s, the fleet were re-engined with more powerful 1,325hp General Motors 12-645E engines. *Chris Playfair*

Track renewals take place around Limerick Junction

During early March, several services between Clonmel & Limerick Junction have been substituted by a bus, to facilitate track replacement works.

During the work, two loco-hauled trains have been in attendance. Despite track upgrades, the line only has three services each way with no Sunday operation.

Below: IR 071 Class No. 071 crosses the Dublin/Cork main line diamond crossover at Limerick Junction, with old track panels bound for Portlaoise on 7th March. *Chris Playfair*

NEWS IN BRIEF

■ Look out for confirmation soon of two new tours featuring the ever-popular Hastings-gauge DEMU No. 1001, which are to Peterborough or the Nene Valley Railway on 12th May, followed by a working to Bath Spa, Bristol Temple Meads or Weston-super-Mare on 7th July. These dates are for the diary, as bookings are not yet being taken, a further announcement will follow. The next tour, the re-dated 'Thames Tidal' on 31st March, is another virtual sell out with maybe just the odd few seats remaining for interested latecomers.

West Coast confirm 2012 Scarborough's

The 'Scarborough Spa Express' operated by the West Coast Railway Company, will again run this year, following the same format as previous years.

A morning start from York is followed by a run around West Yorkshire, picking up at Normanton, Wakefield Kirkgate, Wakefield Westgate, Woodlesford and Castleford, before returning to York for the onward journey to Scarborough. The outline timings provide for a four-hour stay in the Yorkshire resort before returning to York, and setting down around the West Yorkshire circle in the same order as the morning pick-up points, before again concluding the day at York.

Trains will operate on each Tuesday, Wednesday and Thursday between 17th July and 6th September, plus August Bank Holiday Monday, 27th August. There are a variety of fares on offer from York and intermediate stations covering several journey options, including York to Scarborough, either direct or by way of the 'circle', intermediate stations to York and Scarborough and a York to York via the 'circle', which at £20 Standard Class on either the morning or evening train has to be good value. Alternatively, the 'full day' works out at £43, but, a child under 16 years old travels free with an adult paying full Standard fare, an offer that does not extend to First Class. Note it is one child with one adult; two children travelling with one adult would require one adult and one child fare, with the other travelling free.

The motive power pool is yet to be announced, but will likely include West Coast regulars Nos. 46115 *Scots Guardsman*, 'Black 5' 4-6-0 No. 44932 and Stanier 8F 2-8-0 No. 48151. But. will there be a 'Jubilee' in the pack?

Left: Silver-liveried Class 67 No. 67029, now carrying large 'DB' logos instead of the EWS 'three beasties' graphic passes Ashchurch on 16th March, heading for Worcester, with the ECS off the VSOE British Pullman working from London Victoria to Cheltenham Spa, for the 'Gold Cup' day at Cheltenham Racecourse. *John Whitehouse*

Below: BR Britannia Class 7MT Pacific No. 70013 *Oliver Cromwell* **crosses the River Tyne on the King Edward VII Bridge on 17th March, as it approaches Newcastle, en route northwards with a Railway Touring Company working from Huddersfield to Edinburgh. The 'Britannia' took over the train at York.** *Ian Britton*

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.

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	2xDRS 37+DRS 66	Crewe-Stafford-Barnt Green-Cheltenham Spa-Bristol Parkway-Newport-Cardiff-Barry-Bridgend-Tondu-	
	DRS 66+2xDRS 37	Tondu-Aberbaiden-Margam OVE-Port Talbot-Neath-Landore-Cockett-Llandeilo Jn	
	2xDRS 37+DRS 66	Llandeilo Jn- Gurwen Loop-Pantyffynon-Gwaun-Cae-Gurwen-	
	DRS 66+2xDRS 37	Gwaun-Cae-Gurwen-Pantyffynon-Swansea District Line-Jersey Marine Jns-Burrows Jn-	
	2xDRS 37+DRS 66	Burrows Junction-Cwmgwrack branch	
	DRS 66+2xDRS 37	Cwmgwrack branch-Jersey Marine South Jn	
	2xDRS 37+DRS 66	Jersey Marine South Junction-Port Talbot-Leckwith Loop-Ninian Park-Cardiff-Bristol Parkway-Cheltenham Spa-Barnt Green-Birmingham New Street-Stafford-Crewe	
Railway Touring Co.	2xWCRC 47	Manchester Victoria-Bolton-Preston- Lancaster-Shap-Carlisle-Beattock-Carstairs-Edinburgh Waverley	
	70013	Edinburgh Waverley-Carstairs-Beattock-Carlisle-Shap-Lancaster-Preston-Bolton-Manchester Victoria	
Railway Touring Co.	44932	Three Bridges-Hove-Chichester-Fareham-Eastleigh-Salisbury-Westbury-Bath Spa-Bristol TM & return	
Vintage Trains	6201	Solihull-Dorridge-Oxford-Swindon-Bath Spa-Bristol TM	
	6201	Bristol TM-Bristol Parkway-Cheltenham Spa-Bromsgrove (attach banking locomotives)	
	6201+9600 & 7752	Bromsgrove-Lickey Incline-Barnt Green-Kings Norton-Camp Hill-Saltley -	
	9600+7752 & 6201	Saltley-Tyseley-Solihull-Dorridge	

Wednesday 28th March 2012

Compass Tours	2xWCRC 47	Huddersfield-Hebden Bridge-Todmorden-Rochdale-Stockport-Wilmslow -Crewe-Shrewsbury-Llandrindod Wells-Llandeilo-Pantyffynnon-Swansea District Line-Port Talbot-Cardiff Central-Newport-Abergavenny-Hereford-Shrewsbury-Crewe-Stockport-Rochdale-Hebden Bridge-Huddersfield	
PMR Tours	WCRC 47	Hathersage-Chesterfield-Derby	**POSTPONED**
	46233	Derby-Wichnor Jn-Alrewas-Stafford-Crewe-& return	
	WCRC 47	Derby-Chesterfield-Hathersage	

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

Railtour Spotlight *by John Whitehouse*

To say that Pathfinder's 'Coal Grinder' this week does more 'U-turns' than any self-respecting politician is probably an understatement. However, in this instance all the 'U-turns' are in everyone's best interests, as they will provide a fascinating insight to the by-ways of West Wales.

It also seems to be a pretty lame excuse by Peter Watts to go to places that are difficult, except to native speakers, to pronounce, let alone, to spell! Cwmgwrach and Gwaun-Cae-Gurwen are the two outposts that Pathfinder will be visiting during the course of the 'Coal Grinder', which starts the day at Crewe with a pair of DRS Class 37s at the front and a DRS Class 66/4 tucked at the back for those 'U-turns' in the Principality.

The first of these is at Tondu, which is reached via Bridgend, followed by a run to Llandeilo Junction, by way of Aberbaiden, Margam, Neath and Cockett Bank, where after a reversal, the 'Coal Grinder' heads north over the southern end of the Central Wales line to reach Gwaun-Cae-Gurwen by way of Pantyffynnon Junction.

The return south diverges at Hendy Junction for the Swansea District Line, through to a further reversal at Burrows Sidings to gain access to the recently re-opened branch to Cwmgwrach. If you are still with us (a good rail atlas is recommended by this point), the return trip then retraces its steps as far as Jersey Marine, where after the final reversal of the day, the 'Coal Grinder' regains the South Wales main line at Dynevor Junction, for the journey home via Cardiff Central and Newport.

This is a tour that had to be redated from last year for various operating issues, and is one that has the added spice of receiving special dispensation from both Network Rail and the Office of the Rail Regulator to run into Gwaun-Cae-Gurwen, which has got restricted access due to local environmental issues. So, well done Pathfinder for sorting out the dispensation and the tour.

While Pathfinder is wandering around the by-ways of South Wales, Vintage Trains will be heading for Bristol Temple Meads with a large maroon locomotive, namely No. 6201 *Princess Elizabeth*. The outward run from Solihull, via Oxford, Swindon and Bath Spa, may be considered routine, but the return north certainly is not. The Stanier Pacific, now hopefully rejuvenated from the disappointment of the recent tender hot box at Carlisle, which precluded the double-headed return over the Settle & Carlisle with Tyseley's 'Castle' No. 5043 *Earl of Mount Edgcumbe,* will have Filton Bank as a starter to get warmed up for the much stiffer ascent of the Lickey Incline later in the day. *Princess Elizabeth* took on the fearsome 1-in-37 incline some two years ago, with the help of one of Tyseley's Pannier's, and this time for good measure, there will be two; No. 7752, alias L92 in London Transport livery, will join No. 9600 to provide some mean rear end assistance, plus, no doubt, a noisy chorus to complement that created up front by No. 6201. This concerto will continue through the suburbs of Birmingham as far as Saltley, where the train will reverse and return to Solihull with the Panniers leading. It is understood that the empty stock will immediately return to Tyseley with No. 6201 again in charge.

Success for Compass with 'Roses Express' workings to York

It certainly looks as though Compass Railtours has hit a rich seam with its 'Roses Expresses' next month, with the initial Southport working on 4th April having sold out some two weeks ago, and at the time of writing, it certainly looks as if the working on the following week from Barrow-in-Furness is heading the same way with currently only a few spaces left.

The last of the three-train programme from Hooton on 18th April has been varied due to restrictions affecting certain steam locomotives on the line from Chester, via Northwick to Stockport. Instead of this section being steam-hauled, which includes pick-ups at Delamere, Northwich, Knutsford, Altrincham, Stockport and Denton, a diesel will now substitute through to a revised final pick-up at Preston.

Steam will then take over at Preston to work via Blackburn and Copy Pit, to join the booked route along the Calder Valley at Todmorden. So in fact, there are some extra miles to be enjoyed as a consequence, with the bonus of steam over Copy Pit both ways.

The other steam working for Compass replicates the highly successful 'Mersey Moorlander' that operated in the high season last year. This year it will run on five consecutive Mondays from 23rd July from Crewe, working diesel-hauled and picking up at Runcorn, Liverpool South Parkway, Liverpool Lime Street (reverse), Prescot, St Helens Central, Wigan North Western, Euxton Belshaw Lane and Preston, where steam takes over for Carlisle, via Blackburn and the S&C. The return works southbound over Shap back to Preston, and then back to Crewe as outward diesel-hauled.

Nunney Castle temporarily out of main line running

During planned winter maintenance of No. 5029 *Nunney Castle*, it was discovered when reprofiling the wheels that a tyre on the leading driving wheelset was out of true and just beyond the accepted limit.

The reason for this problem is under investigation, but as a consequence, the locomotive has been withdrawn from any scheduled main line or heritage line workings, and a decision made to replace all the tyres as the current set are on their last turnings.

Obtaining replacement tyres is presently problematical, as the South African company that is the normal source is currently out of production due to relocating premises.

With this uncertainty, the owning group is in a difficult position concerning taking on future work, but the hope is to be back up and running in time to participate in the Railway Touring Company programme of 'Weymouth Seaside Expresses' as booked.

Promoting Scarborough in the Highlands

Below: Class 47/4 No. 47826, complete with its promotional Scarborough Spa Express livery, powers the return 'Winter West Highland Statesman' from Fort William to Nottingham through the Monessie Gorge on 11th March. *Mark Fielding*

King Edward I bows out of mainline running in style

Above: **On its last mainline run before a major overhaul, GWR 'King' 4-6-0 No. 6024** *King Edward I* **passes Aller Divergance as it approaches Newton Abbot on the return 'Torbay Limited' from Kingswear on 17th March.** *Paul Maycock*

Below: **The 'King' put on a fine performance on both the outward and return journies. Here, it approaches Avoncliff with on the outward run from Shrewsbury to Kingswear. The 'King' took over the train at Bristol.** *Richard Cowell*

All change at Bridgnorth, as SVR looks to the future

Bridgnorth station dates back to the opening of the Severn Valley line in 1862, and has survived successive transfers of ownership.

Firstly, the station became part of the Great Western Railway, then British Railways, which closed it along with the line in 1963, and finally to its present occupants, the Severn Valley Railway (SVR) for whom it was the operating base in the early years, and is now the northern terminus of its line from Kidderminster.

Back in 1862, Bridgnorth was a quiet market town situated very much on the periphery of the industrial Black Country, and its station reflected that status. It continued to be a quiet country station through to closure, but the emergence of the Severn Valley Railway into one of the UK's principal heritage lines has catapulted the hitherto sleepy wayside station into a busy, bustling terminus, catering for around 250,000 visitors each year. The station, which is Grade 2 listed, was not built to cater for anywhere near that number. Being a listed building means that any redevelopment will have to be sympathetic to the existing design and construction. Currently the station houses the booking office, a retail shop and the well known 'Railwayman's Arms' pub - and it is creaking at the seams!

Consequently, the time has come for the problems now being faced at Bridgnorth to be addressed, and Kidderminster-based architects, Howl Associates Ltd, have been commissioned by the SVR to complete plans for a 'revitalised and much expanded station to improve visitor experience and bring it in line with 21st Century needs'.

That need is great, and so will be the cost, with the redevelopment of the station and surrounding area expected to cost in the region of £2 million, the funding for which will be from the proposed SVR £4 million share appeal to be launched in September, as well as grant aid from institutions such as the Heritage Lottery and European Regional Development Funds. It is hoped that more detailed plans, together with artist's impressions of the proposed re-development, will be available in April.

The plans and proposals being considered will include:

- A new station to the north of the present structure, with expanded and improved catering, retail, visitor and staff amenities, which will be designed to accommodate the anticipated future level of visitor numbers.

Above: During a photographic charter with GWR 'Dukedog' 4-4-0 No. 9017 *Earl of Berkeley*, **the current layout of Bridgnorth station can be seen, with the locomotive works on the left, and the station building on the right.** *John Whitehouse*

- Conservation of the existing station, to include the conversion of the space vacated by the current retail unit into a waiting room, together with the extension to the lounge bar of the pub, the main access of which is from the platform.
- The provision of purpose-built accommodation and facilities for working volunteers, or the major refurbishment and re-siting of the existing volunteer 'dormitory' coaches.
- A possible new footbridge at the north end, connecting both platforms as well as providing access to a proposed viewing gallery in the locomotive workshops (see below).

These are just four items in a basket containing a total of 11 projects that are being proposed for Bridgnorth, many of which being inter-connected, will be phased over a 10-year period with funding as outlined earlier. Included in these additional projects is SteamWorks, a plan to make the locomotive works accessible to the public, improved station access and car parking facilities, better facilities for staff in the locomotive works, platform and track alterations and a review of the use of the railway-owned cottage and garden close to the shed coaling point.

This is an important step for the SVR, as over recent years Bridgnorth has tended to be left behind, as investment has been concentrated at the southern end of the line. It has remained a magnet to visitor's, especially with the attractions of the nearby town centre and the draw of the adjacent locomotive depot, on occasions creating congestion in coping with the crowds.

The railway loses out as a consequence, as that congestion reduces the opportunity for those very important add-on sales. An all-new station will take the heat off the old station, and enable it to be better appreciated for the fine building that it is, as well as a place to relax and, possibly, enjoy a pint or two!

Obviously, the design of any new buildings will be critical in blending with the existing structures, and the SVR has emphasised in its detailed brief to the architects that the new station must 'meet with the railway's ambition to present it in an agreeable style, but also meet the requirements of the local planning and conservation officers'. The SVR also see the redevelopment of Bridgnorth as a huge marketing opportunity, as it feels that over recent years attention has been elsewhere, and now is the time to concentrate on realising the full potential Bridgnorth has to offer, and equally what the SVR can offer Bridgnorth. The traders of the town know only too well the value of the railway, as their trade was reported to have slumped by as much as 20% during the period the railway was severed by the severe flooding.

The redevelopment of Bridgnorth is a major project for the SVR, as it will impact on the railway's future in many ways. Creating more visitor attractions on the site will enhance revenue, better facilities and that all-important access to view the locomotive works will increase visitor satisfaction, and the improved 'ambience' will encourage visitors to stay longer.

For the railway, a redesigned layout will improve operational efficiencies, while greatly improved staff facilities will have a beneficial effect on morale and performance. All that remains is that in these difficult economic times, sufficient numbers will support the share issue to make the project viable.

Flying Scotsman will miss its date with the Olympic flame

The National Railway Museum has confirmed that even more work will now need to be carried out on *Flying Scotsman*, meaning that the locomotive will miss one of the most important events in its history.

On 20th June, the 'A3' was due to feature in the run up to the Olympic Games by hauling a train from York to Thirsk, conveying the Olympic Flame. However, with the long-running overhaul still ongoing the NRM has decided that it is not a realistic prospect to have the locomotive back in steam and the necessary test runs completed in time.

Steve Davies, the Director of the NRM, told *Railway Herald* that while the work on the chassis has been on going at Bury, it has been necessary to support them using the front bogie to prevent unnecessary stress being placed on the frames. With the new stretchers now back in place, the bogie has been removed and taken to York for assessment. In stripping down the bogie it has become apparent that the hornblocks on the wheels are also cracked and will need to be replaced. While it was hoped that the hornblocks were steel, it is now apparent that they are cast iron, meaning that a simpler weld repair is not possible. The patterns are held by the NRM, and new castings have already been commissioned.

Mr Davies acknowledges that the visual indications given by inspections in recent months had not suggested any problems, and when asked as to how such a significant flaw has remained undetected until this time, added that an, "internal investigation was underway to establish how it slipped through". The objective was to understand the processes that were used, and how efficient or otherwise they were, although the evidence that after six years of restoration new problems are still being discovered while the locomotive is in the final months of being rebuilt prior to commissioning, would suggest that there were discrepancies with the project management and overhaul procedures in the past. However, Mr Davies confirmed that he is looking to address the problems, but the priority is to get the locomotive in steam in perfect condition, without cutting any corners, and making sure that it does not add to the Museum's embarrassment by failing on the main line.

In terms of the NRM's own Railfest event, Steve Davies is hopeful that the locomotive will be on display, and although he is reasonably confident, it is likely to depend on the hope that no further problems will be discovered, and with this particular project, that is one hope that does not give confidence. The ongoing saga of the overhaul has now been running for six years since work first started in 2006, leading some to question whether the locomotive will ever actually return to steam. Steve Davies says that he is committed to returning the locomotive to the main line in what he describes as a 'gold' standard that will allow it to be seen in action for years to come. But given the problems that the locomotive has brought its previous owners, together with a seemingly ever-growing list of problems to be corrected, is it time that the locomotive became a static exhibit at York joining stablemate 'A4' No. 4468 *Mallard*?

However, the problems with *Flying Scotsman* do not simply affect the Museum's reputation for being able to deliver on its promises, as the locomotive has missed a significant event at Barrow Hill, which would have seen the first line-up of Classes A1, A2, A3 and A4 in preservation, and will now miss its date with the Olympic Flame. For the enthusiast community, the replacement for the 'A3' is causing as much uproar as the problem itself. Steve Davies explains that several months ago, a backup plan was put in place, purely in case of an 'if required' scenario. That plan resulted in conversations with West Coast Railway, with which the NRM has an 'operating agreement', that would see LMS 'Royal Scot' No. 46115 *Scots Guardsman* stand in if *Flying Scotsman* was not available on the day. Steve stresses that this scenario was not foreseen, but the backup plan was commonsense for such a high profile event. While *Scots Guardsman* is a fine locomotive in its own right, it cannot be said to have the headlining attributes as one of the 'A4s', or the likes of No. 70000 *Britannia* or 'Princess Royal' No. 6201 *Princess Elizabeth*. The latter would have been an ideal candidate given HM The Queen's Jubilee year, however, it should be remembered that when the back-up plans were drawn up last year, it was not known whether or not the Stanier Pacific would gain an extension to its boiler certificate. However, the 6201 Princess Elizabeth Society Limited confirmed that it has not been approached with regard to the Olympic Flame working.

While Steve Davies comments that when there comes a time to implement a back-up plan it is not a wise move to change it, and that the best back-up plans are the simplest, non-complicated ones. Perhaps given the ongoing problems with *Flying Scotsman*, it may have been a wise decision to periodically evaluate the options. Surely such a high profile event demands a high-profile locomotive? With no disrespect intended to West Coast Railway or to the 'Royal Scot', *Scots Guardsman* cannot in all honesty be classed as a high profile locomotive, despite it featuring, in unrebuilt condition, in the 1936 film Night Mail.

Below: LNER 'A3' Pacific No. 103 *Flying Scotsman* stands on the turntable at the NRM York in May last year, supposedly just weeks away from its main line test run. With yet more work having been identified, the locomotive is now likely to be over a year later than expected in returning to the National Network. *Ron Cover*

Project to build a new Ivatt diesel makes progress

The Ivatt Diesel Recreation Society has reported on progress following its successful visit to the East Lancs Railway Diesel Gala over the weekend of 3rd/4th March.

Fund raising is still the prime focus with 30% of the Appeal Fund now received, but more contributors, especially for its 'Buy a litre of engine for 10000 pence (£100)', are still sought in order to build up funds.

The visit to the ELR Gala proved successful and sales were described as "quite good" with members suggesting further ways of supporting the project. Most of the progress, however, is being made behind the scenes as the group seeks to gain Charity Status which will make the group eligible for Gift Aid contributions and expand both membership and funding options. This valuable status still requires much effort and the group is appealing for anyone with experience of Charity Status applications to offer guidance and help to come forward.

It is accepted that there may be a need to modify or replace the original control system depending on the traction motors and generators sourced, and hence, the group is looking to strengthen its expertise in this field.

The group is also looking to create a range of membership options. To date, membership has been by donating to the 'Buy a Litre' fund, but a range of options have now been created with a view to increasing the number of members - further details are available on the society's website.

Elsewhere, the group has also confirmed its success in obtaining the correct model 16CVT engine as fitted to the original No. 10000, and has managed to source a further example during its search and is now appealing for any group or society interested in buying a complete working example to contact the group, by clicking here.

L&Y 'A' Class overhaul to commence at Preston

Andy Booth, the owner of Lancashire & Yorkshire Railway Aspinall 'A' Class 0-6-0 No. 1300, has announced that a full 10-year heavy overhaul of the locomotive will begin shortly.

It was only a year into its boiler 'ticket' when a low water incident on the East Lancashire Railway resulted in firebox damage and its premature withdrawal from traffic in 2008. In recent years the loco has been on display at the Ribble Steam Railway, although it has now moved to the line's running shed for work to begin.

Mr. Booth's other locomotive, Collett 2884 Class 2-8-0 No. 3855, remains based on the East Lancashire Railway and steady progress is being maintained on its restoration from scrapyard condition. The tender chassis is expected to be re-wheeled in the next few weeks, after which a new tank will be fabricated in situ. The locomotive is one of a small number that has still to steam in preservation

Project 62 to get 'Yankee' tank back in steam as soon as possible

Project 62, the owners of Yugoslavian built 'Yankee Tanks' Class 62 0-6-0T Nos. 30075 and 30076 have now left the Mid Hants Railway.

The group purchased its first locomotive, No. 30075 (formerly No. 62-669), from the Store steel works in Slovenia in 1990, it was followed sixteen years later by No. 30076 (62-521), which was acquired from ArcelorMittal Zenica in Bosnia & Herzegovina in December 2006. Both locomotives were renumbered by Project 62 into the next vacant numbers of the Southern Region "USA" class series (Nos. 30061 to 30074). Four of the original locomotives used by BR survive.

The first of the locomotives, No. 30075 arrived at Barrow Hill Roundhouse on 8th February with a view to boiler work being undertaken there by a private contractor. It was withdrawn from traffic in 2010 due to the failure of three old patches in the inner firebox platework that dated from its time in service in Slovenia. It is hoped that the work can be undertaken quickly, enabling the locomotive to return to traffic at the earliest opportunity.

The other engine, No. 30076, was moved into temporary secure storage in the West Midlands on 15th March, after an opportunity arose to transport the loco away from the Mid Hants Railway as a very low cost back-load from a delivery for the MHR's Spring Gala. This locomotive is very much a long-term project, currently still being in 'as recovered' condition. It is the intention of Project 62 to convert the footplate of this locomotive to allow for disabled access, and to date Unwin Safety Systems have agreed to sponsor the cab design and refit costs. The locomotive has been prepared for splitting to send large components to various third party specialists for overhaul. It is estimated that at least £50,000 will be required to fund No. 30076's return to traffic.

Details on the project can be found online.

Right: Work is still underway at the North Norfolk on Class 03 No. D2063, which became No. 03063 under TOPS, with the loco residing at the front of the shed at Weybourne, seen here on 9th March. *Kev Gregory*

Chasewater success for first gala event

Above: The Chasewater Railway held its first event of 2012, its Spring Steam Gala, over the weekend of 17th/18th March, which boasted five industrial locomotives in traffic, engaged in both passenger and demonstration freight workings. On 18th March, a patch of bright spring sunshine highlights the departure of Bagnall 0-4-0ST *Linda*, works number 2648 of 1940, as it energetically heads a demonstration coal train from Brownhills West. Just visible on the right through the drifting exhaust is the outline of the ex-Madeley Junction signal box, which will eventually control the signalling this location. *John Whitehouse*

Motive power problems hit South Devon as Small Prairie is withdrawn

South Devon Railway (SDR) based GWR 'Small Prairie' 2-6-2T No. 5526 has been withdrawn from traffic after a number of boiler defects were discovered during a routine inspection.

The first hint of trouble came when a visible crack was found on the boiler backhead near one of the washout plugs. Magnetic particle and ultrasonic testing were then carried out with a view to finding out if the damage was suitable for a welded repair. However, the ultrasonic test highlighted a number of further cracks not otherwise visible to the naked eye, and in order for repairs to be effected the boiler must be removed from the frames. Such repairs are not entirely unexpected as No. 5526 is eight years into its boiler 'ticket'; however, this means that the locomotive will now join the overhaul queue at Buckfastleigh and will not be available for hire or use this season. The SDR fleet is currently somewhat depleted, with just two operational locos - 1366 Class Pannier No. 1369 and 2251 Class 0-6-0 No. 3205 - available for traffic on the line at the start of the season.

Fortunately, the boiler of another 'Small Prairie', No. 5542 (privately owned by 5542 Ltd.) successfully passed its hydraulic test following its overhaul in the railway's workshops and steam testing began on 15th March. It is hoped to get the boiler back in the frames during the course of this week with a view to returning the locomotive to traffic early in the Spring. It is expected to remain on the line until June, when it is due to move to the Gloucestershire Warwickshire Railway.

The SDR is also hosting a brace of visiting BR 'Standards' for its 6th-9th April 'Easter Heritage Gala' events, with Llangollen-based Riddles 4MT 2-6-4T No. 80072 joined by 2MT 2-6-0 78019 from the Great Central Railway. The latter locomotive will enjoy a prolonged stay as it is booked to appear at a number of events until at least June.

The SDR celebrates its 140th anniversary this year, and its main operating season gets under way on 24th March on the first day of its 'Half Price Weekend' as its title suggests, all passengers will be carried for half the usual fare, with an adult round trip costing just £5.90. A two-train service will be in operation, with one formed from GWR chocolate and cream stock and the other using vehicles in BR 'blood and custard' livery. The first departures from Buckfastleigh and Totnes are scheduled for 10:00 and 10:45 respectively.

NEWS IN BRIEF

■ Following on from the recent appearance of Class 14 No. D9531 at the East Lancs Railway, the Dean Forest Railway has advised that it will be operating No. D9521 on 25th March and 1st April.

■ The second 'S160' 2-8-0 on the Churnet Valley Railway, No. 6046, has passed its hydraulic boiler test and the locomotive has been moved into the coach works, where it is now being painted.

Gwili Railway on track for extension

The long awaited extension of the Gwili Railway has taken a step nearer to becoming a reality, as it is now gearing up to begin further track-laying between its present station at Bronwydd Arms, along the surviving trackbed to the Glangwili area of Carmarthen.

Work is expected to begin in May, and it is hoped that the trackwork will effectively be in situ by the end of the year. Longer-term plans centre around the provision of a new station, cafe and car park at Glangwili.

Once the track has been laid, the railway will move its engineering and maintenance work to the new station site, and a temporary station may be provided to allow passenger trains to start operating over the new extension. The overall cost of the project is expected to be in the region of £5 million, which will include the provision of a new link road to the station.

Ahead of the tracklaying works, the railway is actively seeking volunteers to help with the scheme, and has been working with Jobcentre Plus under the Works Partnership. This scheme gives young people aged between 18 and 24 the chance to work on the railway and gain qualifications in rail engineering.

ORR says it will prosecute for any shortcomings in Safety Management on heritage lines after Kirklees incident

The Railway Accident Investigation Board has released its report on the Kirklees Locomotive Failure in July 2011 which not only identifies the circumstances that led to this particular incident and the necessary actions required to prevent a recurrence, but also draws attention to the increasing number of accidents which have been occurring on heritage lines in recent times and hints at further official involvement in their operations.

The incident at the Kirklees Light Railway (KLR) arose when a recently qualified driver allowed insufficient water into the boiler of the steam locomotive and then failed to remove the fire from the locomotive when the lack of water became apparent. The consequence of these failures resulted in damage to the engine when it over-heated, along with the possible risk of personal injury had the boiler ruptured before the fire was finally removed.

The subsequent RAIB investigation (available to download here) noted that the driver was on his second shift since being passed by the railway as competent to drive. On the day in question, he had driven the Taylor 1998-built 0-4-4-0 *Hawk* on its first working of the day when he became concerned at the water level in the boiler. He had become so concerned that he stopped the train and called for assistance, which arrived in the guise of the Responsible Officer (RO) of the day, who initially tried to talk the driver through various scenarios but ultimately decided to assess the situation on the spot.

When the RO arrived the sight of blistering paintwork and a check of the gauge glass blow down valve confirmed that the fire needed to be removed and this was put in hand immediately.

The report of the investigation highlighted concerns that the Safety Management System (SMS) was not complete by failing to clearly identify the requirements of a steam locomotive driver when being tested for competency and had no instructions or procedures regarding action to be taken by drivers when there was a lack of water in the boiler.

The report, however, also draws attention to the wider concerns of the RAIB as reflected in 12 preceding investigations on heritage lines where there has been an inadequate SMS in place, the SMS has not been incorporated into the regular working practices of the heritage line, or there has been a lack of understanding of the risks inherent in the use or operation of its assets.

The Office of Rail Regulation confirmed that while its procedures do not regularly check that heritage railways have an adequate Safety Management System (which is a requirement of a railway's safety case), it does produce guidiance notes in relation to SMS and is running a series of training seminars in conjunction with the Heritage Railways Association (HRA). In addition, when its inspectors visit lines to investigate other matters, they do check that the relevant parts of the SMS meet the current needs and is appropriate to the line, and take action to urge improvements - a role that is performed through issuing Enforcement Notices, eight of which were issued in the last year by the ORR against heritage SMS. The RAIB report stating that the ORR intends to inspect five heritage lines in the 2011-2012 period, including elements of the respective SMS in addition to its normal tasks of reactive work and investigations.

The ORRs concern is such that it has confirmed to RAIB that it will not only place a greater emphasis on safety management within the heritage movement but is prepared to prosecute any shortcomings that are identified.

Right: 1998-built *Hawk* is pictured on shed at Clayton West on the 15" gauge Kirklees Light Railway in West Yorkshire. This locomotive was involved in a safety related incident on the line in July 2011, following which, the RAIB investigation report has now been released. *Ron Cover*

Exciting season ahead for Ribble Steam Railway

The Preston-based Ribble Steam Railway (RSR) is expected to enjoy a boost to its locomotive fleet this year.

The long-awaited return of Andrew Barclay & Sons 0-4-0ST No. 6 of 1949 is expected in May. this locomotive narrowly missed out on appearing in the line's Winter Steam Gala on 18th/19th February when it was discovered that the regulator valve required fettling. Recent trials have been successful and a final steam test is expected shortly.

On all operating days from Easter until the end of April, passenger trains will be hauled by the oldest operational standard gauge steam locomotive, Furness Railway No. 20.

A further high-profile visit will be made by 'A1' Pacific No. 60163 *Tornado* from 26th - 29th May as part of the railway's Preston Guild celebrations. On these days, 10 return trips will be operated from the RSR's Preston Riverside station to Strand Road, a round trip of three miles. Adding to the experience on the Saturday and Sunday will be a free Park & Ride service operated by vintage buses from the Ribble Vehicle Preservation Group fleet parking at the railway museum site will be very limited and visitors are advised to make use of the intensive bus service. Special fares will be in operation over the four days, with a single return trip costing £7 per adult, £4 for concessions and £20 per family.

Hopefully entering traffic later in the year will be privately-owned Bagnall 0-6-0ST *Birchenwood No. 4*. This is nearing the end of an extensive restoration, and is identical to the fleet of seven locomotives that once worked the Preston Dock branch. To that end, it is expected to be finished in an approximation of the old Preston Corporation livery and given the name of one of its long-scrapped sisters, *Perseverance*.

A further possibility in the offing is the visit of the sole-surviving Preston Dock Bagnall 0-6-0ST *Princess*, which currently resides on the Lakeside & Haverthwaite Railway in Cumbria.

New twist to 'Railway Children' tours at Keighley

The Keighley & Worth Valley Railway has announced an exciting new addition to its already popular series of 'Railway Children' events.

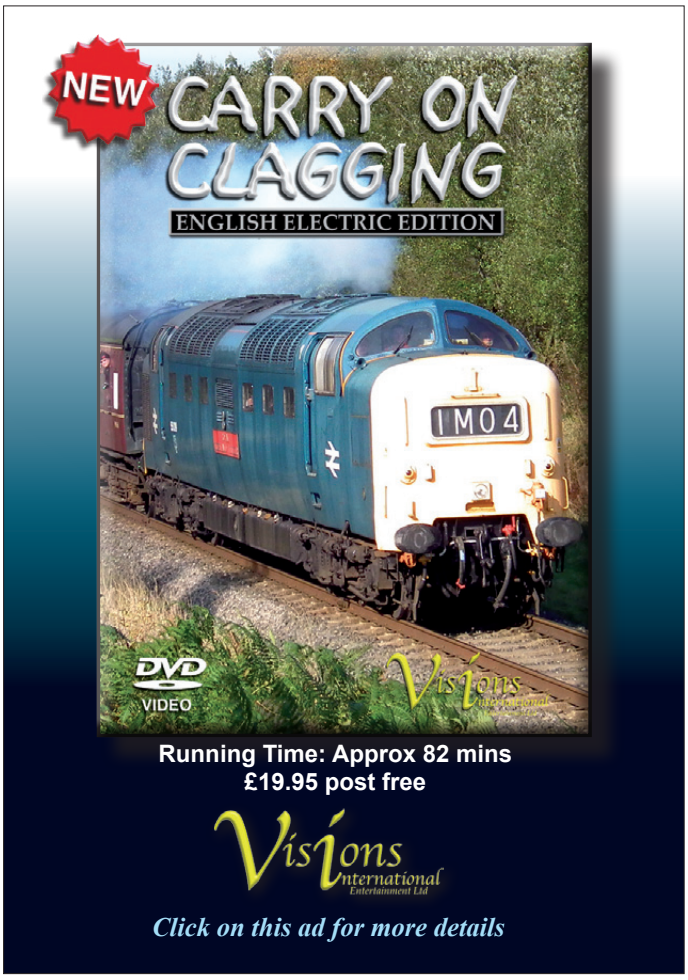
On 24th June and 8th, 15th and 29th July, cream teas will be served in the 'Old Gentleman's Saloon' (North Eastern Railway Clerestory Saloon No. 21661), dating from 1904 in its present form, which featured in the original 1970 film. In addition, an informative talk about the film will be provided during the journey by the 'Old Gentleman' himself while the refreshments are served by a uniformed butler. A £15 per head supplement is payable over and above the standard fare, and bookings must be made in advance. The coach will be used on the 11:45, 13:15, 14:45 and 16:15 departures from Oxenhope.

The NER saloon, which is the oldest operational standard gauge passenger coach in the world (with parts of the body dating from 1871), seats just 14 people. It is also available for group bookings on other KWVR Vintage Train Sundays, providing a unique venue for a birthday or other celebration. The vehicle is rarely in passenger use and has only recently returned to the line, having been one of the stars in the 'Railway Children' theatrical production at the former Waterloo International station for the past two years. Visit www.kwvr.co.uk for further details.

Looking further ahead, a second edition of the popular KWVR Preservation Society book 'The Making of 'The Railway Children'', written by railway volunteer Jim Shipley, is expected to be launched towards the end of the year and the line hopes to host some of the film's more unusual actors as part of the celebrations.

The KWVR has also announced that Webb 'Coal Tank' No. 1054 (currently running in BR guise as No. 58926) will be used on normal service trains on 1st April, running with three BR Mk. 1 suburban coaches.

Above: 'Pannier' No. 5775 stands at Oakworth during filming for 'The Railway Children' film in 1970. *KWVR/Robin Lush*



Above/Below: The Ribble Steam Railway purchased Class 08 No. 08628 last year with a view to providing additional haulage capacity on the bitumen workings, after its restoration. The loco had been heavily robbed prior to its arrival at Preston, but the engine is being dismantled, although the pistons have siezed in the liners making their extraction difficult! Assessment is ongoing as to whether or not the locomotive's restoration is beyond economic repair. *Andrew Fowler*

Winter progress at historic Douglas workshops

Stepping into Douglas workshops can be described as literally stepping back into time.

The engineers have been servicing the Isle of Man Railway's locomotive and rolling stock fleet there since 1873, and very little has changed. The Victorian workshops are the heart of the railway and are fully self-sufficient, and until very recently all major overhauls have been carried out in-house, due to the Island's isolation.

Apart from a concession to a few modern labour saving tools and Health & Safety requirements, the workshops are a living museum. However, the Railway has a secret to the success of keeping its ageing fleet of Beyer Peacock tank locomotives in service for so long. It can be summed up in one word - standardisation.

From the beginning of the Railway in 1873, the IMR has purchased the same design of Beyer Peacock 2-4-0T locomotive. Each batch purchased was slightly larger than the last to cope with increasing traffic loadings, but fundamentally all 15 steam locomotives the IMR were to own were of the same basic design. This allowed parts to be swapped around on a regular basis to keep the service engines running. Even today this practice continues.

No.10 *G.H.Wood* of 1905, currently in Douglas workshops to be re-tubed, is minus its front pony truck as this has been temporally 'borrowed' by one of its fellow engines to keep it running in traffic. In fact, there has been so much of this mixing and matching that has taken place down the years that very little of the original locomotive remains, apart from perhaps just the nameplates and builders plates!

Apart from the re-tubing of No.10 *G.H.Wood*, also currently in Douglas Workshops, is the only IMR steam locomotive that is 'non-standard' - this being the legendary ex-Manx Northern Railway Dubs-built 0-6-0T *Caledonia* of 1885, which was taken into the IMR fleet in 1905 when the IMR absorbed the Manx Northern Railway.

Above: The 1905-built No.10 *G.H. Wood* **is currently out of traffic at Douglas, having its boiler retubed. While not in service, the front bogie truck has been 'borrowed' to keep one of the other locomotives in traffic.** *David Lloyd-Jones*

The only reason the IMR retained it was its sheer power, which was useful for snowplough duties and hauling heavy freight trains, but for most of the life of *Caledonia* on the Island it was spent in the back of the Douglas running shed, held in strategic reserve just in case. The rare appearances of the loco and its recluse life led to many myths and legends about the engine, and today it is very popular with enthusiasts, and is currently coming to the end of a major overhaul. The plan is to have *Caledonia* available later in the season for driving experience days.

Unfortunately, the cabs on the IMR's Beyer Peacocks are too small to offer driving experience. *Caledonia*, however, has a larger more traditional cab with ample room for driving tuition. It will also be a chance to drive a real narrow gauge legend.

Also in the workshops at Douglas undergoing a heavy overhaul is Beyer Peacock No.11 *Maitland* of 1905. This popular engine has been out of service for some five years now, with various parts of the engine such as the chassis, cab and side tanks stored around the workshops. It is next in line to be completed once *Caledonia* is back in steam. Of course, when *Maitland* goes back into service, another of the Manx Peacocks will come in for a heavy overhaul. This rotation of locomotives gives the enthusiasts something different to photograph and ride behind every few years.

Locomotive liveries are always a contentious issue with enthusiasts, and on the IMR it is no different. In recent years, the fleet has been painted in 1950s Indian red, which suits them well. However, it seems that both the general public and enthusiasts like different liveries, so, the Railway is looking to return the engines in different historical colours over the coming years. No.10 *G.H.Wood* is already running in a 1968 Alisa spring green livery, which is proving popular, so there is a good chance that *Maitland* will be out-shopped in a different livery as well.

Next to the workshops at Douglas is the two-road running shed used to store and fire up serviceable locomotives. On a normal working day, the service engines are out in traffic, but there is always something stored at the back. Currently in there is the last half-brake bogie coach F49 purchased by the IMR back in 1926, and looking very smart after an overhaul and repaint. Next to F49 is another serviceable Beyer Peacock No.8 *Fenella*, which is in store. It is currently in the middle of an ownership change back to the IMR. Once the red tape has been cleared, it is hoped to see *Fenella* back in action again soon.

The boiler of the 2ft gauge Groudle Glen Railway's original Bagnell 2-4-0T locomotive *Sea Lion* is currently also in the IMR's workshops being re-tubed. The IMR has kindly allowed the GGR to use its facilities to give *Sea Lion* a major

10-year overhaul. The chassis and motion of the loco are currently receiving attention at another local firm the Isle of Man Steam Packet workshops, also in Douglas. Upon inspection, some minor problems have been corrected, and the chassis is currently being cleaned and repainted. It is hoped that it will be back in steam in time for the line's 30th Anniversary of the restoration in May, with a full repaint to follow later in the season.

The covered area between the workshops at Douglas and the paintshop is used to store various items of out of use rolling stock. Here can be found stored locomotive No.1 *Sutherland*, the IMR's original engine dating from 1873. It was the star of the Railway's Steam 125 event in 1998, borrowing the boiler from the younger No.8 *Fenella*, but has now been in store for over a decade. There are no current plans to return the engine to steam at present, but maybe this grand old Manx lady could be persuaded to run again in 2023 for the IMR's Steam 150.

At the rear of the IMR Douglas workshops complex is the carriage and paintshops, where there are coaches in various states of repair, including saloon carriage F31 undergoing a major bodywork rebuilding programme.

The IMR now has a rolling programme of overhauls for both its locomotives and rolling stock to ensure that the fleet is properly maintained. Following the line's trackwork replacement programme over the last decade, which has seen the end of the almost legendary undulating rough track and 50p curves, motive power repairs such as broken springs and extended periods between repairs, have been drastically reduced. Organised visits to Douglas workshops are available during many of the IMR 2012 events this year.

Success for Winter Photography event

The first Winter Photography event on the Isle of Man Railway (IMR) on 25th February was a major sell-out success.

IMR Beyer Peacock 2-4-0T No.13 *Kissack*, sporting a new replica snowplough was the highlight of the event, which saw various run pasts along the line and staged night time photography at Douglas station yard with other engines. While there was no snow for the event, it has proven to be so popular that it will definitely be repeated again next year.

A similar event is planned on the Manx Electric Railway on 3rd November. Details of this are yet to be announced.

Above: Beyer Peacock No. 13 *Kissack* climbs past photographers on 25th February, during the Winter Photography event.

Below: A problem with the overhead wiring at the northern end of the Manx Electric Railway (MER) at Ramsey on 17th March, the first day of the 2012 summer season, left MER's winter saloon No. 22 and its trailer No. 57 stranded at the station in the afternoon. Trams terminated at Laxey until the problem was resolved. Recently overhauled MER tramcar No.5 has been seen out over the weekend undergoing test after an extensive overhaul and repaint. It is expected to return to service in the next few days. Here, MER No. 20 is pictured at Ramsey on the first day of the MER's 2012 season on 17th March. The vehicle has been fully repainted over the winter. *Both: David Lloyd-Jones*

Wandering around Woking

Above: Class 66/0 No. 66132 powers an engineers train, comprised mainly of wagons containing used ballast, out of Woking Yard and heads towards Guildford working the 11:08 Winchester to Eastleigh East Yard on 18th March. *Conner Nolan*

Multiple matters

Above: Progressing slowly towards its destination, the 13:22 Llandudno-Blaenau Ffestiniog service, formed offClass 150/2 No. 150281 passes the still extant but now long disused ex-LMS station on the outskirts of the town on 12th March. *John Stretton*

Below: Northern Rail Class 150/1 No. 150118 departs from Bolton with the 10:20 service from Blackpool North to Manchester Victoria on 14th March. A number of the ex-West Midlands based units have now acquired the branding of their new operator, in this case Northern - with the logo and website address being located in the usual positions. *Dave Felton*

The Golden Arrow

The South Eastern & Chatham Railway and its successor the Southern Railway had operated a service from London Victoria to Paris that departed at 11:00 for many years, but it was not until 1929 that the train was given the title 'Golden Arrow'.

Initially, the service consisted of Pullman coaching stock with two brake vans, and as such was for First Class ticket holders only. A special steamboat was built for the Channel crossing between Dover and Calais, and the train in France was also all Pullman, but called the 'Fleche

Above: With ample steam to spare, Britannia Pacific No. 70004 *Willliam Shakespeare* **has charge of the down 'Golden Arrow' as it descends Hildenborough Bank at speed on 23rd May 1953, heading the express from London Victoria to Dover Marine.**

Left: West Country Pacific No. 34092 *City of Wells* **comes off the main line from London Victoria with the down 'Golden Arrow', and begins rounding the loop line from Bickley to Petts Wood on a frosty Boxing Day in 1951.** *Both: Brian Morrison*

d'Or'. In 1931, however, the depression, coupled with the increase in popularity of air travel, meant that First Class travel only could not be justified, and Second Class sleeping cars appeared, with the Pullmans being supplemented by both First and Second Class corridor coaches.

For many years, Maunsell's 'Lord Nelson' 4-6-0s monopolised the 'Golden Arrow', with 'King Arthur' 4-6-0s taking the occasional turn, but the train was, of course, discontinued during World War II, and not reinstated until April 1946, now departing London at 10:00. The advent of the Bulleid Merchant Navy Pacifics from 1941 and the Battle of Britain and West Country Light Pacifics in 1945 meant that the 4-6-0s were deposed, and later still a BR Standard 'Britannia' Pacific No. 70004 *William Shakespeare* took over, followed by Bulleid/English Electric 1-Co-Co-1 Diesel Electrics.

In the later years of the service, the departure time was changed again to 10:30, and the coaching stock was now just four Pullmans with the remaining accommodation being ordinary Second Class carriages.

The train was eventually withdrawn at the end of the 1972 summer timetable, Wagon-Lits having withdrawn its 40-year-old Pullmans.

Above: Merchant Navy Pacific No. 35028 *Clan Line* **passes through Tonbridge on 26th March 1953, powering the 'down' Golden Arrow'.**

Below: Bulleid/English Electric 1-Co-Co-1 Diesel Electric No. 10202 rounds the Bickley-Petts Wood loop line on 13th February 1954, powering the down train. *Both: Brian Morrison*

Above: **BR Standard 7MT Pacific No. 70000** *Britannia* **at Stewarts Lane on 20th January 1993, disguised as No. 70004** *William Shakespeare* **for a commemorative run with a special 'Golden Arrow', and wearing the appropriate headboard and carrying the flags of Great Britain and France. No 70004 was the only member of the class to be used on the train.**

Below: **A special charter from London Victoria to Folkestone Harbour and back operated on 16th June 2007, behind 'Lord Nelson' 4-6-0 No. 850** *Lord Nelson*, **complete withe the 'Golden Arrow ' headboard. The train is pictured curving off the Bickley Loop on the return run.** *Both: Brian Morrison*

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

On sale March 9th

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

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!

Network Rail fines

Dear Editor,
With regard to the decision on the Elsenham incident, is it not time that when Network Rail is fined for a safety offence, only a nominal amount is paid into court, and the rest of the money is ring-fenced to correct the problem. For example, in the latest incident concerning the crossing where the two girls were killed, this money could be much better spent in trying to solve the problem, rather than it going into court.
Tom Skupham.
by Email

High Speed internet

Dear Editor,
I see in London papers that wireless internet is to be introduced to some stations on the London Underground, but that the moves specifically exclude mobile calls. However, as the voice-over-IP providers such as Skype now have 'apps' for most smartphones, this begs the question, of if a Skype call which uses the internet, rather than the mobile or fixed telephone services, will be possible on the new system?! Presumably so, as the call is only data.
Keith Malandry.
by Email

Ed. An interesting point and one that we have asked of the Mayor's office. Unfortunately at this time, nobody was available for comment who seems to have either a) thought of that option or b) found out whether or not it will be possible!

Imaging Centre

Dear Editor,
I have long enjoyed both reading the magazine and using the Imaging Centre to view photographs, and I am considering taking out a twelve month subscription. With the forthcoming 'paid' system, two questions occurred to me. Firstly, how is the Imaging Centre affected by the subscriptions and secondly, you mentioned in a previous editorial about a new system for subscribers on the Imaging Centre - what happens to those photographers who haven't or do not wish to subscribe? Are they, and consequently the readers who look at their images, left out in the cold by the new moves?
Michael K. Gelling
by Email

Ed. Firstly thank you for your kind comments. Answering your questions in turn, the Imaging Centre is not affected by the launch of the subscription service. While some pages (such as the online news, and a number of new sections that will be launched in the coming months) will only be available to subcribers, the Imaging Centre and Railtour Listings will remain free to view. Yes, we will be providing some new facilities for those photographers who upload images to the Imaging Centre and who are also subscribers, and we'll be providing further details about this shortly. However, the existing facilities will remain for any photographers who do not wish to subscribe, so they will still be able to upload images free of charge and contribute to the magazine, if they want to.

Back Issue CD-ROMs

Several readers have recently queried as to whether the Back Issue CD-ROMs previously produced by Railway Herald are still available. They are, both in a double-disc version covering Issues 1 to 290 or in a single disc version covering Issues 200-290.

To find out further details, or to place an order, please click here to be transferred to the 'Help & Support' section of our website.

Gavin Morrison

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:
FGW powercar No. 43168 heads a South Wales-London service, while DBS Class 60 No. 60063 has charge of the 05.05 Robeston to Westerleigh tanks on 19th March. *Edward Gleed*

21st March 2012

Bradford Rly Circle
The Centre, Heaton Baptist Church, Leylands Lane, Bradford BD9 5PX. 'Trains, Buses and Trolleys in Bradford' by Robin Lush. Meeting commences at 19.30.

Permanent Way Institution (Glasgow)
Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow. 'Plant Innovations' by John Watson. Meeting commences at 17.30. Contact the Secretary, Jack Scott on 07789 765291 for details.

RCTS (Eastleigh)/ Mid Hants Railway Preservation Society (Southampton)
Eastleigh Railway Institute, Romsey Road Eastleigh. 'Isle of Man' by David Mead. Meeting commences at 19.45. Contact the Secretary, Ted Vaughan on 023 8084 9533 for further details.

Thorncombe Railway Activities Club
Village Hall, Thorncombe, TA20 4NE. 'Britain's Lost Railways' by Paul Atterbury. Meeting commences at 19.30. All welcome. £3 Admission. Contact the Secretary at nicksidmouth@gmail.com for further details.

22nd March 2012

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. 'Friends of National Railway Museum' by George Rutter. Meeting commences at 19.45. Contact Bob Poole on 01474 326232 for further details.

Mid Hants Railway Preservation Society (Thames Valley)
Church House, Church Street, Caversham, Reading. 'Steamy Eruptions in Indonesia' by Tim Edmonds. Meeting commences at 19.30. All welcome. £2 Admission. Contact Rob Latham on 01628 623579 for further details.

RCTS (Ipswich)
Bridge Ward Social Club, 68 Austin Street, Ipswich. 'South African Railways from the 1960's' by Ron White. Meeting commences at 14.15.

RCTS (Newcastle)
The Brunswick Methodist Hall, Newcastle. 'Developments at the National Railway Museum' by Steve Davies MBE. Meeting commences at 13.30. Contact the Secretary at jimbrick@fsmail.net for further details.

RCTS (Peterborough)
St Luke's Church, Mayors Walk, Peterborough. 'Max Baumbert - East Germany;s Notable Locomotive Engineer' by Geoff Catlin. Meeting starts 19.30.

Stevenage Locomotive Society
The Community Arts Centre, Roaring Meg Retail Park, London Road, Stevenage SG1 1XN. 'Great Railway Photographers (RAS Collection)' by Brian Stephenson. Starts 19.45. Visitors welcome. £2 admission. Contact the Treasurer on 07803 046076 or at alan.pitt@lineone.net for further details.

23rd March 2012

Great Central Railway Society (London)
Keen House, 4 Calshott Street, King's Cross, London N1 9DA. 'New England in the Fall' by Bob Gellatly. Starts 18.30. Contact Richard Butler on 01525 372489 or 0207 620 5399 for further details.

Great Western Society (North West)
St Hilda's Clubroom, Slater Street, Latchford, Warrington WA4 1DN. 'The L. & Y. in the L.M.S. Period' by Noel Coates. Starts 19.30.

Shropshire Rly Society
The Gateway, Chester Road, Shrewsbury. 'More American Wanderings - Plains Drifter' by Gordon Davies. Starts 19.30

26th March 2012

Permanent Way Institution (Ashford)
The Elwick Club, Church Road, Ashford.'The Molobezi Sawmills Railway' by Graham Roberts. And AGM. Starts 18.30. Contact the Secretary, Ted Hamer on 01227 711897 for further details.

RCTS (Brighton)
Brighton Railway Model Club Room, London Road Station, Shaftesbury Place, Brighton. 'Brighton Atlantic Update' by David Jones. Meeting commences at 19.30.

RCTS (Maidenhead)
Cox Green Community Centre, Highfield Lane, Cox Green. 'High Speed Railways of the World' by Gordon Pettit. Meeting commences at 19.30.

RCTS (Sheffield)
Tapton Hall, Shore Lane, Fulwood. 'Sheffield Branch Informal Lunch Meeting' by Alan Lovecy and Howard Turner. Meeting commences at 11.00.

RCTS (Wellingborough)
British Rail Sports and Social Club, Broad Green, Wellingborough. 'Steam around Cambridge' by Geoff King. Meeting commences at 14.00.

27th March 2012

RCTS (Nottingham)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'The Power of the 9F's and Garratt's in Africa (Mombasa)' by Len Henshaw. Meeting commences at 19.30.

RCTS (Welwyn Garden City)
The Methodist Church, Junction of Ludwick Way and Colegreen Lane, Welwyn Garden City. 'A Pennine Journey - Attercliffe to Accrington' by Stephen Gay. Starts 14.00

RCTS (Woking)
The United Reform Church, White Rose Lane, Woking. 'Joseph Locke - Pioneering Rly Project Manager' by Dr Barnes C.B.E. Starts 19.15.

28th March 2012

Basingstoke & District Railway Society
Wote Street Club, New Road, Basingstoke RG21 7NG. 'Dutch Delights' by Richard Green. Starts 20.00. All welcome. Contact 01256 819401 for further details.

RCTS (Redhill)
Redhill Methodist Centre, Gloucester Road, Redhill 'The Pullman Car Company, Past and Present' by Doug Lindsay. Meeting commences at 14.00.

RCTS (Chichester)
Council Meeting Room 2, County Hall, West Street, Chichester. '30 Years of UK Steam 1982 to 2011' by Hugh Ballantyne. Starts 19.30.

29th March 2012

RCTS (Preston)
Claremont Hotel, Blackpool Road, Preston. 'Waterloo to Exeter 1939 to 1993' by Russell Moorhouse. Meeting commences at 19.30.

Stevenage Locomotive Society
The Community Arts Centre, Roaring Meg Retail Park, London Road, Stevenage SG1 1XN. 'Steam out West' by David Cross. Starts 19.45. Visitors welcome. £2 admission. Contact the Treasurer on 07803 046076 for details.

30th March 2012

Great Western Society (Oxford)
Pauling Human Sciences Centre, 58 Banbury Road, Oxford OX2 6QS. 'The 82xxx Steam Locomotive New Build Project' by Chris Proudfoot. Meeting commences at 19.30.

Stephenson Locomotive Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'Minor Railways of Northern Northumberland' by Roger Jermy. Starts 19.00. Contact the Secretary on 01434 688946 for details

2nd April 2012

North Yorkshire Moors Rly (Northallerton)
Northallerton Town Cricket Club, Farndale Avenue, Northallerton. 'NYMT Today, The General Manager's View' by Philip Benham. Starts 19.30. £1.50 Admission. Contact Ian McInnes on 01642 767233 for further details

Permanent Way Institution (London)
10th Floor, 55 Broadway (LUL HQ), London. 'The Techs Factor (Young Members Presentations)'. And AGM. Starts 18.00. Contact the Secretary, Fiona Thomson on 07802 779838 for further details.

Plymouth Rly Circle
St Edward's Church Hall, Home Park Avenue, Peverell, Plymouth PL3 4PG. 'Rovers and Railtours' by Paul Udey. Meeting commences at 19.30. Visitors welcome. Admission Members £1, Visitors £2.

Stafford Rly Society
St Leonards Social Club, Stafford. 'Britain's Railways in the First World War' by Jamie Green. Starts 19.30. Contact the Secretary on 01785 840622 for further details.

York Railway Circle
The Library, Archibishop Holgate's School, Hull Road, York YO10 5ZA. 'Missed Locomotives & Lost Locations' by Ted Parker. Starts 19.30. £2 donation. Contact Robin Patrick on 01904 412232 or at locopatrick@aol.com for details.

3rd April 2012

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. 'Peter Anderson Memorial Evening' by Gres Members. Starts 19.45. Contact Bob Poole on 01474 326232 for further details.

Locomotive Club of Gt. Britain (Bedford)
The St John's Church Hall,St John's Street, Bedford MK42 0DL. 'A Colour-Rail Journey' by Paul Chancellor. Starts 19.30. £2 Admission. Contact B.Cross on 01525 750149 or at b.cross@ntlorld.com for further details.

Mid Hants Railway Preservation Society (SW London)
Surbiton YMCA, 49 Victoria Road, Surbiton KT6 4NG. 'AGM & The Railway's HLF Projects' by David Snow. Starts 19.30. All welcome. Admission £2. Contact Stuart Saunders on 020 8979 6484 for further details.

Permanent Way Institution (Wessex)
The Freemantle Club, Waterloo Road, Southampton. 'A Permanent Way of Life - In Rhodesia' by Ted Hamer. And AGM. Starts 18.00. Contact Richard Workman on 01428 645771 for further details.

Southern Electric Group (South Hampshire) /LRTA
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Southern and Somerset and Dorset Steam in the 1960s' by Ralph Hanley and Bob Petch. Starts 19.30. Admission £2. Contact John Goodrich on 02380 670028 for further details.

4th April 2012

Burton Rly Society
Marston's Social Club, Shobnall Road, Burton upon Trent DE14 3BG. 'From Canklow to Cape Ton' by Mike Eggenton. Starts 19.30. £2 Admission. Contact Mark Ratcliffe on 01283 221537 for further details

Permanent Way Institution (Thames Valley)
Network Rail RSAR Site Ofice, 80 Caversham Road, Reading. 'Young Member Presentations'. And AGM. Starts 17.45. Contact the Secretary, Malcolm Pearce on 07967667019 for further details.

Stephenson Loomotive Society
Hayes Village Hall, Hayes Street, Hayes, Bromley. 'Scottish Steam in the 50's and 60's' by David Kelso. Starts 19.30. Contact the Secretary on 0208 289 9935 for details.

Warwickshire Railway Society
Lamp Tavern P.H., Barford Street, Highgate, Birmingham B5 6AH. 'All Sorts!!' by Bryan Ackford. Starts 19.30. Contact Don Taggart on 01746 710676 for further details.

5th April 2012

Permanent Way Institution (York)
Marriott Room, York Central Library, Library Square, York. 'The Railways and Railway Projects of Argentina' by Horacio Moja and AGM Meeting starts 18.00. Contact the Secretary, Ken Aiston on 07787 512227 for further details

Scottish Railway Preservation Society (Edinburgh)
Quaker Meeting House, 7 Victoria Terrace, Edinburgh EH1 2JL. TBA. Meeting commences at 19.30. Contact Dr Peter Howell on 0131 334 5232 for further details.

9th April 2012

Lincoln Rly Society
St Hugh's Church, North Hykeham, Lincoln. 'Walking the Line - Discovering Lost Railways' by Stephen Gay. Starts 19.30. £3 Admission. Contact the Secretary on 01522 705365 for details.

Stephenson Locomotive Society
Lauriston Hotel, 15 South Crescent Road, Ardrossan KA22 8EA. 'Ayrshire Centre AGM & Members' Night'. Starts 19.30. Contact the Secretary on 01294 822303.

10th April 2012

Meon Valley Locomotive Society
St Peter's Church Hall, Free Street, Bishops Waltham. 'German Steam in the Seventies' by Robert Smith. . Starts 20.00. Admission £2. Contact the Programme Secretary, John Barrodale on 02392 640951 for further details.

First Great Western
43168
DB
60063