

The Railway Herald



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Front Cover

GWR 'Manor' No. 7812 Erlstoke Manor is seen at Bridgenorth on 20th March after arriving with the first through train since June 2006. John Whitehouse

Rear Cover

A rainy day on the Bodmin & Wenford Railway, as Class 37/0 No. 37142 is pictured during a break in a photographic freight charter on 15th March. It should be noted that the train was not moving at the time! Sam Felce

Publication

The Railway Herald is due to be published every Friday and is available on e-mail subscription or from our website at www.railwayherald.co.uk

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.

Website

Our website contains all the back issues of the magazine together with a host of new features which will be online soon!

www.railwayherald.co.uk

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](#).

TfL acquires Croydon Tramlink for £98 million

Transport for London (TfL) has announced that it will take direct control of all Croydon Tramlink services this year.

The 28km light rail system, which became fully operational from May 2000, is a vital part of the south London transport network and last year carried 25 million passengers. TfL's offer of £98 million to acquire Tramtrack Croydon Ltd, the Private Finance Initiative (PFI) Concession holder that operates Tramlink, was accepted on 18th March.

The Mayor of London, Ken Livingstone, said: "Bringing Tramlink into the control of TfL is excellent news for Londoners. It will mean we can plan how to make the improvements that are required to cater for ever increasing numbers of passengers and provide them with the very best possible services."

The current contract requires TfL to make compensation payments to Tramtrack Croydon Ltd for changes to the fares and ticketing policy

introduced since 1996. Last year, that payment was £4 million, and the rate is increasing annually. Taking control of the network means that TfL will no longer have to make such payments and will be able to concentrate on improving the network.

A total of 88 years remained on the Concession Agreement with Tramtrack Croydon and the deal therefore represents excellent value for money for London's fare and taxpayers in the long term.

Improvements by TfL will include off-peak services between Elmers End and Beckenham Junction being doubled from two trams per hour to four on Monday to Saturday evenings and on Sundays, and it is hoped to run additional services to relieve crowding on the Wimbledon to New Addington line.

Graffiti and vandalism on the system will be targeted, general maintenance levels increased and a programme to refresh tram interiors and stops to improve the environment for passengers will begin.

SRPS steam trips around Fife

The SRPS plan to use John Cameron's 'K4' No. 61994 The Great Marquess on two round trips based on Edinburgh Waverley on 18th May.

With a morning and afternoon departure, the plan is to run initially via the Edinburgh south suburban route, before again passing through Waverley, destined for the Forth Bridge, Burntisland

and Fife Coast, returning to Edinburgh, via Cowdenbeath, the Fife Circle and once the Forth Bridge.

At £35 the fare looks like being a bargain, with luncheon or afternoon tea part of the first class fare of £59 (morning) or £55 (afternoon).

Go online to www.srps.org.uk for further information

Publication Dates

As a result of editorial holiday and an on-going review of Railway Herald, the magazine will be taking a short break.

Issue 126 will be published on **FRIDAY 11th APRIL**. Please accept our apologies if there is a delay in answering emails during this time. As ever, thanks to all readers for your continued support.

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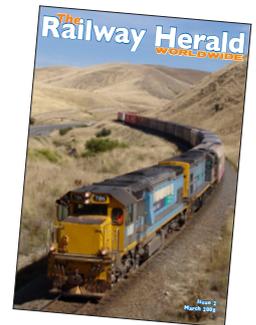
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Featured in Issue Two

- ◆ The latest news and events from across Europe, the America's and the Asia Pacific region
- ◆ **Railroading USA** - John Day starts the first of a major new series examining photo locations and opportunities around the United States. Part 1 looks at the busy areas around Chicago.
- ◆ **China Steam Spectacular** - Cyril J. Lofthus looks at some of the remaining steam operations throughout China.

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FCC names Class 365 EMU

- ▲ The rare sight of a Class 365 EMU carrying a headboard! No. 365536 stands at Gordon Hill on 19th March, prior to being named Rufus Barnes - Chief Executive of London TravelWatch for 25 years. Following the naming, the unit formed a special working for invited guests running non-stop to London King's Cross.
- ◀ To mark his retirement after 25 years with London TravelWatch, Chief Executive Officer Rufus Barnes unveils his name on the driving car of First Capital Connect Class 365 No. 365536 at his local station of Gordon Hill on 19th March. **Both: Brian Morrison**

New station for Llanharan opens, 44 years after the last one closed!

The new station for Llanharan that has been built on the site of the former one closed in 1964, will be officially opened by First Minister, Rhodri Morgan, next week.

Llanharan will have hourly services between Cardiff, Bridgend and Maesteg on Mondays to Saturdays, together with three return journeys to Cardiff on Sundays. The station features the latest technology, such as electronic passenger information displays, CCTV coverage, public help points and well-lit platforms and footpaths for security.

There is also a new passenger Park and Ride car park.

- ▼ First GBRf Class 66/7 No. 66704 Colchester Power Signal Box climbs the bank at Kings Sutton with an Old Oak Common - MoD Kineton working on 19th March, conveying Mk2 vehicles for store. In the background is Class 168 No. 168112 working a Birmingham Snow Hill to Marylebone service. **Steve Madden**



▶ Although Network Rail has completed all the work that it was due to finish on the reconstruction programme at Sandhills station, Merseyrail has decided to keep the station closed until early July, when it will partially open in time for the Tall Ships event. The decision has been taken because the station is in an exposed and elevated position, and until the new facilities are completed, there is no protection for passengers from inclement weather. Also, it was felt that although the work areas are fenced off, the image presented contrasts sharply with the level of facilities and appearance that will be in place when the project is finalised. There is an alternative interchange at Moorfields that is working well and few passengers are using the alternative road transport provided at Sandhills. Work is due to continue until early December, when the full station reconstruction programme is scheduled for completion.

▶ Eurostar is to introduce extra trains for the summer between St Pancras International/Ashford International and Disneyland Resort Paris, starting on 18th July. The new services will provide an additional 33,000 seats to and from the resort, and tickets went on sale on 18th March. The extra trains will run on Monday, Tuesday, Friday and Saturday from London/Ashford and on Monday, Tuesday, Wednesday and Thursday from Disneyland. Eurostar's Director of Communications, Simon Montague, commented: "These extra services will make it even easier for families and friends to visit Europe's leading tourist attraction during the summer holidays. The midday departure times are ideal for travellers living in towns and cities beyond London, who can buy through fares and use domestic rail to St Pancras International, King's Cross and Euston to connect with the Eurostar trains".

▶ Refurbishment of Queensbury station on the Jubilee line has begun and the station will be closed for a series of weekends instead of the usual practise on the Underground of work being carried out during limited engineering hours when there are no trains in passenger service. Given the time spent setting up and demobilising the site, this left just three hours of productive time. Seemingly taking a leaf out of Network Rail's book, Tube Lines will now be able to achieve in one weekend closure what would normally take 14 standard weekday night shifts to complete. The refurbishment of the station includes a new PA system and a better customer information system, the wall tiles will be replaced and two new waiting rooms will be constructed to improve the interior design.



▲▲ Class 315 No. 315857 in interim National Express East Anglia (NXEA) livery at Stratford prior to its naming ceremony on 19th March. ▲ Dave Pryor and Andrew Chivers, NXEA MD after unveiling the Stratford Connections nameplate. Both: Iain C. Scotchman

Refurbishment of the complete fleet of Class 315 EMUs was marked at Stratford on 19th March, when the final unit to leave Bombardier's Derby Litchurch Lane Works was unveiled as Stratford Connections.

The new name reflects the level of interchange facilities at the station that links the Underground's Central and Jubilee lines with National Express East Anglia (NXEA), the North London line, Docklands Light Railway and, when opened, Stratford International for Eurostar and Javelin services.

The naming was undertaken by Dave Pryor of the Canary Wharf Transport Forum, a partnership of stakeholders and businesses at Canary Wharf, of which NXEA is a partner, accompanied by NXEA Managing Director, Andrew Chivers.



Cultured Class 150s

◀ Class 150s Nos. 150146 (pictured) and 150147 each feature a different livery promoting Liverpool as the Capital of Culture, and the arts. No. 150146 features images of musicians, while No. 150147 is dedicated to art and sculpture. Fred Kerr



Totnes pumping house saved from demolition

Brunel's pumping house in Totnes, a part of Dairy Crest's old dairy complex which closed down last year, has just been saved from demolition by a last-minute Government Grade II Listing.

Plans are now underway to turn the building into a museum dedicated to the famous Victorian engineer, with a centrepiece exhibit being the 140-year-old broad gauge railway engine *Tiny*, currently in the South Devon Railway museum at Buckfastleigh.

The South Devon Railway is

keen to support proposals to turn the old stone building next to Totnes station into a visitor centre and for a railway museum to become a major new visitor gateway to the area.

General Manager Richard Elliott has said he would be prepared to donate *Tiny* to a new Brunel Museum. It was designed to run on the Brunel's broad gauge line and is the last of its kind in the world.

Utilising land by the pumping station could also help the South Devon Railway give visitors a

shorter route getting to and from the main line station as well as the town centre and castle.

The railway is also desperately short of car parking at Totnes, particularly for disabled visitors, and some extra space in this respect would also bring the steam railway closer to the heart of Totnes and so help local businesses. Brunel built the Totnes pumping house as part of his atmospheric railway experiment.

Two other pumping stations at Starcross and Torre have already been protected in the same way.

First of the extra trains for Docklands Light Railway previewed

The Olympic Delivery Authority and Transport for London are investing £100 million in new coaching stock for Docklands Light Railway (DLR), which will provide a 50% capacity increase by 2010 and will continue to drive the regeneration of East London and the wider Thames Gateway.

The first three two-car units Nos. 104, 105 and 106 of the new fleet were shown for the first time at West India Quay station on 13th March by the Mayor of London, Ken Livingstone, accompanied by Olympic decathlete Dean Macey, the Chairman of the ODA, John Armit and DLR Chairman, Ian Brown.

A total of 55 cars of this modernised design are being constructed by Bombardier at Derby, and are scheduled for delivery during this year and next. The vehicles will enlarge the existing DLR fleet to enable three-car units to operate on the system, as well as provide necessary additional traction on the second Stratford line, which is currently under construction and due to open in 2010. Some of this new route will occupy the former National Rail line from Stratford to North Woolwich as far as Royal Victoria. A new section is also being built to connect various lines at Stratford with Eurostar's Stratford International station, and

the DLR extension to continue the London City Airport line from its present terminus at King George V in North Woolwich, beneath the River Thames to Woolwich Arsenal is due to open in 2008.

The DLR will play a key part in transporting the millions of spectators expected to attend the London 2012 Olympic Games and Paralympic Games, connecting them to the events that will be held at the ExCel, Greenwich Peninsula, Maritime Greenwich and the Royal Artillery Barracks in Woolwich.

The increase in capacity provided by the new stock will also allow the railway to keep pace with increasing passenger numbers that currently stand at 65 million per year, but are expected to rise to 100 million by 2012.

The new carriages have a sleeker design and increased window space and initially will operate alongside the existing two-car trains. Later, they will begin to form three-car units when platform extensions have been completed. The first of these are already underway on the Bank-Lewisham branch and all will be completed by 2010.

After testing has finished, the first vehicles will be operational this coming spring with the remainder introduced into service up to the end of 2009.

- ▶▶ The new sleeker design of the latest DLR trains.
- ▶ The spacious interior of new Bombardier-built stock for DLR.
- ▼ New DLR unit No 104 (left) on display at West India Quay on 13th March, while No 74 approaches Canary Wharf on the rear of a service from Stratford to Lewisham. All: Brian Morrison



New tram-train trial announced for Penistone Line in Yorkshire

An innovative form of public transport called a 'tram-train' is to be given trials in the UK for the first time, with five of the new vehicles, which can run on both railway infrastructure and tram lines under diesel or electric power, replacing the conventional diesel units currently used on the 37-mile Penistone Line between Huddersfield, Barnsley and Sheffield.

Tram-trains are lighter and 'greener' than conventional trains, use less fuel and weigh less, which reduces wear and tear on tracks.

Also, they have faster acceleration and deceleration rates giving better journey times.

The trial, which is not starting until 2010, will take some two years to complete, in which time environmental benefits, operating costs and technical suitability will be assessed, as well as testing how popular the vehicles are with passengers on the route. There is also an option for a second phase, which will test the vehicles under electric power on the Sheffield Supertram system to see what additional benefits

they can provide when extended onto city centre tram lines. The project is a partnership between the Department for Transport, Northern Rail and Network Rail, and seeks to establish whether tram-trains similar to those operating successfully in Europe are suitable for Britain's railway network.

Northern Rail is to run a competition for manufacturers to build them, which Northern will lease, and Network Rail will spend £15 million in track improvements and alterations to stations as part

of the trial. DfT will contribute £9 million to fund the operation of the trial and Northern will bring experience from Europe through NedRailways, which operates tram-trains in the Netherlands.

The Penistone Line has been chosen for the trial because it offers the chance to test the tram-trains on a route that in part is for passenger trains only and in part for both passenger and freight movements. The tram-trains will be dual-powered, diesel for the Penistone Line and electric for the phase 2 Sheffield Supertram trial.

❖ First ScotRail's train maintenance depots at Corkerhill, Eastfield, Haymarket, Inverness and Shields have all received accreditation to international standard 14001 for environmental management from the United Kingdom Accreditation Service (UKAS). The certification focuses on continuing improvement in areas ranging from the amount of waste generated to increasing the amount of materials that are recycled, and also helps identify and manage potential savings in energy and water consumption. The company now plans to obtain accreditation across the entire network, including its 341 stations.

❖ A new footbridge designed to reduce congestion at Ascot station has been lifted into place by crane. The bridge links Platforms 1 and 2 and will provide South West Trains passengers with access between the platforms, in addition to the existing station subway. The new route will prove particularly valuable during Royal Ascot week, when hundreds of racegoers travel by both scheduled services and special excursion trains to Ascot Racecourse. In previous years, South West Trains have erected a temporary footbridge to cope with the additional crowds for the duration of the race meeting. The structure is expected to be open for passenger use by the end of April.

Comeback on the cards for Bere Alston line?

Executives of Devon County Council are considering a plan put forward by the private firm Kilbride Properties to rebuild the five-and-a-half mile line between Bere Alston and Tavistock in West Devon that was closed in 1968.

The scheme put forward is to reopen the line and build 750 homes next to a new station on the outskirts of Tavistock. Some local residents however, doubt that the £10 million-plus scheme

will be workable, and if Kilbride Properties does not simultaneously get planning permission for a large housing estate, the scheme could be scrapped before a length of rail is laid.

Planning application for the housing estate has not yet been made but leaflets have been distributed in Tavistock asking people to email comments on the idea. Should the plan come to fruition, a joint venture company will be established, with Kilbride

as the majority shareholder. Land would be acquired by negotiation or using compulsory purchase orders. Kilbride would design and build the railway and manage its assets, while the county council would buy the land needed for tracks and provide a new cycleway and footpath.

Kilbride would use profits from the new housing estate to fund the railway construction. Further developments are awaited with interest.

▼ **Freightliner Class 90 No. 90049 departs from Ipswich Yard with classmate No. 90009 'dead in tow' on a Felixstowe - Crewe intermodal service on 20th March. No. 90009, carrying the now de-branded 'one' railway livery, was bound for Crewe for repairs after failing the previous day. Michael J. Alderdice**



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Time for a
different
kind of
number?

Metronet collapses after PPP Arbitrator refuses most of costs claim
Business as usual at LUL, promises Mayor
RMT threatens action if Metronet jobs are lost
Tories call for probe by National Audit Office
Lai to sell Chiltern Railways and its stake in London Overground
Watchdog urges government to consider terminating First Great Western
Work on EARL to be suspended during review
Eurostar's full high speed timetable won't arrive until December
TfL gets new rail powers outside London area
Reality: ATOC loses Network Rail vote
Milestone reached at Heathrow Terminal 5: first look at London's newest tube station

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Looking back at decades of diesels

A collection of three programmes looking back at the West Country since the 1970s.

Diesel power in the West Country (£15.95)

Filed between 1990 and 1998, the programme takes the viewer on a lineside journey from Bristol & Salisbury to Penzance via all the surviving intermediate branch lines. It comprises probably the most comprehensive tour of the region ever condensed into one programme and includes a staggering 23 different types of locomotive. Running time approx 83 minutes.

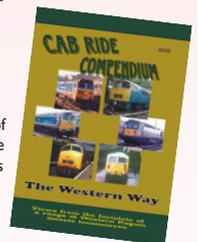


Four decades to Kingswear (£19.95)

A look at the variety of steam and diesel traction that has operated over the Paignton to Kingswear branch since 1973. As well as the beautiful scenery on the 7-mile stretch between Paignton and Kingswear, we see views of some of the specials en-route to their destination, thus high speed runs also feature. An amazing array of 80 different steam and diesel locomotives appear in this programme, some in several locations. Running time approx 72 minutes.

Cab Ride Compendium - The Western Way (£19.95)

Rather than concentrate on just one journey we have put together a compilation of six footplate trips spanning a period of 30 years. First is Exeter St. Davids to Salisbury with 50018 Resolution on 23 June 1991, then Class 47 No 47573 is our steed from Plymouth for Newton Abbot on 18 December 1988. Next we travel Bury to Rawtenstall on the East Lancs Railway in the cab of D832. Onslaught before boarding D1013 Western Ranger for the climb of Eardington bank on the Severn Valley Railway. Then its a ride in the cab of the Blue Pullman on the Bristol to Bath section in the 1970s and finally, double-headed Cromptons from Exeter Riverside with 33108 (paired with 33114) to Meldon Quarry on 14 September 1990. Running time approx 105 minutes.



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❖ Vintage Trains has now confirmed that it has deferred the 'City of Chester' charter with No. 5029 *Nunney Castle* from 5th April until 26th April in order to allow extra time for the locomotive's overhaul to be completed. As reported last week, a broken spring was discovered that has taken some time for a replacement to be sourced, due to problems in obtaining the required steel of a specific gauge. Past Time has also announced that No. 5029 will feature on its last two 'Torbay Expresses' of the season, which are scheduled for 21st and 28th September.

❖ It seems that No. 6024 *King Edward I* has encountered further problems, which unconfirmed reports suggest may be associated with the leading bogie. However, it has been confirmed that No. 71000 *Duke of Gloucester* will deputise on The Railway Touring Company's 'Pembroke Coast Express' to Milford Haven on 5th May and also on Kingfisher's 'English Riviera Express' between Taunton and Kingswear and back on 24th May. It is also believed that it may have further work in the pipeline for May, making it a very busy month indeed for No. 71000 and its support crew.

❖ For the most comprehensive and up-to-date railtour listings on the internet, featuring steam, diesel and electric traction all in one place, visit the *Railway Herald* website and click on 'Railtours'. The listings, now fully revised and updated, provide a full run-down, by date or by locomotive/traction type of what is running, where and where! **Click here** to visit now!

Regular itinerary trips in North West from Mark Elderkin

Independent operator Mark Elderkin has announced two further tours in addition to his jaunt with No. D1015 *Western Champion* from London Paddington to Weymouth on 26th May, running via Bristol Parkway, Bath Spa, Westbury, Castle Cary, Yeovil and Dorchester.

The newly announced trains operate on 14th June and 26th July, which are an interesting concept, as they run on the back of Past Times' highly successful 'Cotton Mill Expresses', which operate on both those dates with steam haulage.

Mark's trains will take over the incoming stock of the steam-hauled service and operate a similar itinerary from Manchester Victoria via Stalybridge, Huddersfield, Brighouse, Hebden Bridge, Copy Pit, Blackburn, Darwen, Bolton and back to Manchester Victoria. But that is not all; the train then continues around the 'Oldham Loop' via the delightfully named Oldham Mumps and Rochdale before again reaching Manchester Victoria via Castleton. The trains carry the title 'The Cotton Mill and Oldham Looper' and are planned to depart from Manchester Victoria at around 16.45 and arrive back at around 21.15. Traction is Class 40 No. 40145 *East Lancashire Railway* on 14th June and Class 55 No. 55022 *Royal Scots Grey* on 26th July. Bookings are being taken by Past Time Rail for all the trains.

This is a very interesting concept, as it makes maximum use of the rolling stock and will appeal to a wide variety of people, yet will not distract from the preceding steam-hauled operation. It is also one of the first diesel-hauled programmes to consider operating a regular itinerary.

Royal Scotsman 2008 programme

'The Royal Scotsman' luxury train will again be operating this year offering sumptuous itineraries of between two and seven nights. Traction will again be provided by the West Coast Railway Company, featuring Class 47s. Tours commence on 18th April and run through until 24th October. For more details go to www.royalscotsman.com.

Four tours are on offer, commencing with the 'Classic', which is a five-day affair commencing in Edinburgh, which on day one runs via Aberdeen to Keith, then to Kyle of Lochalsh on day two, returning the next day via Inverness to overnight at Boat of Garten on the Strathspey Railway. The Highland mainline to Perth features on day four, with the overnight stop at Dundee, prior to the return to Edinburgh on the last day, via the Forth Bridge. The 'Western' tour heads for the West Highlands, departing Edinburgh to the first overnight stop at Spean Bridge, to be in position next day for the journey to Mallaig. The train returns for a break at Fort William before heading on to Bridge of Orchy for the overnight stop. On day three it returns south and visits Wemyss Bay for the overnight stop before returning to Edinburgh on day four. The three day 'Highland' tour is a truncated version of the 'Classic', running from Edinburgh to Keith via Aberdeen, returning to Perth on day two to overnight at Dundee before terminating at Edinburgh on day three. Finally, the 'Grand West Highland' is a combined 'Western' and 'Highland' itinerary.

What future for Heartland?

There is growing speculation in the railtour movement that Heartland Rail is being wound down.

Such talk is fuelled by the unconfirmed cancellation of its charter to Carlisle this Saturday 22nd March, and that its website, which was updated on 19th March, has been stripped of all tour details with the notation that it is 'currently under maintenance and review'. The telephone line reverts to voicemail, as does that of Cotswold Rail, which owns the operation, although as contact was being sought on Good Friday, it is likely that its offices are merely closed for the Bank Holiday.

Other factors may provide an indicator, as further unconfirmed reports indicate that its fleet of four Class 47/8 locomotives may well be in line for an extended contract operating for Natex on a DMU substitution diagram between Norwich, Great Yarmouth and Lowestoft, as well as continuing the provision of 'Thunderbird' support on the East Anglian main line.

Acquisition of freight flows and spot hire keeps the remainder of the fleet active, so it could be that Heartland may no longer have a place in the Cotswold Rail strategic plan.

▼ **LMS Pacific No. 6233 *Duchess of Sutherland* powers through Toton Centre on 22nd March, with a Mill Hill Broadway to York charter, which was steam-hauled forward from Leicester. The train is pictured in spring sunshine, moments after a brief but heavy snow storm!**
John Whitehouse





▲ Pathfinder's 'Choppington Changer' used Fastline Freight Class 56/3 No. 56303 for part of the journey on 15th March. Here, the train approaches Choppington level crossing, in Northumberland, on the Blyth & Tyne route east of Hepscoot. Derek Harding

The Week Ahead

Longer days and the first Steam Dreams working of the year are perhaps the first indicators that winter has nearly gone and we have summer to look forward to.

We have to wait until 29th March for British Summer Time but only until 24th March for No. 34067 *Tangmere* to enliven London Victoria with the departure of the first 'Cathedrals' of the year for Canterbury. Let us hope that for all tour operators, 2008 will be a good year. Certainly 2008 is loaded with promise, and March 29th sets the scene with perhaps one of the most unlikely events in the history of mainline steam. Who, in their wildest dreams back in 1968, or 1978, 1988 and 1998 for that matter, would ever have expected to see a Stanier Pacific on the branch from Paignton to Kingswear?

It is perhaps a testament to what the steam movement has achieved over recent years that the visit of No. 6201 *Princess Elizabeth* to Kingswear on the Railway Touring Company's 'Dartmouth Express' is not being greeted with banner headlines. The 'Princess' will work the train both ways between Stoke Gifford and Kingswear, and will be turned on the Paignton & Dartmouth's recently extended turntable at Churston.

Another first on 29th March will be a 'Deltic' over the Central Wales Line. Pathfinder is operating the tour from Cardiff, which will pick up at principal stations through to Telford Central before proceeding for a break at Llandrindod Wells. It will then continue south to set down at Cardiff, and intermediate stations as outwards, with additional stops at Shrewsbury and Crewe, where the tour terminates.

Moving on to 5th April, there is a busy programme of tours with the highlight perhaps the long awaited return of steam to the Conwy Valley Line. The Railway Touring Company has its 'Welsh Mountaineer', which runs diesel-hauled from Manchester Victoria to Holyhead, where Ian Riley's pairing of Nos. 45407 and 76079 will take over to haul the train back to Llandudno Junction and then onwards to Blaenau Ffestiniog. After a break the pair will return the train to Llandudno Junction, working tender-first, and after running around, continue with the train back to Manchester Victoria.

On the same day, Kingfisher has the first of two 'Golden Arrow' workings to Folkestone Harbour with No. 34067 *Tangmere*. It was thought that these would be the last revenue-earning trains down the steeply graded branch from Folkestone East to Folkestone Harbour, but with VSOE also still using it for some of its British Pullman workings, the short term future of the branch remains unclear. The 5th April train, which originates in the Midlands, at Nottingham, is due to be steam-hauled from Willesden and features the extra 'photographic' departure from Folkestone Harbour. The run back to Ashford will be diesel-hauled, before No. 34067 again takes over for the return to Willesden, running via Canterbury, Margate, Whitstable, Faversham, Rochester, Swanley and Nunhead.

Classic diesel traction is also in action on 5th April, with the principal working being that of diesel-hydraulic No. D1015 *Western Champion* from Paddington to Penzance and return for Past Time. This locomotive will be one of the attendee's of the NYMR diesel gala a few weeks later, making what is believe to be the first appearance of a diesel-hydraulic at Whitby! Meanwhile, Compass Tours also operates its inaugural 2008 charter with a pair of EWS Class 37s from Wolverhampton and stations via Shrewsbury to Crewe and then onwards over the Diggle route to York. The company provides the option of staying on board for a trip around the Harrogate Circle, again with the EWS Class 37s. Green Express also opens its 2008 account on 5th April to Canterbury from Sheffield with West Coast Class 47 traction.

UK Steam & Modern Traction Railtour Listings

The following table details the latest information available on steam, diesel and electric railtours for the forthcoming weeks from the date of publication. Information is understood to be correct at the time of going to press.

22nd March		
Stoabrt Pullman	tbc	'Easter West Highlander Day 2: Dumbarton-Oban-Dumbarton
Past Time Rail	tbc	Bristol TM-Taunton-Exeter SD-Paignton-Kingswear and return
Past Time Rail	35028	London Victoria-Woking-Basingstoke-Salisbury (break/rev)-Southampton-Havant-Haslemere-Guildford-London Victoria
Pathfinder Tours	CI.50	Worcester SH-Bham NS-Tamworth HL-Alnwick-Edinburgh & return
Railway Touring Company	6233	(Mill Hill Broadway-Leicester)-Leicester-York (break and reverse)-Leicester (and return)
Vintage Trains	5029	Birmingham Snow Hill-Stourbridge Jct-Kidderminster-Droitwich Spa-Worcester Shrub Hill (break)-Kidderminster-Henley in Arden-Stratford upon Avon (break/rev)-Dorridge-Birmingham Snow Hill
23rd March		
Stobart Pullman	tbc	Easter West Highlander Day 3: Dumbarton-Stranraer-Dumbarton
24th March		
Stobart Pullman	tbc	Easter West Highlander' Day 4: Dumbarton-Carstairs-London KX
26th March		
Steam Dreams	30777	London Victoria-Canterbury West and return
29th March		
Kingfisher Railtours	2xEWS CI 37	Bedford-Leicester-Uttoxeter-Warrington-Man Vic-Chapel en le Frith-Buxton (rev)-Peak Forest-Chinley-Chesterfield and return
Pathfinder Tours	55022	Cardiff-Gloucester-Bham NS-Wolves-Codsall-Telford Central-Llandrindod Wells-Newport-Bham NS-Shrewsbury-Crewe (Birmingham International)-Bristol TM-Kingswear-Bristol TM (& rtn)
Railway Touring Company	6024	
5th April		
Kingfisher Railtours	34067	(Nottingham)-Kensington Olympia-Folkestone Hbr-Canterbury West & rtn
UK Railtours	tbc	Stevenage-Finsbury Park-Ealing Broadway-Kidderminster and return

Key to tour listings:

BLACK Charters expected to operate as booked.

GREEN Tours postponed to a future date by the operator

WCRC West Coast Railway Company

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

RED Tours cancelled by the operator

BLUE Provisional excursion

Not all pick up/set down points are shown. Check with the operator before travelling any distance.

Useful Weblinks

- Online railtour listings
- Current fire-risk status info
- Tour operators contact details
- Email the railtours editor



▲ LNER 'A4' Pacific No. 60009 Union of South Africa passes East Linton on 15th March, when the locomotive worked the return leg of 'The Heart of Midlothian' tour from Edinburgh Waverley to Leeds as far as York. **Peter Kellett**

▼ Past Time Rail's popular 'Cotton Mill Express' on 15th March was diverted via the Carnforth Circle rather than the advertised route, due to the ongoing work to repair the landslip at Elland. For passengers there was an added advantage as LMS Pacific No. 6201 Princess Elizabeth was added to the front of the charter to double-head with BR Standard 4MT No. 76079 on the final leg from Carnforth to Manchester. The reason for the move was to return No. 6201 back to Bury from Carnforth. Here, the train passes Leyland heading for Manchester. **Mark Ainsworth**





'Trent Valley Four Tracking' project continues

▲ Work on the West Coast Main Line route modernisation and the 'Trent Valley Four Tracking' project specifically, continues apace. With Lichfield No.1 signal box due to be de-commissioned shortly, London Midland-liveried Class 350 No. 350112 passes the structure as it calls at Lichfield Trent Valley with a London Euston-bound service on 19th March.

◀ Freightliner Intermodal Class 66/5 No. 66503 passes the soon to be redundant box with a northbound intermodal service.

▼ A rare double-headed Class 92 working as NO. 92026 leads 'dead' classmate No. 92007 on the approach to Lichfield the same day, with a northbound service. **All: Antony Guppy**





North West 'Tractor' Action

A new rake of bogie cement tanks were delivered to Castle Cement at Clitheroe on 18th March. Motive power for the one-way working was provided by Class 37/4 No. 37401. The vehicles, which will be pressure loaded at Clitheroe, via HGV road tankers until the overhead loading hopper is fully functional, are to be used on a new working that will run loaded northbound via the Settle & Carlisle to PD Stirling's site at Mossend, and due to commence on 28th March. The wagons are expected to be painted into Castle Cement livery shortly.

▲ No. 37401 powers the train northwards through Winwick Junction, shortly after leaving Warrington. **Andy Appleton**

► The train arrives at Clitheroe Cement works.

▼ The driver of Class 37/4 No. 37401 carefully reverses the wagons into the plant. **Both: Terry O' Connor**



❖ The Sittingbourne & Kemsley Light Railway has confirmed that following the closure of the Sittingbourne Paper Mill, and subsequent talks with the landlords M-Real, a licence for the railway to operate throughout 2008 has granted. However, talks are ongoing in relation to future operations of the railway on this site.

❖ In mid-Wales, the Welshpool & Llanfair Light Railway is to fit a Lempor exhaust on its new Resita 0-8-0 locomotive No. 764.425, which was delivered to the line last year to improve performance on the steeply-graded line. Other improvements include two new injectors to improve boiler efficiency at the full working pressure of 203psi.

❖ Repairs have been completed to Romney, Hythe & Dymchurch Railway Davey Paxman 4-6-2 No. 8 *Hurricane*, and attention has now turned to No.1 *Green Goddess*. The locomotive has been stripped down and the chassis dispatched to Crowhurst Engineering in Hythe, and the boiler sent to Maskells in Bedfordshire.

❖ The Welsh Highland Railway (Caernarfon) is hoping that Garrett NGG16 No. 87 will make its debut during the railway's 'Super-power Weekend' in September, following trials in the summer. The locomotive, which was acquired in March 2006, will be the fourth Garrett to enter service on the WHR(C) joining No.138, No. 143 and K1.

❖ The Talylyn Railway has been busy with the paint brush over the winter months. Not only has Fletcher Jennings 0-4-2T No.1 *Talylyn* been turned out in a 1930's black livery, but during February, No. 2 *Dolgoch* was also treated to a new maroon livery.

❖ A new bridge section has recently been installed for the Welsh Highland railway at Pont Cresor by widening the existing road bridge on the B4410. However, work on rebuilding the WHR(C) has had to be pushed back due to the need to apply for a marine construction licence for widening of the Cob just outside Porthmadog.

❖ The view of passengers is to be improved on the Ffestiniog Railway's route with the thinning of 200 acres of trees between Cae Mawr and Bryn Mawr in conjunction with the National Trust, which owns the land. The intention is to remove the non-native conifer trees, which were

'Quarry Hunslet' gathering at Welsh Highland

Two of the oldest and the newest Quarry Hunslet locomotives will operate together for the first-ever time at the Welsh Highland Railway (Porthmadog) at the beginning of May.

The newly-built *Jack Lane* (3904 of 2005) will join veterans *Irish Mail* (823 of 1903) and *Alice* (780 of 1902) to operate an intensive train service for the 'Hunslet: Generations' gala on 3rd-5th May. The gala is the first visit to Wales for *Jack Lane*, the spiritual home of the Quarry Hunslet class, where a host of 2ft gauge 0-4-0ST locomotives were built for service in the slate quarries of North Wales.

The event celebrates one of Britain's best known locomotive builders, Hunslet of Leeds, which also built the only surviving Welsh Highland Railway locomotive *Russell* (901 of 1906). *Russell* is currently being restored at the WHR(P)'s workshops, and there will be a rare opportunity to see progress on the project.

James Hewett, Chairman of the WHR(P) said: "We're delighted to host such a historic event, featuring locomotives from different eras in Hunslet history. The plan is that the locomotives will 'top and tail' the train service, so there will be the chance to compare their performance."

Irish Mail and *Jack Lane* have operated together before, at the Statfold Barn Railway where the latter locomotive is based. *Alice* and *Irish Mail* both worked at the



▲ One of the stars of the May Bank Holiday Show, Quarry Hunslet 0-4-0ST *Alice* is pictured on the Welsh Highland Railway. This locomotive will be joined by two other working members of the type. WHR

Dinorwic Quarry in Llanberis, but the three have not been in service together until now.

James Hewett added: "We're extremely grateful to the owners of all three locomotives for making this event possible. A successful weekend will certainly help make sure it isn't long before our own flagship Hunslet, *Russell*, is able to return to steam."

The three working Quarry Hunslets will be joined by a fourth visitor from the class, *Hugh Napier* (855 of 1904), which is based at the Penrhyn Castle Museum near Bangor. Although not yet in working order, the parts of *Hugh Napier* will be on display in the WHR(P) museum, giving visitors the chance to see the type of

locomotive from a different angle. The WHR(P)'s resident Quarry Hunslet, *Lady Madcap* (652 of 1896), which is currently under restoration, will also be on display. In addition, Hunslet diesels through the ages will also be represented at the gala by three of the WHR(P) fleet; a 50hp mines loco (3510 of 1947), *Weightin*, a 43hp model (7535 of 1977), and *Emma* (9346 of 1994).

The WHR(P) gala coincides with two other railway events in Porthmadog: the Narrow Gauge and Industrial Model Show, which takes place opposite the WHR(P) station, and an event at the Ffestiniog Railway featuring an intensive train service, and another visiting Quarry Hunslet, *Jerry M.*

New steam locomotive to be constructed for Corris Railway

The Corris Railway Society (CRS) is launching an appeal to build a new steam locomotive in early April.

Following a vote of the CRS membership, the design will closely follow that of the original Corris Railway Nos. 1 to 3 in their 0-4-2T engine form. The new engine will take on the fleet number 10.

In 1878, the Corris Railway took delivery of three small saddle tank locomotives, built by Hughes Locomotive and Tramway Engine Works Ltd of the Falcon Works in Loughborough. They were originally supplied with an 0-4-0 wheel arrangement, but this proved to make for a bouncy ride on the sharp curves of the Corris and they were soon converted to 0-4-2s by the addition of a small set of trailing wheels under the cabs.

Unusually for narrow gauge engines that hauled passenger services, the Corris engines never carried names. One of the

difficulties which the current Corris Railway has faced since it began to bring the line back to life is its track gauge. 2ft 3ins is an unusual gauge and now only shared with the Talylyn Railway. So when it comes to locomotives and rolling stock they are limited in what they can use or hire in.

The Corris Railway is going to build another Falcon after a modest gap of a century and a quarter! The timescale for construction will depend very much upon funding, and for a small Society this will be another major effort and all help will be much appreciated. One-off donations, small or large, will be most gratefully received, as will regular payments by Standing Order. So if you fancy a 'Falcon for a Fiver', less than a monthly round of drinks at the pub, now is the time to act!

Information leaflets for the Falcon appeal can be obtained by sending an SAE to John Simms, CRS, 42 Bluebell Close, Taunton, Somerset, TA1 3XQ.

Welshpool opens for business

THE Welshpool & Llanfair Light Railway (W&L) opened for the 2008 season on Good Friday, following a highly successful winter maintenance period.

The winter's track programme had major renewals completed a month ahead of schedule, while the railway's annual 'Workshop Week' was dubbed the best ever.

The previous year's track renewal from Sylfaen summit down to Cwm Lane (Golf) level crossing was extended by a further half-mile towards Welshpool, using firstly Polish S30 (60lb) and then Chinese 50lb rail. The latter fits into W&L concrete sleepers and a bulk purchase has given sufficient for the next two years.

The railway's General Manager, Terry Turner, said a number of factors had contributed to the success: "Mechanisation again paid dividends with ballasting completed in two days using the Romanian hopper wagons, and all consolidated in five days with the Plasser tamping machine."



▲ Manx Electric Railway tramcar No. 20 awaits departure from Ramsey with a service back to Douglas. David Lloyd-Jones

Manx Electric Railway will operate through to Ramsey in 2008

The Isle of Man was facing a summer season without the 3ft gauge Manx Electric Railway (MER) operating to the northern terminus of Ramsey.

After a winter closure of the 17 mile-long system for an extensive track replacement programme, it was announced in February by the Isle of Man Government Minister of Tourism and Leisure, that the Laxey to Ramsey section would not be re-opening this year as the track was not ready.

This news sent shock waves around the local community and tram enthusiasts alike, who fear that this section of the MER might be closed forever. In addition, the Ramsey shop keepers, who really rely on the summer trade, were also up in arms over the closure.

The main reason for not re-opening this section of the MER had been cited as the dangerous state of the trackwork, despite

multi-million pound investments by the Isle of Man Government in a track replacement programme in recent years. Was the Manx 'Dr Beeching' sharpening his axe? There were calls for Adrian Earnshaw, the Minister of Tourism and Leisure to resign.

However, at the eleventh hour, just before the remaining section of tramway was due to open on 17th March, Adrian Earnshaw came to the Manx Parliament on 12th March with a £5 million proposal that will see it operate on a single track basis from July until September. The plan didn't receive a single vote against it, particularly when Chief Minister Tony Brown explained the money would have been required anyway, whenever the renewal work was done.

The latest plan involves replacing just one side of the track before the full summer season begins in July, therefore bringing forward part

of the work they had planned to start next year. Once the season is out of the way, the rest of the work will be completed in time for April 2009.

When asked by members why this solution was not considered before he made the closure announcement, Mr Earnshaw replied that the decision to close had been a responsible one. He said three weeks ago that the option had not seemed possible because they did not have the money or the workforce available, resulting in one member remarking that the resultant negative publicity on and off the island had been damaging, and he was now making a U-turn. The Manx Electric Railway Society is again calling for the Minister's resignation.

As with the previous track replacement, contractors RMS Locotech will carry out the work.

Freight operations for Leighton Buzzard

While most freight workings on heritage lines are staged for the cameras, the Leighton Buzzard Railway (LBR) will be running a 'real' industrial railway operation on two Sundays in May.

The spoil from the reconstruction of Platform 1 at Page's Park station is to be tipped behind the engine shed, and the easiest way to do this is by rail. On 11th-18th May, therefore, the unique Baguley 0-4-0T *Rishra* will haul a train of skip wagons between the work site and the tip, in the gaps between passenger trains.

Meanwhile, a popular performer at Leighton Buzzard for several years was Hunslet 0-4-0ST *Alice* (HE 780/1902), until it left for its new home at the Bala Lake Railway in 2003. It is scheduled to take part in the now-regular steam event at Wicksteed Park, Kettering, in July, and afterwards is expected to spend some time at its former Bedfordshire base before returning to Wales. The Kettering weekend has become

a popular outing for Leighton Buzzard volunteers, and LBR locomotives *Rishra* and *Peter Pan* are lined up to run around the lake this year.

In other news, the official consultation exercise that took place last autumn to gauge public opinion over where new housing developments in the area around the Leighton Buzzard Railway should go, has come up with an overwhelming preference - build around the existing Luton conurbation and leave Leighton Buzzard alone!

The results of the consultation are being studied by the Luton & South Bedfordshire Joint Committee, which brings together the local authorities concerned, and their response is expected later in the year. Leighton Buzzard Railway Chairman, Mervyn Leah, commented: "We are delighted with this result, and very grateful to those who wrote in from all over the country with their concerns about how some of the options would affect our railway".

Apedale progress for MRT

The Moseley Railway Trust (MRT) is making good progress on developing its site at Apedale, near Newcastle-Under-Lyme, Staffordshire.

A small but dedicated band of volunteers is working on constructing a 2ft gauge passenger carrying railway from the Apedale Heritage Centre. The Phase One objective of the railway will be to a station at Apedale Road, a distance of 500 metres from the Heritage Centre. Later phases will see the railway cross Apedale Road, and rise up a 1 in 50 ruling gradient to a terminus at Apedale Country Park, giving a run of nearly 2km.

An opening date for the railway has not yet been set as there is a considerable amount of work to be done. However, the MRT is planning an open day later in the year for visitors to see progress at Apedale. Phil Robinson, the MRT's Chairman said: "The Trust has made stunning progress in just a little over a year; we have taken a derelict site, renovated the buildings, and made a real start on building a new passenger railway. This will provide a major new attraction for the North Staffordshire area, and will mark a step-change in the regeneration of the Apedale Valley".

Class 27 stars at Gloucestershire Warwickshire gala weekend

The Gloucestershire Warwickshire Railway's diesel department is preparing for its first big diesel event of 2008.

It is anticipated that all resident ex-mainline English Electric and Sulzer diesel locomotives (Class 20 No. D8137, Class 24 No. 24081, Class 37s Nos. 37215 and 37324, Class 47 No. 47105 and Class 73 No. 73129) will be in action during the three-day event.

Following several months of undergoing engine and exhaust system repairs, Class 47/3 No. 47376 returns to active service during the weekend, with the final member of the line-up, paying a flying visit before returning to the Dean Forest Railway, being Sulzer Type 2 Class 27 No. 27066. It is planned to pair the BR blue-liveried locomotive with No. 24081 on both the Saturday and Sunday of the event.

With Gotherington crossing loop not open in time for the gala, the running format will follow the precedent set in previous years with two 'main line' sets running between Toddington and Cheltenham Racecourse, as well as a 'local' service which will shuttle between Toddington and Winchcombe.

A working timetable and loco roster for the gala will be available in advance from the GWR's website, which can be found at



▲ With Class 47/0 No. 47105 on the train to provide steam heat, the Growler Group's Class 37/0 No. 37215 departs from Cheltenham Racecourse station on the Gloucestershire Warwickshire Railway with a service for Toddington on the occasion of the Growler Group's AGM on 15th March. Jack Boskett

www.gwsr.com, or [click here](#).

The remaining diesel galas for 2008 will be held on Friday 4th to Sunday 6th July (which will also include a heritage bus display on the Sunday) and Saturday 25th and Sunday 26th October, as well as the traditional Diesel Day on

Saturday 27th December.

Other diesel running dates in 2008 are on 'green timetable' days Wednesdays 13th and 27th August, weekends 4th/5th and 18th/19th September as well as 1st/2nd November, where three round trips are available on each day. In

addition, a diesel will operate the 16.15 round trip from Toddington on any of the railway's 'blue' timetable days.

Class 47 No. 47105 will work the last return service of the day on 26th/27th March, and the full diesel diagram on 29th/30th March.

NYMR

NORTH YORKSHIRE MOORS RAILWAY

WHITBY-GROSMONT-GOATHLAND-LEVISHAM-PICKERING

Running Daily:

March 15th - November 2nd
and weekends in December



LNER FESTIVAL March 28th-30th and April 4th-6th

THREE working A4s in action, final gala appearance of NRM's V2 Green Arrow, plus visiting J15 No. 65462

MODEL RAILWAY SHOW Pickering Showground April 5th-6th

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Featuring Visiting 27066 in action! Return to service of 47376

Eight ex-mainline diesel locomotives in action.

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SPRING DIESEL GALA

4th-6th April



The Railway Station • Toddington • Glos • GL54 5DT

Tel 01242 621405 www.gwsr.com

15 mins from M5 Junction 9





▲ LNER 'A4' Pacific No. 60007 Sir Nigel Gresley climbs past Esk Valley on 12th March during a photographic charter. NYMR will play host to three 'A4s' from 28th March, the first time that three working 'A4s' have been in action together on passenger services since 1966. **Fred Kerr**

£18 million local economic boost from NYMR

A recent study has found that the North Yorkshire Moors Railway provides an £18 million 'shot-in-the arm' for the local economy every year, visitors coming to the railway and spending money, not just at the railway, but also at restaurants, cafes, shops, accommodation providers and other attractions.

The railway attracted a record 322,000 passengers last year, despite the floods in June which

left the tracks at Pickering under water, and had its biggest ever crowd at its annual Wartime Weekend. The report states that the 16% increase in passenger numbers was largely due to the introduction of regular steam-hauled services into Whitby, and the aim is to run even more this year.

Plans for this year and beyond include a £1 million Heritage Lottery Fund bid to replace the

'missing' roof and develop an education centre at Pickering station, construction of a new shed for the overdue restoration of rolling stock at Pickering and development of a shop alongside the station booking office at Whitby.

However, the railway still faces financial challenges, including the replacement of three bridges along the line and the overhaul of the seven locos it owns.

❖ The Telford Steam Railway's GWR 5600 Class 0-6-2T No. 5619 is due to return to steam on 4th May. The loco has had its restoration completed at The Flour Mill.

❖ Bury Transport Museum has won £1.6 million from the Lottery, the third heritage project in Bury to receive full backing in as many years, following the new museum and archives centre, and the Fusiliers museum. The East Lancashire Railway can now completely refurbish the Castlecroft goods shed and re-display the collections of the transport museum, to open in summer 2009. The museum has been closed since 2003 due to the dangerous condition of its roof. Organisers say the building, a goods warehouse built in 1848, is a good reminder of the town's past, and this project aims to restore it to its original condition as an important tourist attraction. The total cost of the project is £2.7 million, which includes a main floor area to display vehicles, plus various interactive and audio-visual presentations. Another award winner is the Elsecar Heritage Railway, which has been awarded £8,800 in Lottery funding for volunteers to refurbish four passenger coaches, the money coming through the Awards for All scheme.



47306 "The Sapper" shunting at Bodmin General



47749 'Demelza' & 47727 at Truro on RHTT duties in November 2007.

Day Rover
Ticket Only
£10

very steep
1 in 40 ruling
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Bodmin & Wenford Railway, Cornwall, present the

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5 & 6 April 2008

A feast of classic locomotives in the Duchy!

Also working will be English Electric, rail blue duo Class 37/0, 37142 & Class 50 - 50042 "Triumph" Special evening Class 47 hauled 'engineers' trains where passengers ride in brake vans - Please book in advance, small additional charge for holders of £10 Rover tickets.

Real Ale - Cafe - Shop - lineside permits

Featuring guest Class 47/7 courtesy of Colas Rail Ltd. 47749 "Demelza" ex D1660 "City Of Truro" requested!

Starring alongside resident 47, 47306 "The Sapper"

(All locomotives subject to availability)

Class 08 Shunter on cab rides or driver experience at Bodmin General - www.bodmindiesels.co.uk

Please 'click' this advertisement to visit group website for further information and how to book via the B&W online booking.



Storm Victim Restored

A little over nine months since the preservation world was rocked by the devastation caused to one of the leading heritage railways by heavy rain and flooding, the Severn Valley Railway once again opens its doors this Easter weekend

by John Whitehouse

Just after 10.30 on 20th March, the Severn Valley became a joined up railway again, with the departure of freshly overhauled 'Manor' No. 7812 Erlestoke Manor at the head of the first passenger train to run the whole length of the line for 274 days.

The 'Manor' aptly bore the 'Severn Valley Reopening Train' headboard, which adorned the first-ever passenger service on the railway on 23rd May 1970, and proceeded to delight the invited guests from all the organisations that had supported and contributed to the restoration of the railway during those 274 dark days with a rare non-stop run between Kidderminster and Bridgnorth.

SVR Chairman Mick York had earlier

▲ Displaying the original headboard used for the re-opening of the line back in 1970, the Severn Valley Railway starts its second life in preservation as GWR 'Manor' No. 7812 Erlestoke Manor is seen shortly after arrival at Bridgnorth with the first passenger through train since 19 June last year.

► The current scene at Highley compared with the devastation of nine months ago, in RH Issue 89. Images by the author unless stated





▲ The scene inside The Engine House on opening day, with GWR 4-6-0 No. 4930 Hagley Hall, WD 2-10-0 No. 600 Gordon and MR 'Compound' No. 1000.

paid tribute to the many individuals and organisations who had contributed to the enormous task of restoring the line, which had been breached or damaged in no less than 45 locations during the deluge of 19th June last year, which deposited two months of rainfall onto the SVR in two hours!

He pointed out that the plight of the SVR had been recognised very quickly and the burden of paying for the estimated £3.55 million reconstruction was considerably aided by financial assistance from the European Regional Development Fund, Advantage West Midlands and The Heritage Lottery Fund, which amounted to £1.5 million. The vital role played by the local district councils of Bridgnorth and Wyre Forest was acknowledged, together with the support of local members of parliament. Mr. York made special mention of active help and support from the railway industry, including organisations involved with the national network and the heritage movement. But perhaps the most evocative fact is the support of individuals to the SVR Flood Disaster Appeal, which started to receive donations before it was even set up, and now stands at a staggering £575,000.

The offers of unsolicited help from within the industry, and often from organisations much smaller than the SVR itself, has been described as a 'humbling experience' by SVR Traffic Manager Dewi Jones, for which, he added, that the SVR acknowledges a huge debt of gratitude. He also paid tribute to the staff of the railway, who had maintained their commitment and enthusiasm even though they had not seen a train in many months.

However, all this will change as public services commenced on Good Friday, 21st March, with the line fully restored and free of any speed restrictions due to the restoration work. Some signalling tasks remain, especially in the Highley area, but these will not interfere with either the operation or safety of train operations that will run daily until 6th April.

But the joy of having the railway back is now compounded by the belated opening of The Engine House at Highley, which opened its doors to the public for the first time on Good Friday. Guests from the re-opening special train

on 20th March were given a preview and saw for the first time what a truly impressive place it is. It consists of three lines with locomotives and items of rolling stock easily spaced so that visitors can get really close to enable detailed

inspection, which includes access to the footplate of Great Western Mogul No. 7325. Also on exhibition is 'Jinty' No. 47383, 'Hall' No. 4930 Hagley Hall, BR Standard 4MT 2-6-4T No. 80079, 'Pannier' No. 1501,

▼ Another resident of The Engine House, is popular SVR performer LMS 'Jinty' 0-6-0T No. 47383, currently out of boiler certificate.



WD No. 600 *Gordon* and 'Midland Compound' No. 1000, which is on loan from the NRM. A TPO carriage is also open for inspection, plus a selection of goods wagons. The track is gently curved, which adds significantly to the 'feel' of the main exhibition hall and encourages visitors to browse. A viewing gallery provides a panorama of the exhibits and also leads to a spacious refreshment area. Opening hours tend to align with the operating timetable of the day. An admission fee is payable, but at £3, or £2 to holders of an ordinary return ticket, this is a bargain as well as an ideal place to take the children.

But, this is not just good news for the Severn Valley, as its enforced shutdown has impacted quite seriously on the local economy, with many traders in places such as Bridgnorth lamenting the significant drop in trade due to the SVR being out of action. This has been recognised and Advantage West Midlands has already allocated a budget for an intensive 'we are open for business again' marketing campaign to boost the region.

Severn Valley Marketing Manager John Leach commented, "that the experience of the Severn Valley should act as a firm indicator to other heritage lines of their importance, not only to the heritage movement but, and more importantly, to the local economy of their surrounding area".

The enforced closure has also brought other benefits, in that it has permitted the locomotive department to press on with overhauls, and a visit to Bridgnorth Works revealed the overhaul of Ivatt Class 4MT Mogul No. 43106 (affectionately known as 'The Flying Pig' following its exploits on a railtour in BR days), as moving forward at a pace likely to see the locomotive back in traffic later this year. Also, a concerted pruning exercise has been undertaken that has greatly enhanced views of the River Severn from the train, as well as in certain areas opened up photographic opportunities that did not exist before. A return trip along the railway will highlight the new opportunities as well as give tangible support for its ongoing recovery.

The railway itself is restored, and the work undertaken is to a standard to withstand a storm of such magnitude in the future. The railway community is now a much closer family. Like all families, there are fall-outs, but when the going gets tough everyone closes ranks and pulls in the direction of sorting out whatever the problem may be. The Severn Valley had a big problem, but it now knows it also has a big and extended family which looked after it in its hour of need, and as a consequence the heritage railway 'family' is a much stronger, more caring and happier place to be.

▶▲ **One of the exhibits of The Engine House at Highley is long-term resident of the Severn Valley Railway, GWR 'Hall' 4-6-0 No. 4930 Hagley Hall. The locomotive is currently awaiting its turn in the overhaul queue, but in the meantime is on display.**

▶ **On the first day of public operations, Good Friday, 21st March, the first northbound re-opening train on the Severn Valley Railway, the 09.55 from Kidderminster to Bridgnorth, passes the site of the former Foley Park Halt. LMS 'Black 5' 4-6-0 No. 45110 has been appropriately rostered to work this historic train, together with a smart rake of 'blood & custard' liveried Mk.1 coaches. David Pagett**



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.

Products for inclusion within this section, should be sent to the editorial address or contact the editor (via email on editor@railwayherald.co.uk or phone 0844 870 0735) for further details.

The North & West Route - Volume 1 Shrewsbury

Having worked his way along the GWR route westwards from the Severn Tunnel in earlier volumes from Wild Swan, John Hodge has now turned his attention to the 'North & West' route from Shrewsbury to Newport via Hereford.

As before, he has utilised photographs from collections of quality cameramen and this time largely tawls those of Brian Morrison and the late Bob Tuck.

The map and brief Introduction at the opening of the book sets the scene before the focus is pinpointed on Shrewsbury. The railway history of the town is complex and convoluted and the author spends time setting the groundwork for his attention with a step-by-step exposition of progress.

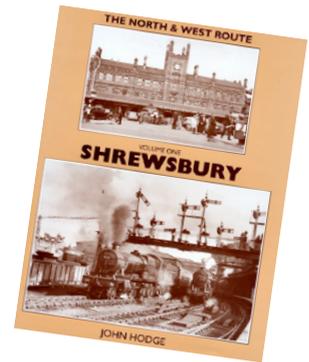
By stripping the story to basic but salient facts, he manages to create as clear an overview of developments as possible and, by doing so, allows the reader to follow and appreciate the unfolding of the following pages, which tell of the traffic that made Shrewsbury such an important railway location.

The station is looked at in some detail, as is the engine shed to the south, close to Sutton Bridge

Junction. But it is by photographs that the main menu is served. These cover a wide time-span variety of vantage points and equally varied classes of locomotive. None of the illustrations have been cramped on the page and all are superbly reproduced.

The selection is bewildering, although, with many views from the same spot, repetition creeps in; but there are some stunning and unusual views to savour. Of the former, full page views of 4000 *North Star* in 1953 and 4976 *Warfield Hall* a year earlier, beneath the magnificent gantry at the northern end of the station, and 82009 in Bay Platform 6 under the overall roof in 1959 are particularly outstanding; and of the latter, the appearance of a 'Clan' in 1952 - again full page - brand new 'Britannia' No. 70044 un-named in 1953, Johnson's 1875-design of '2F' No. 58162, and '1F' No. 41725 in 1954, all add flavouring.

Possibly the predilection to 'front 3/4' does tend to pall a little at times, but for those interested in the town or the line, there are plenty of excellent other views to compensate. **MJS**



Author: John Hodge
Publisher: Wild Swan Publications Ltd, 1-3 Hagbourne Road, Didcot, Oxon. OX11 8DP
ISBN: 978 1 905184 36 1
Number of pages: 156
Price: £28.95

LNER Wagons - Volume 2 : The North Eastern Area

In terms of historical dissertation, photographic illustration and general appreciation, wagons are the poor relation of railway interest, taking second place to passenger duties among the general enthusiasts.

There has been the danger - and sometimes uneducated assumption - of regarding 'a wagon is a wagon' in much the same way as some regard all blackbirds, thrushes, starlings, etc. to look alike! Thus, not only is it to the credit of the minority who take a much more enlightened approach - and those who took the photographs - but also to the publisher for taking the risk of releasing large scale tomes on such esoteric subject matter.

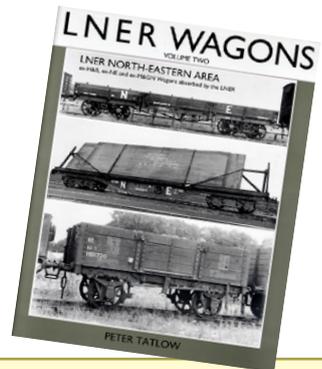
In what is intended as a four volume collection showcasing LNER wagons, the first looked at the southern constituents of the Railway up to 1947. This latest moves north and incorporates the NER as the bulk of content with the Hull & Barnsley Railway and M&GNJR. Opening with a very brief mention of the

relative Wagon Works - Shildon, Springhead and Melton Constable - the various types of vehicles produced are examined in turn.

Mostly wooden-sided in the early days, height was variable; wheels and bogies differed in design and complexity, and the designs of ancillary vehicles such as brakevans, box vans, breakdown trains, bolster and plate wagons etc, also gave change.

Although there are some illustrations of wagons in use, the majority of photographs are still life, but do give a very clear vision of what existed. Perhaps the greatest variety, however, was in the type of traffic actually conveyed by the differing types.

Text and captions are limited to pertinent facts but the illustrations are well chosen and expertly reproduced, as is the norm for this publisher, and this volume, as with the series to date, will be of interest to modellers and wagons fans particularly, although likely to be rarefied air for the more general enthusiast. **MJS**



Author: Peter Tatlow
Publisher: Wild Swan Publications Ltd, 1-3 Hagbourne Road, Didcot, Oxon. OX11 8DP
ISBN: 978 1 895184 34 7
Number of pages: 206
Price: £33.95

Swindon Engineman

A young fireman stares, smiling, from the jacket cover of this book, shovel in hand and GWR 'greasetop' at a slightly rakish angle.

An older view of the same man graces the inside flyleaf, the same cheeky but warm smile and the cap still at the same jaunty incline on his head. This is Gordon Shurmer and this is his GWR story; not just of his memories but also of the workings to and from Swindon shed. Many hours of taped conversations with Mike Fenton (MF) have provided a fund of stories, characters and memories from when steam was king and into the early days of dieselisation. After a full, informative and personal Introduction by MF, the story is told in the first person by Gordon - and what a story it is.

Chapter headings give a flavour of what is in store - Swindon Born & Bred, First Rungs on the Ladder, Wartime Promotions, Christmas Day on the MSWJ, Post-War Austerity, In Charge At Last - and the whole is rounded by an Appendix - A History of Swindon's Locomotive Sheds.

Gordon Shurmer can still occasionally be found reliving the past at STEAM Museum, housed in part of the old Swindon Works and, in his mid-80s, he is a direct link to the GWR at its height and not so far removed from the Brunel era.

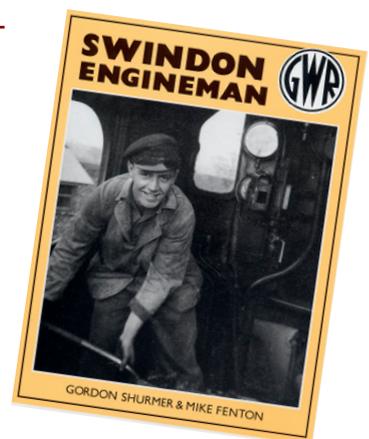
He represents the last of a tough breed of men whose working lives straddled the inter-war and post-war periods and the changes that ensued. The book both celebrates his own life and chronicles through him the life and work of the local running shed.

From the first we are thrown into life in Swindon in the mid-1920s and his easy style, linked to a prodigious memory, paints wonderful mind pictures as his autobiography unfolds; and actual pictures there are in abundance to complement the text. These are unfailingly pertinent - fascinating, telling, awe-inspiring and stunning by turn - from a wide variety of sources (and including aerial views) and are brilliantly reproduced throughout on high quality paper, resulting in a class production.

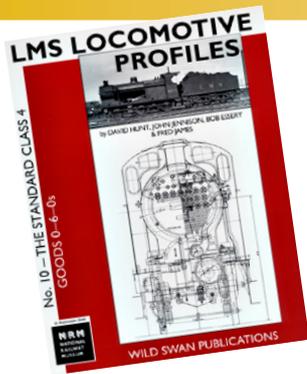
Views of Swindon before wholesale redevelopment are wonderful accompaniments to the railway views, which show all manner of the GWR world, not least the extent of the Works and its people.

For those who have lived, even for a short time, near to this railway wonderland, these portraits are worth the price of the book on their own. The breadth of his knowledge and interest is wide and adds to a story that is instructive and absorbing.

A volume that deserves space on any railway aficionado's shelf. **MJS**



Author: Gordon Shurmer & Mike Fenton
Publisher: Wild Swan Publications Ltd, 1-3 Hagbourne Road, Didcot, Oxon. OX11 8DP
ISBN: 978 1 905184 22 0
Number of pages: 246
Price: £35.95



Author: David Hunt, John Jennison, Bob Essery & Fred James
Publisher: Wild Swan Publications Ltd, 1-3 Hagbourne Road, Didcot, Oxon. OX11 8DP
ISBN: 978 1 905184 35 4 and 978 1 905184 37 8
Number of pages: 126 / 72
Price: £18.95 and £14.95

LMS Locomotive Profiles No. 10 The Standard Class 4 Goods & Pictorial Supplement

The series expands, and in keeping with its predecessors, this latest has a Pictorial Supplement to accompany and enhance the main volume.

Now into double figures, the collection is building into a detailed and near-definitive look at the various loco types that can be encompassed within moderately priced volumes.

Although the Profile is nominally covering the LMS 'Standard' Class 4, the resultant class and its constituent members were anything but standard, a point readily accepted by the series editor. Maybe such differences as there were between locos partly led to an ambivalence of their value among those who worked with them, but the editorial team have not taken sides, preferring instead to present facts, figures and views, and almost leave the reader to make whatever opinions are felt as appropriate; after all there were 772 examples in service!

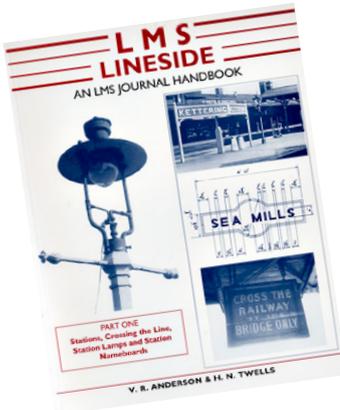
In the space available in this review it is impossible to do real justice to the sheer volume and depth of detail on hand with the text but, suffice to say,

the gestation, birth and working lives are given in appropriate terms and all is told in the factual but easily readable style that has become the norm for this series.

Accompanying the narrative is an impressive array of photographs of class members at work and rest, with full and informative captions, logs of pertinent facts and figures, a plethora of technical drawings, (some fold-out), and Appendices detailing important calendar dates for each loco, variations as built, tender details and snapshot shed allocations.

As the Supplement title suggests, it contains more photographic illustrations along with some extra textual information. All manner of views are included, from wide-ranging sources and show some of the variety of jobs tackled, not least on passenger duties, with mouthwatering gems such as No. 4407 at Ambergate in 1937 and No. 44330 at Stirling around 1948.

A twin production that is equally welcome as an addition to the series or as 'standalone'. **MJS**



Author: V R Anderson and H N Twells
Publisher: Wild Swan Publications Ltd, 1-3 Hagbourne Road, Didcot, Oxon. OX11 8DP
ISBN: 978 1 905184 31 6
Number of pages: 112
Price: £16.95

LMS Lineside - An LMS Journal Handbook

For the LMS, Journal and Loco Profile has already been published and is now followed by Lineside, subtitled An LMS Journal Handbook.

Largely spawned by a series of eponymous articles in Model Railways magazine during the late 1970s. The authors have recognised the interest in and the need for a further exposition of non-rail aspects of the LMS, and argue that this latest publication on the infrastructure supporting the running of trains and transportation of merchandise is possibly more important than the actual trains - and who can say that they are mistaken?

At first sight, for the general enthusiast, a book about stations, bridges, lamps and nameboards of the LMS and the constituent companies could be thought boring or of little interest, but be prepared for a pleasant surprise.

Obviously, with the magnitude and variety of and within artefacts, this could not be wholly definitive, but the cross-section of items that are portrayed is impressive and fascinating.

The first of what is intended to be a developing series, this is an excellent beginning...modellers will be delighted and encouraged; LMS fans will be attracted and stimulated in equal part; and the general enthusiast will also find much to appeal. With over 2,500 stations

at the Grouping, there was no one style or design, or even construction materials and, therefore, there is scope to portray only a few, but delights there certainly are, with many surviving years into BR ownership.

Predominantly presented as illustrations, the captions are appropriately full, factual and informative. Within the collection of photographs there are gems, such as the full page elevated views of Knucklas, looking westwards towards Wales and showing both station and viaduct to great effect.

The views are from a wide variety of far-sighted photographers and we should all be grateful to them. Draughtsmen's drawings are also included to show construction details (and help modellers) and another facet rapidly becoming apparent is the initiative and inventiveness required at times, especially when building on embankments.

Some half of the book concentrates on the stations, but this still leaves plenty of room for the exposition of bridges, etc, with a bewildering display of types - lattice, plate, ornate, simple, curved, angular, etc; and there is also a selection of wording on 'cross the line' signs, some more polite than others!

A visual joy and a mass of fascinating information. **MJS**



Author: Bob Essery
Publisher: Wild Swan Publications Ltd, 1-3 Hagbourne Road, Didcot, Oxon. OX11 8DP
ISBN: 978 1 905184 40 8
Number of pages: 96
Price: £11.95

LMS Journal - 85th Anniversary Issue

The numerical significance of the title is from the recognition of January 2008 being the 85th anniversary of the Grouping and, thus, the formation of the LMS.

This is, therefore, an enlarged Journal compared to previous volumes and is predominantly by members of the LMS Society. Opening with a brief article on the constituent companies that came together to form the new railway - and thumbnail pictures of some of the locos affected - the book then devotes a dozen pages to photographs of Wolverhampton High Level from the lens of D. J. Norton, recently 'discovered' by the Society. With the attendant maps, they showcase a station still in full operation today, though with changes!

Wartime wagon pooling; 4-6-0 locos on the Northern division; instructions for equipment of passenger trains; LMS 'Royal Scots'; Lineside Estates Ltd; and Walker/Pagefield 6-ton cruiser-type mobile cranes betray the rich and varied fare on offer. Each is esoteric but very much part of the tapestry, and each has its story told in tried and tested Journal style, providing insights, gems and surprises. There is the brave and mammoth task of pooling 600,000

privately-owned wagons (from 6,500 independent owners!) following the outbreak of World War 2, trying to create order and sense from an incredibly disparate collection of designs, dimensions, capacity, etc. Bizarre events led to a court case and the story is fascinating.

Antimacassars, towels and labelling of trains is probably not the first thing that would spring to mind for an article - an official publication is the source - but even more surprising are the pictures of LMS towels and blankets! A shame that passenger care is not so paramount today! Elsewhere, Highland Railway 4-6-0s share text and photo space with those from Caledonian and G&SW railways, as well as later developments, and these link nicely to the article on the much-loved 'Scots'.

A pictorial review of their early days - 1920/30s - provides mostly unpublished photos, and seeing the locos at work in their as-built state is highly pleasurable. The totally disparate subject of LMS acquisition of land - and mobile cranes - brings the collection to a close. All the photographs are fascinating, visual treats and superbly reproduced. A must for fans of things LMS. **MJS**

GWR Goods Services

This is a detailed look at the largely unseen side of railway operations. Some of the modes seem incredibly antiquated at this distance in time, but they arrived and developed through needs perceived at their day, and in many cases were highly successful.

As with so many other things the railway was a largely self-sufficient organisation and this is reflected in the story. Depots and their work is followed by wagon categories, before over half the book is given over to an examination of various London Area depots.

Chapter 1 opens with a brief background to the need for and location of goods services through the years and the need to be reactive to changing demands and fashions, but also proactive in securing new traffic.

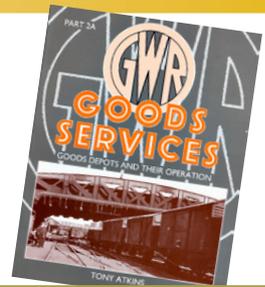
Pictorial accompaniment is by photographs from

Oxford, Didcot, Reading and Slough, showing just how much land could be devoted to the large demand for services. Bearing in mind the changes of the second half of the 20th century, the shots of King's Meadow goods shed at Reading are particularly pertinent and intriguing.

There are also views of cranes, various ways of moving the bewildering variety of freight, both horse-drawn and motorised, photocopies of waybills, etc, the text and pictures going hand-in-hand.

From the days when virtually anything produced, made or grown could be and was transported by rail, the GWR was no slouch at recognising a market and moving to satisfy it.

The whole of this aspect is worth fuller inspection and this volume is excellent in aiding the potential student. **MJS**



Author: Tony Atkins
Publisher: Wild Swan Publications Ltd, 1-3 Hagbourne Road, Didcot, Oxon. OX11 8DP
ISBN: 978 1 905184 33 6
Number of pages: 184
Price: £24.95

The Book of the LM Garratts

My first two years at 'big school', I travelled between Syston and Loughborough by train and our journeys would be enlivened by the sight of nose-to-tail freights, many being Toton-Brent coal services.

Although at this time - the mid-1950s - a majority would be in the capable hands of Stanier's '8Fs', a good proportion were handled by the LMS Garratts. Four had been withdrawn a year or so prior to my undertaking this daily trek, but within a year I had seen all the remaining Garratts - and magnificent sights they really were. I have had a soft spot for the type - big and small - ever since and, consequently, looked forward to this detailed look at the LMS variety.

The first thing that strikes one about the book is the quality of the illustrations, with such as the shot of No. 4997, the class leader, when new in 1927 being razor sharp. Elsewhere, this standard is generally maintained, and there are views on shed, on works and out on line.

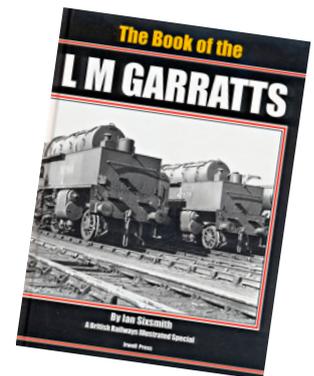
They are seen on the flat, from above and below (where they seem even bigger!), in close-up and at

a distance, front and back, with the various types of bunker well explained and illustrated - and there are even photographs of them in pieces!

Their story is expertly told, with the narrative both informative and fascinating, with an equally illuminating 'were they really that bad?' section. Following this opening text, each loco, in listed in numerical rather than build order (the last three numerically were the first three built!) and is then examined for building, numbering and withdrawal, boilers, allocations, mileage and repairs

So, was I disappointed? Only on one relatively small point -- that there is no mention or photograph (and there is at least one!) of the only known occurrence of an LMS Garratt hauling passenger stock, albeit on test. Other than that, the collection is a wonderful cornucopia of views of this enigmatic class and one that deserves to be on anyone's shelf, regardless of prior predilections.

A credit to the author, the publisher and, not least, the Class! **MJS**



Author: Ian Sixsmith
Publisher: Irwell Press Ltd., 59A High Street, Clophill, Beds. MK45 4BE
ISBN: 978 1 905184 33 6
Number of pages: 110 Hardback
Price: £19.95

Traction Recognition

A 256 page, all-colour, hardback book in A5 size, this publication is excellent value at £16.99 and will undoubtedly sell very well.

It is amazingly 27 years since Colin Marsden produced his first series of Motive Power Recognition booklets from the same publishers, and even more amazing is that all aspects of motive power, locomotives, DMUs and EMUs seem to have almost completely changed in the interim.

The new book embraces all aspects of motive power on the National Network instead of a separate volume for each, as was the case originally. This time the single volume is all encompassing and for convenience the three individual traction types are colour coded for easy access to the extensive information about each type.

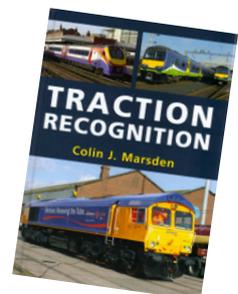
Each class is dealt with on its own page, with tables detailing a wide range of technical information from

height and weight through to engine and generator types, and current owners/operators.

Illustrations are profuse, showing not merely an external view of every class but including many of the various liveries carried as well as passenger interiors and driving cabs. Several exterior and cab images in each section are also explained, providing the reader with a useful overview of what all the different items of equipment, both inside and outside the vehicle are. Images are varied and locations span the south-west of England to Scotland, although with a slight south-west bias.

Both layout and reproduction throughout the book are of the highest quality and the A5 size of the publication makes the title very easy to store and remarkably handy to carry around in a bag or large coat pocket.

Highly recommended. **BM**



Author: Colin J. Marsden
Publisher: Ian Allan Publishing Ltd, Hershaw, Surrey, KT12 4RG
ISBN: 978 1 905184 33 6
Number of pages: 256 Hardback
Price: £16.99

Souvenir Programme - LNER Festival 2008

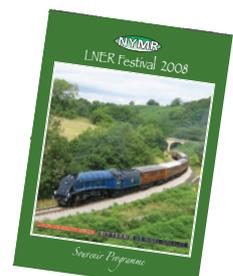
Not so much a main stream book or title, but the first in a new style of souvenir programmes for one of the UKs most popular heritage steam railways.

In late March and early April, the North Yorkshire Moors Railway will host the first ever line up in preservation of three working 'A4s', the first time since the mid-1960s that enthusiasts have been able to photograph and ride behind three members of the famous class on scheduled passenger trains in the same place.

To commemorate this momentous occasion, the railway has released a special 24-page souvenir programme. Written by Railway Herald Editor Richard

Tuplin, the programme looks back at the history of the LNER, how the company was created and evolved, together with the role played by the 'A4s' in the LNER story. There is a background to the NYMR itself, together with historic information on all eight of the working ex-LNER locomotives over the weekend.

As may be expected, the picture quality throughout the book, which also includes the locomotive diagrams and full working timetable for the event, is excellent and for the price, represents excellent value for money, providing the enthusiast with a superb souvenir of what promises to be, perhaps one of the biggest events in the railway's history. **TMK**



Author: Richard Tuplin for NYMR
Publisher: North Yorkshire Moors Railway. Call 01751 472508
Number of pages: 24
Price: £2.50 (plus £1 p&p)

The editor welcomes details of forthcoming events, talks, slide shows, conferences, model railway exhibitions and club meetings for inclusion within this section.

Details should be sent via email to

editor@railwayherald.co.uk and should include a brief outline of the event, including the speakers name if appropriate, date, time and location, together with contact details (either telephone, web or email). *Railway Herald* cannot

accept any responsibility for any inaccuracies or events which are amended, cancelled or postponed. Information, such as advance programmes and club meeting line-ups can also be sent through the post to the editorial address.

26th March 2008

Basingstoke & District Railway Society

Filisur and Bodensee by Richard Green. Wote St. Club, New Road. Contact 01256 326096 for further details. Meeting starts 20.00

27th March 2008

Locomotive Club of Great Britain (Croydon Branch)

United Reform Church Hall, Addiscombe Grove, East Croydon AGM & Members Slides. Meeting commences 19.30

28th March 2008

Great Central Railway Society (London Group)

The Exmouth Arms, Starcross Street, Euston, NW1. 'I remember the 1960s' Slide show reviewing the decade and the end of steam by Richard Crane. Meeting commences 19.30. Donation £3

1st April 2008

Permanent Way Institution (Wessex Branch)

The Freemantle Club, Waterloo Road, Southampton. 'The use of Ground Penetrating Radar in the Railway Arena' by Ben Venables, Zetica UK. Meeting commences at 18.00. Contact Eddie Gosling on 01252 614558 for further details.

Southern Electric Group (South Hampshire Branch)

Eastleigh Railway Institute in Romsey Road, Eastleigh. 'Illustrating Railway Insignia' talk by Steve Bingley. Meeting starts at 19.30. Entrance fee £2

2nd April 2008

Permanent Way Institution (Thames Valley Branch)

Sussex House, Reading. 'OHLE History and Developments' by Steve Limbert, Network Rail. Starts 17.30. Contact Rodney Pinchen by email for details: rodneyp@tinyworld.co.uk.

3rd April 2008

Scottish Railway Preservation Society (Edinburgh)

Quaker Meeting House, 7 Victoria Terrace, Edinburgh. '50 Years of Railway Photography' by Keith Sanders. Starts 7.30pm, contact Dr. Peter Howell on 0131 334 5232.

4th April 2007

Gloucestershire Warwickshire Rly (Birmingham Area Group)

Northfield Library, Church Road, Northfield. 'Railway Wanderings' by Mike Dodd. Meeting starts 19.30.

8th April 2008

Abergavenny & District Steam Society

Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny. '1000 eggs in a basket' by Colin Boocock. Meeting commences 20.00.

Great Western Society (Bristol Group)

Room 7, BAWA. 589 Southmead Road, Filton, BRISTOL, BS34 7RG. Contact: 0117 987 3244. "Military Port No. 1 and the Faslane Military Railway and Wartime Posters, Military Permanent Way and Signalling" talk by Mike Walshaw. Doors open at 19.30, Starts 19.45. Non-members welcome.

Permanent Way Institution (Croydon & Brighton Branch)

Room B110, Croydon College. 'DfT Rail Strategy' by Tim Kendell, Department for Transport, London. Meeting commences 17.30

Permanent Way Institution (Lancaster, Barrow & Carlisle Branch)

Carnforth Station Visitors Centre. 'Nexus - The Tyne & Wear Metro System' by Phil Kirkland, Track Engineer for Nexus. Meeting commences 17.30

8th-9th April 2008

National Tramway Museum 1940s Weekend.

9th April 2008

Basingstoke & District Railway Society

Steam in the landscape by Mick Tyack. Wote St. Club, New Road. Meeting starts at 20.00. Contact: 01256 326096. Visitors welcome.

Permanent Way Institution (North Wales Branch)

The Town Crier Hotel, Chester. 'OHLE History and Developments' by Steve Limbert, Network Rail. Meeting commences at 18.30.

11th April 2008

Altrincham Electric Railway Preservation Society

Altrincham Methodist Church Hall, Barrington Road, Altrincham. 'Slides of Steam' by Cliff Parr. Meeting commences at 19.30. Non-members £3.00

14th April 2008

Lincoln Railway Society

St Hugh's Church Hall, North Hykeham, Lincoln 'Coming up with the goods' by Stuart Donoho. Meeting commences at 20.00. Contact 01522 705365.

Permanent Way Institution (London Branch)

10th Floor Restaurant, 55 Broadway, London St. James Park tube. 'Heathrow Express - Wheel/Rail Management' by Mark Chestney. Meeting commences at 17.30

Permanent Way Institution (Manchester & Liverpool Branch)

Ove Arup Offices, St. James Building, Oxford Street, Manchester. Speaker and details to be confirmed. Meeting commences at 12.30. Contact Rob Cummings on 0161 228 5321 for further details

Permanent Way Institution (South & West Wales Branch)

Kings Hotel, High Street, Newport. 'Modular S&C' by Geoff South, Network Rail. Meeting commences at 18.00. Contact Andy Franklin on 0207 557 8664 for further details.

York Railway Circle

Archbishop Holgate's School, Drama Studio, Hull Road, York. 'Steam & Diesel 1960s to 1980s' slide shot by Barry Plues. Meeting commences at 19.30. Membership available. Non-Members £2

15th April 2007

Permanent Way Institution (West Yorkshire Branch)

The Pullman Room, The Goldern Lion Hotel, 2 Lower Briggate, Leeds.

'The Welsh Highland Railway' by Andy Savage, PWI President. Meeting commences at 18.30. Contact Martin Woofe on 07747 160949 for further details and information.

16th April 2007

Permanent Way Institution (Glasgow Branch)

Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow. 'Scotlands Railways - A 20 year vision for rail in Scotland' by Clair Keggie and David Prescott, Rail Policy, Transport Scotland. Meeting commences 17.30

Permanent Way Institution (Nottingham & Derby Branch)

Holiday Inn Hotel, Castle Marine, Nottingham. Welding Developments by 'The Welsh Highland Railway' by Andy Savage, PWI President. Contact Colin Cowey on 01949 837067 for further details.

17th-26th April 2008

Locomotive Club of Great Britain (Overseas Tour)

'Fedecrail Tour' in Austria. Participants must be members of LCGB for insurance purposes. Further details visit the website at <http://www.lcgb.org.com>

18th April 2008

Great Western Society (Taunton Group)

Stoke St. Mary Village Hall, near Taunton. 'Bespoke Buildings' by Martin Prior. Meeting commences 19.30. Contact Peter Triggs on 01823 334188.

23rd April 2008

Basingstoke & District Railway Society

Miniature railways by Colin Brading. Wote St. Club, New Road. Meeting commences at 20.00. Contact: 01256 326096.

24th April 2008

RCTS (Sussex Branch)

Brighthelm Church & Community Centre, North Road, Brighton. "Lineside Greetings" by Douglas d'Enno. Meeting commences at 19.30. £1.50 donation is requested

30th April 2008

Permanent Way Institution (London Branch)

South Bank University. Half Days Technical Seminar on 'Practical Inspection and Maintenance of Switches and Crossings'.

2nd May 2008

Gloucestershire Warwickshire Railway (Birmingham Group)

Northfield Library, Church Road, Northfield, Birmingham. Group AGM followed by Members Slides. Commences 19.30,

3rd-4th May 2008

Porthmadog Railway Exhibition

Glaslyn Leisure Centre, Porthmadog. Standard and Narrow Gauge layouts featuring mainline, industrial and light railways. 10.00-16.00 Entrance £4 incl. free guide, children under 14 free if accompanied by a responsible adult.

3rd-7th May 2008

Locomotive Club of Great Britain (Overseas Tour)

'Champagne Express' in Luxembourg. Participants must be members of LCGB for insurance purposes. Further details visit the website at <http://www.lcgb.org.com>

6th May 2008

Southern Electric Group (South Hampshire Branch)

Eastleigh Railway Institute in Romsey Road, Eastleigh. 'From bulb fields to gum trees', Doug Cross and Peter Hall share a variety of tramway destinations. Starts 19.30. Entrance fee £2

12th May 2008

Lincoln Railway Society

St Hugh's Church Hall, North Hykeham, Lincoln. 'When the wall came down' by Graham Lightfoot. Meeting starts 8pm. Contact 01522 705365 for further details.

York Railway Circle

Archbishop Holgate's School, Drama Studio, Hull Road, York. 'AGM followed by a 'Steam Spectacular 1960s to the present day' in DVD format by Ian Wolstencroft. Starts 19.30. Membership available. Non-Members £2

13th May 2008

Abergavenny & District Steam Society

Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny. Barry Foster Films and AGM. Starts 20.00.

Great Western Society (Bristol Group)

Room 7, BAWA. 589 Southmead Road, Filton, BRISTOL, BS34 7RG. "The Railways of Scotland" talk by Les Nixon. Starts 19.30 for 19.45. Non-members welcome. Contact: 0117 987 3244

16th May 2008

Great Western Society (Taunton Group)

Stoke St. Mary Village Hall, near Taunton. 'My Lifetime Hobby' by Amyas Crump. Starts 19.30, Contact 01823 334188.

22nd May 2008

RCTS (Sussex Branch)

Brightelm Church & Community Centre, North Road, Brighton. "50 Years of Taffys Travels - Part I Western & Southern" by Peter Jones. Meeting commences at 7.30pm. Donation of £1.50 is requested

9th June 2008

Lincoln Railway Society

St Hugh's Church Hall, North Hykeham, Lincoln. 'Members slide show' Starts 8pm. Contact 01522 705365 for further details.

10th June 2008

Abergavenny & District Steam Society

Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny. 'West and North Devon' by Peter Gray. Meeting commences at 20.00.

20th June 2008

Great Western Society (Taunton Group)

Stoke St. Mary Village Hall, near Taunton. 'Sixty years of Railway Photography' by Philip Kelley. Starts 19.30, Contact Peter Triggs on 01823 334188.

8th July 2008

Abergavenny & District Steam Society

Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny. 'The County Project' by Terry McCarthy. Starts 20.00.

14th July 2008

Lincoln Railway Society

St Hugh's Church Hall, North Hykeham, Lincoln. 'Annual Quiz Night'. Meeting starts 8pm. Contact 01522 705365 for further details.

18th July 2008

Great Western Society (Taunton Group)

Stoke St. Mary Village Hall, near Taunton. 'Memories of Steam' by David Butcher. Starts 19.30, Contact Peter Triggs on 01823 334188.

11th August 2008

Lincoln Railway Society

St Hugh's Church Hall, North Hykeham, Lincoln. 'Canklow to Cape Town' by Mike Eggenton. Meeting starts 8pm. Contact 01522 705365 for details.

12th August 2008

Abergavenny & District Steam Society

Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny. LNER and SR varieties by Colin Jacks. Starts 20.00.

15th August 2008

Great Western Society (Taunton Group)

Stoke St. Mary Village Hall, near Taunton. 'Britannias & Broads' by Max Wilkinson. Starts 19.30, Contact Peter Triggs on 01823 334188.

2nd September 2008

Southern Electric Group (South Hampshire Branch)

Eastleigh Railway Institute in Romsey Road, Eastleigh. 'London and its environs' by Bruce Oliver. Starts 19.30. Entrance fee £2

8th September 2008

Lincoln Railway Society

St Hugh's Church Hall, North Hykeham, Lincoln. 'NYK' by David Cross. Meeting starts 8pm. Contact 01522 705365 for further details.

9th September 2008

Abergavenny & District Steam Society

Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny. 'An evening with Malcolm Ranieri'. Starts 20.00.

19th September 2008

Great Western Society (Taunton Group)

Stoke St. Mary Village Hall, near Taunton. 'Steam in the 1960s' by Alan Reeve. Starts 19.30, Contact Peter Triggs on 01823 334188.

7th October 2008

Southern Electric Group (South Hampshire Branch)

Eastleigh Railway Institute in Romsey Road, Eastleigh. 'The tramways of Bournemouth and Poole' by Richard Pennell. Starts 19.30. Entrance fee £2

13th October 2008

Lincoln Railway Society

St Hugh's Church Hall, North Hykeham, Lincoln. 'Steaming around in 2006/2007' by Alex Hurd. Meeting starts 8pm. Contact 01522 705365 for further details.

14th October 2008

Abergavenny & District Steam Society

Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny. 'Men of the Mechanicals' (Lickey Incline Memories) by Neville Billington. Starts 20.00.

17th October 2008

Great Western Society (Taunton Group)

Stoke St. Mary Village Hall, near Taunton. 'India by Rail - a Family Evening' by Peter Tickner. Starts 19.30, Contact Peter Triggs on 01823 334188.

7th November 2008

Great Western Society (Taunton Group)

Rockwell Green School, Brooklands Road, Rockwell Green, Wellington, Somerset. TA21 9DJ. 'Trains in the Countryside' by Peter Triggs. Starts 19.30, Contact Peter Triggs on 01823 334188.

Internet Links

Further contact details for the clubs and societies list in this column can be obtained from our new-look website by [clicking here](#).

A MAJOR UPDATE OF THE INFORMATION PROVIDED BY THIS COLUMN WILL TAKE PLACE OVER THE NEXT WEEK

▼ *Class 50 No. 50015 Valiant makes a timeless picture as it powers through Townsend Fold with the 14.50 Rawtenstall-Heywood service on 16th March during the East Lancs Diesel Gala. Ian Tunstall*



