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The Railway Herald

20 July 2007 Issue 92

The complimentary UK railway journal for the railway enthusiast

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The Railway Herald
Issue 92

Front Cover

On 15 July, GBRf Class 73/2s Nos. 73205 *Jeanette* and 73209 *Alison* are pictured in charge of the 17.14 ballast working from Hoo Junction to Lewisham through Albany Park.
Brian Morrison

Back Cover

The contract for conveying waste from Greater Manchester terminals to Roxby Gullet is once again up for tender. Here No. 66149 passes Althorpe, near Scunthorpe, on 16 July with a Northenden - Roxby 'Binliner' service.
Richard Tuplin

Contents

Network Rail names NMT powercar after John Armitt *Page 4*

Heathrow Terminal 5 station is previewed to the press *Page 6*

Special reader offer for 'Scarborough Spa Express' passengers. *Page 9*

Submissions

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

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

Publication

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National Rail Timetable

The entire UK National Rail Timetable is now available as a PDF download from the Network Rail website.

Produced in the same fashion as the printed version and ordered by table number, the current timetable is available by clicking here.

The railway by-laws and information for enthusiasts are also available online from the Network Rail website, by clicking here.

First Class 395 Javelin train en-route to the UK

ABOVE: The first of the Class 395 'Olympic Javelin' EMUs is carefully craned into the hold of the ship at Hitachi's Kasado Factory in Japan. The loading took place on 30 June and the ship is due to arrive at Southampton Docks in late August, from where the set will be moved to the new depot at Ashford for commissioning. ***Hitachi Rail Europe***

RIGHT: On 7 July, as part of the DRS open day celebrations, the company operated its first charter train using the recently repainted and refurbished Mk3 stock. Motive power for the train was provided by the two uniquely liveried Class 66/4s, Nos. 66411 *Eddie the Engine*, in Stobart Rail colours and 66405 in Malcolm Group livery. Class 47/4 No. 47501 was on the rear. Here the charter to Newcaslte passes Broomhaugh.
James Rose

New look to Jarvis traction for coal contract

ABOVE: A digitally modified image of how the new Fastline Freight Class 66s will look. *Fastline Freight*

***Railway Herald* reported last week that Fastline Freight had signed a major contract with e.on to operate coal services to power stations using a new fleet of Class 66 locomotives.**

The company has now showcased how the Fastline grey and yellow livery will work on the new Canadian-built fleet.

In a separate development, another subsidiary of Jarvis plc, Jarvis Rail Limited, has secured several contracts worth more than £50 million. These include the enabling works for the high profile Aidrie to Bathgate and Glasgow Airport Rail Link projects funded by Transport Scotland, the extension of the second phase of the Rugby station remodelling scheme and several contracts for Network Rail on other major enhancement schemes on the West Coast Main Line; Northampton resignalling, Trent Valley Four-Tracking switch and crossing works, Milton Keynes enabling works and design development works on the AE09 linespeed enhancement project.

In the South East, Hochtief has contracted Jarvis to undertake the track modifications and signalling works on the Stratford station upgrade and the team will undertake an asset survey and early-design work for Network Rail's Thameslink programme.

In total, the amount of project work awarded to Jarvis Rail Limited over the last six months now exceeds £115 million, according to a statement by the company

Network Rail names NMT powercar *John Armitt*

To commemorate his impending retirement, Network Rail Chief Executive Officer, John Armitt, named NMT powercar No. 43062 after himself in a short ceremony at London Euston on 16 July.

ABOVE: With Class 43 No. 43014 leading, No. 43062 brings up the rear as the NMT leaves Euston bound for Doncaster. RIGHT: John Armitt makes a "thank you" speech to his management and staff of Network Rail. *Both: Brian Morrison*

News in Brief

■ There will be no trains on the Lymington branch from Brockenhurst to Lymington Pier for seven weeks from 30 September to 18 November inclusive, while the Environment Agency undertakes essential flood defence work between Lymington Town and Lymington Pier. Barriers are to be erected to prevent flooding onto the railway and at the level crossing, as well as into residential homes. A half-hourly bus service will replace trains between the two stations, also calling at Lymington Town.

■ A day of action on 10 July by RAILPOL, the international network of European railway police forces and organisations, on cable theft from the railways resulted in 113 people being arrested across Europe. 63,000kgs of stolen copper, worth £144,000 was recovered overall with British Transport Police making 11 of the arrests and recovering 25 tonnes of stolen cable valued at £99,000. In the UK, visits were made to 55 scrap dealers and 50 vehicles were stopped. Nine countries took part in the plan, including Austria, Belgium, Germany, Great Britain, Italy, the Netherlands, Romania, Slovakia and Spain.

■ 'one' railway is putting on extra trains between Norwich and Lowestoft for the Lowestoft Seafront Airshow on 26-28 July, which will run at 09.30, 09.50, 11.10 and 11.57 Norwich to Lowestoft with a 18.00 Lowestoft to Norwich return. To supplement the trains, a special bus service for passengers travelling between Beccles, Oulton Broad North and South stations and Lowestoft will run but tickets for these must be purchased at the stations. Other services between Norwich and Lowestoft, and vice versa, will operate as per the timetable, with additional coaches provided wherever possible.

LEFT: Previously the last member of the '47' fleet to carry Intercity Swallow livery, Class 47/4 No. 47826 *Springburn* has been repainted and denamed at Carnforth. The locomotive sustained a graffitti attack at Canterbury while stabled in early July. Making one of its first outings in WCRC maroon livery, the locomotive leads green-liveried No. 47851 *Traction Magazine* through Brock, north of Preston on the West Coast Main Line, with a Carnforth - Old Oak Common 'light engine' move on 19 July. *Fred Kerr*

First High Speed 1 timetable published by Eurostar

Eurostar has published the first timetable for services from St Pancras International using High Speed 1.

The company is actively promoting the ability for business passengers from Britain to be able to reach the centres of both Paris and Brussels before 09.00 local time, enabling people to do a full day's work without travelling the night before.

Eurostar will increase the number of weekday services on the London-Paris route from 15 to 17 by February 2008. There will be 10 weekday services on the London-Brussels route, with the number of trains raised from seven to eight a day at weekends. The final evening departures will leave London around 20 minutes later than at present.

Journey times between London and the Continent will be cut by at least 20 minutes, with non-stop times of London-Paris in 2h 15m, London-Brussels in 1h 51m and London-Lille in 1h 20m.

Tickets for the first trains from St Pancras International will go on sale at 09.00 BST on 24 July.

Eurostar's move to St Pancras International from Waterloo International will open up high-speed rail services to many people across northern Britain. International travellers will be able to connect with seven mainline train operators at St Pancras, King's Cross and nearby Euston, and with six London Underground lines.

From 14 November, the date of the move, Eurostar will become the first train operator in the world to provide 'carbon neutral' rail travel, at no extra cost to its passengers.

Nearly half of all Eurostar services will call at Ebbsfleet International, Eurostar's new station close to the Dartford crossing in north Kent. There will be seven trains a day to Paris and five to Brussels. The new station is expected to attract both current users of Waterloo International and passengers who at present fly from London's congested airports.

With the addition of Ebbsfleet International, providing two international stations in Kent, the number of trains serving the county will increase by 33% - from 12 to 16 a day. Ashford will continue to have services to Paris, Lille, Disneyland Paris, Avignon and the French Alps.

BELOW: First GBRF-liveried Class 66/7 No. 66726 powers through Egham with the short-term Southampton to Mountfield loaded gypsum train on 13 July. *Chris Nevard*

More spaces at Kemble

First Great Western is extending its car park at Kemble station to create an additional 50 parking spaces for rail customers.

Funded by First Great Western, the extension is part of a major investment to provide extra car parking capacity at stations across the region.

The work started on 16 July and involves cutting back vegetation at the edge of the car park to provide more room for extra parking spaces, which will be clearly marked out.

A new access road will also be installed at the same time.

Newcastle Refurbishment

Great North Eastern Railway has unveiled the latest stage of its programme of station improvements, aimed at upgrading the journey experience for passengers.

Three glass-covered waiting 'pods' within Newcastle station, between Platforms 3 and 4 and Platforms 5 and 6, are being refurbished at a cost of £50,000.

Two of the waiting areas re-opened on 20 July with work ongoing to complete the third early next week.

Lighting and décor inside the waiting areas is being enhanced, while seating – previously in bare steel – is replaced with a more comfortable yet practical cushioned design.

Construction starts on new trains

Air-conditioned passenger comfort for the London Underground sub-surface lines has come a step closer to reality with construction beginning at Bombardier Derby on the next generation of trains for the Metropolitan, District, Circle and Hammersmith & City.

Welding together the first sections of an aluminium underframe to create a sub-assembly for the new train has started, and with the roof and side panels to be added later this summer, it is planned that there will then be a complete shell ready for structural integrity tests.

The train is a completely new design to accommodate the needs of the routes on which it will operate, but it uses proven technology and components. When complete, the eight–car unit will be subjected to extensive static and dynamic tests before transferring to the Old Dalby test track in Leicestershire for further tests.

The eventual production run will create a single fleet of increased size to replace the 177 trains of different types now running on the sub-surface lines, and the first one is planned to arrive on the Metropolitan by 2010.

The project is one part of a £3.1 billion upgrade of the four lines, which will increase capacity by over 40% overall, the new trains being supplemented by a new signalling and service control system and an upgraded power supply. The entire upgrade is due for completion by 2018.

Metronet into voluntary administration

Metronet Rail, the company responsible for maintaining and upgrading the London Underground Bakerloo, Central and Victoria lines, as well as the sub-surface routes of the District, Circle, Metropolitan, East London and Hammersmith & City lines, having gone into voluntary liquidation, five partners and directors of Ernst & Young LLP, have been appointed as Administrators under the PPP contracts and the Greater London Authority Act 1999.

The purpose of the Administration is to ensure the continuation of the company's maintenance and renewal activities pending transfer of the business to a new operating company, the intention being that there should be no noticeable impact on the Tube lines involved or their passenger services.

As a result, the administrators have been forced to borrow, "– many hundreds of millions of pounds" to keep the lines operating, but Alan Bloom, the Ernst & Young insolvency expert would not give the exact amount, except to say it was "- less than £1 billion". The money has been advanced by Transport for London.

The situation has arisen following a period of financial uncertainty for Metronet, resulting in the company facing a projected £2 billion overspend in the first seven years of its 30-year contract from £8 billion to nearer £10 billion. Metronet, whose banks stopped advancing it cash in March, requested a stop-gap £551 million from the PPP arbiter to tide it over while there was a review to determine whether London Underground should contribute to the cost-overruns.

The arbiter offered 'only' £121 million, however, and Metronet's five shareholders, WS Atkins, Balfour Beatty, Bombardier, EDF Energy and Thames Water have declined to put in any more equity, each having lost £70 million already.

Loco-hauled at Exeter Central

DRS-owned and operated Class 37/0s Nos. 37218 and 37259 working in 'top and tail' mode, operated a test train to Exeter on 19 July.

The train, the 06.38 Salisbury to Salisbury via Exeter, operated with test coaches Nos. 977986, 999550, 977868 and 6264, along the South Western Main Line, normally the preserve of second generation DMUs.

RIGHT: Class 37/0 No. 37218 leads the test train through Exeter Central on 19 July, during the return run to Salisbury.
Nathan Williamson

Guidance allows TfL to better integrate inner suburban services

Guidance published on 18 July, will allow Transport for London (TfL) to better integrate London's inner suburban rail network with the rest of the capital's transport system.

The guidance explains the role of TfL in the rail franchise process and, following a consultation last year, allows TfL to propose and pay for extra train services and station improvements on certain 'inner suburban' routes that extend just beyond the Greater London Authority (GLA) boundary.

When proposing service or station changes TfL will have to consult local transport authorities in the affected areas beyond the boundary, as well as Regional Assemblies and London TravelWatch. Were TfL to seek any reductions to service levels, the governance arrangements are stronger and TfL would require the agreement of affected local transport authorities.

Ken Livingstone, Mayor of London, said:"Transport for London has clearly shown its commitment to improving London's rail network, with funding for the extension of the 'Oyster' system, an investment of £1.4 billion in the North London Railway and the extended East London Line, and further investment in station safety across the capital. This additional guidance is another step towards a fully integrated public transport network for London."

The Department for Transport will continue to liaise with TfL to ensure that its views and aspirations are considered as part of the franchising process.

The 'inner suburban' services that terminate beyond the GLA boundary, and on which TfL will be able to propose changes to services levels, are:

- Charing Cross, Victoria or Cannon Street, terminating at Dartford or Sevenoaks, via Orpington;
- Blackfriars or Victoria, terminating at Sevenoaks, via Swanley;
- Victoria or London Bridge, terminating at Caterham, Tattenham Corner, Epsom or Epsom Downs;
- Waterloo, terminating at Hampton Court, Shepperton, Windsor and Eton Riverside or Epsom;
- Paddington, terminating at Slough;
- Kings Cross Thameslink, terminating at St Albans;
- Kings Cross or Moorgate, terminating at Welwyn Garden City or Hertford North;
- Liverpool Street, terminating at Hertford East or Shenfield; and
- Fenchurch Street, terminating at Grays, via Rainham.

ABOVE: Freightliner Heavy Haul Class 66/6 No. 66625 is pictured at Trowse shortly after arriving with the 03.25 Cricklewood-Trowse spoil train on 11 July, bringing what is believed to be the first visit of a Freightliner Class 66 to Norwich. The train, which conveyed 16 MJA wagons, also ran on the following two days from Dagenham Dock. *Des Harris*

New driver simulators for East Coast operator

GNER has unveiled four brand-new high-tech driver simulators, installed at a cost of £1.5 million.

The machines have been installed at GNER's driver depots at Newcastle, Edinburgh, Leeds and London King's Cross – with the first at Newcastle officially unveiled this week.

The machine features a mock driver's cab, an exact replica complete with all of the controls and gauges of the real thing. The cab can be adapted in seconds to depict either of GNER's two types of motive power – the Class 91 electric locomotive or the Class 43 HST powercar.

In front of the machine, a large projector screen shows an accurate reproduction of key sections of the East Coast Main Line.

Heathrow Airport's Terminal 5 station previewed

ABOVE: One of the first Piccadilly Line trains to travel to Heathrow Terminal 5, with other than staff on board, arrives at the new station on 18 July, formed of the usual 1973 Stock. *Brian Morrison*

London Underground's Piccadilly Line extension to Heathrow Terminal 5 was formally handed over by BAA to London Underground on 18 July.

This enabled trains to run into the station for the first time, to commence trials to ensure that all aspects of the service will operate safely and reliably when the station opens for passengers on 27 March next year.

The extension is the first on the Tube network to open since the Stratford extension to the Jubilee Line in 1999. Over a mile of new tunnel has been constructed and once opened, the Piccadilly Line will provide a new service to Terminal 5 from Terminals 1, 2 & 3, while the current service to Terminal 4 will remain unchanged.

The extension has been wholly funded by Heathrow Airport Ltd, a subsidiary of BAA, and will be operated by BAA. Piccadilly Line trains will use Platforms 1 & 2, Heathrow Express will have Platforms 3 & 4 and space is provided for future projects with room for Platforms 5 & 6.

Readers interested in seeing the new station before it opens can register and take part in proving trials. These will start in late September and will continue until March 2008. For more information go to: www.heathrowairport.com/terminal5

Step forward for TV4 project

A temporary road bridge over the West Coast Main Line at Armitage was removed last weekend, marking a milestone in the progress of Network Rail's Trent Valley 4-Tracking Project, a scheme that represents one of the final parts of the £8.6 billion upgrade of the West Coast Main Line.

The 160 tonne bridge at Lichfield Road was installed a year ago to carry motorists over the four tracks of the expanded WCML while a new road bridge was constructed. This has been open since 5 July under single lane traffic management while work to the final road layout was completed.

The complete Trent Valley project involves doubling of the route from two to four tracks along a 19km section between Armitage and Tamworth to remove a major bottleneck. The work is now over 50% complete.

A new look for Queen Street

One of Glasgow's stations has undergone a dramatic transformation in support of the country's bid to host the 2014 Commonwealth Games.

Queen Street station has been decorated by First ScotRail (FSR) in colourful and distinctive livery of Scottish sporting heroes in action, to welcome the first visit of Commonwealth Games delegates to the city on 18 July.

Huge banners, featuring giant images of runners, cyclists, swimmers and gymnasts hang from the station's vaulted ceiling, a first for Queen Street station, as well as First ScotRail who have been given permission for the venture by Glasgow City Council and Historic Scotland, in a move that FSR says, " - highlights the wealth of support for bringing the Games to Glasgow."

News in Brief

■ First GBRf has ordered 50 new coal hopper wagons to meet the expected growth in demand for the movement of coal during the next financial year. The 50 are due to arrive in March 2008, coinciding with the next Class 66 delivery, with further orders pending. John Smith, First GBRf's Managing Director said: "... our existing coal wagon fleet will be 100% utilised by July". The high capacity HYA wagons will be built by IRS in Arad, Romania, and are capable of carrying up to 74.5 tonnes each.

■ A full check of all Class 57/3 Dellner couplings was being undertaken on 19 July following an incident at Holyhead the previous evening. Class 57/3 No. 57313, hauling a Class 390 Pendolino, encountered problems when the coupling sheered as a result of corrosion of the coupler. A Virgin Trains' spokesman said: "There was no risk to safety, since failure of the coupler will part the air pipe and apply the brakes immediately." The North Wales Coast to London services were disrupted on 19 July due to damage to the stock and other stock being blocked in at Holyhead. The entire Class 57 fleet is now being checked by Alstom as a precaution and Voyager units were substituting for Class 57 and '390' formations on the North Wales line until checks are complete. This was anticipated to have been completed by 20 July.

■ EWS Construction has ordered 34 new aggregate hopper wagons. These will inject over 600,000 tonnes of additional haulage capacity per annum into EWS Construction's aggregate wagon fleet. Built by Greenbrier in Poland and fitted with track friendly suspension systems supplied by Axiom Rail, the wagons will be delivered during spring of 2008 and will enter service immediately.

ABOVE: HST Mk3 trailer TRSB No. 40423 was originally used by First Great Western as one of the 'concept' coaches on show in Swindon Steam Museum in 2003, to promote how the company intended to refurbish the Mk3 vehicles. The coach has now entered traffic with First Great Western, renumbered as TRB No. 40902, having been totally refurbished at Ilford Works and unusually moved to Plymouth Laira by road. No. 40902 is pictured at Dawlish during a scheduled station stop on the 12.40 Paignton-Paddington on 7 July. *Nathan Williamson*

ABOVE: Class 37/5 No. 37510 powers through Wellington on a Crewe to Alstom Oxley stock move on 16 July. *Carl Grocott*

BELOW: Prior to moving north to Warrington for use with classmate No. 37422 on the Crewe - Scunthorpe rail trains, No. 37410 arrives at Honeybourne with a rake of Cargowaggons from Bescot, destined for Long Marston on 5 July. Unlike the batches of IZA wagons that arrived at Long Marston last year for modification, the latest batches appear to be for storage. *Peter Tandy*

Railtour Listings ■ Railtour Listings ■ Railtour Listings ■ Railtour Listings ■ Railtour Listings

The following table details the latest information available on steam, diesel and electric railtours for the forthcoming two weeks from the date of publication. News from railtour operators is always welcome. Please contact editor@railwayherald.co.uk. **Information is understood to be correct at the time of going to press.**

REGULAR SCHEDULED STEAM OPERATION

Date	Service	Operator	Route	Traction Pool
21 Jul-3 Aug	Jacobite	West Coast Rly Company	Fort William - Mallaig & rtn.	62005 or 45407
23-27 Jul	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029
24-26	Scarborough Spa	Kingfisher Railtours	York - Knaresborough - Scarborough & rtn	60009
30 Jul-3 Aug	Whitby Steam	North Yorkshire Moors Rly	Pickering & Goathland - Whitby & rtn	61264 or 75029

INDIVIDUAL CHARTER SERVICES

Date	Operator	Traction	Route
21 Jul	Heartland Rail	45112	Gloucester-Cam & Dursley-Yate-Bristol-Penzance (break/rev) and return
21 Jul	Hertfordshire	tbc	Reading-Slough-High Wycombe-Telford Central-Shrewsbury and return
21 Jul	Pathfinder Tours	2xEWS Cl37	York-Doncaster-Sheffield-Derby-Tamworth HL-Birmingham NS-Worcester SH-Newport-Hereford-Moreton on Lugg-Hereford-Ledbury-Worcester FS and return
21 Jul	RTC	6201	Mill Hill-Luton-Melton Mowbray-York (sd/pu)- Scarborough-Barrow Hill-(and rtn)
21 Jul	Steam Dreams	34067&50049	Minehead-Exeter-Yeovil-Salisbury-London Waterloo (and return with No. 50049)
21 Jul	UK Railtours	EWS Cl 67	London LS-Thames Haven (rev)-Fenchurch St(rev)-Lowestoft (rev)-Ipswich-and rtn
22 Jul	Past Time Rail	6024	**The Torbay Express** Bristol TM-Kingswear-Bristol TM
22 Jul	Pathfinder Tours	EWS Cl 37/4	York-Bishop Auckland (rev)-Boulby (rev)-Saltburn (break)-Eaglescliffe-Thirsk-York
22 Jul	Vintage Trains	4965	Birmingham Snow Hill-Tyseley-Stratford-Upon-Avon and return (two trips)
24 Jul	Vintage Trains	Cl.50	Tyseley Warwick Road-Birmingham NS-Telford Central-Wellington-Shrewsbury-Church Stretton-Craven Arms-Builth Road-Llandeilo and return
25 Jul	Steam Dreams	34067	London Victoria-Bromley South-Canterbury and return
28 Jul	ICMM	tbc	Guildford-Clapham Junction-Watford Junction-Nottingham and return
28 Jul	John Fishwick	40145 & 6201	(Manchester-Bolton-Preston (Riv Cl.47))-Preston-Hellifield-Carlisle (No. 6201)-(Carlisle-Newcastle-York-Doncaster-Sheffield-Manchester-Preston (Cl.55))
28 Jul	Kingfisher	48151	Carnforth-Ravenglass-Carnforth
28 Jul	Kingfisher	850	Bournemouth-Southampton-Basingstoke-Woking-Wimbledon-Clapham Junction-Dover-Folkstone Harbour-Canterbury and return
28 Jul	Past Time Rail	tbc	Hove-Havant-Fareham-Southampton-Westbury-Par and return
28 Jul	Pathfinder Tours	D1015 & Cl.67	Class 67: Reading-Leamington Spa-Dorridge-Birmingham NS-Stafford-Preston D1015: Preston-Shap-Penrith-Appleby (break)-Blackburn-Wigan NW-Reading
28 Jul	RTC	60009	Manchester Vic-Shap-Carlisle (break/rev)-Appleby-Blackburn-Wigan-Manchester Vic
28 Jul	Vintage Trains	4936	Tyseley WR-Derby-Chesterfield-Pontefract-Church Fenton-York and return

Key to tour listings:

BLACK	Charters expected to operate as booked.	**RED**	Tours cancelled by the operator
GREEN	Tours postponed to a future date by the operator	**WCRC**	Operated by West Coast Railway Company Traction
P	Hertfordshire Pullman service	**ICMM**	Intercity Merrymaker from Hertfordshire Rail Tours

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

PLEASE NOTE: Not all pick up/set down points are shown. Please check with the operator before travelling any distance.

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That the contact details for all mainline railtour operators are available through our website? Click Here!

Please remember to mention *Railway Herald* when responding to railtour companies

BELOW: A scene that could well be remniscent of a 1960s holiday excursion from Lancashire. On 14 July, Carnforth-based '8F' No. 48151 *Gauge O' Guild* is returning the 'Cumbrian Coast Dalesman' from Sellafield to Carnforth as it passes Meathop, soon after setting down daytrippers back at Grange-over-Sands. Holme Island juts into Morecambe Bay on the horizon. *Terry O' Connor*

ABOVE: Steam Dreams' trip from London to Alton on 7 July was worked by Battle of Britain No. 34067 *Tangmere* from London Victoria to Guilford, where WCRC Class 37/0 No. 37248 took over for the trip to Alton and then back to Woking. Here the '37' approaches Bentley in Hampshire, bound for Alton. *John Slatter*

BELOW: Compass Tours operated a Class 47-hauled charter from Nuneaton to Carlisle on 7 July. The train worked by Nos. 47847 and 47843 *Vulcan* arrives at Atherstone, the first pick-up point along the Trent Valley route. *Ron Kosys*

SPECIAL READER OFFER!
£5 off a day rover ticket on the Railway Touring Company's SCARBOROUGH SPA EXPRESS steam specials ... click here now!

Railway Touring Company's 'Scarborough Spa Express' season gets underway on 24 July, running every Tuesday, Wednesday and Thursday for the following six weeks until 30 August, plus an additional working on August Bank Holiday Monday.

The company is kindly offering *Railway Herald* readers a special £5 discount on the £39 day Rover Ticket. This covers travel from York to Scarborough via the Harrogate Circle in both directions.

Trains depart from York at 09.30 on each operating day, picking up at Knaresborough at 09.45, Harrogate 10.00, Leeds 10.30, York (again) at 11.00 and arriving Scarborough at 12.15 for a break of nearly five hours. The trains are booked to return from Scarborough at 17.00, with an option of a York set-down at either 18.15 or 20.15, Leeds 18.50, Harrogate 19.20 and Knaresborough at 19.40. Click here for further information on the trains.

This represents amazing value if the full round trip is taken, providing some 200 miles of steam haulage for £34 Standard or £51 First with the discount.

HOW TO CLAIM THE DISCOUNT?

Readers can obtain the discount, either by booking online - click here to book now! - or by telephoning the Railway Touring Company on 01553 661500. In each case, to obtain the £5 discount on the day Rover Ticket price (normally £39 Standard and £55 First), simply quote offer code RHR over the phone or enter it in the appropriate discount code box on the booking website.

CONDITIONS

Please note this offer is only valid on the Railway Touring Company steam operated 'Scarborough Spa Express' trains during 2007. It cannot be used in conjunction with any other offer and is **not** valid on the associated 'Cumbrian Mountain Express' trains from York. Readers are advised to book early to guarantee seats, which are subject to availability on all trains. ***The discount is only available on the day Rover Ticket.***

The Week Ahead

Saturday 28 July has to be one of the busiest railtour days for a good while, with nine planned operations!

The Settle & Carlisle will be the hot-spot with three tours all of which are special for differing reasons. Local travel operator John Fishwick is celebrating its centenary this year and as part of the celebrations it is operating a charter from Manchester Victoria on a circular route via Preston, Hellifield, Carlisle, Durham, Doncaster Sheffield and back to Manchester. No. 6201 *Princess Elizabeth* will do the honours northbound from Preston to Carlisle via Hellifield, with Class 40 No. 40145 (in its new look?) covering the diesel legs of the trip which will rekindle memories of the class operating on Trans-Pennine services between Newcastle and Manchester via the Standedge route.

Also operating outwards via Shap and returning via the S&C, will be A4 No. 60009 *Union of South Africa* on the Railway Touring Company's first of five successive Saturday 'Cumbrian Mountain Expresses'. Weaving among all this steam action will be Class 52 No. D1015 *Western Champion*, which is due to take over a Pathfinder working from Reading at Preston, and then work north over Shap before heading south over the S&C and back to Reading. A Class 67 is the likely power north from Reading to Preston.

Also in the north, Kingfisher has another of its 'Cumbrian Coast Express' trains featuring West Coast's Class 8F No. 48151 from Carnforth to Ravenglass and back.

The south is not forgotten, with Kingfisher's second 'Golden Arrow' charter to Folkestone Harbour, which again will feature an additional working up the 1-in-30 gradient from the Harbour to Folkestone East for the benefit of the passengers. This train originates at Bournemouth, and runs diesel hauled to Kensington Olympia where No. 850 *Lord Nelson* (hopefully, as at the time of writing it was still under repair following the collapse of its brick arch on 8 July) will take over for the run to the south-coast. The train will also be diesel-hauled between Folkestone East and Ashford. Hertfordshire has an InterCity Merrymaker from Guildford to Loughborough for the GCR 'Mail By Rail' event, with the additional option of continuing to Nottingham. Meanwhile, from the Midlands, Vintage Trains give No. 4936 *Kinlet Hall* a welcome mainline outing from Tyseley to York and back.

On 29 July, both the 'Shakespeare' and 'Torbay Expresses' are running, featuring Great Western motive power in the shape of No. 4965 *Rood Ashton Hall* and No. 6024 *King Edward I* respectively. However, the Railway Touring Company's 'CME' with No. 60009 from Hull has been cancelled due to gauging problems in the Hull area.

Instead, the 'CME' booked for 11 August will now start diesel-hauled at Hull, with steam coming on at York. Later in the week, No. 6233 *Duchess of Sutherland* is scheduled to operate the 'Scarborough Spa Expresses' of 31 July, 1 & 2 August. Also on 2 August, Steam Dreams go to Chichester, Romsey and Salisbury with No. 34067 *Tangmere*.

Varied forthcoming programme for Intercity Merrymaker

It is good to see Hertfordshire Railtours firmly back in business after the period of re-alignment following the collapse of its parent, FM Rail, and subsequent absorption into the Victa Westlink business.

The programme for the remainder of the year has a typical 'Hertfordshire' feel to it, running to popular destinations with variety thrown in to assess future demand. Also, the InterCity Merrymaker brand is beginning to establish itself, and has a particularly interesting programme of autumn tours, of which more later.

It should not be of any surprise, because Victa has tempted Mr. Hertfordshire himself, John Farrow, back into the organisation on a consultancy basis and John's personal prestige along with his experience and knowledge of the railtour business will be invaluable. Already in the team, and looking after Victa's passenger business is Paul Blowfield, ex-Network Rail, who will be remembered for his efforts in getting steam back onto Southern metals.

The Hertfordshire InterCity Merrymaker brand has a particularly strong late-summer programme which will certainly evoke a few memories, such as Class 20s on 'The Jolly Fisherman' workings from the East Midlands to Skegness. On 29 August, readers will again be able to do just that, as Hertfordshire have a pair of DRS Class 20s from Barrow Hill, via Derby and Nottingham to Skegness, which sets down additionally at Wainfleet. Also, Skegness is the destination of a charter from Reading on 11 August, which runs via Staines prior to joining the East Coast Main Line. Traction is to be announced.

A Mainline Class 31 is booked to haul its 27 August train from Minehead, picking up at most West Somerset stations and Taunton, to Weymouth, and on 1 September it is a hop-picking special from Salisbury to Canterbury East and Faversham. Minehead is visited on 15 September with a tour from Nottingham, which picks up through the West Midlands. Minehead is again the starting point of a tour on 29 September, which sets down at Kensington Olympia en route to Canterbury, with a Class 31 for traction. Later, on 11 November, the company plans to visit the Barrow Hill LNER Gala from London King's Cross with the train continuing, after a break to visit the gala, onwards via the remains of the Sheffield Victoria to Deepcar line.

There are also to be more steam operations in the not too distant future; No. 850 *Lord Nelson* has charge of a Waterloo to Weymouth working on 8 September, which in order to get a fast run, picks up only at Woking.

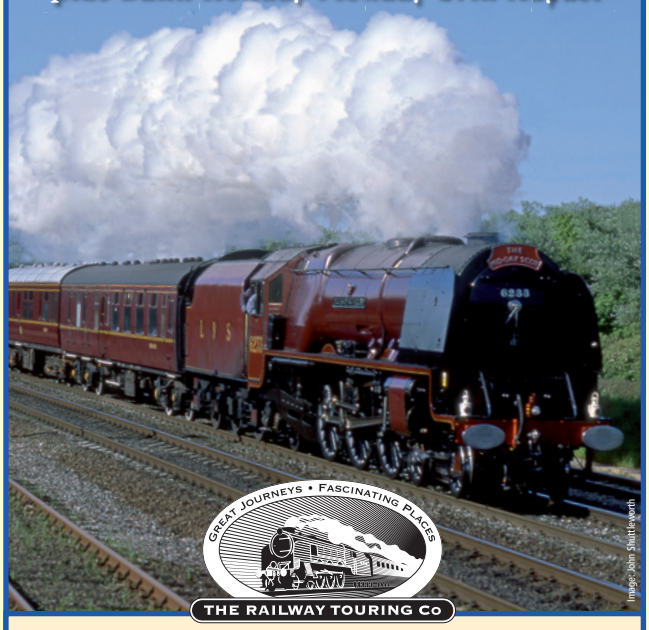
For the future, Victa Westlink is looking to add steam operations on to its safety case and plan to commence crew training later this year, which is likely to take place on the West Somerset Railway. However, it is not only the Hertfordshire brand which will benefit, as Victa will be looking to offer the facility to third parties also.

Perhaps another significant development for the future is the proposed use of the AC Locomotive Groups Class 86/1 No. 86101 *Sir William A Stanier FRS* on a York Merrymaker from King's Cross on 5 September. *RH* understands that informal discussions have already taken place with a view to using No. 86101 and NSE-liveried stablemate No. 86401 *Northampton Town* on future Hertfordshire/ICMM trains, which operate entirely 'under the wires'. Currently GBRf Class 87s are employed. The 100mph capability and better acceleration characteristics of the AC Electrics is a major advantage on today's congested railway.

This is just the InterCity Merrymaker programme - next week *RH* will look at the line-up for the Hertfordshire brand itself.

The Scarborough Spa Express

Every Tuesday, Wednesday and Thursday
24th July to 30th August,
plus Bank Holiday Monday 27th August



Steam hauled throughout.

Departing:

York	09:30	Knaresborough	09:45
Harrogate	10:00	Leeds	10:30
York	11:00	Arriving Scarborough	12:15

Standard Class Day Rover: Adult £39, Child £20, Family £110

First Class Day Rover: Adult £55, Child £28, Family £150

Harrogate, Knaresborough to Scarborough Return:
Adult £38, Child £20, Family £104

Leeds to Scarborough Return:
Adult £37, Child £19, Family £99

York to Scarborough Return:
Adult £30, Child £15, Family £80

Other first class fares are available.

£5.00 Discount for Railway Herald Readers on a Day Rover ticket. Quote Code RHR.

The train will allow 5 hours for passengers to explore Scarborough and then return taking the reverse route. Tickets available online at www.railwaytouring.co.uk or phone 01553 661500.

Steam haulage for Northern Belle?

The Northern Belle set, the northern division of the Venice-Simplon Orient Express operation has provisionally pencilled in a steam charter later in the year.

The train, which is likely to operate on 10 October, will use No. 6233 ***Duchess of Sutherland*** for the trip from Manchester to Ely, being steam-hauled from and to Derby.

RIGHT: EWS Class 67 No. 67028 was provided as motive power on 5 July for the Northern Belle outing from Manchester Piccadilly-Bath Spa. The train, comprised mainly of heavily refurbished Mk2 coaches is caught by the camera storming through Natton near Ashchurch. ***Jack Boskett***

ABOVE: Following on from our news story last week, the two DRS Class 66/4s working for Freightliner have begun to expand their operations. On 14 July, No. 66414 is pictured approaching Hindlow on the Hindlow branch with an empty aggregate working from Cottam Power Station. *Andrew Wood*

RIGHT: The unique Bardon Aggregates-liveried Class 66/6 No. 66623 is pictured on the old 'Taunton Avoider' line, now part of the headshunt for the relayed Taunton Fairwater Yard, with part of the High Output Ballast Cleaner (HOBC), while preparing the train to work to Lavington on 18 July. *Brian Garrett*

BELOW: A tranquil scene at Shilton and Ansty, alongside the Oxford canal. EWS Class 66/0 No. 66197 powers the 15.02 Wembley Yard - Washwood Heath Ford automotive service along the West Coast Main Line on 16 July. *Dave Maloney*

ABOVE: The 11.56 London Euston - Wolverhampton service was surprisingly worked by Class 90 No. 90031 and a DVT set on 8 July. With the line through Coventry and Birmingham International closed for engineering work, the train was 'dragged' between Nuneaton and Wolverhampton by Class 57/3 'Thunderbird' No. 57313 *Tracy Island*. The train is pictured passing Haunchwood, between Nuneaton and Birmingham. *Ron Kosys*

BELOW: Royal-liveried Class 67 No. 67005 leaves Maiden Newton in glorious sunshine with the 17.47 Weymouth - Bristol Temple Meads working on 14 July. On the rear of the train was classmate No. 67021. *Neil Walking*

ABOVE: The past two weeks have seen enthusiasts out in droves across West Yorkshire and North Lincolnshire to photograph the two Class 37/4s being employed on the Crewe Basford Hall - Corus Scunthorpe rail trains, as depicted in the last issue. The past five days have seen Class 37/4 No. 37410 on exam at Warrington, and with no other Type 3 available in the area, the duty fell to classmate No. 37422 *Cardiff Canton* to undertake the duty single-handedly. On 17 July, No. 37422 rounds the curve at Crowle station, between Scunthorpe and Doncaster, with the 15.30 Scunthorpe Anchor Yard - Crewe Basford Hall loaded rail train.

BELOW: The following day, rumoured to be the last for Class 37 haulage on these trains, before the booked Class 66 returns from possession duties on the Settle & Carlisle line, found an enhanced No. 37422 *Cardiff Canton* at the helm of the Crewe-bound train! Displaying the Healey Mills Depot plaque as a headboard and recently painted white buffers, No. 37422 powers past the photographers at Mauds Bridge, again on the Scunthorpe - Doncaster line. *Both: Richard Tuplin*

ABOVE: In connection with the Barrow Hill '50th Anniversary of the Class 20' event on 14/15 July, a series of charter services were operated from Barrow Hill to Earles Sidings, Hope, running via Sheffield. These trains used a pair of HNRC Class 20/9s on one end and a pair of DRS Class 20/3s on the other. Recently named *Class 20 'Fifty'*, No. 20311 leads classmate No. 20314 through Grindleford on 14 July, bound for Barrow Hill.

BELOW: Heading for Earles Sidings, where the resident Class 20 and the internal shunter *Blue John* would take over for the trip into the cement works, HNRC Class 20/9s Nos. 20901 and 20905 pass through Woodseats on 14 July. *Both: Steve Philpott*

LEFT: LMS Princess Royal Class Pacific No. 6201 *Princess Elizabeth* departs from Rawtenstall, the northern terminus of the East Lancashire Railway, on 14 July with a southbound service. The locomotive was working on the ELR in between mainline duties, hence the unusual sight of a smokebox first departure from Rawtenstall, the line's steam fleet usually operating smokebox first from Bury. *Eddie Bellass*

MIDDLE: During the summer season, the Strathspey Railway plays regular host to the prestigeous 'Royal Scotsman' luxury train. The train stables at Boat of Garten on the heritage line, whenever it works a Highland trip. On 12 July, the Strathspey Railway's own Class 31 No. D5862 was used to bring the Royal Scotsman empty stock from Boat of Garten to Aviemore, from where Class 47/4 No. 47804 took over for the journey onto Network Rail metals and onto Kingussie from where the passengers would rejoin the train. The 1960s-liveried Class 31 is pictured at Aviemore (Strathspey) platform with the empty stock. *Chris Holt*

Turning the table

The Pwllheli turntable in North Wales, which has languished at Minehead for many years is finally on the road to recovery.

The table has been moved to allow initial restoration work to begin, following which it will be dispatched to a specalist company to be extended by 10ft, allowing all locomotives on the WSR to be turned on it.

Work on its physical location is due to start towards the end of the year, with installation of the table and opening to operational traffic should take place in 2008.

LEFT: On the run-up to the 50th anniversary of the Class 20 event at Barrow Hill Roundhouse, Class 20 No. 20087, replendent in its BR blue-livery and yellow snowploughs, but without headcode discs, arrives at the depot with a demonstration mixed freight during an specially arranged EMRPS photographic charter on 12 July. *Mick Atkin*

ABOVE: With Battle of Britain class No. 34081 *92 Squadron* visiting the Swanage Railway for its 'End of Southern Steam' gala, the Dorset based ex-GWR 5600 Class 0-6-2T No. 6695 moved to Norfolk for the weekend. The North Norfolk has become a haven for Great Western 0-6-2Ts during 2007, with No. 6619 visiting from the North Yorkshire Moors Railway in April and classmate No. 5643 from the Lakeside & Haverthwaite Railway due to visit from August until early September. Here No. 6695 is pictured at Holt on 8 July. *Steve Allen*

SVR Flood Damage Appeal

Your help is needed to fund the rebuilding of one of Britain's premier steam railways.

The appeal fund currently stands at over £150,000 but is a small fraction of the £2 million plus, that is needed.

You can donate quickly and easily online through the official SVR website.

Click here to donate now!

A1 Project progress

The A1 Project is continuing its progress with a major step-forward having been made.

The boiler for No. 60163 *Tornado*, was lifted into the frames on 30 June. The Trust says there is just 60 weeks between now and the locomotive's mainline debut!

EAST LANCASHIRE RAILWAY

BOLTON STREET STATION BOLTON STREET BURY

20th ANNIVERSARY CELEBRATIONS

Re-opening Bury- Ramsbottom Line

5 DAY OF CELEBRATIONS

July 25th to July 29th

Re-enactment civic (train non public) 3440 City Truro on Bury – Heywood service

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THURSDAY 26th

Regular steam hauled service based on 1987 timetable using Tank Engines

FRIDAY 27th

Regular steam hauled service based on 1987 timetable using Tank Engines

SATURDAY 28th & SUNDAY 29th

BURY
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The Friendly Forest Line

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VINTAGE & HERITAGE DAYS

15th July,
29th July,
12th August,
16th September
2007

An opportunity to savour and compare typical rural branch line trains in the 1930s and 1960s, with half the line being worked by ex GW 0-4-2T 1450 with the beautifully restored auto coach 178 and half by BR class 108 heritage diesel railcar. You get the almost Victorian ambience of the auto train and the panoramic views from the 1960's railcar.

Sundays end March - October, Wednesdays and Saturdays June - September, Tuesdays & Thursdays in August, plus extra days during school and bank holidays.

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Saturdays in July

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EAST LANCASHIRE RAILWAY

Bolton Street Station, Bury, BL9 0EY

Little Locos Weekend
21st and 22nd July 2007

Confirmed Visiting Locos:

Hudswell Clarke 0-6-0T Ex MSC No. 70
(Courtesy of the Avon Valley Railway)
GWR 4-4-0 No. 3440 'City Of Truro'
(Courtesy of the National Railway Museum)
Class 08 No. 08700
(Will work its first ever passenger trains)
Class 07 No. 07001
(Courtesy of HNRC and will be the first of its class to visit the ELR)

Home Fleet Locos:

Peckett 0-4-0ST No. 1370 'May'
(Subject to completion of restoration will work its first trains in preservation)
Hudswell Clarke 0-6-0 DE 4002 ex-MSC *(subject to on-going repairs)*
Class 03 No. 2062
Class 08 Nos. D3232, 08445, 08479 and 08944

Plus possible other visiting locos.
Locos will be operating the weekends main services including diesel shunters between Bury and Ramsbottom with many double headed services and other attractions along the line.
All locos subject to availability and were correct at the time of going to press.

Tel: 0161 764 7790 (10am – 4pm)
www.east-lancs-rly.co.uk
elr-littlelocosweekend@hotmail.co.uk

Barrow Hill celebrates the Class 20

Over the weekend of 14/15 July, Barrow Hill Roundhouse celebrated 50 years of the popular Class 20 locomotives.

A number of '20s' were on display, both privately owned and mainline registered examples, with several operational and others out of action.

As well as shuttle services along the depot demonstration line, four special charter trains operated from the platform within the depot, through to Earles Sidings on the Hope Valley Line. Running via Woodburn Junction, the trains used two pairs of Class 20s, in 'top and tail' mode, with an additional Class 20 and Lafarge Cement's Bo-Bo shunter *Blue John* being used to haul the train from the exchange yard at Earles Sidings down into the works at Hope in the Peak District.

The event and the mainline charters were a success, with many enthusiasts visiting and travelling throughout the weekend.

In addition, several of the outbuildings at Barrow Hill were open for inspection, with Class 37 No. 37100, believed to be one of four '37s' to be used on the Cambrian Coast ERTMS signalling trials, being one of the attractions on display. It is currently being stripped down and overhauled.

ABOVE: Class 20 No. D8132 (ex-TOPS No. 20132) was named *Barrow Hill Depot* on 15 July. *Wilf Smith*
RIGHT: Class 20 Nos. 20001, 20121 and 20087 are pictured in the platform at Barrow Hill on 14 July. *Steve Philpott*

The emerging face of Kingsley & Froghall station

Following a £10,000 'Awards for All' grant earlier this year work on restoring Kingsley & Froghall 'up' platform and waiting shelter to its original form has progressed well on the Churnet Valley Railway.

Ten 'new' bullhead rail brackets were cut to length and placed behind the platform wall, together with a 60 ft length of rail. The whole of this construction was then in-filled with five cubic metres of concrete to provide the counter-balance for the restored former platform and waiting shelter above the River Churnet.

Mounting brackets and iron fencing constructed in-house provide a safety barrier. Construction of the replacement waiting shelter followed careful scrutiny of earlier photographs to ensure as near a match as possible to the original. The existing brick base has been restored and matching original cast-iron down-pipes and gutters have been donated.

The end result is an environment that as can be seen from the photographs, when compared to the earlier scene, only a water tower and water crane appear to have been removed!

ABOVE: The original scene at Kingsley & Froghall station, during the railways operational days. *North Staffordshire Railway Company Archive*

BELOW: The scene in 2007, with the restored station building and operational platform on the right and the work in progress on the 'up' platform and waiting shelter on the left. *David Gibson*

Tanker plunges onto Weardale line

The Weardale Railway in County Durham encountered problems on 18 July, when a lorry plunged from an overbridge onto the railway.

The driver of the loaded Calor Gas tanker was thrown from his cab when the lorry left the C30 Causeway road, which links Wolsingham to Hamsterley, and fell 50ft onto the railway shortly after 08.15.

The driver was rescued by firefighters wearing breathing masks and airlifted to Newcastle General Hospital, but unfortunately he died later that afternoon.

Initial thoughts that gas was leaking from the vehicle prompted fears of an explosion and a number of local residents were evacuated from their homes until the contents of the tanker could be transferred into another vehicle, rendering the accident site safe.

An examination of the damage to the railway was due to take place the following morning, before a decision was taken on when services could recommence.

4F takes Minehead holiday

Currently, the only operational example of the ex-LMS 4F 0-6-0 design preserved, No. 44422 arrived at the West Somerset Railway on 18 July.

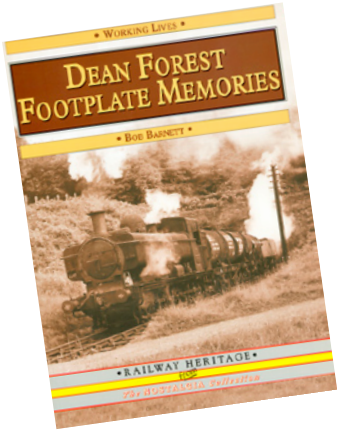
The locomotive, which has been hired for the summer season, commenced revenue earning service the following day, piloting WSR 9300 class 2-6-0 No. 9351 on the 10.25 Bishops Lydeard to Minehead train.

The '4F' is due to remain on the West Somerset Railway until the end of the summer season.

Product Reviews

We aim to make the product reviews section of the magazine a regular feature for the benefit of readers, covering a wide variety of products from books and DVDs to railway-based computer simulations and audio CDs. If any publishers or manufacturers wish to submit products for inclusion within this section, please forward them to the editorial address or contact the editor (via email on editor@railwayherald.co.uk or phone 0870 28 56041) for further details.

For most books reviewed in this section, there is a 'Buy this book NOW' link, which will take you through to the website of Amazon.co.uk to allow you to purchase the title concerned online.



Author: Bob Barnett
Publisher: Silver Link Publishing Limited, *The Trundle, Ringstead Road, Great Addington, Kettering, Northants. NN14 4BW*
ISBN: 978 1 85794 285 9
Number of pages: 208
Price: £19.99

Dean Forest Footplate Memories

Buy this book NOW! Click here

The son of a Lydney engine driver, the author started railway life as an engine cleaner at Lydney shed in 1962 at the age of 15.

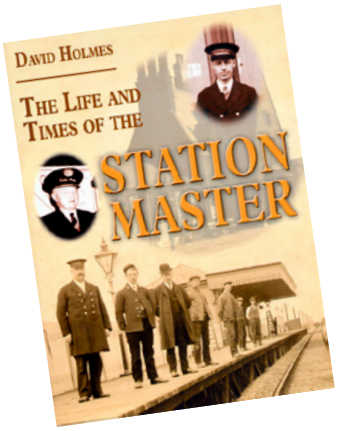
The following year he became a fireman and when the shed closed just a year after that, he was one of the last two remaining footplate crews working trains to Cinderford and Coleford in the Forest of Dean. Most operations in the Forest ceased in 1967. This is the background of the man, but what is his story? Did it just last these five years? Did he know many of the characters associated with the area's railways? What were his experiences?

This volume answers some of the questions, as apparently there is ample material left over for a second volume. The opening photograph - of him, aged 16 on the footplate of No. 7823 *Hook Norton Manor* - whets the appetite for what follows. The various chapters open with 'Lydney born and bred' and go through various stages, including 'The joys of cleaning' (!), 'Studying for the footplate' 'Gloucester Links', 'Freight to Coleford' and 'Last rites at Lydney'.

The human touch is ever-present and has its own outing with such as 'Friends and Neighbours' and the final chapter 'Dean Forest Railwaymen'. His narrative is taken at a leisurely pace, which is as well, as there are enough characters involved to fill an encyclopaedia! He has a prodigious recall of events, people, places and circumstances and his progress through his life and this story is obviously deeply engrained within his memory. Although steeped in things railway - and their own particular character and language - he has not forgotten that many a reader will not be familiar with either, and his text is well drawn to tell the story without losing the reader along the way. He takes us on many a tour, whether on or off duty and we receive a real mental picture of his life and times through the style of his telling.

Throughout the book, there are pertinent illustrations, many taken by him or from his own collection, but other photographers of the railways of the area are included and all the images serve to enliven and enrich the narrative. While the detail and minutiae may not appeal to everyone, the author manages to demonstrate his love for this period of his life and show the importance of friends and family - and the book is the richer for it. There is also an incredibly detailed Index. If you once dive deeply into the book, you will find that this is a story that will enthral, entrance and entertain in equal measure.

Not everyone's cup of tea, but a brew that will delight many, straight from the footplate billy can! **MJS**



Author: David Holmes
Publisher: Silver Link Publishing Limited, *The Trundle, Ringstead Road, Great Addington, Kettering, Northants. NN14 4BW*
ISBN: 978 1 85794 282 8
Number of pages: 128
Price: £18.99

The Life and Times of the Station Master

Buy this book NOW! Click here

The photographs that open this book show three station masters in different guises and at different times, covering half a century to 1962.

In many ways, little changed over that period, but in the intervening 45 years the position of station master as we knew it has disappeared. The general public would rarely, if ever, see anyone who espouses to this position today and the role is far different. Although written by an ex-station master, it is not just an exhibition of his life but, rather, an examination of the job, its emergence, its demands, its social status, its highs and lows and its eventual disappearance.

The extensive list of contents gives light to these many facets, with such as advertising for the job, the training and conditions, traffic dealt with, supervising staff and, dealing with 'Control'. The main body of the book then ends with a look at a typical 'day in the life' - if there ever was such a thing!

The 'Introduction' sets the scene well, with reference to the many aspects of the job and even recounting that in 1910 there were no fewer than 8,688 station masters on our railways! It is perhaps no coincidence that the role disappeared not long after the end of steam on BR but, this aside, it provides a very convenient break point, with the illustrations therefore being from the steam era. A large proportion of these photographs are by the author himself and he was certainly no slouch with a camera. The additional material is of equal standard and the collection of these pictures alone goes a long way towards the value of the book.

The pictorial content is supplemented by an array of extracts from train registers, fire reports, timetables (public and working), rates of pay, labels and letters received from the 'authorities'. All of this is enhanced by the narrative, which is written in uncomplicated but matter-of-fact style, and is both informative and easy to read.

The role of station master varied with placing and size of location and the duties could cover a multitude of areas that the general public would probably think beneath the position, such as ensuring that there was sufficient coal/coke for the various points at the station.Throughout, the illustrations are superbly reproduced and many are fascinating in their own right.

Reading the book takes one to a vanished world, and bearing in mind the 'buck passing' that seems to go on in our present-day railway, it is perhaps sad that the role has disappeared.

A different slant to other published memoirs and a welcome one. **MJS**

Producer: Laughing Frog Productions, *Ashford, Kent*
Running Time: 80 mins approx.
Format: DVD-R
Price: £11.99

Romney, Hythe & Dymchurch Railway 2006

Buy this DVD NOW! Click here

The first thing to point out with this DVD is that it is produced by volunteers of the railway with a key aim - to raise finances towards the RHDR Association's *Green Goddess* overhaul appeal.

For anyone with an interest in the smaller gauges and steam in general this video is bound to be of interest. It is packed full of steam and diesel locomotives at work across the whole Romney, Hythe & Dymchurch railway during last year. The programme itself takes on a kind of video diary, charting the key events during the 12 months covered.

As it has been produced by the volunteers, the cameras have been able to go behind the scenes and footage includes action shots from the cab as well as plenty of lineside action.

One of the downsides to this programme, in not being produced by a professional production company, it lacks commentary and on-screen information. While this will appeal to many people who find a commentary intrusive, it does on occasions leave the viewer wondering what the story or event is, and indeed, where on the line the views are. Some form of information sheet would have been useful. However, that should not detract from what is a well produced programme, with good quality camera work, showing the Romney line in operation - and all the money from the programme goes back into the locomotives. **RT**

Please note, this DVD can only be purchased from the railway's shop and online store. To visit the latter, please click on the 'Buy this DVD now' link above.

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