Railway Herald

Issue 171 - 23rd March 2009

The electronic journal for the railway enthusiast

Railway Herald

Issue 171
23rd March 2009

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All editorial emails should be sent to the editor. To email a member of the team, send your message to firstname.surname@railwayherald.com

Publication
Railway Herald is published weekly, 47 times a year.

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

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ISSN 1751-8091

Fred Kerr

Class 59/2 trialed on Peak District Aggregates

With a requirement for a locomotive more powerful than a Class 66 and a declining number of Class 60s in operational pools, DB Schenker has undertaken a two-week trial that involved Class 59/2 No. 59201 working aggregate services from Peak Forest.

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MTU completion
The project to re-engine the National Express East Coast fleet of HST powercars has concluded with the last two vehicles being handed over.

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Goodbye Moorgate
Moorgate's Thameslink platforms bid farewell to their last train on 20th March, as FCC joined the commemoration of the 'last rites'.

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No trainspotter ban
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Front Cover Caption:

DRS Class 66/4 No. 66414 climbs to Grantshouse on 21st March with a diverted Daventry - Grangemouth, TESCO service. Paul Armitage

▲ The Managing Director of Brush Traction, John Bidewell, hands over the final two refurbished powercars to National Express East Coast during a short ceremony at Loughborough on 17th March. **Richard Tuplin**

National Express receives its final two re-engined powercars

The final two powercars to be refurbished for National Express East Coast were handed over by Brush Traction on 17th March.

The locomotives, Nos. 43251 and 43310, were positioned nose to nose in the Brush factory for the handover in front of railway press, National Express, Brush Traction and MTU staff. The vehicles were the last of 30 powercars to be re-engined in a £7.2 million project that commenced in October 2006. The new power units are of type 16V4000R41 produced by MTU and have been successful in delivering a 15% reduction in fuel consumption, lowering sound levels and continually providing a reliability rate of over 99%. Since the introduction of the re-engined vehicles onto NXEC services, technical delays have been almost eliminated.

The work is intended to extend the lives of the powercars through until 2015, when the new Intercity Express project should be rolled out.

VSOE upgrade of Folkestone West completed

The completion of a £1.4 million upgrade to Folkestone West station has finally brought about the demise of the branch line between Folkestone East and Folkestone Harbour.

The line, which has not been available for normal domestic train services for a number of years, has lately been used only by VSOE services from London Victoria and a small number of other railtour special services.

Over the years, the condition of the line has deteriorated, and although Network Rail has maintained it in a safe condition, it is now in need of a major upgrade to bring it up to standard. After considering various options for the future of the branch, and following consultation and agreement with the Department for Transport, the train operators and other local stakeholders, Network Rail will now begin the formal process to close the line.

Andrew Munden, Network Rail's route director for Kent said: "We understand the history of this route and the proposed closure is not something we have taken lightly. The main factor behind our decision is the disproportionate cost of keeping the line running safely for such a small number of trains. It just wouldn't be a sensible use of the limited funds we have to manage the rail network nationally, let alone in Kent where 2,150 trains run per day. With the agreement of the owners of the Orient Express service, we have significantly upgraded the facilities at Folkestone West station so this unique train can continue to operate".

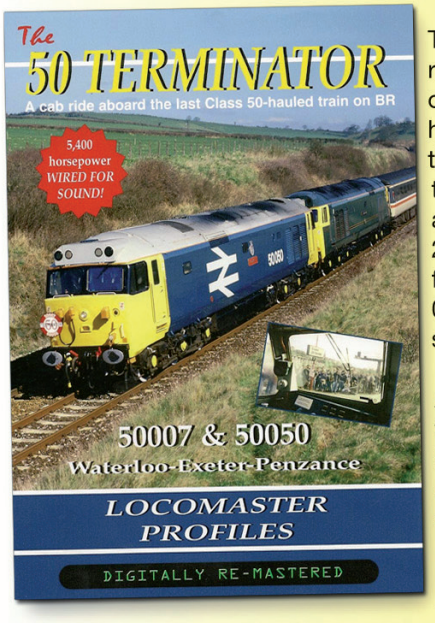
The new facilities at Folkestone West include high-quality waiting facilities and toilets for VSOE passengers that are all fully compliant with the Disability Discrimination Act, making the service much more accessible to those with reduced mobility.

All VSOE services are now expected to use Folkestone West, meaning that the NRM's 'Britannia' No. 70013 *Oliver Cromwell* worked the final train out of the terminus on 14th March.

The latest Locomaster DVD re-release...

50 TERMINATOR

50 007 + 50 050 : Waterloo-Exeter-Penzance



To mark the 15th anniversary of the running of the last Class 50-hauled train on BR, this **'Wired for Sound'** cab-ride has been re-issued on DVD. Not only has the footage been digitally re-mastered but the programme has been extended to almost double its original length to nearly 2 hours. The BR Class 50 farewell tour featured 50 007 *Sir Edward Elgar* and 50 050 *Fearless* on a 600-mile journey over some long-standing haunts of the class.

After departing from London Waterloo, the tour heads to Woking, Basingstoke and Salisbury. It then travels via Yeovil and Honiton to Exeter, a route that features some excellent thrash on the climbs to Buckhorn Weston and Honiton tunnels. From Exeter the journey continues over the notorious south Devon banks to Plymouth. After crossing the Tamar Bridge the 50s tackle the stiff climbs to Doublebois, Burngullow and Redruth before arriving at Penzance. Also featured is the highlight of the return run – the awesome climb up Largin bank. This programme has just about everything – challenging gradients, serious thrash, fine scenery, plenty of sunshine, and perfectly captures the day's historic events as hundreds of people turned out to witness the last Class 50 hauled train on BR. And you can see and hear it all from the best seat on the train!

THE 50 TERMINATOR is available on DVD priced at £19.95 (post free) from the address below. Alternatively you can pay by credit or debit card by calling us on our CREDIT CARD HOTLINE on 01753 545888.

LOCOMASTER PROFILES
Freepost (SL2253), Langley, Slough, SL3 6BP

▲ **FGW Class 43 No. 43168 leads a London Paddington-bound train off the single line section and past Evesham signal box on 20th March. Mark Lee**

Re-doubling the Cotswold Line to go ahead.

£50 million is to be spent to re-double one of the worst performing routes on the Cotswold Line, the 20-mile stretch of single track between Charlbury and Evesham.

First Great Western is liaising closely with the Cotswold Line Promotion Group, a local group that promotes improvements on the line, and other stakeholders to work out service alterations while the work is carried out.

The route used to have a double line but this was removed more than 30 years ago. This has often meant that delays to one train causes delays to others travelling anywhere between Worcester and Paddington.

The re-doubling will also result in three new platforms at Charlbury, Ascott-under-Wychwood and Honeybourne, two new footbridges and a new underbridge, two new 70 mph junctions, and the closure of three signal boxes, with control moved to the new Thames Valley signalling centre at Didcot.

Barnstaple Branch track improvement works

A series of improvement works are to be carried out on the Barnstaple to Exeter St Davids route between 23rd and 27th March and 30th March to 3rd April.

During these periods, about 750 yards of life-expired rail and points will be replaced and upgraded, railway bridges near Crediton and Yeoford will be strengthened, and new level crossing equipment will be installed at Eggesford. Julian Crow, First Great Western's Regional Manager, said: "The Exeter–Barnstaple line now has an hourly train service and is carrying record numbers of passengers at much improved levels of reliability. We are sorry for the disruption that the work will cause, but this is needed to ensure that the reliability of the service is maintained and improved. We have worked closely with Network Rail to minimise the impact on our customers' journeys and have provided alternative services to bring passengers to their destinations".

Passengers are advised to check journey details with the National Rail Enquiries on 08457 484950 before travelling.

New Glasgow-Edinburgh service affects the stopping patterns and service intervals at intermediate stations

The number of trains stopping at Cambuslang will be drastically reduced when the new Glasgow to Edinburgh service, via Shotts, begins in December.

Although passengers were expecting some cuts, it appears that the number of trains are likely to be reduced by as many as 26 a day. Transport Scotland says that the changes are designed to prevent overcrowding for passengers travelling east of Cambuslang, and maintain that the station is already well served by the low-level Argyle line that runs through Rutherglen. The news will come as a blow to commuters who had taken advantage of the quicker route from Glasgow on the Edinburgh line, but journey times to Edinburgh from Cambuslang will be greatly reduced. The current timetable has 15 trains stopping at Cambuslang on the way to Edinburgh, but only peak morning services from Glasgow and evening services from Edinburgh will be retained. This means trains will stop on the way to the capital at 06.23 and 07.23, before returning in the other direction at 18.50 and 19.17.

Transport Scotland says the changes will benefit commuters despite the reduction in services. Journeys to Edinburgh will be reduced from 82 minutes to 65, but passengers from Cambuslang will need to change at Bellshill to travel east. The move is likely to hit short-journey commuters the most, with services essentially cut by 13 each way.

Metro and Light Rail News

▲ At Kensington Olympia branch terminus on 11th March 2009, D Stock driving motor No 7008 faces the camera and awaits a return run to Earl's Court.
Brian Morrison

25 years of operation for T&W Metro

The Tyne and Wear Metro is celebrating 25 years since the line to South Shields opened to complete the original network on 24th March.

Almost 150 million passengers are estimated to have used the Metro in South Tyneside since 1984, with the light rail system worth hundreds of millions to the local economy - and in the last year alone passenger numbers have grown nearly 10%, boosted by the opening of Simonside station in March last year and since used by almost 500,000 people. In total, six million passengers used Metro in South Tyneside in the last year alone.

South Shields MP and Foreign Secretary, David Miliband met staff at South Shields Metro to mark the anniversary of the station opening to passengers on 24th March 1984.

Edinburgh tram scheme back on track

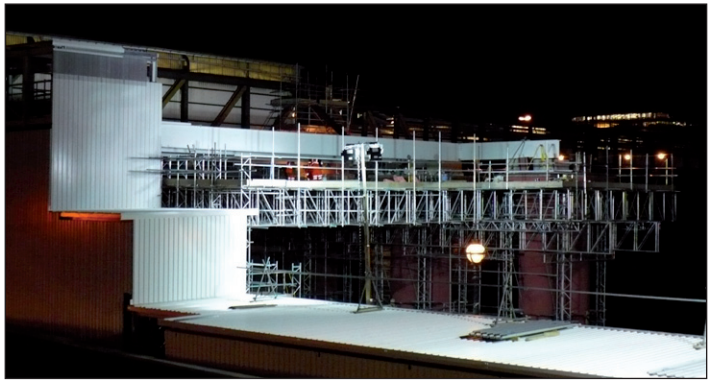
Agreement has been reached in the dispute that halted the commencement of the tram infrastructure work on the Princes Street section of the Edinburgh Tram Project.

The City of Edinburgh Council, tie Limited and the InfraCo consortium, (Bilfinger Berger, Siemens and CAF), are now satisfied with the outcome of the terms and full works will begin this week.

Farewell to Moorgate

▲ **In First Capital Connect 'Thameslink Programme' livery Class 319/3s Nos. 319364** *Transforming Blackfriars* **and 319365** *Transforming Farringdon* **arrive at Moorgate as the 18.44 from Luton on 20th March, forming the final passenger service into the terminus platforms before they are closed. Instead of leaving as an ECS working as booked, the units operated an additional 19.54 service to Farringdon, St Pancras and Kentish Town - thereby forming the 'last rites'. Brian Morrison**

▲▶ **Commemorative tickets were issued for the run by FCC on a first-come, first-served basis, with donations being made to the Railway Children charity. Kim Rennie**



▶ **Work has already started on what will soon become the temporary entrance to Blackfriars station. Work is also continuing to add the new span onto one of the original piers, to form the new terminus platforms, this being the view on 2nd March. Richard Boddy**

▲ **The new order at Peak Forest on 18th March. On a day when only seven Class 60s were reportedly in traffic, the scene at the once Class 60 dominated Peak Forest shows Class 66 No. 66109 arriving with the Peterborough to Peak Forest service, while Class 59/2 No. 59201** *Vale of York* **(on a two-week trial, see News in Pictures) draws the Selby service out of the quarry prior to working the train forward. Fred Kerr**

VTG purchases Tarmac Buxton Lime wagon fleet in 15-year lease back deal

VTG Rail UK has signed a 15-year agreement with Tarmac Buxton Lime and Cement (TBLC) for the purchase and lease-back of its key 50-wagon fleet.

Under the new arrangement, VTG takes ownership of 20 aggregate hoppers and 30 pressure discharge cement tanks, which are being leased back exclusively to the cement and lime producer for the duration of the contract. As part of the lease-back deal, all of the wagons will be repainted to include a 'Tarmac Buxton Lime and Cement and VTG' livery.

As the new owners of the wagons, VTG will take on responsibility for maintenance, repair and all other aspects of upkeep, relieving TBLC of what it says is the ever-increasing and expensive process of complying with the stringent safety and regulatory requirements placed on the owners of freight rolling stock.

By opting for a deal of this nature with VTG, an independent wagon lessor, rather than enter into an arrangement with a Freight Operating Company, TBLC says it has gained the freedom not only to negotiate the best haulage deals in an ever more competitive marketplace, but also the ability to readily switch haulier, should performance demand it.

VTG's Bulk Fleet Sales Manager said: "We are delighted to have been awarded this new contract with TBLC, which will give them long term peace of mind on wagon availability and operability. Our lease-back deals are completely seamless, meaning wagons can stay in service throughout the transaction and allowing TBLC to continue its business uninterrupted while we take care of all of the legal and maintenance requirements of wagon ownership".

No enthusiast ban from NXEC

National Express East Coast (NXEC) has confirmed to Railway Herald that it has no plans to ban enthusiasts and photographers from platforms at stations on the East Coast Main Line.

The news comes in light of a story originating from one of the rail industry unions which stated: "National Express has told the union that trainspotters will be banned at all its main line stations, which will now be installed with gated barriers. Stations covered by the ban will include King's Cross, Stevenage, Peterborough, Newark, York, Leeds, Durham, Doncaster, Wakefield and Newcastle". NXEC deny that this is the case, although barriers are planned to be introduced at the stated stations in an effort to combat ticketless travel. For the enthusiasts and photographers however, NXEC says it will simply be a case of approaching the staff member on the gate, advising them of what you intend to do and that you are not travelling, and enthusiasts and those people who wish to help family members onto the platform, will be given a free gate pass. This does raise the concern that some staff members may be inclined to stop or to refuse access to enthusiasts and photographers, but according to the train operating company, unless the staff member concerned suspects that enthusiasts are not intending to undertake their stated action, there should be no reason, under normal circumstances, for preventing access to the platforms.

Class 508s head for 'warm store'

▲ **Class 508/2s Nos. 508205 and 508211 were moved from Southeastern's Gillingham Depot to Stewart's Lane on 19th March for 'warm storage'. This view shows the two units passing the coal post recently uncovered when Network Rail's contractors cut down the trees that has surrounded it on the embankment for many years. Classmates Nos. 508203 and 508207 were moved the previous day. Bill Turvill**

UK News In Brief

■ On 16th March, the two railway workers involved in the Penmansheil tunnel collapse, near Grantshouse, were remembered 30 years to the day from which they lost their lives. The bodies of the two men, Gordon Turnbull and Peter Fowler could not be recovered after 2,000 tonnes of rock fell on them and blocked the tunnel - thirteen other workers made it to safety. A stone memorial cross stands at the spot where the tunnel collapse occurred.

■ The Fastline Freight container service introduced in 2006 that operated between Thamesport, Isle of Grain, and Birch Coppice and Doncaster has stopped because of the recession. Jarvis said the container services division of Fastline Freight would close with immediate effect and blamed poor demand for the decision. The company says that it will try to redeploy the 10 staff affected. Jarvis will continue to operate Fastline's bulk haulage operation, which has a five-year contract to haul coal to the two E.On power stations.

■ Doncaster's famous plant, the location from which the steam icons of *Mallard* and *Flying Scotsman* emerged has been demolished. The entire works' site that was formally the Bombardier workshops has been levelled, as can be clearly seen on this satellite image from Google Maps.

■ Wrexham & Shropshire has taken the bold step forward to abandon peak hour fares and become the first operator to do so. The company says it is listening to passengers by introducing a fixed price ticket valid all day, every day.

■ Disabled access is finally to be provided to Platform 4 at Gloucester station, a new footbridge and lifts to be built at the station after years of campaigning by rail users. At present, only a footbridge with steps at either end gives access to the platform.

■ The chairman of the Government-owned company planning the high-speed link has said that he envisages that the fastest, most frequent train service in the world could run between London and the north of England within 12 years. He thinks that double-deck trains travelling at 225mph (360km/h) and carrying up to 800 passengers could depart every four minutes, cutting the journey time from London to Birmingham to 30 minutes and from London to Manchester to just over an hour. Passengers may, however, have to travel to the suburbs of London to catch the trains because the terminus could be built up to five miles out to reduce the cost of the line!

■ Apologies to Jonathan Makepeace, whose image of Class 450 No. 450095 at Vauxhall on 14th February, published in Issue 168, was incorrectly credited to Ian Docwra. Apologies to both photographers.

◀ Colas Rail undertook a further steel trial on 18th March when Hanson Traction owned Class 56 No. 56312 was used on the trip from Washwood Heath to Boston Docks. The train, pictured here passing Ancaster on the outward journey returned the following day. **Graham Lightfoot**

◀▼ Engineering works on the East Coast Main Line over the past two weekends have seen Hull Trains and Grand Central services diverted from Peterborough to serve Cambridge. On 21st March, Grand Central power cars Nos. 43065 and 43067 pass March West Junction with the 11.25 Cambridge - Sunderland service. **Iain. C. Scotchman**

▼ Making what could be one of its last journey's to Cambridge for Hull Trains, Class 222/1 No. 222104 heads south past Coldham Junction on its way to Cambridge on 14th March, where the train would terminate. The other two operational members of the Hull Trains 'Pioneer' fleet have now been transferred to East Midlands Trains and have been repainted. **Thomas Blampied**

◀ One of the last remaining Class 60s in operation, No. 60087 *Barry Needham* is pictured shortly after having passed under the West Coast Main Line on the approach to Latchford Sidings in Warrington with a Fiddler's Ferry Power Station-Liverpool Bulk Terminal empty coal working, with a buffer-fitted HTA set. **Ian Tunstall**

◀▼ DRS Class 37/0 No. 37194 passes Acton Bridge South Junction working a wagon repair trip from Marcroft Engineering at Stoke-on-Trent to Carlisle Kingmoor, comprising repaired wagons. **Brad Joyce**

▼ Currently the only member of the class to carry the new DB Schenker livery, Class 66/0 No. 66152 made its first visit to Scotland on 20th March. The locomotive is pictured passing Fouldubs Junction while working a Grangemouth - Mossend trip working. **Alex Napier**

UK Steam & Modern Traction Railtour Listings

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

28th March		
Compass Tours	2xRiveria 47	Blackburn-Chorley-Bolton-Manchester Piccadilly-Stockport-Macclesfield-Nuneaton-Windsor & Eton Riverside & return
Pathfinder Tours	2xDBS 37	Nottingham-Leicester-Nuneaton-Barnt Green-Cheltenham Spa-Newport-Cardiff-Pontyclun-Bridgend-Marchgam Goods Lines (rev)-Ogmore Vale Ext-Tondu (rev)-Bridgend-Aberthaw-Ebbw & Park Jcts-Machen (to NR limit/rev)-Uskmouth (NR Limit/rev) (Cl.60 tnt)-Newport (Cl.08/09) & return (revised itinerary)
Railway Touring Company	6233	(Worcester Shrub Hill-Kidderminster-Stourbridge Junction-Birmingham New St- Crewe-Hellifield (break))-Hellifield-S&C-Carlisle-Penrith-Shap-Preston-(& return)
UK Railtours	2xDBS 67	Cambridge-Finsbury Park-Ealing Broadway-Slough-Taunton-Norton Fitzwarren-Minehead & return
Vintage Trains	5043	Solihull-Banbury-Oxford-Chippenham-Bath Spa-Bristol TM and return
29th March		
Past Time Rail	76079/45407	Manchester Victoria-Chinley-Sheffield(break)-Meadowhall-Barnsley-Penistone-Huddersfield-Hebden Bridge-Rochdale-Manchester Victoria
31st March		
UK Railtours	2xDBS 67	London KX-Peterborough-Newcastle-Berwick upon Tweed & return
1st April		
UK Railtours	DBS Class 66	London Victoria-Leatherhead-Effingham Jct-Guildford-Havant-Fareham-Southampton-Bournemouth-Worgret Jct-Swanage (break/rev)-Southampton-Romsey-Andover-Basingstoke-London Waterloo
2nd April		
Steam Dreams	70013	London Victoria-Staines-Reading-Westbury-Bath Spa-Bristol TM & rtn
UK Railtours	DBS Class 66	London Victoria-Leatherhead-Effingham Jct-Guildford-Havant-Fareham-Southampton-Bournemouth-Worgret Jct-Swanage (break/rev)-Southampton-Romsey-Andover-Basingstoke-London Waterloo
3rd April		
VSOE	35028	London Victoria-Staines-Woking-Guildford-Reigate-Clapham Jct-Victoria
4th April		
Green Express Railtours	2xWCRC 47	Spondon-Long Eaton-Langley Mill-Alfreton & Mansfield Parkway-Chesterfield-Hope Valley-S&C-Carlisle & return
PMR Tours	6233	Leicester-Loughborough-Alfreton & Mansfield Parkway-Chesterfield-York-Scarborough & return
Railway Touring Company	5029 & 70013	London Paddington-Exeter SD- Plymouth-Penzance **Cancelled**
UK Railtours	2xDBS 67	London KX-Potters Bar-Stevenage-Peterborough-Chesterfield-Barrow Hill (break)-Barrow Hill-Wadesley Bridge-Deepcar (rev)-Worksop-Retford-Peterborough & return

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

BLACK Charters expected to operate as booked.
GREEN Tours postponed to a future date by the operator
WCRC West Coast Railway Company
RED Tours cancelled by the operator
BLUE Provisional excursion
(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

The Week Ahead

A variety of tours heralds the completion of the first quarter of 2009, the feature of which is a couple of 'big engines' stretching their legs for the first time this year.

A 'Duchess' on both the S&C and Shap in one day is always a potent combination, and Railway Touring Company has a tour combining these two compelling ingredients on 28th March. No. 6233 *Duchess of Sutherland* will take over the 'Cumbrian Mountain Express' from Worcester Shrub Hill at Hellifield for the climb northwards over Ais Gill to Carlisle.

The return is via the West Coast route, with steam scheduled to terminate at Carnforth. Meanwhile, Tyseley's Bob Meanley should be realising a long standing ambition of seeing what a 'Castle' can really do on Brunel's billiard table on 28th March when he gets to exercise Tyseley's flagship engine, 'Castle' 4-6-0 No. 5043 *Earl of Mount Edgcumbe* from Didcot to Bristol Temple Meads on Vintage Trains 'Bristolian'. The train is steam-hauled throughout from Solihull.

Sunday 29th March has the makings of creating another Past Time 'regular' working, albeit in this instance only for potentially a short time. The feature of the 'Tin Bath' is the use of the route between Penistone and Huddersfield to locomotive hauled trains, following extensive engineering work, which is eventually intended to enable the line to become a tramway. It will be the trams, should they be introduced, which will curtail further locomotive-hauled workings. The train is booked to leave Manchester Victoria with Ian Riley's classic pairing of Nos. 76079 & 45407, and heading for Sheffield via the Hope Valley. After a short break in Sheffield, the train continues via Meadowhall and Barnsley to Penistone and Huddersfield. The route back to Manchester Victoria is via Hebden Bridge and Rochdale.

Modern traction is not ignored either during the coming weekend with three tours of note. Compass Tours opens its 2009 account with 'The Windsor & Eton Explorer', which starts the day at Blackburn, and then follows a quite circuitous route via Bamber Bridge, Chorley, Bolton, Manchester Piccadilly, Stockport, Macclesfield, Stoke-on-Trent, Stafford, Lichfield Trent Valley, Tamworth and Nuneaton, before powering south down the WCML to reach the quaint Windsor and Eton Riverside station via Willesden, Kensington Olympia and Battersea. Riviera Class 47's will feature for traction.

Meanwhile, UK Railtours head for the West Somerset Railway Spring Steam Gala from Cambridge, and travelling via Finsbury Park and Slough to Bishops Lydeard, where the main line traction (probably DBS Class 67s) will give way to steam, hopefully in the shape of newly-restored 'West Country' Pacific No. 34046 *Braunton*, through to Minehead. It is also booked for steam haulage as far as Bishops Lydeard on the return.

Last, but no means least, Pathfinders 'Cwm and Go' is now the 'Cwm and Go(ne), because the original plan to go to Cwmbargoed has had to be cancelled due to pathing constraints. The revised itinerary will still feature DBS Class 37s from Nottingham via Birmingham, Gloucester and Newport to Margam, where a Class 60 will be attached for what could well be the last passenger working of the class.

With the Class 60 now in charge it will head over the Ogmore Vale extension to Tondu, where after a further reversal with the Class 37s again at the helm, it continues via Bridgend and the Vale of Glamorgan Line through Cardiff to Ebbw Junction and onwards to Machen Quarry. The '60' then takes over for the last time, returning the train to Newport's Esk Usk Yard where the trailing Class 37s are replaced by Class 08/09 traction prior to continuing to Uskmouth. The return to Newport is in the hands of the Class 08/09 where, after a break, the Class 37s re-attach for the return to Nottingham.

Up-to-date Railtour listings are available 24 hours a day at www.railwayherald.com

NORTHERN CHARTERS

PROUDLY PRESENT

THE AYR BRUSH. SAT 06 JUNE 2009

Join us on board this very special train from Crewe via the W C M L to Glasgow Central and Ayr.

We will be departing Crewe at approx 07.30 calling at Warrington Bank Quay, Wigan North Western, Preston, and Carlisle. We have requested free time in Glasgow of approx 3 – 4 hours for those not wishing to travel on to Ayr.

Traction will be 2x AC Locomotives throughout, provided by the AC Locomotive Group. Utilising the Rail Blue Charters MK11 stock, to provide, a high standard of comfort, and that, authentic "Rail Blue Era" experience.

Fares for this special train are First Class £74.00 Adult, £69.00 Child. Premier Dining £128.00 per person, sorry no reductions. A supplement for a private table for two in First Class £15.00 per table (limited basis). Std Class £59.00 Adult, £49.00 Child. Special Standard Class only fare for passengers Joining at Carlisle £49.00. Also 5% Discount for all Rail Staff on production of Valid Railway Staff ID.

PART OF ALL PROCEEDS FROM THIS TRAIN WILL BE DONATED TO RAILWAY CHARITIES

Buffet Car and Draft Real Ale Bar available on Train

To Book Please Contact Northern Charters on 01925813182 or send Chqs postal orders payable to Northern Charters to 56 Lincoln Close, Warrington, Cheshire WA1 4LU.

E Mail Enquiries to info@northerncharters.co.uk. Or http://www.northerncharters.co.uk

RTC take *Oliver Cromwell* to Pembroke Dock!

In recent issues we have been bringing up to-date the extensive programme being offered by the Railway Touring Company this year, and we now turn attention to June through to early July and the commencement of the high season programme (see RH issue 169).

The return of a 'Jubilee' to the Midland Mainline on 6th June features No. 5690 *Leander* together with 'Black 5' No. 45407 with 'The Yorkshireman' from Mill Hill Broadway to York, running via Kettering, Harringworth Viaduct, Melton Mowbray and the Erewash Valley route.

Two trips to Devon with 'Britannia' Pacific No. 70013 *Oliver Cromwell* follow, commencing on 13th June to Paignton and Kingswear with 'The Dartmouth Express' from Paddington, with the steam section being from Westbury outwards and as far as Bristol Temple Meads on the return. The following week is 'The Devonian' from Birmingham International to Plymouth, which features the 'Britannia' again, this time from Stoke Gifford outwards, and as far as Bristol Temple Meads on the return.

June concludes with trains on both 27th and 28th June. No. 60009 *Union of South Africa* leads the way, heading the northbound leg of 'The Heart of Midlothian' from York to Edinburgh, which originates at Peterborough. Northbound to York and southbound throughout from Edinburgh it will be diesel-hauled. Next day West Wales is the destination, again with *Oliver Cromwell*. 'The Pembroke Coast Express' is steam-hauled from Bristol Temple Meads through to Carmarthen, and then diesel-hauled to Pembroke Dock, setting down also at Tenby. The return from Pembroke Dock has the Britannia' throughout - and finally, 'A4' No. 60019 *Bittern* is in action on 4th July with 'The White Rose', from King's Cross to York, and back as far Peterborough, where diesel traction will take over for the last leg back to King's Cross.

▼ **Steam at King's Lynn is certainly not a regular sight. However, the 'Queen of Scots' set was chartered by a private individual for a birthday celebration on 21st March, with LMS Rebuilt Royal Scot No. 46115** *Scots Guardsman* **providing the move power for the trip from King's Lynn to Melton Mowbray via March, Grantham and Nottingham. The train is pictured prior to departure from King's Lynn. Iain C. Scotchman**

▲ **Rebuilt Merchant Navy No. 35028** *Clan Line* **passes through Battersea, as it nears its destination with a VSOE Surrey Hills Luncheon charter on 20th March.** **Leslie Bailey**

BRCW Type 2 No. D5401, later to become Class 27 under the TOPS renumbering scheme, heads towards Swithland with the Windcutter freight, part of the Great Central Railway's 1960s weekend on 21st March. **Alastair Wood**

▲ The first Mid-Hants RAT (Real Ale Train) of the the season, the 19.20 to Alresford, awaits departure from Alton on 7th March behind West Country Pacific No. 34007 *Wadebridge*. Sixteen such very well patronised RATs operate through the season, culminating on 5th December. The variety of real ales is excellent and very reasonably priced and meals are also provided during the journey. **Brian Morrison**

Butterley goes DMU for special gala weekend

The Midland Railway at Butterley is becoming quite a centre for DMU restoration, and its growing fleet will be pressed into service this coming weekend.

Visitors should include a representative of the East Midlands Trains fleet plus a Class 141 courtesy of Llangollen Railcars. Of the home fleet, the plan is to have Classes 101, 114/1, 127 and a second generation Class 141 in action. Vehicle No. 50164, part of the well-known Class 101 set No. 101685 will hopefully see its first and only passenger use following extensive repair, before departing back to the Chasewater Railway.

The gala, which is being organised by the MRT Railcar Group, will take place on 28th and 29th March with trains running every 30 minutes from 09.55 on both days, and through to 21.30 on Saturday and 17.30 on Sunday. Services will run on both the Swanwick Colliery Branch and the Codnor Park South Curve.

After 17.00 on Saturday, visitors can travel the remainder of the day for a fiver, as well as enjoying a real ale bar at Swanwick Junction. A 'Fish & Chip 'special will also be operating on Saturday evening, details of which can be obtained from the Swanwick stationmaster on the day. Restoration projects currently underway will be available for viewing, these include the Derby Lightweight trailer car, a Class 108 power and a newly arrived class 115 trailer second vehicle.

For more information visit www.mrt.railcargroup.co.uk.

Recruitment drive for new volunteers

The public was given the opportunity to see behind the scenes of the Swanage Railway on 21st/22nd March and to speak to the volunteers that keep it running.

The 'Railway at Work' weekend took to the relaid Purbeck Line between Norden 'park and ride', Corfe Castle, Harman's Cross, Herston and Swanage, and was part of a push to recruit more volunteers to help run and develop the line, which has been rebuilt from scratch since 1976, and now carries more than 200,000 passengers a year.

Membership to the Swanage Railway Trust was available throughout the weekend and members were then entitled to free train travel throughout the special weekend on production of a valid membership card.

SVR makes donation to grave restoration

The Severn Valley Railway has shown its appreciation for the loan of 'A4' Pacific No. 60007 *Sir Nigel Gresley* at its March Spring Steam Festival, by making donations towards the restoration of the grave of the late LNER Chief Mechanical Engineer.

In an informal ceremony at Bewdley station on 11th March, where the 'A4' was in steam, Tim Godfrey, grandson of the great LNER locomotive and coach designer, accepted cheques from both SVR (Holdings) plc and the operating company Severn Valley Railway Limited, and also a second donation from the LNER (SVR) Coach Fund, which manages the railway's set of Gresley teak coaches.

The deteriorating condition of Sir Nigel's grave and that of his wife Ethel in St. Peter's Churchyard at Netherseal, Derbyshire, was first highlighted in a letter to The Times in July last year. The cost of restoring the grave, which is marked out by just a modest marble rectangle on the ground with a broken marble cross laid flat inside it, is put at £2,500.

Agreement signed for Cambrian steam

The Cambrian Railways Trust and the Cambrian Railways Society have announced that an agreement has been signed with Shropshire County Council for a lease on the eight miles of line between Gobowen and Blodwell, meaning that a heritage railway could now be running through Oswestry by 2012 after a gap of over 40 years.

The Trust's short line at Llynclys will again see steam trains starting this Easter, and work is already in hand to secure funding for extending these trains into Oswestry by 2012.

At the same time society volunteers plan to run their trains from Llynclys Junction towards Blodwell, and links will be improved to the Montgomery Canal, the Llanymynech Heritage Area, and other nearby attractions.

The county council also plans to construct a cycleway and footpath alongside parts of the railway track.

Long Marston Open Weekend

Sat 6th & Sun 7th June 2009

Motorail Logistics

All Profits Will Go To The 'Help For Heroes' Charity

www.longmarstonopenday.co.uk

- Vintage Bus Shuttles To & From Mainline Stations
- Railway Raffle - Vintage Cars - Trade Stands
- Electric Locomotives - Chinook Flypast
- Guest locos Include; 50044, 50035, 50026, 37906, J94, GBRF 66, Virgin Trains 57/3
- Not Forgetting The Stored Locos on Site

To Book, See Our Website

Ticket Only Event

OR Send a S.A.E & Ask For A Form To: Long Marston Open Weekend, The Control Tower, Long Marston Storage, Campden Road, Stratford on Avon, Warwickshire, CV37 8QR

(All Locomotives Subject To Availability)

▲ Metropolitan Railway E Class 0-4-4T No. 1 departs from Ropley on the first day of the Mid-Hants 'Spring Steam Gala' on 13th March. **Stuart Chapman**

▼ Freshly repainted into EWS livery and seen here paired with Class 27 No. 27066, Class 31/4 No. 31466 powers through Whitecroft Junction on 7th March with the 15.47 Lydney Junction to Parkend service. Also during the weekend, the former Barry Island-based Class 14 No. D9521 made its passenger debut, working the Norchard Low Level- Lydney Junction shuttles as well as a round-trip to Parkend. The much awaited double-headed turn with No. D9555 unfortunately had to be cancelled as the latter loco failed on the morning of the event. **Jamie Squibbs**

West Somerset Railway Spring Steam Gala

The West Somerset Railway's annual Spring Steam Gala is rapidly establishing itself as one of the most popular steam gala's in the country.

The 2009 event, staged over two weekends is looking like holding this reputation well with a variety of visiting locomotives in steam, centred around the 'Big Four' theme, and with representatives of the GWR, LMS, LNER and SR. The final weekend of the gala is from 26th-29th March.

The locomotives in action include LNER 'A4' Pacific No. 60019 *Bittern*, SR rebuilt West Country Pacific's Nos. 34028 *Eddystone* and 34046 *Braunton*, LMS 'Black 5' No. 45231, GWR 'Hall' 4-6-0 No. 4936 *Kinlet Hall*, GWR 0-6-2T No. 6695, GWR Prairie No. 5553, GWR 2-8-0 No. 3850 and WSR 2-6-0 No. 9351.

◀ **LNER 'A4' Pacific No. 60019 *Bittern* nears Kentsford on the WSR with the late-running 15.05 service from Bishops Lydeard on the first afternoon of the Gala, 21st March.**

▼ **Rebuilt West Country Pacific No 34028 *Eddystone*, visiting from the Swanage Railway, approaches Liddymore Bridge with the 14.05 Minehead to Bishops Lydeard service on the same day. Both: Mick Rogers**

Grand Locomotive Cavalcade planned for Bodmin's April 'Spring Steam Spectacular' event

The Bodmin & Wenford Railway's first 'Spring Steam Spectacular' between 17th-19th April will have seven engines in steam and will also have a 'Grand Locomotive Cavalcade'.

This will be the first time that the railway, which started running passenger trains in 1987, has been able to steam seven of its own locomotives at a single event.

The intended steam line-up will be a pair of Bagnall 0-4-0ST's *Alfred* and *Judy*, LSWR Beattie 2-4-0WT No. 30587, GWR 6400 class 0-6-0PT No. 6435, GWR '4575' Class 2-6-2T No. 5552, GWR 5700 class 0-6-0PT No. 4612 and GWR 4200 class 2-8-0T No. 4247.

All of the engines are genuine Cornish ones, or are representative of types that were a regular sight in the county in times gone by.

The two smallest locomotives, *Alfred* and *Judy*, were once a regular sight shunting the sidings at Par Docks and both have just been returned to service, with Judy back in action for the first time for 40 years.

No. 30587, built in 1874, was one of a trio of Beattie Well Tanks that spent many years working out of Wadebridge shed on the china clay and general goods trains to Wenfordbridge, while Nos. 5552 and 4247 were once based at Truro and St Blazey respectively.

◀ **On its final weekend on the Great Central Railway, before returning to the North Yorkshire Moors Railway, NER 'Q6' 0-8-0 No. 63395 departs from Loughborough with a short pick-up freight for Rothley. The train was looped at Quorn in the true time-honoured fashion of a pick-up freight. John Whitehouse**

▲ March seems to have been the month for 'GM' traction to be in unusual locations or employed on unusual workings! DRS Class 66/4 No. 66424 powers up the 1-in-96 grade of Cockburnspath bank and passes Penmanshiel Wood on 21st March with a diverted Grangemouth - Daventry working. **Paul Armitage**

▶ Class 59/2 No. 59201 *Vale of York* was a surprise arrival at Peak Forest on 15th March. It's first daytime working was on 18th March when it worked a service to Selby. Its departure was caught curving through the approaches to Dove Holes Tunnel en route. **Fred Kerr**

▼ Class 67 No. 67001 hauls refurbished 'Wessex Electric' No. (44)2408 from Wolverton Works to Stewarts Lane on 20th March, seen passing Cheddington. **Alan Wallwork**

Locomotive variety

◀ HNRC-owned Class 20/9s Nos. 20901 and 20905 approach Burton-on-Trent on 20th March with the 09.30 Barrow Hill to Long Marston stock movement 'trip'. In the consist were Class 37/4 No. 37412, Class 37/5 No. 37672 and Class 37/0 No. 37029 and several two-axle PFA wagons. **Jeffrey Brough**

◀▼ Class 47/4 No. 47843 *Vulcan* double-heads with classmate No. 47853 *Rail Express* on a stock movement, transferring four Mk2 coaches from Crewe to Eastleigh on 19th March. The ensemble accelerates away from Cheltenham, passing Cloddymoore Bridge. Class 47/7 No. 47769 *Resolve* was attached to the rear. **Dave Hopkins**

▼ The unique-liveried Class 66/4 No. 66412 in Malcolm Rail colours hauls a Mossend to Daventry intermodal service through Acton Bridge South Junction on 16th March. **Brad Joyce**

An unidentified DRS Class 66/4 heads south along the West Coast Main Line through the Lune Gorge on 18th March with a Grangemouth - Daventry intermodal working. **Mick Langton**

CSX Chicago mainline closed by derailment

▲ **According to reports, a CSX Intermodal service heading east saw sparks flying from a car on a loaded coal train and notified Control. The coal service was running westbound into Hamler, Ohio, and while trying to bring the train to a stop the middle of the train derailed resulting in a reported 21 wagon pile-up on the CSX Chicago mainline. This was the scene on 17th March, around 10 hours after the cleanup began and work is well underway to reopening the line. To the right, can be seen a piece of equipment dropping a wheel into a pile on the far side of the derailment site, while another is nudging a hopper car. Several other cars are still piled to the left. The signal on the north side of the tracks was taken out by the accident and the one on the south side still stands on the right of the picture. This derailment closed the line for about a day, resulting in priority intermodal trains re-routed over Norfolk Southern metals and several manifests sent on all-CSX re-routing up through Michigan. Michael Harding**

Additional Amtrak services to start

Two new Amtrak trains are planned to start service in Lynchburg on 1st October, and in Richmond on 15th December.

The state rail agency anticipates that 51,000 travellers a year will use the Lynchburg service and 42,000 passengers a year will take advantage of the new Richmond train, which will originate at the Staples Mill station. While firm schedules and fares have yet to be worked out, the Lynchburg train will leave Kemper Street station about 07.45 and reach Union station between 11.20-11.30, and depart Washington about 17.00 and return to Lynchburg at about 20.30.

The Richmond train will tentatively depart from Staples Mill about 07.00 daily and arrive at Washington's Union station about 09.30 a.m., then leave Union Station about 16.00 and arrive back at Staples Mill soon after 18.00, making it the ninth daily round-trip between Richmond and Washington. Each train will consist of up to eight coaches with a business-class coach and a buffet car. The Commonwealth Transportation Board in February approved a $25.2 million three-year pilot project to run the two new services daily to Washington. The state has not subsidised intercity passenger services before.

BNSF and CSX expand intermodal service

BNSF Railway Company and CSX Intermodal have expanded their current intermodal container service to include several new locations in the South-east.

BNSF and CSXI will now serve Charleston, South Carolina, Savannah, Georgia, and Miami, Orlando and Tampa, Florida, in addition to current eastern hubs at Atlanta, Jacksonville and Charlotte, North Carolina. "The railroads expanded their original programme because it proved to be very successful for both us and shippers," said the Group Vice President, Consumer Products, "the combined service being competitive with highway carriers, saving shipper's money and reducing fuel consumption for moving freight". From both the new and existing hubs, goods can easily be moved to destinations throughout the South-east.

New 'hump' lead brought into service at Union Pacific's Davidson Yard in Fort Worth

Trains are now operating on a newly-built track at Union Pacific Railroad's Davidson Yard, the railroad having accomplished the first critical milestone in paving the way for construction of the Southwest Parkway, an 8.7-mile limited-access toll road that is part of a 28-mile road that will run from the Fort Worth central business district through South-west Fort Worth to Cleburne in Johnson County.

The new, temporary-use railroad track is a vital part of the operation of the yard because it guides wagons to the incline, or 'hump', where they are separated from each other and then guided by points into destination-specific tracks.

The new track was built to enable the North Texas Tollway Authority (NTTA) to begin its construction of an overpass that will run over Davidson Yard. The yard is said to be a critical location that connects USA companies to the Southern California ports, the eastern USA and Mexican gateways and the construction of a temporary hump lead is perhaps the least expensive but most controversial part of a $95 million plan to build the toll road directly over one of the busiest freight-rail sorting operations in the country without causing delays.

The temporary 'hump' lead allows continuance of shipment deliveries for businesses in the Fort Worth area and across the country, while the NTTA moves forward with a much-needed solution to traffic congestion in North Texas. Union Pacific's north-south and east-west routes meet in Fort Worth, making it a vital transportation hub. Equipped with 69 tracks, Davidson Yard is one of Union Pacific's largest freight facilities, the operations including more than 100 daily train movements. The project will enhance the mobility between downtown Fort Worth and the rapidly developing areas in southwest Tarrant County, reduce traffic congestion, and enhance safety and convenience for the travelling public.

The plan also includes the construction of two new lines north of the yard, to ensure that UP has capacity to run trains through town during the toll-road construction.

▲ A total of 25 of the 1961-built Class 55 Belgium diesel locomotives are believed to remain in service. Here, Nos. 5535 and 5532 are pictured near Antwerpen Noorderdokken on 11th March with an intermodal service. **Ian Thurman**

Wireless Internet sees further roll-out across DB's ICE network

Deutsche Bahn and T-Mobile are increasing the ability to access the Internet on ICE trains.

Since January, ICE travellers between Frankfurt, Hanover and Hamburg have been able to use wireless Internet and have access to their e-mails. This service had already been established on routes between Dortmund, Cologne, Frankfurt, Stuttgart, Augsburg and Munich meaning that approximately 1,500 kilometres of the ICE network are now equipped with broadband LAN technology.

Some 50 ICE 1 and ICE 3 trains have been equipped with the technology necessary for access, and a further 20 ICE 3 trains are planned to be upgraded with the same technology during the year. The trains can be easily identified by T-Mobile's HotSpot logo on their exterior, and the only thing needed is a WLAN end device such as a laptop, Netbook or Iphone.

Passengers who have a contract with T-Mobile or T-Home and an appropriate tariff can log on and gain access to the Internet immediately. In addition, all passengers are given the option of ordering time quotas of various lengths directly on the train and paying by credit card. T-Mobile also offers a monthly flat rate for wireless online access on the ICE, a service particularly beneficial for frequent travellers.

For £26.10 a month, travellers without a T-Mobile contract can have unlimited access to the internet on the ICE, as well as access to more than 8,000 T-Mobile HotSpot locations all over Germany. DB Lounges in 14 stations are also part of the co-operation, with First Class passengers being able to go online free of charge in the DB lounges at Hamburg, Berlin and Munich stations.

Siemens deliver Australian diesels

Siemens' München-Allach plant in Germany has rolled out the first of 23 Class 7100 electric locomotives ordered by Pacific National, Australia, in 2007, the locos to be used on coal traffic in Queensland.

The first is due to arrive in Brisbane at the beginning of April, with the rest delivered over the following 14 months. The six-axle 25 kV AC locomotives, have a maximum speed of 80 km/h and are equipped for regenerative braking. Siemens is also supplying the operator with Class 3800 locomotives, also for coal traffic. A total of 45 are to be delivered by the end of 2010.

New terminal in Antwerp

Work has started on the construction of a new rail/road terminal, named Combinant NV, in the northern part of the port of Antwerp that is scheduled to be operational by next year.

The terminal is an initiative of the chemical establishment, BASF Antwerp NV, the Swiss intermodal operator Hupac, and IFB, a subsidiary company of Belgian Railways (SNCB). It involves an investment of nearly □29 million, and at least 40 logistic jobs will be created. It is anticipated that it will bring over 150,000 container transfers annually from road to rail. The complex will handle from 10 to 12 trains a day.

Fourth Class 66 for SNCF

The Benelux subsidiary of SNCF has received its fourth Class 66 locomotive.

The fleet is approved for the Dutch, Belgium and German networks, and from this summer it is expected that SNCF Fret Benelux will obtain the necessary licence to operate them in France. The latest arrival has been allocated No. 6604, having previously been PB02 with Rail4Chem. The locomotive remains owned by CBRail Leasing. SNCF Fret Benelux mainly operates north-south traffic into France, but since January this year, also operates a block train from Zeebrugge to Aachen-West for European Rail Services and a connection from Antwerp and Rotterdam to Duisburg for ITL.

Light Rail operations in Manila, Philippines

The light rail systems in and around the suburbs of Manila are undergoing an ambitious expansion programme.

The aim is to reduce the amount of traffic from the roads around the capital and the amount of pollution.

▶ An MRT-3 train approaches North Avenue. In the background is the junction for the North Depot where units on the route are serviced.

◀ There are few Health & Safety rules inside the Depot, although there is tight security as there is everywhere in Manila. A three car unit is seen on the jacks inside the Depot, undergoing a major overhaul that occurs every eight years and takes 20 days to complete.

All: Bill Turvill

▼ The city of Dubai in the United Arab Emirates is presently in the midst of constructing a major light rail metro system. The Dubai Metro is a driverless, fully automated network of which two lines, known as the Red and Green Lines, are under construction and further routes are planned. These first two lines will run underground in the city centre and on elevated viaducts elsewhere. It will be operated by Serco under contract to the Dubai Roads & Transport Authority and is expected to carry an average of 1.2 million passengers per day once both routes are fully operational. The trains and stations will be air conditioned, with platform edge doors to make this possible. The Dubai Metro will be the longest fully automated rail system in the world when it opens in 2010, with a total of 70 route kilometres and 47 stations. The second of the two lines planned for construction will be a 49-kilometre express route linking Dubai International and Al Maktoum International Airports. Scheduled to have been in service already, the opening has been postponed until September this year as the construction is running way behind schedule. Here one of the units can be seen from Dubai Marina as it crosses on one of the elevated sections. Alan Wallwork

23rd March 2009

Locomotive Club of Great Britain (Brighton)

Brighton Model Railway Clubroom, BR London Road Station, Shaftesbury Place, Brighton. 'Switzerland Through the Years' by Peter Winchester. Meeting commences at 19.30.

RCTS (Maidenhead Branch)

Cox Green Community Centre, Highfield Lane, Cox Green. 'The Rebirth of the Welsh Highland Railway' by Robin Higgs OBE. Meeting commences at 19.30.

RCTS (Sheffield Branch)

St Mathews Church Rooms, Carver Street, Sheffield. 'Picture Postcard Railway Rambles' by Stephen Gay. Meeting commences at 19.30.

24th March 2009

RCTS (Nottingham Branch)

Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'The Dukeries Route' by Stephen Gay. Meeting commences at 19.30.

RCTS (Woking Branch)

Woodham Hall, Christ Church, Town Square, Woking. 'The Art of Railway Photography' by Les Nixon. Meeting commences at 19.15.

25th March 2009

Basingstoke & District Railway Society

Wote St.Club, New Road, Basingstoke 'Overseas Trips 2008' by Richard Green. Meeting commences at 20.00. Visitors welcome. Contact the Secretary on 01256 326096 for further details.

26th March 2009

Locomotive Club of Great Britain (Croydon Branch)

United Reformed Church Hall, Addiscombe Grove, East Croydon. AGM followed by Members' Slides. Meeting commences at 19.15.

RCTS (Brighton Branch)

Brighthelm Church and Community Centre, North Road, Brighton. Branch AGM and Members' Slides. Meeting commences at 19.30.

RCTS (Newcastle Branch)

The Brunswick Memorial Hall, Newcastle. 'London Sheds in the 50's and 60's' by Peter Groom. Meeting commences at 14.00.

RCTS (Preston Branch)

Claremont Hotel, Blackpool Road, Preston. 'Railways around Scotland featuring Steam and Diesel' by Les Nixon. Meeting commences at 19.30.

RCTS (Pudsey Branch)

The Fulneck Room, Pudsey Civic Hall, Pudsey. Branch AGM followed by Members' Slides. Meeting commences at 19.30.

RCTS (West Riding)

Pudsey Civic Hall A.G.M. followed by Members slides. Meeting commences 19.30.

27th March 2009

Great Central Railway (London Branch)

The Exmouth Arms, 1 Starcross Street, Euston, London NW1 2HR. 'Scottish Railways' by Richard Crane. Meeting commences at 19.30. Contact Richard Butler on 01525 372487 for further details.

Great Western Society (North West Group)

St Hilda's Clubroom, Slater Street, Latchford, Warrington. Joint Meeting with the '8E' Society. Starts 19.30.

Great Western Society (Oxford Group)

Pauling Human Sciences Centre, 58 Banbury Road, Oxford. 'The Stratford upon Avon & Midland Junction Railway' by Andy Thompson. Meeting starts at 19.30.

Marlow-Maidenhead Passengers' Association

Bourne End Community Centre, Bourne End, Bucks. SL8 5SX AGM with guest speakers Mark Hopwood and Christian Wolmar. Meeting commences at 20.00.

Scarborough Railway Society

The Public Library, Vernon Road, Scarborough. 'WYSIWYG (What you see is what you get) by Alan Ward. Meeting starts at 19.30. Contact the Secretary, Adrian Scales at email@scarboroughrailwaysociety.org.uk for further details.

Shropshire Railway Society

The Gateway, Chester Road, Shrewsbury 'More American Wanderings and Great Lakes Circular' by Gordon Davies. Meeting commences at 19.30.Minimum donation of £3 requested for non members. Contact Colin Hatch on 01691 650985 or by e-mail at colin.hatch531@btinternet.com for further details.

30th March 2009

RCTS (Northampton Branch)

St Crispin Social Club, Berrywood Road, Duston. 'Branch Photographic Competition' Meeting commences at 19.30.

31st March 2009

RCTS (Welwyn Garden City Branch)

Methodist Church, At the Junction of Ludwick Wkay and Colegreen Lane, Welwyn Garden City. 'Picture Postcard Railway Rambles' by Stephen Gay. Meeting commences at 14.15.

Tewkesbury Railway Society

YMCA, Church Street, Tewkesbury. 'Preservation and 1960's Black and White Archive' by Ken Horan. Meeting commences at 20.00. Contact the Society Secretary, Mike Dodd on 01242 576907 for further details.

1st April 2009

Burton Railway Society

Marston's Social Club, Shobnall Road, Burton upon Trent. AGM followed by 'Loco Sheds L to M excluding London' by Chris Banks. Meeting commences at 19.30. Admission £1.50 non members, 50p members. Contact Mark Ratcliffe on 01283 221537 .

Permanent Way Institution (Thames Valley Branch)

Davidson House, Reading. 'Beating the Elements' by John Dora. Meeting commences at 17.45. Contact the Secretary, Peter Simmonds at peter181102@yahoo.co.uk for further details.

RCTS (Ipswich Branch)

St Thomas Church, Back Room, Bramford Lane, Ipswich. 'Roade to York' by Robin Patrick. Meeting commences at 19.30.

2nd April 2009

Continental Railway Circle

St Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ 'Sri Lanka in the 1970's' by Les Nixon. Meeting commences at19.15. Contact Adrian Palmer on 01932 850624 or e-mail akpalmer@talktalk.net for details

RCTS (Milton Keynes Branch)

The Crown Public House, Market Square, Stony Stratford. 'Railways around Kent' by Geoff Dunster. Meeting starts at 19.30.

Stephenson Locomotive Society

St John Ambulance Centre, Sandes Avenue, Kendal. '45 Years On - Then and Now Part 1' by Eric Bartlett. Meeting commences at 19.15. Contact the Secretary on 01539 720706 for further details.

3rd April 2009

Altrincham Electric Railway Preservation Society

Altrincham Methodist Church Hall, Barrington Road, Altrincham, Cheshire. 'Modern Traction in the UK - 1980s to the present day' by Phil Taylor. Admission £3 for non-members. Meeting commences at 19.30. Contact Andrew Macfarlane on 0161 928 9394 for further details.

Gloucestershire Warwickshire Railway (Birmingham Area Group)

Northfield Library, Church Road, Northfield, Birmingham. 'Another Steamy Affair' by Dave Besley. Meeting commences at 19.30

RCTS (Bristol Branch)

St Peters Church Hall, Church Road, Filton. 'A Study of the Great Western Bath to Bristol Mail Line' by Brian Arman. Meeting starts at 19.30.

RCTS (West Riding Branch)

Observation at Doncater Station and Wabtec. Commences at 12.00. Contact Malcolm Riley on 01274 589488 or mobile 0788 7908501 for further details.

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 for the organisation 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.

Internet Links

Links to the various society websites can be found on the website, or by clicking here.

▼ Class 66/5 No. 66596 approaches Eastleigh with the 10.51 Neasden - Wool service on 19th March. **David Kirwin**

Stephenson Locomotive Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'Modern Developments in Rail Ticket Retailing - A View from Chester-Le-Street' by Alex Nelson. Meeting commences at 19.00. Contact the Secretary on 01434 688946 for further details.

Stephenson Locomotive Society
Settlement Centre, Union Street, Middlesbrough. 'Steam and Freedom' by John New. Starts 19.00. Contact 01642 321205 for details.

4th April 2009
The Association of 16mm Narrow Gauge Modellers
Hall 2, National Agricultural Centre, Stoneleigh Park, Warwickshire CV8 2LZ. National Garden Railway Show. Opening Time 10.30 - 17.00. Admission £5 (advance), £8 on the day. Juniors under 18 Free.

6th April 2009
Permanent Way Institution (London Branch)
10th Floor Restaurant, 55 Broadway (LUL HQ), London St James Park tube. Presidential Address by Bob Cummings. Also the Section AGM. Meeting starts 18.00. Contact Alison Stansfield on 0770 332 6080 or by e-mail at alison.stansfield@btinternet.com for further details.

RCTS (Ashford Branch)
The Elwick Club, Church Road, Ashford. 'The Spa Valley Railway Extension' by Brian Halford. Meeting commences at 19.30.

RCTS (Croydon Branch)
Small Hall, Croydon Reformed Church Hall, Addiscombe Grove, Croydon. 'Delivering the Oyster Card to London' by Richard Thomas. Meeting commences at 19.30.

RCTS (Port Sunlight Branch)
The Lever Club, Greendale Road, Port Sunlight.
Branch AGM and Members' Slides with an RCTS theme. Meeting commences at 19.45.

RCTS (Wellingborough Branch)
British Rail Sports and Social Club, Broad Green, Wellingborough. 'Engine Sheds Part 1' by Chris Banks. Meeting commences at 14.00.

Severn Valley Railway (Wolverhampton Branch)
Old Wulfrunians Club, 253A Castlecroft Road, Castlecroft, Wolverhampton.
'Leeds Central to Leeds City' by Gavin Morrison. Meeting commences at 19.30. Contact (Evenings) Alan Davies on 01902 758882 for further details.

Southern Electric Group (Sussex Branch)
The Deall Room, Southwick Community Centre.
'A Photographic Selection from the Collection of the late JJSmith of Eastbourne' by Tony Hillman. Meeting commences at 19.30. Contact the Branch Secretary, Bruce Cakebread on 01273 462094 for further details.

7th April 2009
Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB
'Steam & Diesel, Mainline & Preserved Digital Extravaganza' by Andy Wood. Meeting commences at 19.45. Contact Roger Hart on 01474 833320 for further details

Locomotive & Carriage Institution
London Underground Limited HQ, Broadway, St James Park Station, London. 'BLS Lötschbergbahn (Switzerland)' by Willi Frauenfelder, Locomotive Drivers' Manager. Start 18.00. Contact Stuart Smith, by Secretary email smithstuart@btinternet.com for further details.

Locomotive Club of Great Britain (Bedford Branch)
St John's Church Hall, St John's Street, Bedford. '50 Years of UK Steam' by Hugh Ballantyne. Meeting commences at 19.30.

Locomotive Club of Great Britain (North London Branch)
Wood Green Labour Club, 3 Stuart Crescent, Wood Green, London N22 5NJ. 'European & Asian Steam' by Jim Pentney. Meeting starts at 19.30.

Permanent Way Institution (Darlington & North East Section)
Railway Athletic Club, Brinkburn Road, Darlington. 'London Overground - The First 12 Months' by Rob Brighouse. Doors open at 18.30 for 19.00 start. Contact the Secretary, Dave Lugsden on 07825 766328 for further details

Permanent Way Institution (Edinburgh Branch)
The Scots Guards Club, 2 Clifton Terrace, opposite Haymarket Station, Edinburgh. 'Edinburgh Tram' by Willie Biggins. Meeting starts at 18.00. Contact the Secretary,Nicola Topping on 07919 127995 or by e-mail at nicola.topping@networkrail.co.uk for details.

Permanent Way Institution (Wessex Branch)
details.The Rose and Crown, Columbo Street, Waterloo, London. 'Modern Bridge Building' by Chris Fry. Also the Section AGM. Starts 18.00. Contact Eddie Gosling on 01252 614558 or by e-mail at e.gosling@ntlworld.com for details.

RCTS (Nottingham Branch)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham.
'In Retrospect - Covering the Years 1978/1988/1998/2008' by Roger Jones. Meeting commences at 19.30.

RCTS (Watford Branch)
St Thomas's United Reformed Church, Langley Road, Watford.
'My Career in British Railway Signal Boxes' by Malcolm Riley. Starts 19.30.

Southern Electric Group (South Hampshire Branch)
Eastleigh Railway Institute, Romsey Road, Eastleigh.
'The Railways of Hampshire' by Steve Bigley. Starts 19.30. Admission £2. Contact, John Goodrich on 02380 670028 for details.

Weston super Mare Railway Society
The Function Room, The Conservative Club, Alexandra Parade, Weston super Mare.
'The Dragon's Dying Breath' by Ken Horan. Starts 20.00. Contact Lionel Jones on 01934 628289 for details.

8th April 2009
Grimsby & Cleethorpes Railway Group
Royal Air Force Club, 5 Alexandra Road, Cleethorpes DN35 8LQ.
'Classic Film Night' with Bill Hutchins. Starts 19.30. Contact Mike Hartley on 01724 341358 for further details.

Oxfordshire Railway Society
Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LN.
'Moscow to Beijing' by Howard Quayle. Meeting commences at 19.30. Visitors welcome £3.

Permanent Way Institution (North Wales Branch)
The Diva Show Bar, Station Road, Chester.
'Crewe and Stafford Remodelling' by Andrew Went. Also the Section AGM. Meeting commences 18.30. Contact the Secretary, Carl Baker on 0792 085 6703 or by e-mail at carl.baker@network rail.co.uk for further details.

RCTS (Hitchin Branch)
Hitchin Christian Centre, Bedford Road, Hitchin.
'The Longmoor and Shoeburyness Military Railway' by Mile Walshaw. Meeting commences at 19.30.

RCTS (Newcastle Branch)
The Brunswick Methodist all, Newcastle.
'Rails to the Arctic' by Phil Lockwood and Enid Vincent. Meeting commences at 18.30.

Stephenson Locomotive Society
YMCA, Bridge Street, Guildford.
TBA. Meeting commences at 19.30. Contact the Secretary on 01372 379216 for further details.

Swiss Railways Society
(London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross station)
'Gotthard part 1' by John Jesson. Meeting commences 19.00, Refreshments available during the evening. A £2 donation is requested. Contact Ron Dawes (0208 660 3532) for details.

9th April 2009
Locomotive Club of Great Britain (St Albans Branch)
United Reford Church Hall, Watford Road, Chiswell Green.
'Railways at Home and Abroad' by Nick Lera. Meeting starts at 19.30.

Permanent Way Institution (Birmingham Branch)
The Gateway Centre, Shrewsbury.
'Cambrian Line Enhancements' by Richard Langford. Meeting commences at 18.00. Contact the Secretary, Ian Wardle on 0782 441 0961 or by e-mail at ian.wardle@networkrail.co.uk for further details.

Permanent Way Institution (Croydon Branch)
Matt MacDonald House, Sydenham Road, Croydon, CR0 2EE. 'The Tram Train Concept' by Tim Kendell. Also Section AGM. Meeting starts 17.45. Contact, Martin Creswell on 07803 260645 for further details.

Back Issues

All of the back issues of the magazine are available 24 hours a day, on our website **www.railwayherald.com**

Rear Cover Caption

East Midlands Trains Sunday services have recently been diverted via Manton Junction. Here, a Class 222 'Meridian' crosses the Welland Viaduct at Harringworth on 15th March. Paul Geary

Magazine Information

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Railway Herald is produced by Railway Herald Ltd (Registered as company number 05837609 in England).
VAT Registraion: 942 6509 14
Registered office: Hobarn House, 12 Brompton Road, Northallerton, North Yorkshire, DL6 1DY

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