

# *Railway Herald*

Issue 257 - 21st February 2011



*The weekly railway enthusiast's magazine*

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## Publication

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## Submissions

We welcome submissions from all readers, especially digital photographs. Pictures should be sent to the editor at [editor@railwayherald.com](mailto:editor@railwayherald.com)

Good quality scans of colour slides and prints are also acceptable. There is currently 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 back issues of the magazine and is available at [www.railwayherald.com](http://www.railwayherald.com)

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## Doris addition completes 5BEL Trust line-up

The 5BEL Trust, which is aiming to form an authentic five-car 'Brighton Belle' set, capable of operating under its own power on the National Network, has completed the final piece of the jigsaw, with the acquisition of its fifth vehicle.

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## 8 News in Pictures

The weekly round-up from a pictorial viewpoint of newsworthy and unusual workings across the country.

## 12 Preservation News

Preserved Class 56 to be stripped and sold for scrap, as Fastline Class 56/3s are secured. *Flying Scotsman* to carry wartime black livery, Swanage announces visitors for its diesel gala, and is safety being taken for granted on our heritage lines?

## In This Issue

### Meridian Refurbishments

East Midlands Trains has commenced work on the internal refurbishment of its entire Class 222 Meridian fleet.

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### Centro wants investment

Centro is hoping that the advent of a longer West Coast franchise will encourage bidders to include West Midlands infrastructure investments.

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### Metro & Light Rail News

Nexus goes Pop, as the authority unveils its new smartcard ticketing system, and Croydon could use the trams that Edinburgh are not.

[Click here to read the story on Page 5](#)

### Modern communications

New passenger information screens are to be erected at seven stations in the Scottish Highlands, making use of the latest in solar technology.

[Click here to read the story on Page 7](#)

## Essentials

**9 Railtours & Excursions**  
Including comprehensive listings.

## Front Cover Caption:

DRS Class 37/6 No. 37607 crosses Burnton Viaduct on 12th February, while traversing the branch to Chalmerston with Pathfinder Tours 06.27 Glasgow Central to Stranraer 'The Galloway Galloper' working. Classmate No. 37601 is on the rear.  
**Paul Armitage**



## East Midlands begins Meridian fleet refurbishment

**East Midlands Trains (EMT) has begun the final phase of a £30 million programme to refurbish its entire fleet of 27 Class 222 Meridians.**

The work is being carried out at Derby Etches Park Depot, and will provide a completely new-look interior, with leather seats in First Class and new seat covers and carpeting throughout the Standard Class coaches.

The Meridians currently operate in 4, 5 and 7-car formations, and a total of 143 vehicles will go through the programme, the five-car sets being dealt with first, followed by the seven-car formations, with the four-car units being the last to be refurbished. The work, which is completed

within 10 working days, also seeks to remove some of the issues that passengers currently face, such as increasing the luggage space and providing storage facilities for buggies, with several of the staff cupboards in each set being converted into luggage areas. After numerous reported incidents involving passengers and the litter bins on Meridians, the refurbishment includes a slight change to the design of the bin door. The trains are also subject to a deep clean and internal repaint while the seats and tables are removed.

All the Meridian fleet is now fitted with on-board Wi-Fi. First Class passengers can benefit from complimentary access to the

service, while other passengers pay a small charge using a debit or credit card through the online secure payment page.

EMT has recently completed a £10 million refurbishment of its Class 158 units and a £9 million refurbishment of its HSTs. The 28 Class 153/156 trains used to operate local services are currently being refurbished and this programme is due to be completed shortly after the work on the 222s.

Once all of these programmes are complete, it will mean every unit operated by East Midlands Trains will have benefitted from refurbishments. The complete project is scheduled for completion by mid-2012.



◀ Class 222 No. 222008 is the first of the fleet to undergo refurbishment at Derby Etches Park. While the bulk of the work is related to the passenger areas of the interior, the opportunity is also being taken to touch up the exterior paintwork.

▲ The stripped interior of the First Class area within the driving cars. The addition of light blue ends and window surrounds is part of the refurbishment.

▼ The attractive standard class interior following the refurbishment work. The vehicles use standard Stagecoach colours and include antimacassars on the seatbacks, with the East Midlands Trains wording. **All: Richard Tuplin**



## Worldwide Wagon Forum

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## Better views over Loch Awe

Passengers on the Oban to Glasgow line are now able to have new views over beautiful Loch Awe.

The Friends of the West Highland Lines Society have paid for the additional removal of about half-a-mile of trees and bushes from the banks west of Loch Awe station, opening up splendid views of the Loch and of the historic Kilchurn Castle. The work was made possible with the co-operation and support of Network Rail and the assistance of its contractor QTS Rail.

## New Wagons

**Direct Rail Services has acquired a fleet of new IDA Lowliner vehicles to complement its existing wagon fleet.**

The vehicles are designed to unlock new routes for intermodal flows without the need for costly gauge enhancements, and in addition the wagons have an optimised platform length that will allow up to 20% more volume to be transported within existing train lengths. A total of 25 Lowliners will form the final fleet, with delivery due during the coming summer.



▲ Class 57/3 No. 57315 departs from Newport with the Welsh Assembly-sponsored Holyhead to Cardiff Central service on 18th February. **Lewis Mitchell**

## Centro hopes WCML franchise winner will commit investment in West Midlands route upgrades

**Centro has publicly stated that two additional tracks need to be laid along the West Coast Main Line between Birmingham and Coventry well ahead of any opening of the proposed high-speed rail link, if the West Midlands is to meet ever-rising demand for local rail travel.**

Backed by a number of West Midlands MPs, Centro has called on train operating companies to make four-tracking of the line between the two cities a key part of any bids for the forthcoming 14-year franchise for the WCML that will commence in 2012.

Centro Chief Executive, Geoff Inskip, said: "Apart from the £1.5 billion a year boost to the West Midlands economy and the 22,000 new jobs that a high-speed rail link between London and Birmingham will bring, we have

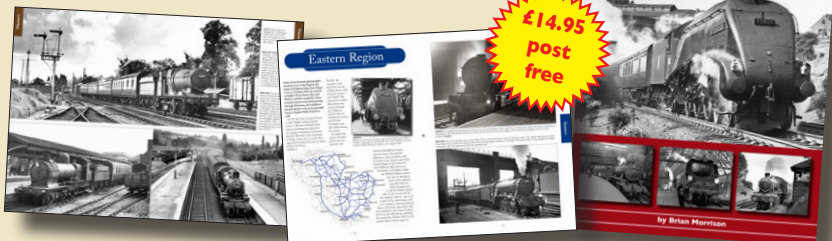
to build it because the WCML will reach full capacity by the mid 2020s. However, the existing stretch between Birmingham and Coventry is already a bottleneck that impacts on the reliability of the services running on it, and it is extremely difficult to get any more trains through this pinch point".

Centro fears that there is a risk of local services being pushed out in favour of more profitable inter-city routes, and the authority says that once HS2 opens, the four-tracking of this section would remain crucial to meet demand.

Centro is hoping that the longer 14-year franchise period for the WCML operations will provide the security and long-term outlook to commit to such investment. There is also a hope that the proposals will be adopted within the Network Rail RUS for the area.

## From the days when steam was king and diesels were just a thought on the horizon...

One of Britain's most renowned railway photographers, Brian Morrison, takes us through some of his archive of over 100,000 images with a look back at steam action from the 1950s around the country, region-by-region. **Regional Steam** is a brand new 128-page printed book including over 200 high quality, black & white photographs.



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■ The London Overground service between Camden Road and Richmond is to be suspended between 19th and 27th February for further North London Line resignalling work, including the abolition of both Gospel Oak and Willesden Junction High Level signal boxes.

■ The Transport Secretary, Philip Hammond, has announced that funding for the 'station box' at Woolwich on the new Crossrail line had been agreed. The basic box to support a future station will be built initially, but funding to enable the box to be fitted out to form an operational station is yet to be raised.

■ A technical fault on a Eurotunnel car shuttle service resulted in the evacuation of 97 passengers shortly after 01.30 on 15th February. The passengers were taken off the train and returned to the UK due to the length of time that the repairs were going to take. The shuttle was later towed out and passengers reunited with their vehicles.

■ ScotRail is to operate its summer Sunday Edinburgh to Oban direct services again this year. The trains, which will call at Falkirk High and Dalmeir, as well as all stations between Helensburgh Upper to Connel Ferry (with Falls of Cruachan by request), will operate from 26th June until 28th August.

■ East Cambridgeshire District Council has won a grant from Cambridgeshire Horizons to allow a £37,000 feasibility study to be undertaken to investigate the reopening of the station in Soham. The study will examine the costs, timescales and scope of the project and will be carried out by Network Rail, which will report in the spring.

■ The Scottish Government has confirmed that additional funding has been secured in its Budget Bill to allow the Freight Facilities Grant scheme to continue.

## Metro and Light Rail News

### Nexus goes Pop with its new smartcard ticketing system

**Nexus has introduced its new £15 million smartcard system, to be called Pop, and has announced that it will start in March.**

Pop was shown at St James' station on 14th February, and one of the Tyne & Wear Metro units is now carrying the colourful livery.

Nexus is investing £15 million from Government funds in smart ticketing, all part of the Metro 'all-change' modernisation programme. This will include the replacement of 225 ticket machines and the introduction of gates at key stations and 'smart' validators across the system. The investment forms

one part of the North East Smart Ticketing Initiative, a project led by local councils across North East England to spread such ticketing across all local public transport from the Tees Valley through to the Scottish border. Nexus passengers will begin to have their regular season tickets and under 16 identification cards replaced with Pop cards now, although the card is to be developed into a full 'pay-as-you-go' payment system with a stored cash balance from next year, in a similar style to London's Oyster system. Further details are on [www.popcard.org.uk](http://www.popcard.org.uk)

▼ Formed of 1972 Mk2 Stock led by Driving Motor No. 3541, a Bakerloo Line service from Elephant & Castle to Harrow & Wealdstone approaches Willesden Junction on 11th February. The extended platforms at Willesden Junction High Level have opened up this view of the approaches to the low level platforms. **Bill Turvill**



### Could Edinburgh's spare trams be leased to Croydon?

**Following on from the suggestion in Issue 256, that the new trams for Croydon may not necessarily be new-build vehicles, it has been confirmed that leasing trams built for Edinburgh, that are currently surplus to requirements, could be examined.**

TIE and Bilfinger Berger remain in dispute over Edinburgh's tramway, and with work now halted the possibility of leasing some of the trams that will not be

required for the initial stages when services do eventually commence, is being examined. The Edinburgh network will have 27 vehicles, obtained at a cost in excess of £50 million, and such a deal would make sense in gaining a financial return for the trams.

Transport for London would not confirm whether there had been an approach from TIE over the possibility, but the organisation has said that it would possibly be interested in any vehicles that could be modified to operate in Croydon at a reasonable cost.

### Metrolink moves forward with clearance on new line to Oldham

**The arrival of Metrolink in Oldham town centre is taking a step forward this week with work beginning to clear some trees and vegetation along the route of the new line.**

The clearance is expected to take approximately four weeks to complete, with the majority of work taking place around Middleton Road, Manchester Street roundabout and Oldham Way. To limit environmental impact, Greater Manchester Passenger Transport Executive has carried out a number of detailed ecological surveys in

the area, including recording the number of trees, and will put in place measures to safeguard protected species.

Construction on the new line from Manchester to Oldham and Rochdale is underway, and is due to open to Central Park and Oldham Mumps this year, and to Rochdale railway station in 2012. Work has also started on the extensions through Oldham and Rochdale town centres, which are expected to be completed by 2014, providing a tram every six minutes to Manchester city centre and a tram every 12 minutes to Rochdale.

## Communication project successes for Thales

**Thales has successfully completed two key telecommunications projects in the North East for Network Rail, following contract awards from Invensys Rail in 2009, both projects being delivered ahead of schedule.**

The first was the Falsgrave resignalling interlocking project, a track renewal scheme in and around Scarborough station, which involved replacing older signalling systems and equipment in the area. The work involved the closure of the Falsgrave signal box for all operational use, and the transfer of all signalling controls

to the nearby Seamer signalbox. Significant alterations to the line-side cables/communications equipment between Scarborough station and Seamer were made, which included the installation and commissioning of operational telecoms equipment, the installation of new signals post telephones, point zone telephones, lockout telephones and platform telephones along the route. New equipment rooms were also built as part of the scheme.

The second project from Stranton to Hall Deane was undertaken on the North East coast, on a 23km stretch of line between Seaton Carew and

Ryhope Grange, near Sunderland. The work involved resignalling the entire route, which required the closure of four existing signal boxes at Stranton, Clarence Road, Dawdon and Hall Deane, control of the route being transferred to a refurbished signal box at Ryhope Grange.

New power, telecoms, signalling, fibre and data cables were installed into buried channels along the route as this is an area known to be at high risk of vandalism and theft. Anti-vandal housing units have been provided for all line-side telephones, as well as vandal proof cabinets for key cabling along the line.

▼ **Class 67 No. 67016 hauls Class 465/0 No. 465044 through Wandsworth Road, working from Wembley Yard to Slade Green Depot on 12th February, following refurbishment at Wolverton Works. Lewis Smith**



## Station Improvements Round-Up

**Work has started at the Kent station of Gillingham to construct a new entrance hall.**

Partially funded by Medway Council, the station building

will be expanded and refurbished with a new glass entrance hall.

Ilkley station in West Yorkshire is to receive a new modern ticket office as part of plans costing £1 million. The

proposals have been drawn up by Northern Rail and Network Rail, and include a ticket hall, staff facilities and waiting room. Planning permission has been applied for.

### New look entrance to Clapham Junction station

**Network Rail has published a new artist's impression of the eye-catching scheme showing how Clapham Junction's Brighton Yard entrance will look following a multi-million pound makeover to improve accessibility.**

Work is now underway to restore the entrance, which has not been used for over half a century, to provide an easier way into one of Britain's busiest stations

from St John's Hill. The project, which is funded by Network Rail, DfT, South West Trains, Wandsworth Council and Transport for London, will include new ticketing facilities, travel information screens and passenger toilets in a fully refurbished ticket hall, together with shops.

Outside the building a taxi and car pick-up and drop-off point is being created and cycle racks for up to 72 bikes are being installed. The new entrance will provide a

step-free route into the station, making it fully accessible to those with reduced mobility.

This marks the completion of the £10.5 million Access For All scheme at the station, which has also had nine lifts installed between the overbridge and all platforms. The new entrance will also provide an alternative way into the station for those coming from St John's Hill, helping to reduce congestion in the subway and main entrance. The work is scheduled for completion by this summer.

◀ **An artist's impression of the new Brighton Yard entrance at Clapham Junction station, that will provide step-free access into the station and better facilities, and help reduce congestion in the station subway. Network Rail**



## New monitoring system for East Coast rolling stock

**East Coast has selected Interfleet Technology's recently launched Guru system to provide better monitoring performance.**

The new system will enable the operator to make real-time informed operating decisions, speeding decision making and effectiveness. It encompasses remote condition monitoring, energy metering and interactive software and provides the TOC with a sophisticated tool that can help deliver reductions in train maintenance costs and energy usage, increased rolling stock reliability, improved detection of infrastructure faults and enhanced overall operational efficiency. In addition to Guru's energy metering and reporting module, the service

also boasts a remote train diagnostics system, with bespoke software enabling access to data from any device with a standard web browser.

The software shows information about fleet and set status, operations analysis, cab status, live electrical schematics, data channels, fleet location and energy reporting. The service has also been designed to be flexible to individual operator's needs, allowing for future expansion as both user confidence and business operations grow. In effect, the equipment allows remote viewing of what the driver is experiencing. Icomera AB, whose Vwi-Fi system is already fitted to the whole of the East Coast train fleet, provides communications between train and shore.



▲ Building work continues at Prestatyn as the new footbridge begins to take shape. The renovation of the station has taken well over a year and may not be completed for a further six months. The old footbridge did not accommodate easy access for those with prams or disabilities, whereas the new structure, when completed, will have long sloping ramps and a lift. **Tom Peacock**

## 21st century power and communications technology will hit the Scottish Highlands bringing better information to passengers

**As 21st Century technology makes further inroads into the railway industry, solar powered customer information screens are to be installed by ScotRail.**

The screens, which will be located at Alness, Beauly, Golspie, Invergordon, Lairg, Muir of Ord, and Tain stations will operate using solar power, no matter what the weather is doing - be it rain, cloudy or simply just cold. Providing train running information, the new displays have an automated speech facility for the visually impaired. By pressing a button, passengers will be told verbally what is being displayed on the screen. At some sites, the displays will also be fitted

with the RNIB's React system, which allows visually impaired passengers to trigger the system using a small personal radio fob. Further solar powered displays, with information about connecting buses, will also be provided outside the railway stations in Aviemore, Forres and Thurso. The installation programmes are due to commence at the end of March. The screens use ultra low power displays and a combination of solar power and large batteries, which will store excess summer energy to support the systems in leaner winter months. However, the screens are not just technologically advanced in their power management, but also in

the way that the information to be displayed reaches them. The displays do not have cabling, receiving their data via a GPRS mobile service, which is similar to data on some mobile phones.

As well as information on forthcoming departures, messages can be sent from ScotRail's Customer Service Centres to advise passengers of route disruption or other information, all of which are translated by the mini computer within the screen into voice messages.

► A computer graphic of how the new screens will look when in situ at Alness station. **First ScotRail**



## The News In Pictures

▶ Still carrying its triple-grey livery with original Freightliner decals, Class 90 No. 90044 arrives at Birmingham New Street on 15th February, with the 10.43 Virgin Trains' service from London Euston. It is believed that the week commencing 20th February is likely to be the final week of the daily loco-hauled diagram. **John Whitehouse**

▶ ETL-liveried Class 86/7 No. 86701 stands at Manchester Piccadilly on 16th February, flanked by a Northern Rail Class 323 EMU and a Class 156 DMU. The Class 86/7 has been used on driver training recently for GBRailfreight, in connection with a forthcoming new traffic flow. **Will Jagger**

▶ Colas Rail Class 47/7 No. 47727 *Rebecca* calls at Worcester Shrub Hill on 17th February, for a crew change while operating a Crewe to Long Marston working with Floyd-liveried Class 86/2 No 86218 in tow. **Stephen Tucker**





## UK Steam &amp; Modern Traction Railtour Listings

## 23rd February 2011

Rail-Blue Charters tbc  
 Railway Touring Co. 34067

Leicester-Sheffield-S&C-Carlisle & return **Postponed**  
 London Victoria-Maidstone East-Rye-Hastings (short break)-Crowhurst-Battle-Tunbridge Wells-Sevenoaks-Bat & Ball-Swanley-Bromley South-London Victoria

## 25th February 2011

Rail-Blue Charters tbc

Watford Jct-Northampton-Carlisle-Watford & return **Postponed**

## 26th February 2011

Statesman Rail tbc  
 Railway Touring Co. 44871 & 5690

Rugby-Birmingham Intl.-Crewe-Carlisle-Crianlarich-Rannock-Fort William Lancaster-Manchester Victoria-Hebden Bridge-Barnsley-Sheffield-Hope Valley-Peak Forest-Buxton--Stockport-Manchester Victoria-Preston-Lancaster London King's Cross-Wakefield Westgate-Leeds & return **Postponed**

AI Steam Loco Trust 60163

## 27th February 2011

Statesman Rail tbc

Fort William-Rannock-Crianlarich-Beattock-Carlisle-Oxenholme & return

## 1st March 2011

Steam Dreams 70013

London Victoria-Reading-Swindon-Bristol Parkway-Newport-Cardiff & return

## 2nd March 2011

Rail-Blue Charters 31454+31601

Lincoln-Nottingham-Langley Mill-Sheffield-Barnsley-S&C-Carlisle-Penrith-Shap-Lancaster-Manchester Victoria-Rochdale-Calder Valley-Barnsley & return

## 4th March 2011

Rail-Blue Charters DBS 67

St.Albans-Kettering-Nuneaton-Telford Central-Craven Arms-Llandrindod Wells-Cardiff-Swindon-Reading-St. Albans-Kettering-Nuneaton

Spitfire Railtours 55022

Preston-Crewe-Stafford-Lichfield Trent Valley-Nuneaton-Rugby-London Euston

## 5th March 2011

UK Railtours 71000

London Euston-Rugby-Stafford-Crewe (Gresty Lane Jct)-Nantwich-Shrewsbury-Wellington-Wolverhampton-Bescot-Birmingham International-Rugby & return

Railtourer 2xWCRC 47

Hereford-Ledbury-Great Malvern-Worcester Foregate St-Droitwich Spa-Bromsgrove-Longbridge-Derby-Chesterfield-Leeds-Hellifield-S&C-Carlisle & rtn London St. Pancras-Matlock & return **Postponed**

Railway Touring Co. 46115

Pathfinder Tours DRS 37 & 20

Crewe-Birmingham NS-Leicester-Sleaford-Peterborough-Ely-Norwich and return

VSOE 35028

London Victoria-Staines-Woking-Guildford-Redhill-East Croydon-London Victoria

Spitfire Railtours 55022

London King's Cross-York-Newcastle-Edinburgh Waverley & return

## 6th March 2011

Spitfire Railtours 55022

London Euston-Nuneaton-Lichfield TV-Crewe-Manchester Victoria-Preston

## 9th March 2011

Rail-Blue Charters DBS 67

London KX-Hertford North-Peterborough-S&C-Carlisle-Hexham-Durham-York-Doncaster-Peterborough & return as outwards

## 11th March 2011

Rail-Blue Charters DBS 67

Darlington-Newcastle Central-Stirling-Perth-Aviemore-Inverness & return

## 12th March 2011

Vintage Trains 5029 & 5043

Solihull-Bath Spa-Bristol TM and return **Postponed**

Railway Touring Co. 70013

London Victoria-Melton Mowbray-Lincoln-Newark NG-London King's Cross

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

**BLACK** Charters expected to operate as booked.

**RED** Tours cancelled by the operator

**GREEN** Tours postponed to a future date by the operator

**BLUE** Provisional excursion

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

## The Week Ahead

**Strange things happen in the railtour industry; there are some weeks where it seems that everyone is desperate to run a railtour, and then there are other weeks when for some reason no one seems to want to have a go!**

The coming week reflects the negative side of that observation, in that there are just two tours running over the weekend, and one of those is Statesman's 'Winter West Highlander' weekender from Watford Junction to Fort William, which was mentioned last week.

The other train operating is Railway Touring Company's 'Buxton Spa Express', which was also dealt with last week, in so much as it is now running in the reverse order than that originally advertised, and is double-heading with 'Jubilee' and 'Black 5' 4-6-0s Nos. 5690 *Leander* and 44871 from Manchester Victoria to Buxton, and back to

▼ **GWR 'Hall' 4-6-0 No. 4965 *Rood Ashton Hall* passes Elford with a Valentines circular tour from Tyseley on 13th February. John Deeming**



by John Whitehouse

Victoria via the Pennines. So, enough said on that one as well!

In order to make this a worthwhile read (all disparaging comments to the Editor, please), a break will be made from tradition and mention a tour running a week next Tuesday, which would normally fall into the scope of next week's issue. The tour is Steam Dreams traditional St David's Day outing, which this year is running from Paddington to Cardiff and back with 'Britannia' Pacific No. 70013 *Oliver Cromwell* being the booked locomotive. A feature of this tour is that it is running via the 'direct route', that is from Swindon, via Badminton to Bristol Parkway, and then through the Severn Tunnel to Newport and Cardiff. Most steam workings use the route through Chippenham and Bath Spa, so this is a rare chance to travel behind steam through the lengthy Chipping Sodbury tunnel.

## RTC introduces a new weekly 'Dorset Coast Express'

**Over the previous few weeks The Railway Touring Company's (RTC) extensive programme of charters has been looked at, leading up to the 'high season', when the listings are dominated by the repeat itinerary trains.**

In recent years RTC has embraced these workings with enthusiasm, and now has quite an extensive programme. Ironically, it was the first series of the 'Scarborough Spa Express' in 2007 that set the mould, operating on three consecutive days each week through late July and August in 2007, with subsequent loadings probably far exceeding the most optimistic expectations. West Coast was to capture the mid-week paths from 2008 onwards, but RTC persevered with Scarborough, and the Friday-only 'Flyers' from Crewe that have operated since in the late July – August period have proved to be very popular.

That popularity may reflect, in some small way, that the trains have tended to be powered by Stanier Pacific's in the last two years. The 'Scarborough Flyers' this year are due to operate each Friday from 22nd July until 9th September. Trains will head for Carlisle, with Saturday workings from 23rd July until 27th August, which will start at Crewe and alternatively pick up at Liverpool Lime Street (23rd July, 6th & 20th August) or Manchester Victoria (30th July, 13th & 27th August) before working northbound over Shap and returning over the Settle & Carlisle and Blackburn.

'The North Wales Coast Express' from Liverpool Lime Street to Holyhead will also run again this year, and is booked for three appearances on consecutive Sundays, the 7th, 14th & 21st August. All of these trains will be hauled from a Crewe-based pool, which presently is reported to consist of Nos. 6100 *Royal Scot*, 6201 *Princess Elizabeth* and 70013 *Oliver Cromwell*. Also on Sundays will be 'The Waverley' from York to Carlisle, the feature of which is a return working over the S&C from 24th July until 4th September. The West Coast Railway's 'Scarborough Spa Express' locomotive pool based at York should service this working, which RTC currently indicate will consist of Nos. 44932, 5690 *Leander*, 46115 *Scots Guardsman* and 70013 *Oliver Cromwell*.

The jewel in the crown is likely to be 'The Dorset Coast Express' (DCE), booked for every Tuesday in

July and August, plus the 6th and 13th September, and which again is scheduled to feature the train being banked by steam from Weymouth to Dorchester South on the return. It works out of Victoria and also sets down at Bournemouth and Wareham en route. Of note, the train is also booked to work back into Waterloo, and the pool for the DCE currently includes Nos. 30777 *Sir Lamiel*, 34046 *Braunton*, 34067 *Tangmere* and 70000 *Britannia*.

This year RTC will also be building on a working that it pioneered last year, a Sunday train from Bristol Temple Meads to Weymouth. Weymouth is a traditional holiday destination for Bristolians, and of course the train will be going head-to-head with the rival 'Torbay Express', and both trains are likely to be departing from Temple Meads within minutes of each other. 'The Weymouth Seaside Express' is booked to operate each Sunday from 17th July through to 11th September and will use a locomotive pool currently listed as Nos. 4936 *Kinlet Hall*, 5029 *Nunney Castle* and 70000 *Britannia*. Double-heading by the 'Hall' and 'Castle' is reported to be likely on one or more workings.

Perhaps one surprise in RTC's high season workings is the retention of 'The Welsh Mountaineer', which was reported to have been axed due to poor loadings last year. Its survival into the 2011 programme may be due to the trip being an integral part of RTC's seven-day 'Snowdonia & Northern Fells' tours booked to run in August. 'The Welsh Mountaineer' will follow the same route as previous years, starting at Preston through to Blaenau Ffestiniog, with either a 'Black 5' or '8F' 2-8-0 No. 48151 for traction. Departure dates are 26th July, 9th & 23rd August.

RTC's 'Snowdonia & Northern Fells' tour has already been mentioned, and two are planned for this August, departing on Friday 5th & 19th August. Over the following days, one will be able to travel on RTC workings to Carlisle, Holyhead and Blaenau Ffestiniog, together with the Snowdon Mountain, Welsh Highland, Ffestiniog, Llangollen and Welshpool & Llanfair railways and West Coast's 'Cambrian' service. Quite a programme, which has something to offer virtually everyone from the hardened enthusiast to their railway averse wives, especially if she gets to enjoy premier dining!



The Steam Dreams Valentine's Day 'Cathedrals Express' steam special from London Victoria to Canterbury West and return passes through Shortlands on 14th February, headed by Stanier 'Black 5' 4-6-0 No 44932. **Brian Morrison**

## Ups & Downs

■ Day one of Steam Dreams seven-day land cruise will start as planned at Minster, and be hauled into London Victoria by No. 34067 *Tangmere*, where 'Princess Royal' Pacific No. 6201 *Princess Elizabeth* will be waiting to take the train north to its first overnight stop at York. The Pacific replaces the previously advertised No. 60163 *Tornado* (see separate story). Also, on the final day, No. 70013 *Oliver Cromwell* is now booked to haul the final leg from Victoria back to Minster, taking over from 'Black 5s' Nos. 44871 & 45407, which will have hauled the train from Carmarthen.

■ UK Railtours will be celebrating the 25th anniversary of 'The Blackmore Vale Expresses', which were the brainchild of BR's then Salisbury Area Manager, Gerald Daniels. Those trains ran in October 1986, but due to engineering work, the 2011 celebration working is booked to operate on 16th July from London Waterloo through to Salisbury, Sherbourne and Yeovil Junction. The special relationship that exists between the Merchant

Navy Locomotive Preservation Society and UKR's John Farrow means that the train will offer a rare chance to travel behind Merchant Navy Pacific No. 35028 *Clan Line* on a non-VSOE working. In a separate development, allied to the protracted absence of *Tornado* due to boiler repairs, it is understood that UKR's 'Cumbrian Mountain Express' from King's Cross on 19th May will now be hauled by No. 71000 *Duke of Gloucester* between York and Carlisle, via the S&C. It returns south diesel-hauled via Hexham and the East Coast Main Line throughout.

■ The National Railway Museum has given advance notice of two weekends of planned shuttle services between York and Shildon in the autumn. The feature will be the proposed use of the flagship 'A3' Pacific No. 4472 *Flying Scotsman* (by which time returned to LNER apple green livery) on the trains operating on 17th & 18th September. The following weekend, No. 70013 *Oliver Cromwell* should be in action on the shuttles. At present the frequency, times and fare structure have yet to be announced.



▲ SR 'Merchant Navy' Pacific No. 35028 *Clan Line* approaches Clapham Junction on the 18th February, with the London Victoria to Shalford VSOE luncheon train. **Stuart Chapman**

## *Tornado* returns to full main line operation on 26th May

**Following its regular board meeting last weekend, the A1 Steam Locomotive Trust has confirmed that Peppercorn-designed 'A1' Pacific No. 60163 *Tornado* will be back in traffic from 26th May.**

The boiler is currently undergoing repairs at DB Meiningen in Germany, where reports confirm that there are no further issues other than those originally known

about. The fully repaired and hydraulically tested boiler is expected back at York at the end of March. Once reassembled and a steam test undertaken, *Tornado* will then venture out onto the main line on light and loaded test runs, expected to be in early May.

Final painting and finishing off will then take place before it returns to full service in BR Brunswick green livery on 26th May, at the head of Steam

Dream's 'Cathedrals Express' trip to Bath and Bristol.

The Trust says that the repairs being undertaken are in line with the wear and tear experienced by other locomotives over a similar number of boiler cycles, and that it should be remembered that *Tornado* is one of the most used main line steam locomotives in the country, especially when the number of scheduled operating days on

heritage lines are taken into account.

The Trust has commented that its boiler management and maintenance procedures are more conservative than recommended by DB Meiningen, but that a few minor changes are to be introduced in an effort to deal with the issues that have occurred, and to try and minimise the effects of operations on the boiler in the future.

## Is safety on our heritage railways being taken for granted?

**Safety is an on-going issue for all railway organisations, but especially for the heritage railways, given the large number of volunteers whose time on the line can vary from every day to just a few hours each year.**

Keeping staff and members of the public safe is an on-going issue, and one that comes under heavy scrutiny for each heritage railway within the constraints of its Safety Management System, a document that each organisation is required to have and regularly review, as part of its ability to operate. But a recent report from the Rail Accident Investigation Branch (RAIB) has highlighted the need, not only for the safety management to be present on paper, but also in reality. In October last year, during a gala weekend, the guard of demonstration freight on the Foxfield Light Railway was seriously injured when he attempted to board the brake van of a slowly moving train. He slipped from the footstep and was dragged a few meters before releasing his hold on a handrail and falling, suffering a fractured and dislocated shoulder in the process. The investigation by the RAIB, which can be read online ([click here](#)), identified a wide range of issues where procedures had not been followed. Among the faults uncovered were the fact that there was no evidence that all railway staff had been issued with the rule book, that no competence assessments on operating staff had been undertaken since 2005, despite the Safety Management

System specifying that this was to be undertaken every three years, and that the railway had no arrangements in place for drugs and alcohol testing - something that should have taken place after the accident in question.

The Office of Rail Regulation has conducted its own investigation into the railway, which has resulted in it issuing an improvement order on the line and preventing all railway operations until such time as the terms of the order are met. The RAIB report states that the Foxfield Light Railway Society, for its part, has suspended all members' competencies and is undertaking assessments.

On the day of the accident, the railway was using a newly refurbished locomotive to shunt wagons, and although not relevant to the cause of the accident, the railway was required by its own procedures to have undertaken a safety assessment of all new or modified traction and rolling stock. The RAIB investigation noted that there was no evidence that such an assessment had been undertaken.

While the accident and subsequent investigations have highlighted a number of failings on the part of the railway's management to ensure that procedures were being followed, it should also act as a wake-up call to all heritage railways, large and small, to ensure that staff are regularly checked for competence in the jobs they are undertaking, and that the rule book and safety procedures are being followed. It also perhaps throws a spotlight on how the



▲ Lineside safety is one of the biggest areas of risk for the heritage lines, many of which forbid access or issue lineside permits. Access to the 'wrong' side of the fence should always only be undertaken after obtaining the necessary permission from the railway or, as in this case on the GCR, during a photographic charter event. **Richard Tuplin**

Office of Rail Regulation monitors heritage railways? While the issues highlighted at Foxfield are the immediate concern of the railway's management, the question is also being asked as to how Health & Safety issues are monitored at a higher level. The red tape and documentation that is required to be completed, checked and approved by the ORR prior to the railway being allowed to operate services is immense. But if it is not monitored on a regular, even infrequent basis, is it serving any purpose, beyond those initial checks and site visits?

Without doubt however, the focus of ensuring safety lies with the railway. As one General Manager told *Railway Herald* in light of the Foxfield Report: "If we are unable to ensure the safety of our

staff, be they paid or voluntary, how can we ensure the safe operation of the railway and its passengers?" It would be wrong to tar all heritage lines with the same brush, and most railways go to great lengths to ensure that operations are undertaken in a safe and efficient manner - indeed those with main line connections are subject to further safety restrictions, specifically relating to staff, rolling stock and procedures involved in the operation of vehicles onto and off of the National Network.

Safety, of course, extends far beyond ensuring procedures are being followed. It is an issue that photographers, enthusiasts and the general public can influence in both directions, especially during running days when people stray onto the lineside, either for that perfect

photograph, or in the case of the public, to walk the family dog. All heritage line's safety documents and procedures take a firm line over trespass of any form. They have to do. But how many railways have the resources to actively police such a policy? The flaunting of such rules, no matter what the reason, is only serving to endanger people's lives, and potentially have an adverse effect on heritage railways being able to continue to operate. Reasons of Health & Safety, be they over-protective excuses or legitimate causes for concern, can be used to stop many things in this day and age, and it is down to the individual railways to protect staff and visitors, and the responsible enthusiasts to ensure that the irresponsible few do not spoil the good times.

## Enthusiasts get the ability to choose the next livery for *Duchess of Sutherland*

One of the most emotive issues in the steam preservation movement concerns paint! Or more importantly, the colour of the paint that is applied to your favourite engine.



This is a never-ending cause of quite often heated debate, which is rarely settled to everyone's satisfaction. Remember the outrage that followed the famous 1st April spoof painting of *City of Truro* in BR black. As a consequence locomotive owners approach this subject with caution.

One of the more high profile livery debates concerns No. 6233 *Duchess of Sutherland*. While most accept that 'Duchesses' look good in LMS crimson lake, or its BR variation, there are many who have stated the case for No. 6233 running as No. 46233 in BR Brunswick green. Those who remember the brief association of *Duchess of Hamilton* with that livery will know just how well it suited the locomotive. Equally, the experimental early BR blue livery has merit, and few will disagree that 'A4' Pacific No. 60007 *Sir Nigel Gresley* looks quite magnificent in BR blue, and the early indications are that the same livery will be equally outstanding on 'King' 4-6-0 No. 6023 *King Edward II*.

Of course, it is known what No. 6233 looks like in LMS Ivatt black. The different livery for the last year of its main line ticket was welcomed as a change, but the general consensus of the lineside gallery was luke warm; alright as a temporary variation, but actually if the choice is Ivatt black or crimson lake for the future, crimson lake would be the winner!

So, with the 'Duchess' currently undergoing overhaul, the thoughts of the Princess Royal Class Locomotive Trust (PRCLT), which own No. 6233, are beginning to concentrate on the return to main line operations, hopefully

sometime in 2012. And with an eye to generating some much needed cash while the loco is sidelined, the Trust has come up with a democratic answer to the livery debate, and is starting a 'tele-voting' campaign named 'Race for the Livery', which means that individuals can vote for the preferred choice of the four colours.

The 'Duchess' will be outshopped in the winning colour scheme, which it will carry for a minimum of one year, after which it will return to LMS crimson lake, which is the preferred livery of the Trustees for the remainder of its main line ticket.

Readers can vote for their preferred livery by telephoning one of the four numbers quoted below. Please note that calls will cost £1.50 from a BT landline with other providers possibly charging more. The cost of calls from a mobile will vary between providers and will cost more than a landline call. There is no restriction to the number of times you can vote. The telephone lines will open at 00.01 on Monday 21st February and close at 23.59 on Wednesday 31st August. A running total of votes will be published and updated each Sunday afternoon on the PRCLT website.

The telephone voting numbers are:

LMS Crimson Lake	0904 161 9901
BR Green	0904 161 9902
BR Blue	0904 161 9903
LMS Ivatt Black	0904 161 9904

The proceeds generated by the 'Race for the Livery' campaign will be used to pay for painting No. 6233 in the winning livery, and subsequent repaint into crimson lake. Any remaining funds will be used towards the cost of the locomotive's current overhaul. The campaign's terms and conditions are available on the PRCLT website, [click here](#).

The overhaul itself is reported to be going well, and the boiler is already stripped down at the LNWR Works in Crewe, while the running gear is receiving attention at the West Shed.

## 5BEL Trust gets its five car 'Brighton Belle' set

The 5BEL Trust has put into place the final part of the jigsaw towards recreating a 5BEL set, with the purchase of Pullman car *Carina*.

The former 'Golden Arrow' kitchen car has been transferred to the Bluebell Railway to allow the heritage line to complete a five-car all-Pullman 'Golden Arrow' set, which in-turn has allowed the ex-Brighton Belle Pullman First Class car *Doris* to move to the 5BEL Trust as its fifth vehicle. Trailer Pullman First 'Doris' (Car 82) was built in 1932 by Metropolitan Cammell as part of an order from the Southern Railway for three five-car all-Pullman Brighton Belle (5BEL) train sets.

In recent years, *Carina* has been owned by Jim Kay, and stored on the NYMR awaiting a full restoration. The coach will now provide a much-needed second kitchen in the Bluebell's dining train. Several years ago, the railway acquired *Doris* as a potential second kitchen, but recognised that the conversion from electric to steam specification might not be optimal from a heritage standpoint. The line therefore agreed to release *Doris* for the

Brighton Belle project if another Pullman kitchen car could be found.

While the latest purchase gives the trust the five vehicles it needs to recreate the 5BEL unit, the other four vehicles are progressing through various restoration stages. Car 88 will join Car 91 at HNRC, Barrow Hill on 21st March, the two motor cars awaiting the majority of significant re-engineering works to be undertaken that will equip them to run on the main line again, including newer bogies and control gear, together with the usual OTMR and TPWS equipment. Car 85 is currently undergoing body restoration at Ramparts, Derby Works, its first phase of the restoration process. It will be followed by Car 87, which is due to be moved from Keith & Dufftown to Derby shortly. Ramparts will also undertake the galley refit. The third phase of restoration for each vehicle, which encompasses the coachwork and full interior restoration, must, out of necessity follow the re-engineering works. *Doris* is expected to remain for a little longer on the Bluebell, and be stored at Southall before moving to Derby.

▼ Driving Car No. 88 is displayed outside the Brighton Centre on 18th February. John Vaughan



## Varied locomotive line-up for Swanage diesel gala

**Following the success of previous diesel galas, the Swanage Railway has announced that it will be holding its sixth such event on 6th-8th May.**

Plans will see an intensive three-train service, operating from 09.00 until midnight on the Friday and Saturday, and until 19.00 on Sunday, with a variety of locomotives in action over the weekend. Visiting to headline the event will be Class 33/0 No. 33035 (courtesy of the Pioneer Diesel Group), Class 37/5 No. 37503 (courtesy of Harry Needle Railroad Company), Class 50 No. 50026 *Indomitable* (courtesy of PTG), 'Western' No. D1062 *Western Courier* (courtesy of the Western Locomotive Association), Class 55 'Deltic' No. 55009

*Alycidon* (courtesy of the Deltic Preservation Society), and newly preserved Class 56/3 No. 56301 (courtesy of the Class 56 Group). The six visitors will join resident Class 33s Nos. D6515, fresh from its overhaul at Eastleigh Works, 33103 and 33111.

Along with Class 33/0 No. 33035 and 'Deltic' No. 55009, both of which will be celebrating their 50th anniversary, four of the visitors will also be making first runs in preservation, Nos. 33035, 37503, 50026 and 56301. In addition, 4VEP EMU No. 3417 *Gordon Pettitt*, (courtesy of the Bluebell Railway), will be at the event and will allow the railway to operate an authentic 'push-pull' service over the line.

On the Friday and Saturday evening, there will a two-train

service operating, with beer being served on one and hot food on the other! Each train will undertake four round trips, with Nos. 33035 and 55009 being used on the Friday, and Nos. 37503 and D1062 on the Saturday.

Despite the expense of moving and operating the visiting locomotives, together with the recent increase in VAT, the Swanage Railway has frozen its ticket prices for the third year - let us hope that other heritage lines follow its example. One-day rover tickets are £21 for adults and £18 for children, while two-day rover tickets are £30 for adults and £24 for children. Three-day rover tickets are priced at £38 for adults and £30 for children. Evening rover tickets are £5 for adults and £3.50 for children.



▲ Visiting the Great Central Railway from its normal base at Wolverton Works, Class 08 No. 08629 provides the motive power for the 11.25 Loughborough to Rothley Brook service on 12th February, during the GCR 'Diesel Running Weekend'. The line's resident Class 10 shunter No. D4067 is on the rear. **Gareth Morgan**

## Project to build *The Unknown Warrior* moves forward with first driving wheel machined

**The LMS-Patriot Project has obtained four genuine LMS buffers for the new locomotive, showing the lengths that it is going to, to ensure as much historic and heritage material as possible is included in the build.**

Two of the buffers will be used on the loco, which is being assembled at the Llangollen Railway Works, while the other two are suitable for the ex-Barry scrapyards Fowler tender that is currently being restored at Barry Rail Centre. The buffers were found on a rail-mounted crane that was being scrapped at the Great Central Railway (N) at Ruddington. At least three of the buffers are stamped LMS, with 1930s dates that can be clearly seen. The diesel-electric powered rail-mounted crane was believed to have been built at Derby Works in 1947 and fitted with a set of loco buffers from an LMS loco that had been scrapped at Derby Works.

Steve Blackburn, Quality and Engineering Director said: "We were offered a set of four original LMS buffers for *The Unknown Warrior*, and these are of the same pattern that would have been fitted to 'Patriots'. This is a fantastic find, and demonstrates further progress towards our aim of completing the rolling chassis during 2012". The LMS-Patriot Project has publicly thanked Alex Newcombe, Operations Director at the GCR(N), for the generous donation of the buffers to the Project. The buffers have now been removed and taken to Llangollen for overhaul.

Elsewhere within the project, the South Devon Railway has been awarded the contract to assemble the driving wheel-sets for the locomotive. With the last of the six driving wheels being cast in January, and machining now under way at the Boro Foundry, plans have been drawn up with the SDR to assemble the complete wheel-sets.

The LMS-Patriot Project still needs to raise £40,000 to enable the sets to be completed, and is looking for sponsorship of various components to help reach the rolling chassis stage. [Click here](#) for details.

Meanwhile, patterns for frame stretchers and a driving wheel axlebox pattern have been ordered from Master Pattern Maker, Eddie Mocroft, at the Boro Foundry. Kevin West, draughtsman for the LMS-Patriot Project, has created new drawings for the stretchers and these will be used to create the new patterns. Eddie Mocroft has already made the pattern for the engine's bogie centre-pin casting that was cast last year. The axle boxes from '8F' No. 48518, were found to be unsuitable and the 'Royal Scot' axle box pattern that was obtained from Wroughton needed too many modifications to make it suitable for use, so the decision was made to make a new axle box pattern, at a cost of approximately £1,250.



▲ The first driving wheel that has been cast for *The Unknown Warrior* has now been machined at the Boro Foundry in the West Midlands. **LMS-Patriot Project**

## The scrap man commeth for 56040, but Fastline 56s are safe

**The Class 56 Group has announced that the future of ex-Fastline Freight Class 56/3s Nos. 56301 and 56302 has been secured.**

Having bid for Nos. 56007, 56038 and 56117 from the DB Schenker tender list, and having been unsuccessful, with all three locomotives being withdrawn from sale by DBS, the Group was presented with a 'once in a life time' opportunity to obtain No. 56301 from the administrators in charge of the liquidation of the assets belonging to Fastline Limited.

In addition, Class 56 Group committee member and well-

known preservationist, Edward Stevenson, has also privately purchased classmate No. 56302 from the same administrators. Both locomotives have been inspected by the Class 56 Group and are described as being in excellent condition, having been initially stored undercover at Roberts Road Depot in Doncaster, and latterly inside the PWV shed at Hitchin.

It is hoped that No. 56301 will replace No. 56101 at the Class 56 Group's base at Dereham on the Mid Norfolk Railway, with the latter locomotive likely to move to Barrow Hill for cooler group repairs that have proved difficult

to carry out at Dereham.

While the purchase is a very positive move for the Group, having obtained a fully working Class 56 that is, presumably, still fitted with its OTMR and TPWS equipment, there is a downside. Its other Type 5, No. 56040 requires a body lift to replace two defective traction motors and needs substantial, as well as costly repairs to the roof and bodysides to arrest years of corrosion damage. As a result of this, it is now being stripped of all reusable parts, prior to being sold for scrap - the income raised being used to provide a significant amount of the finance for the new purchase.

▼ **Class 56 Group-owned No. 56040 Oystermouth is to be stripped for spares and then scrapped as it is no longer financially viable to continue to maintain the loco. The Group has purchased former Fastline Freight Class 56/3 No. 56301 which is in much better condition. No. 56040 is pictured at Wymondham Loop during a diesel running day on the Mid-Norfolk Railway on 27th March 2009. Steve Harper**



▲ LMS Stanier 'Black 5' 4-6-0 No. 44871 climbs up the grade with a demonstration goods working to Oxenhope on 11th February, during the Keighley & Worth Valley Railway's Winter Gala. **Phil Sanderson**

## Wartime black livery for *Flying Scotsman*

**The National Railway Museum (NRM) has announced that the A3 class Pacific *Flying Scotsman* will be painted in wartime LNER black before its LNER apple green livery is again applied this summer.**

Following its extensive and lengthy restoration No. 4472 will appear in this wartime livery, with the letters 'NE' on the tender side and numbers '103' on one side of the cab and '502' on the other, while carrying out steam tests and commissioning runs this spring and summer. The locomotive will also appear in this livery as part of the NRM's planned *Flying Scotsman* Preview Weekend' taking place on 28th-30th May.

Steve Davies, Director of the NRM, said: "We couldn't resist the opportunity to offer fans a bit of variety by seeing the loco complete its steam tests and commissioning runs in wartime LNER Black. The last time 'Scotsman' was seen in this livery was in World War Two, and this will be the first time that No. 4472 or any other North Eastern Pacific has been seen in this livery during its preserved existence".

When in its black livery, *Flying Scotsman* will appear without smoke deflectors, but will carry them again when it is completed and running on the main line in apple green. The boiler of the locomotive was lit for the first time at Bury on 15th February.



With the roof of Piccadilly station in the background, an unidentified Northern Rail Class 156 passes through Manchester city centre on 16th February. **Will Jagger**



East Midlands Trains HST power car No. 43044 brings up the rear of a London King's Cross service while on loan to East Coast on the evening of 26th January.  
**Will Jagger**



London Midland City-liveried Class 153 No. 153334 departs from Millbrook, on the Marston Vale line, on 19th February, with the 12.55 Bedford to Bletchley service. **Kev Gregory**



As the weak winter sun breaks through the clouds, high capacity Class 450/5 No. 450557 enters Clapham Junction with a Weybridge train on 18th February. **Ian Docwra**



**7th February 2011**

**Driffeld & East Yorkshire Rly Society**  
The Sidings, Middle Street South, Driffield YO25 6PX. AGM followed by 'Steam on the Mainline and Royal Scot - Crewe to Carlisle'. Meeting commences at 19.30. £2 donation requested. Contact the Secretary on 01377 254068 or at eric2marshall@aol.com for further details.

**North Yorkshire Moors Railway (Northallerton)**

Northallerton Town Cricket Club, Farndale Avenue, Northallerton. 'Sugar & Steam' by Roger Darbyshire. Meeting commences at 19.30. Contact, Ian McInnes on 01642 767233 for details.

**Plymouth Rly Circle**

St Edward's Church Hall, Home Park Avenue, Peverell, Plymouth PL3 4PG 'Westcountry Rail & Bus during the 1950s' by Robert Crawley. Meeting commences at 19.30. Admission - Members £1, Visitors £2.

**Stafford Rly Society**

St Leonards Social Club, St Leonards Avenue, Stafford. 'The Percy Mosley Collection - Part 3' by Robert Mathams. Meeting commences at 19.30. Contact Mick Horton on 01785 840622 for further details.

**8th February 2011****8E Railway Association**

The Gladstone Club, Station Road, Northwich, CW9 5RB. 'Archive 50s & 60s Steam' by Colin White. Meeting commences at 19.45. Contact Paul Tench on 07790 486735 for details.

**Abergavenny & District Steam Society**

Upper Room, 'The Hen & Chickens', Flannel Street, Abergavenny. 'Around North Wales' & 'Four Ways to Brecon' by Michael Clemens. Meeting starts 20.00. Contact Ken Mumford on 01873 855773 for details.

**Great Western Society (Bristol)**

BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG. AGM followed by '50 Years of the Great Western Society' by Frank Dumbleton. Starts 19.45. Visitors welcome. Contact 01454 324230 for further details

**SRPS (Lanarkshire)**

Holy Trinity Church, Avon Street, Motherwell, ML1 3AA. 'Isle of Man Revisited' by Ian Hastie. Starts 19.30. Contact Fred Landery on 01698 457777 for further details.

**9th February 2011****Basingstoke & District Railway Society**

Wote Street Club, New Road, Basingstoke RG21 7NG. 'Wanderings in 1960's Yugoslavia' by Blake Paterson. Starts 20.00. Contact 01256 819401 for further details.

**Oxfordshire Rly Society**

Seacourt Day Centre, Seacourt Road, Oxford OX2 9LD. 'ORS Photo Competition/AGM/Members' Evening'. Starts 19.30.

**Swiss Railways Society (London)**

The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. 'Was it really 1997/8?' by Ron and Allan Dawes. Starts 19.00. £2 Donation. Contact Ron Dawes on 020 8660 3532 for further details.

**10th February 2011****Bath Railway Society**

Bath Green Park Station Meeting Room, Bath. 'Steam on the Hedjaz Railway' by Brian May. Starts 19.30. Contact Kevin Plummer (evenings) on 01225 312564 for further details.

**Continental Rly Circle**

St Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. 'Switzerland' by Brian Stephenson. Starts 19.15. Admission £2. Contact Adrian Palmer on 01932 850624 or a kpalmer@talktalk.net for details.

**Friends of the West Highland Lines**

Room 10, Partick Burgh Halls, Burgh Hall Street, Glasgow. 'Heritage Railways-UK' by Mr Charles McCossan. Starts 19.30. £1 donation. Contact Duncan Wilson at duncanwilson1955@hotmail.com.

**Locomotive Club of Gt Britain (St Albans)**

United Reform Church, Watford Road, Chiswell Green, Nr St Albans. '38 Years on Railways in North London & Hertfordshire' by David Cockle. £2 Donation. Starts 19.30.

**11th February 2011****Altrincham Electric Rly Preservation Society**

Altrincham Methodist Church Hall, Barington Road, Altrincham, Cheshire WA1 1HF. 'Red Sea Railway - the Railways of Eritrea' by Jennie Street. Starts 19.30. Admission £3. Contact Andrew Macfarlane on 0161 928 9394 for further details.

**Cambridge University Railway Club**

William Thatcher Room, Fitzwilliam College, Cambridge. 'The Franchising Process' by Chris Stokes. Starts 20.30. Contact secretary@curc.org.uk.

**Great Western Society (Swindon)**

Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon SN3 1JE. AGM followed by 'The Swindon Quiz'. Starts 19.30. Visitors welcome. Contact 01793 495976 for further details.

**Shropshire Rly Society**

The Gateway, Chester Street, Shrewsbury. '2010 Slide Show' by Karl Jauncey and Dave Richards. Starts 19.30. £3 Donation. Contact 01743 243295 for further details.

**12th February 2011****Bournemouth Rly Club**

Winton Methodist Community Centre, All Purpose Room, Junction Alma Road & Heron Court Road, Winton, Bournemouth BH9 1DE 'The 08.35 from Waterloo' by Simon Foote. Starts 14.30. £2 donation. Contact Martyn Thresh on 01202 742099 for further details.

**14th February 2011****Lincoln Railway Society**

St Hugh's Church Hall, Harewood Crescent, North Hykeham, Lincoln LN6 8JG. BR Engine Sheds - Part 6 by Chris Banks. Starts 20.00, Admission £3. Contact Publicity Member on 01522-705365.

**Severn Valley Railway (Wolverhampton)**

Old Wulfrunians Club, 253A Castlecroft Road, Wolverhampton WV3 8NA. 'All the Colours of the Rainbow' by Dave Walker. Starts 19.30. Admission £2.50. Contact Alan Davies on 01902 758882 for details.

**SEG (Sussex)**

Deall Room, Southwick Community Centre, Southwick. AGM followed by 'Video Clips' by Derek Osborne. Starts 19.30. £2 Donation. Contact Bruce Cakebread on 01273 462094.

**York Railway Circle**

Archbishop Holgate's School, Hull Road, York YO10 5ZA. 'The Scarborough Spa Express 1981-2010' by Rob Tibbits. Starts 19.30. Contact Robin Patrick on 01904 412232.

**15th February 2011****Monmouthshire Rly Soc.**

Room A10, UWCN City Campus, Usk Way, Newport, S.Wales NP20 2BP. 'Railway Cine Films' by Barry Foster. Starts 19.15. Admission £3.

**17th February 2011****Ffestiniog Railway Society (White Rose)**

Oxford Place Methodist Centre, Leeds LS1 3AX. TBA. Starts 19.30. £2 donation. Contact 01904 331973.

▼ A pair of unidentified Class 43 powercars provide the motive power for a diverted First Great Western, London Paddington to Penzance HST, as it passes Pendomer, between Yeovil Junction and Crewkerne, on 19th February. Services were being diverted as a result of engineering work between Taunton and Tiverton Parkway. **Steve West**

**19th February 2011****GW Society (Sth West)**

Parish Centre, Church End Road, Kingskerswell, Torbay. 'The W.R. in Wales' by Amyas Crump. Starts 18.30. Contact 01803 336329.

**Irwell Vale Railway Photographers**

Irwell Vale Village Church, Irwell Vale, Rossendale. 'Cine Films of Richard Greenwood'. Starts 19.30. Contact Mike Taylor on 01282 436653.

**21st February 2011****GCR Society (Spinkhill)**

The Angel Hotel 26 College Road, Spinkhill, S21 3YB. 'Steam Galas in 2010 DVD' by Chris Jones. Starts 19.30. Contact Frank Greaves on 01909 473927 for details.

**Plymouth Rly Circle**

St Edward's Church Hall, Home Park Avenue, Peverell, Plymouth PL3 4PG 'Images of World Steam on Cine & Sound' by Terry Nicholls. Starts 19.30. £2 Admission.

**Should your society information be listed on this page?**

If so, then please email the details to the editor, remembering to include the date, starting time and location, together with details of the event, speaker and entrance charges if applicable. It is not necessary, but helpful to people, if you can also include a contact name and phone number/email address that can be published.

*Railway Herald* reserves the right to edit details entered in this section, which may also be displayed on our online events diary. The information is believed to be correct at the time of publication.

**Web Links**

Links to the various society websites can be found by [clicking here](#). Is yours missing? Send the details to the editor.

**NYMR (York Area)**

New Earswick Sports & Social Club, White Rose Avenue, York YO32 4AG. 'A Visit to the Southern Hemisphere' by S. Dew and R. Schofield. Starts 19.30. Contact B. Blundell on 01904 764648 for further details.

**Stafford Railway Society**

St Leonards Social Club, St Leonards Avenue, Stafford. 'Out and About' by Hugh Gould. Meeting commences at 19.30. Contact Mick Horton on 01785 840622 for further details.

**23th February 2011  
Basingstoke & District  
Railway Society**

Wote Street Club, New Road, Basingstoke RG21 7NG. 'Cable's Railway Year 2010' by David Cable. Starts 20.00. Contact the Secretary on 01256 819401 for further details.

**24th February 2011**

**Stevenage Loco Society**  
The Community Arts Centre, Roaring Meg Retail Park, London Road, Stevenage SG1 1XN 'Along more... Byways' by Dave Soggee. Starts 19.45. Admission £2. Contact the Treasurer on 07803 046076 for details.

**25th February 2011**

**GCR (London)**  
The Exmouth Arms, 1 Starcross Street, Euston, London NW1 2HR. 'The Wensleydale Railway' by Dave Gibson. Starts 19.30. Contact Richard Butler on 01525 372487 for details.

**Great Western Society  
(North West)**

St Hilda's Clubroom, Slater Street, Latchford, Warrington WA4 1DN. 'The Cheshire Side of the Cheshire Lines Committee' by Peter Hanson. Starts 19.30. Visitors welcome.

**Scarborough Rly Society**

Scarborough Library, Vernon Road, Scarborough. 'DVD Presentation' by Paul Wilson. Starts 19.45

**Shropshire Rly Society**

The Gateway, Chester Street, Shrewsbury. 'Slide Show' by Mervyn Pritchard. Starts 19.30. £3 Donation. Contact 01743 243295 for details.

**26th February 2011**

**Bournemouth Rly Club**  
Winton Community Centre, Junction Alma Road & Heron Court Road, Winton, Bournemouth BH9 1DE./ 'Built by Bulleid - Part 1' by Club Members. Starts 19.30. £2 donation. Contact M. Thresh on 01202 742099.

**Warwickshire Rly Society**

Joint Stock, Lower Temple Street, Birmingham City Centre. 'AGM & Film Extravaganza'. Starts 13.45. Contact 01746 710676 for details.

**1st March 2011**

**Gravesend Railway  
Enthusiasts Society**  
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 'Welsh Highland Railway' by Ian King. Starts 19.45. Contact 01474 326232 for details.

**Locomotive & Carriage  
Institution**

55 Broadway, London. 'Travels by Train Through Europe' by Mark Smith. Starts 18.00. Contact smithstuart@btinternet.com for details.

**North East Essex  
Railway Association**

1st Floor, The Community Centre, The Triangle Centre, Frinton-on-Sea. 'Mangapps Museum' by John Jolly. Starts 19.45. Entry £1.50. Contact Roger Harvey on 01255 677165.

**Southern Electric Group  
(South Hampshire)**

Eastleigh Railway Institute, Romsey Road, Eastleigh. 'HD Tramway Show' by John Laker. Starts 19.30. Entry £2. Contact John Goodrich on 02380 670028 for further details.

**Weston super Mare  
Railway Society**

Function Room, Conservative Club, Alexandra Parade, Weston super Mare. 'Trains in the Countryside' by Peter Triggs. Starts 20.00. Contact Lionel Jones on 01934 628289 for further details.

**3rd March 2011**

**Great Central Railway  
Society (Sheffield)**  
The Harlequin, 108 Nursery Street, Sheffield S3 8GG. 'The Joint Railways of South Yorkshire' by Bob Gellatly. Starts 19.30. Contact Ken Grainger on 01142 540275 for further details.

**RCTS (Milton Keynes)**

The Crown, Market Square, Stony Stratford MK11 1BE. 'Strictly Freight Only, Part 2' by Brian Ringer. Meeting commences at 19.30.

**SRPS (Edinburgh)**

Quaker Meeting House, 7 Victoria Terrace, Edinburgh, EH1 2JL. 'The Penmanshiel Tunnel Disaster 1979' by Norman Butcher. Meeting commences at 19.30. Contact Dr Peter Howell on 0131 334 5232 for further details.

**7th March 2011****North Yorkshire Moors  
Railway (Northallerton)**

Northallerton Town Cricket Club, Farndale Avenue, Northallerton. 'Vintage & Modern Railways in the West on Cine Film' by Terry Nichols. Starts 19.30. Admission £1.50. Contact Ian McInnes on 01642 767233.

**8th March 2011**

**8E Railway Association**  
The Gladstone Club, Station Road, Northwich, CW9 5RB. 'Life with Railways' by Wayne J. Jones. Starts 19.45. Contact 07790 486735.

**Abergavenny & District  
Steam Society**

Upper Room, 'The Hen & Chickens', Flannel Street, Abergavenny. 'Earthquakes and Trains' by Arthur Robinson. Meeting commences at 20.00. Contact Ken Mumford on 01873 855773.

**Great Western Society  
(Bristol)**

589 Southmead Road, Filton, Bristol BS34 7RG. 'Bristol in the 60s and GWR 150 Specials' by Terry Nicholls. Starts 19.45. Visitors welcome. Contact 01454 324230 for details.

**Locomotive Club of  
Great Britain  
(North London)**

2 Stuart Crescent, Wood Green, London N22. 'GNR Enfield - Cuffley Extension' by David Cockle. Starts 19.00. Contact Tony Stratford at stratford\_tony@hotmail.com.

**SRPS (Lanarkshire)**

Holy Trinity Church, Avon Street, Motherwell, ML1 3AA. 'Railway Photography - the Digital and Computer Impact' by Max Fowler. Starts 19.30. Donation requested. Contact Fred Landery on 01698 457777 for further details

**9th March 2011**

**Oxfordshire Rly Society**  
Seacourt Day Centre, Seacourt Road, Oxford OX2 9LD. 'The Great Western Worker Safety Campaign 1913/39' by Mike Esbester. Starts 19.30.

**Swiss Railways Society  
(London)**

The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. 'Gotthard part 3' by John Jesson. Starts 19.00. £2 Donation. Contact Ron Dawes on 020 8660 3532 for further details.

**10th March 2011**

**Bath Railway Society**  
Bath Green Park Station Meeting Room, Bath. 'London's New Railways' by Steve Bigley. Starts 19.30. Contact Kevin Plummer (evenings) on 01225 312564.

**Continental Rly Circle**

St Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. 'Gujarat to the Ganges' by Geoff Todd. Meeting commences at 19.15. Admission £2. Contact Adrian Palmer on 01932 850624 for details.

**GCR Society (Rotherham)**

The Three Horseshoes, Bawtry Road, Wickersley, Rotherham S66 2BW. 'Film Evening with Pie & Pea Supper'. Starts 19.30. Contact Mick Hayes on 01709 820544 for further details.

**Locomotive Club of  
Great Britain (St Albans)**

United Reform Church, Watford Road, Chiswell Green, Nr St Albans. 'The History & Development of French Railways' by Mike Bunn. Starts 19.30. £2 Donation.

**11th March 2011****Altrincham Electric Rly  
Preservation Society**

Altrincham Methodist Church Hall, Barington Road, Altrincham, Cheshire WA1 1HF. 'Steam Around Chester from the 1960s Onwards' by John Field. Starts 19.30. Admission £3. Contact Andrew Macfarlane on 0161 928 9394 for further details.

**GW Society (Swindon)**

Law Community Centre, Guildford Avenue, Law, Swindon SN3 1JE. 'British Steam - Home & Abroad' by Terry Nicholls. Starts 19.30. Visitors welcome. Contact the Secretary on 01793 495976 for further details.

**Shropshire Rly Society**

The Gateway, Chester Street, Shrewsbury. 'All Southern in Black and White' by Doug Capewell. Starts 19.30. £3 Donation. Contact 01743 243295 for further details

**12th March 2011****Bournemouth Rly Club**

Winton Methodist Community Centre, All Purpose Room, Junction Alma Road & Heron Court Road, Winton, Bournemouth BH9 1DE. 'Bulleid's Pacifics' by Colin Boocock. Starts 14.30. £2 donation. Contact Martyn Thresh on 01202 742099.

**14th March 2011****Lincoln Railway Society**

St Hugh's Church Hall, Harewood Crescent, North Hykeham, Lincoln LN6 8JG. 'Railways in the East Midlands (1948-1980)' by David Ford. Starts 20.00. Entrance £3. Contact Publicity Member on 01522-705365.

**Severn Valley Railway  
(Wolverhampton)**

Old Wulfrunians Club, 253A Castlecroft Road, Wolverhampton WV3 8NA. 'History of the LNWR' by Ted Talbot. Starts 19.30. Admission £2.50. Contact Alan Davies on 01902 758882.

**Back Issues**

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**Rear Cover Caption**

With traction being provided at the rear by GNER-liveried EastCoast-branded Class 91/1 No. 91116, Mk4 DVT No. 82207 approaches Alexandra Palace on 19th February, on the approaches to its destination of London King's Cross. **Robert Jefferys**

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