Railway Herald

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The electronic journal for the railway enthusiast

Railway Herald

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Brian Morrison

On the road with the 'Great Britain II'

Extended photo coverage of the eight-day around Britain marathon charter, which featured seven steam and two diesel locomotives and traversed the four main railway bridges of Saltash, Tay, Forth and the Royal Border Bridge.

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'U-Turn' on Shrewsbury

Virgin Trains have advised stakeholders that following further investigation it has dropped its plans for a direct Shrewsbury - Euston service.

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More electrification?

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Preservation View

Rowsley-based '8F' nearly ready to enter traffic - in LMS red, and Spa Valley Railway headline 'tamper haulage' for forthcoming diesel gala

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Worldwide Report

News and pictorial events from around the globe with specific reference to North America and Europe.

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In Memory

Bernard Staite 1940-2009

It is with great regret that we report the death of Bernard Staite on Good Friday.

Mr Staite's passing came after a long illness. His drive and determination was pivotal in securing the future of mainline steam operations. We send our deepest sympathies to his family and an appreciation will feature in our next issue

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Front Cover Caption:

Having expired, Class 60 No. 60068 heads north up the Lickey Incline behind classmate No. 60011 bound for Lindsey OR. Don Gatehouse

▲ Class 142 No. 142046 arrives at Oldham Mumps with the 10.09 Manchester Victoria to Shaw & Crompton, as classmate No. 142049 departs with 10.21 Shaw & Crompton to Manchester Victoria. This station closes to heavy rail in October, to become part of the extended Metrolink network. **Chris Booth**

Eurostar announces refurbishment design project goes to Italy

Eurostar has announced that after a lengthy and rigorous selection process, it has awarded the design contract for the interior refurbishment of its fleet to the Italian design consultancy Pininfarina.

The company is a world-class design house that is best known for its work in the car industry, with prestige marques such as Ferrari and Maserati as well as volume manufacturers including Peugeot, Alfa Romeo, Ford and Volvo. It is also developing the electric Pininfarina BlueCar that is due to go into production in 2011, and which will cut carbon dioxide emissions from road travel.

The company also has extensive experience in the rail industry, having designed the interiors and exteriors of Italy's high-speed trains, in addition to rolling stock for Swiss, Danish and Norwegian Railways, automated light rail cars in Lille, northern France, and trams for cities in Italy, Greece, Sweden and Turkey.

It will be responsible for the full interior design including styling and engineering, and the exterior livery. The 28 trains in the Eurostar fleet will be fitted out by SNCF, and the first ones are due in service in 2012.

Gate appears shut on Sheffield barrier dispute

The Government appears to have slammed the gate shut on protests over the proposed installation of ticket barriers at Sheffield station.

Transport Secretary, Geoff Hoon has written to local councillors advising them that he did not intend to halt the East Midlands Trains scheme to install the barriers to help stop fare dodging, meaning that pedestrians will no longer be able to use the station as a direct route between Park Hill, Norfolk Park, a tram stop and the city centre.

Research by the Department for Transport indicated that barriers would reduce fare dodging by about half. Access would be maintained for the disabled and everybody else would still be able to walk through the station using a 'timed pass'. This would be an electronic card that pedestrians who live in Sheffield, or who could demonstrate a connection to the city, could swipe at the gates. They would have a certain time to pass through the station before its expiry.

More disruption ahead

Passengers in Scotland are facing at least another 12-months of disruption on the West Coast Main Line, due to a massive track renewal programme that will close the route again over consecutive weekends.

Engineering works scheduled by Network Rail are likely to see passengers diverted onto buses for around five months under plans being drawn up for the timetable spanning December this year to December 2010.

The scale of the work required on the route has led Chris Gibb, Virgin Trains' Chief Executive Officer, to conclude that it is, "unrealistic to expect a seven-day rail service between London and Glasgow in the next three years". A spokesman for Network Rail said the company was working to minimise the disruption caused by the work. "Wherever possible we do offer alternative routes and are also examining how new technology and methods can be used to shorten the time it takes to complete work or to provide single line access without compromising on safety," he said.

Virgin drops Shrewsbury

Virgin Trains has announced that it will not now proceed with its plans to introduce a direct service from Shrewsbury to London Euston.

Stakeholders were informed in March this year that this was an initial proposal and needed further investigation before the company would seek approval from the Rail Regulator.

After several months detailed analysis on the proposal, it has found that there is not a compelling case to justify additional trains, as shown by Wrexham, Shropshire & Marylebone Railway's recent withdrawal of part of its service.

Virgin Trains says it was surprised at claims that it would force WSMR out of business, and that this certainly was not its intention.

National Express East Coast gains further 'Secure Station' awards

National Express East Coast is the latest operator to have 'Secure Station' status awarded from the British Transport Police and the Department for Transport.

The stations are Berwick-upon-Tweed, Darlington, Doncaster, Dunbar, Durham, Grantham, Newark North Gate, Newcastle, Peterborough, Retford, Wakefield Westgate and York.

As detailed previously, to qualify for 'Secure Stations' status, there are four key levels of security which have to be reached. Firstly, the design of the station has to confirm to standards set by the British Transport Police to prevent and reduce crime, the way the station is run has to allow for crime prevention, response to incidents and communication with passengers, the statistics for the station for 12 months prior to an inspection must demonstrate positive efforts to manage crime, and finally, a survey of station users has to demonstrate that on the whole, passengers feel secure when using the station.

▼ The Scarborough resignalling project will see the end of this historic gantry at the exit of Scarborough Station. Here WCRC Class 47/7 No. 47760 departs from the station with an ECS working into the adjacent sidings on 4th April. Mark Walker

Funding shortfall for Scotland and south-east platform extensions

At least four stations in Ayrshire and Inverness will have to use selective door operating (SDO) technology to accommodate trains that are due to increase from six carriages to seven or eight as part of a move to increase capacity during peak periods.

It will also lead to longer journey times, as passengers will need longer to disembark. The disclosure came as part of Network Rail's announcement of its £2.8 billion spending plans in Scotland over the next five years.

Network Rail is planning to lengthen a number of the 32 platforms along the Glasgow to Ayrshire and Inverclyde routes to accommodate longer trains, but it has conceded that it will be physically impossible to increase the size of four of those stations.

A number of stations in London and the south-east of England are also expected to utilise SDO because of a £210 million shortfall in funding needed to extend platforms.

Future of Brunel goods shed safeguarded

A historic Grade 2-listed goods shed is to be closed off with shutters following a radical move to safeguard its future.

Stroud Preservation Trust appealed to Stroud Town Councillors to endorse the plan to protect the goods shed, designed by Isambard Kingdom Brunel, and the proposals will see its arches closed off for the first time since it was built in the 1840s after English Heritage granted permission for metal shutters to be installed.

The Trust says that the building was in serious risk, being vandalised all the time, people sleeping in it and anything that could be was being burned. The building would be made safe and secure to prevent further deterioration and could be leased as warehouse space. Plans to redevelop the building as a textile centre were shelved because of high costs.

'Stimulus' package could be on the horizon for UK rail network

It is reported that the Government is considering a 'stimulus' package of between £200 and £250 million for the railways, aimed at boosting revenues and passenger numbers.

It is understood that Network Rail has been asked to select projects that can be brought forward, and the package, if agreed, could be timed to coincide with the budget later this month. The measures are expected to increase train operator revenues by clamping down on fare dodgers, and increase passenger numbers by making rail travel more attractive for less frequent train users.

Network Rail is considering investing the money in improving station access, which train operators believe will boost off-peak travel by attracting the elderly and mothers with young children. Train operators are keen to sell more off-peak tickets because they are contracted to run a high number of services during quiet times of day, when there is less demand from travellers. Network Rail is also considering bringing forward investment in ticket barriers. Fare dodging is thought to cost the industry 5% of its annual revenues, or about £270 million, and Transport Secretary, Geoff Hoon, has asked train operators to propose gating schemes. Station car parks would also benefit from the programme.

Further £130 million to be spent on Edinburgh Waverley refurbishment

A new clear glass roof will be part of a £130 million overhaul of Edinburgh Waverley station.

Network Rail also plans to 'de-clutter' Waverley's concourse by removing redundant buildings and revamping the southern Market Street entrance with a ramp and lifts. The scheme is due to start this autumn, with work getting under way on escalators and lifts beside the notorious Waverley Steps, now nearly four years late because of objections.

Passenger watchdogs and heritage experts have welcomed the scheme, which is due to be finished in 2014, but stress that it must complement the grade A-listed, 23-acre complex. The new roof is to be designed for the potential future re-use of rainwater for cleaning and in toilets. Water will be channelled into a storage tank at the east end of the station, which was installed 10 years ago to supply trains, but never used.

However, connecting this to the rest of the station will need extra expense. Other elements of the scheme include removing disused buildings, such as a Royal Mail shed near the Calton Road entrance at the north-east end, and several temporary buildings on the concourse will also go. A new canopy is to be installed over Platforms 8 & 9 at the south end of the station, and the Calton Road and Waverley Bridge entrances will be refurbished and ironwork repaired. The plans come 18 months after a £150 million scheme to add four platforms, and lifts and escalators, was completed. There are to be no major disruptions to passengers.

Network Rail says Government decision on electrification plan expected this summer

Network Rail has said that it confidently expects Government go-ahead for electrification of the Great Western and Midland mainlines this summer, and Scotland is also set for further electrification under the aegis of Transport Scotland.

Rail chiefs have been keen to favourably compare Britain's growing industry with systems abroad and other transport modes. "Kent is the size of Switzerland," says Network Rail's operations director, Robin Gisby, "and London Liverpool Street regularly delivers more passengers than Heathrow. Both comparisons illustrate the scale of the new rail industry. Prospects for rail look good. We are starting to build the south-east of England into a 12-car operation. We are moving very large volumes of people. Demand is huge. No other industry faces such relentless growth".

This news comes as Network Rail draws up plans to deliver the new railway during Control Period 4. Meanwhile construction and project engineers are keen to join what is described as 'Britain's premier recession-busting industry'.

▼ **DRS Class 66/4 No. 66414 passes Horbury Junction, Wakefield, with the 10.38 Haverton Hill-Donnington Rail Freight Terminal empty intermodal flats on 16th April. Mark Allatt**

Glimpse at new Class 50 livery as first convoy of exhibits moves for Eastleigh open weekend

The open weekend at Eastleigh Works, a joint event between Knight Rail Services and *The Railway Magazine* on 23rd-25th May is on-track to be the biggest open day of the year.

Several star exhibits are now confirmed and the weekend is expected to attract over 20,000 people to explore the works, view more than 55 locomotives that will be on site and raise money for three charities - the Teenage Cancer Trust, Naomi House Children's Hospice and the PSP Association.

Headlining the diesel exhibits is Class 50 No. 50026 *Indomitable*, which is being seen publicly for the first time since withdrawal in December 1990, having been restored in private for the majority of the last 18 years. Finished in large logo blue it will return to the main line later in 2009 under the auspices of the Class 50 Alliance. Classmate No. 50035 will emerge in Loadhaul livery for the first time, and will be rededicated *Ark Royal*.

It is understood that electro-diesel No. 73201 may be rededicated and re-named *Broadlands*, after the stately home at nearby Romsey. Also present will be the last loco built at Eastleigh, No. 73006. More than 14 classes of diesel and electric loco have been confirmed and will include Classes 07, 31, 33, 37, 47, 52. 59, 66 and 73. These will star alongside various EMUs including 4VEP No. 3417 *Gordon Pettit* and several others.

A steady rise in the number of exhibits means potentially that there could be a mouthwatering number of locos on site during the weekend. The list of Southern Railway steam locos includes No. 850 *Lord Nelson*, unrebuilt 'Battle of Britain' Pacific No. 34070 *Manston*, rebuilt classmate No. 34028 *Eddystone*, Merchant Navy Pacific No. 35005 *Canadian Pacific*, Ivatt 2MT No. 41312, Beattie well tank No. 30587 and 'B4' dock tank No. 96 *Normandy*. Making a welcome appearance on the Saturday afternoon, and staying for the weekend, is BR Class 7 Pacific No. 70013 *Oliver Cromwell*. Also working into Eastleigh station on the Saturday with a railtour will be the only mainline registered Merchant Navy No. 35028 *Clan Line*. Having returned the charter to London, the locomotive will then run light-engine to star at Eastleigh on the Sunday and Monday.

Other attractions include afternoon tea being served on the luxury Queen of Scots Pullman on the Saturday, plus more than 100 trade stands, steam-hauled brake van rides, a railwayana display and a real ale bar.

All readers looking to attend the event are urged to pre-book tickets. The opening day, Saturday, is already well-on its way to being a sell-out, and Sunday and Monday are going to be busy! Over 5,000 advance tickets have been sold already and readers wishing to purchase tickets in advance must do so before the deadline day of 16th May. Advance adult tickets cost £12.50, with child tickets being £6. On the day admission is £14 adult, £7 child. To purchase advance tickets, click on the Eastleigh logo at the top of this page. All attendees are asked to use public transport to reach Eastleigh, where possible or to make use of the signposted 'Park & Ride' sites.

To enhance the charity fund-raising event, the organisers have obtained many special items for a 'money can't buy' sealed bid auction, including two nameplates – *Virgin Challenger* (planned for a refurbished Virgin HST powercar but never attached) and *Eastleigh Depot* (from Class 58 No. 58017), a Southern totem from Deptford, an HST cab ride, a visit to Bombardier Derby, a Freightliner Class 86 crest, and many other items. Details can be found on the dedicated Eastleigh website from where a bid form can be downloaded. Deadline for bids is 17.00 on 25th May.

The Eastleigh100 event organisers would like to acknowledge Network Rail's assistance in planning transit moves in conjunction with the event, as well as supporting the purpose of the weekend financially. This has materially assisted the charity fundraising purpose of the weekend with Network Rail's significant financial support.

▲ **Tyseley's Class 47/4 No. 47580** *County of Essex* **leads Class 50 No. 50026** *Indomitable*, **Class 37/0 No. 37308 and Class 50 No. 50035 past Worting Junction, en route from Old Oak Common to Eastleigh on 17th April. Walter Stamper**

▶ **Class 37/0 No. 37308 passes through Clapham Junction in the convoy en route to Eastleigh. Matthew Pope**

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

Metro and Light Rail News

Financial boost for investment

Crossrail and London Underground's Jubilee Line are to receive major boosts, with new funding in TfLs £9.2 billion investment for this year.

The extra funds, a £1 billion increase over last year, means that work can go ahead on redeveloping Tottenham Court Road Tube station to make it a stop on the Crossrail route, and construction of a Crossrail station on the Isle of Dogs can also begin. Also targeted is completion of the Jubilee Line upgrade, which will boost capacity by almost a third to carry an extra 10,000 passengers an hour. Another key plan includes the stepping-up of work to extend the East London Line in preparation for the 2012 Olympics.

▲ **A Docklands Light Railway train heads away from Canary Wharf station and emerges from a 'concrete canyon' across the dock and into Heron Quays station, bound for Lewisham. The iconic Canada Square tower stands behind. Ian Docwra**

'Cooling the tube' programme

Transport for London (TfL) has awarded Mansell Construction Services a £6 million contract for work forming part of the 'Cooling the Tube Programme'.

The Balfour Beatty subsidiary has won a design and construction deal relating to the upgrade of mid-tunnel ventilation shafts along the Victoria Line. A dedicated project team was set up for the 'Cooling The Tube Programme' last year in response to the uncomfortable temperatures recorded on the Underground during the summer.

Funding for Beckton upgrade

Transport for London's Docklands Light Railway (DLR) has confirmed funding for an £18.2 million upgrade to increase capacity by 50% on the Beckton route in time for the London 2012 Olympic and Paralympic Games.

The funding means upgrade work can start on the Beckton branch before the end of the year, making the entire DLR network ready for six-car (pairs of three-car trains) operation by 2011.

DLR was concerned that the Beckton line was the only DLR route where funding was not in place to upgrade to six-car operation. It is a route that is growing fast as it serves the ExCeL exhibition and conference centre and the University of East London.

Loco-hauled returns to Euston - Birmingham route

Following the damage to two of Virgin's Class 390 sets at Wembley on 29th March, the TOC has reintroduced loco-hauled services from London to Birmingham as a temporary measure.

The repair of No. 390006 is underway at Wembley, but is expected to take several months to complete. In the meantime an EWS Class 90 and Mk3 set will work 07.43 Euston - Birmingham and 09.30 return, the 11.43 Euston - Birmingham and 13.30 return and the 15.43 Euston - Birmingham and 17.30 return until further notice.

A Class 221 is also currently diagrammed for the 06.20 Rugby-Euston and the Fridays only 18.46 Euston - Preston service, the latter previously being worked by the loco-hauled set.

◀ **Class 52 'Western' No. D1015** *Western Champion* **stands on the 'up through' line at Bristol Temple Meads on 8th April while working from Bristol St. Philips Marsh to Southampton, hauling Stoneblower No. DR 76313, believed to be a Colas Rail machine heading for export. Edward Gleed**

UK News In Brief

■ The reported improvements to the railway line outside Weston-super-Mare will not now start until 2011 at the earliest. Network Rail was to add more track at Worle Parkway station this year to allow more trains to use the line, but in an announcement in a recently published document, Network Rail has announced that it has put back the work. No reason has yet been given.

■ As part of its commitment to spend £250,000 each year on making its stations more accessible for passengers with mobility issues, East Midlands Trains has introduced improvements at Long Eaton, Spalding and Sleaford. The width of the entrance to the station at Long Eaton has been increased by installing powered bi-folding doors, and provision has been made for a new DDA compliant window at the ticket office. At both Spalding and Sleaford stations, new disabled toilets have been provided.

■ Signalling equipment company Atkins has been awarded a five-year contract from Network Rail to investigate signals suspected of being 'passed at danger'. The contract, which started this month, will allow the company to investigate signalling equipment that has been involved in alleged wrong-side failures, with a view to recommending modifications where necessary. The aim is to re-focus the contract from purely investigating 'wrong side failures' to providing Network Rail with a much wider investigation facility, with the aim of improving the railway's performance, while ensuring its safety.

■ Network Rail is at last to start work raising the level of the platforms at West Ewell station after years of campaigning by commuters and other rail users. The platforms are some 15 inches below the level of the coaching stock, and leaving the train there is described as a spine jarring experience. Ironically the station, which has just celebrated its 150th anniversary, has been fitted with ramps so wheelchair users can get to the platforms, but the difference in height between train and platforms has meant that rail travel is a non-starter for people not able to step up into the trains. It is also difficult for people with pushchairs..

■ Seven stations in Greater Manchester, Atherton, Bromley Cross, Daisy Hill, Farnworth, Hag Fold, Hindley and Lostock, are to have customer information screens, CCTV and a public address system installed at a cost of £600,000. The work is being paid for from the Transport Infrastructure Fund, which was set up in 2001. The scheme aims to improve public transport in the areas of the city that are not to receive a direct benefit from the expansion of the Metrolink network.

■ East Midlands Trains is to introduce a direct daily service from Melton Mowbray to London from Monday 27th April, the first direct link to London since the mid 1960s. The train will start at Melton Mowbray at 06.03 every weekday morning and arrive at London St Pancras International at 07.55. The return journey will leave at 18.00, arriving at Melton Mowbray at 19.55. The service will also call at Oakham, Corby, Kettering, Wellingborough, Bedford and Luton. Tickets are on sale now.

New London Overground platforms open at Stratford

▲ Class 313 No. 313123 departs from the new platforms at Stratford, which opened on 14th April, bound for Richmond.
▼ Classmate No. 313119 stands in the new platforms, awaiting departure on 16th April. Both: **Kim Rennie**

New safety and security scheme supported by NXEC

National Express East Coast (NXEC) is supporting a new scheme that has just been introduced to help improve safety and security on the railway.

Entitled the Railway Safety Accreditation Scheme (RSAS), it was jointly launched at York station by NXEC migration and change director, Tim Hedley -Jones, and Terry Nicholson, Chief Superintendent of British Transport Police. As part of the scheme, railway enforcement officers employed by National Express have been introduced to the East Coast route, working alongside British Transport police to patrol trains and stations and tackle crime, while also helping railway staff with revenue protection.

The 14 trained and accredited rail enforcement officers began their training in November last year, their duties including: conducting highly visible uniformed patrols to counter public disorder, fare evasion and minimise risks to public safety; ensuring that railway byelaws are observed and dealing with summary offences using conventional reporting methods and BTP penalty notices; undertaking minor crime investigations, including taking crime reports, statements, and obtaining and preserving evidence; preparing and submitting written statements of evidence and attending court to support prosecutions where necessary. In addition to their main responsibilities, rail enforcement officers have the powers to eject persons from the railway using reasonable force, issue BTP penalty notices, and issue reports under Railway Byelaws and the Regulation of Railway Act.

Network Rail say no station for Peterlee and Hordon

Network Rail has turned down continued demands from campaigners and council chiefs who want to see a new station to serve Peterlee and Horden, saying that there is not a business case for a station at this time.

Civic leaders claim the area is on the up and a station would give east Durham a boost in terms of improving access to jobs and services. East Durham has some 40,000 residents and has been without a station since Horden station closed in the mid-1960s.

A spokeswoman for Network Rail said: "Some local groups would like to see a new station. We are not dismissive of that, but at the moment there is not enough demand for a business case to work. Obviously we speak regularly to those local organisations, and if evidence can change we are happy to look at things again, but as it stands there is no way to justify spending our money on a station".

◀ Advenza Freight Class 47/4 No. 47818 *Emily* departs from Brush Traction, Loughborough, on 7th April with ex-works First Great Western Class 43 powercar No. 43253, bound for Swansea Landore depot. This is the first re-engined powercar for First Great Western to be renumbered. **Carl Westwood**

◀▼ On 30th March, Class 375/9 No. 375924 passes Norwood Junction as it leads the 12-car Class 375 rake on loan from South Eastern to Southern to cover stock shortages. The train was the 07.33 Brighton to London Bridge service, the only 'up' working each day to use this stock. **Ian Docwra**

▼ One of the original Romanian-built Class 56 locomotives, No. 56018, still resides at Warrington Arpley yard alongside the loco-inspection point awaiting a movement to Crewe. The locomotive is pictured alongside several DB Schenker Class 66s on 10th April. **Brad Joyce**

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.

23rd April		
Steam Dreams	70013	London Liverpool Street- Norwich (break/rev) & return
25th April		
Chester Model Rly Club	DBS 67	Hooton-Bache-Wrexham-Gobowen-Shrewsbury-Craven Arms-Llandrindod Wells (break)-Cardiff Central (break)-Newport-Abergavenney-Hereford-Shrewsbury & return
Past Time Rail/UKRailtours	70013	London KX-Potters Bar-Stevenage-Spalding-Sleaford-Lincoln-(return via Newark Northgate and ECML)-London KX
Pathfinder Tours	EWS 66/40145	West Ruislip-High Wycombe-Banbury-Coventry-Birmingham Int-Crewe-Blackburn-Hellifield-S&C-Carlisle (break/rev)-Shap-Crewe & return
Railtourer	2xWCRC 47	The Highland Line: Day 1: Huntingdon-Retford-Edinburgh-Perth (break)-Aviemore-Inverness
Vintage Trains	5043	Tyseley Warwick Road-Coleshill Parkway-Nuneaton-Leicester-Toton-Chesterfield-Masborough Jct-Church Fenton-York & return
26th April		
Railtourer	2xWCRC 47	The Highland Line: Day 2: Inverness-Kyle of Lochalsh-Inverness
27th April		
Railtourer	2xWCRC 47	The Highland Line: Day 3: Inverness-Edinburgh-York-Huntingdon
29th April		
UK Railtours	DBS 67	London KX-Buxton-London **Cancelled**
UK Railtours	DBS 67	London KX-Doncaster-Knottingley-Brighouse-Hebden Bridge-Todmorden-Ashton Moss-Stockport-Chinley-Hope Valley & return
2nd May		
6024 PSL	6024	London Paddington-Par-London **Cancelled**
Compass Tours	tbc	Mossley Hill-Acton Bridge-Crewe-Shrewsbury-Craven Arms-Knighton-Llandrindod Wells-Cardiff-Hereford-Shrewsbury & return
Past Time Rail	34067	London Victoria-Bournemouth-Worgret Jct-Swanage (& return)
Railtourer	2xWCRC 47	Hull-Brough-Crowle-Thorne-Leeds-Carnforth-Ulverston-Ravenglass-Workington-Carlisle (break/rev)-S&C-Leeds-Pontifract & return
Railway Touring Company	45231/45407	(Worcester Shrub Hill-Birmingham New St)-Crewe-Llandudno Jct-Llandudno Town-Bl. Ffestiniog-Llandudno Town (rev)-Crewe-(& return)
UK Railtours	2xDBS 67	Eastleigh-Basingstoke-Reading West-Oxford-Chester-Llandudno & rtn
VSOE	35028	London Victoria- Ascot-Wokingham-Reading-Didcot-Oxford & return
4th May		
NELPG	62005	(Newcastle-York-)Hellifield-S&C-Carlisle-Hellifield-(& return)
Past Time Rail	34067	Swanage-Worgret Jct-Bournemouth-London Waterloo (& return)
Pathfinder Tours	DBS Class 66	Salisbury-Bath Spa-Cheltenham Spa-Barnt Green-Shrewsbury-Crewe-Chester-Llandudno Jct-Blaenau Ffestiniog & return
Retro Railtours	2xHanson 56	Huddersfield-Stalybridge-Stockport-Wilmslow-Crewe-Shrewsbury-Hereford-Bristol TM-Bath Spa (& 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. **RED** Tours cancelled by the operator
GREEN Tours postponed to a future date by the operator **BLUE** Provisional excursion
WCRC West Coast Railway Company
(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

The Week Ahead

A busy week ahead looms for 'Britannia' No. 70013 *Oliver Cromwell*, with tours booked for both Thursday and Saturday.

It is not just any old Steam Dreams 'Cathedrals Express' on 23rd April, this one combines the locomotive and the route, which means that once again there is the chance to enjoy a 'Britannia' on the Great Eastern between London Liverpool Street and Norwich, via Colchester and Ipswich, where, in the 1950's the class set new standards of performance.

Two days later London King's Cross is the starting point for a rare UK Railtours steam excursion, which takes No. 70013 on the Great Northern to Peterborough, and onwards via Spalding and Sleaford to Lincoln. The return will be via the more direct route of Newark Northgate and the East Coast Main Line. The remaining steam excursion of the period is scheduled to bring Great Western power to York, in the shape of 'Castle' 4-6-0 No. 5043 *Earl of Mount Edgcumbe*. This Vintage Trains tour operates from Tyseley Warwick Road and runs via Coleshill Parkway, Leicester and Chesterfield.

Class 40 No. 40145 *East Lancashire Railway* is in action for Pathfinder, substituting for the previously advertised Network Rail Class 97s, which are currently unavailable, on a train from West Ruislip to Carlisle. The outward route is via High Wycombe, Coventry, Birmingham International and Crewe with a DBS Class 66, where the 'Whistler' will take over to reach Carlisle via Blackburn and the Settle & Carlisle. The train is Class 40-hauled back to Crewe via Shap, where the DBS Class 66 will again resume control for the return as outwards.

Chester Model Railway Club has its annual excursion also booked for 25th April, which is from Hooton, picking up at Bache, Wrexham, Gobowen and Shrewsbury to Llandrindod Wells, for a short break, and then on to Cardiff. The return working will be via the Welsh Marches. A DBS Class 67 should feature.

To round off the weekend, Railtourer has a Scottish weekender operating with WCRC Class 47s. The train originates at Huntingdon on 25th April, and picks up through to York before proceeding via Edinburgh to Perth for a short break, and then north to Inverness. Next day is the now customary trip out to Kyle of Lochalsh, with the tour returning south on Monday, which includes a break at Edinburgh en route.

▼ The sight of anything other than 'top and tail' Class 67s on the Northern Belle is unusual, but the Grand National provided charters to Runcorn from London using both the 'Northern Belle' and VSOE coaching stock. The 'Northern Belle' hauled by Class 90 No. 90039, 'topped and tailed' with Class 67 No. 67008 passes Great Bridgeford, Staffordshire, on 4th April. Brad Joyce

A 'Whistler' and Class 57/3 for Rail-Blue Charters 2009 programme

In addition to providing coaching stock, Rail Blue plans a number of charters in its own right, commencing with what could be termed a 'Blue & Grey' day over the Chilterns.

That is because on 18th July the plan is to take Class 40 No. 40145 *East Lancashire Railway* from Manchester Victoria, via Wrexham and High Wycombe, to Marylebone. Given that the company provides the (blue & grey) coaching stock for the Wrexham & Shropshire services between Wrexham and Marylebone, it should turn into a bit of a 'retro-day'! The train picks up at Earlestown, Warrington Bank Quay, Helsby, Chester, Wrexham, Shrewsbury, Wolverhampton, Tame Bridge Parkway and Coventry to become the first Class 40 into Marylebone for many a year.

This is followed by a trip to the seaside on 15th August with a pair of DRS Class 47s throughout (Nos. 47501 *Craftsman* and 47802 *Pride of Cumbria* have been requested) from Barrow Hill to Paignton, picking up at Sheffield, Chesterfield Langley Mill, Alfreton and Mansfield Parkway, East Midlands Parkway, Loughborough, Leicester, Nuneaton, Coleshill Parkway and Birmingham New Street.

Two 'Executive ' trains follow commencing on 5th September, featuring a pair of Virgin Class 57/3s from Shrewsbury, running via Whitchurch, Crewe, Warrington Bank Quay, Earlestown and Manchester Victoria to York, Durham and Newcastle, with an add-on coach trip option visiting Beamish Museum, and possibly the Metro Centre, from Durham.

Two weeks later and there is a circular via Carlisle, out via the S&C, returning along the Tyne Valley and East Coast routes. Barrow Hill is again the starting point, picking up at Derby, Spondon, Long Eaton, Langley Mill, Chesterfield, Dronfield, Sheffield, Meadowhall and Barnsley.

News In Brief

■ 'Jubilee' 4-6-0 No. 5690 *Leander* will be one of the visiting locomotives at the KWVR steam gala, between 26th-28th June, and will feature on mainline shuttles between Keighley and Settle on both the Saturday and the Sunday. There are four round trips on 27th June, the last of which is extended to Ribblehead, and three on 28th June. It is expected that the trains will operate 'topped and tailed' with a diesel.

■ Past Time has a new tour booked for 14th November with *Tornado* from Worcester to London (more details to follow) as well as now using Tornado on the first six 'Torbay Express' working of the season.

■ Northern Charters has now announced the traction for its 'Ayr Brush' on 6th June from Crewe to Glasgow and Ayr. There was probably an expectation that it would be the pairing of Nos. 87002 Royal Sovereign and 86101 *Sir William A Stanier*. However, it has now been confirmed as No. 86101 plus current Long Marston resident No. 86260, which is believed to be one of two members of the Class due back in traffic in June under the auspices of Electric Traction Ltd, likely to be in the 'Europhoenix' livery.

■ Eightieth birthday celebrations for No. 4936 *Kinlet Hall* have been put on hold for a few weeks following the cancellation of the proposed 27th June circular tour from Solihull via Oxford, Worcester and Old Hill. Instead, the 'Hall' will now head 'The Lincolnshire Poacher' on 18th July from Tyseley Warwick Road platform to Lincoln, picking up at Coleshill Parkway, Burton-on-Trent and Willington. Although organised by the locomotive owners, bookings are being taken by Vintage Trains.

◀ **'A1' Pacific No. 60163** ***Tornado*** **departs from its booked water-stop at Grantham on 18th April, with the southbound working from York to London King's Cross of the 'Yorkshire Pullman', the first occasion on which the locomotive has worked with the VSOE stock.**
Steve Philpott (with permission)

Topping the 1-in-94 climb from Inverkeithing to Dalgety Bay, LNER 'K4' Mogul No. 61994 *The Great Marquess* **powers the 09.29 departure from Linlithgow via the Forth Circle on 5th April. Paul Armitage**

◀ **BR Standard 7P No. 70013** *Oliver Cromwell* **passes through Ashford, Middlesex, with the Cathedrals Express charter from London Victoria to Bristol on 2nd April. Gary Packer**

◀▼ **Rarely seen and possibly only the second occasion on the mainline since 1968, double-headed 'A4' Pacifics No. 60007** *Sir Nigel Gresley* **and 60009** *Union of South Africa* **together with two support coaches, return from Barrow Hill Roundhouse to National Railway Museum York on 6th April.** *Union of South Africa* **later continued northwards to its home base of Thornton Junction. Here, the pair pass Colton Junction, south of York. Colin Mason**

▼ **As reported in our last issue, while leading the positioning tour for the 'Great Britain II' on 5th April, GWR 'Castle' No. 5029** *Nunney Castle*, **sustained a 'hot-box' on the tender at Newton Abbot. Pictured in the station shortly before being declared a failure, the support crew examine the tender of the 'Castle', with No. 70013** *Oilver Cromwell* **behind. Gary Packer**

Class 37/5 No. 37670 *St Blazey T&RS Depot* **climbs to Glenfinnan station from the viaduct with the 10.18 Fort William - Mallaig excursion on day two of the 'West Highlander' charter on 11th April. On the rear was Class 37/4 No. 37401, deputising for No. 37406, which was declared a failure at Preston on the northbound leg of the tour on day one. Mick Langton**

On the road with the THE GREAT BRITAIN II

New-born lambs and some sheep scamper away from the 'Great Britain II' railtour near Freshford on 6th April, on the first leg of an eight-day tour, powered by Battle of Britain Pacific No. 34067 *Tangmere*. Earlier, passing DMUs had not disturbed them! **Brian Morrison**

◀ **Day two of the tour found No. D1015** *Western Champion* **in charge for the first of only two diesel legs in the entire eight days. Here the 'Western' powers along the sea wall at Dawlish, bound for Penzance.**
Ken Brunt

▼ **Working the third leg of the 'Great Britain II' railtour, Battle of Britain Pacific No. 34067** *Tangmere* **pilots 'Britannia' Pacific No. 70013** *Oliver Cromwell* **and crosses St Germans Viaduct bound for Bristol Temple Meads.** *Tangmere* **was a late addition to the programme for the 7th April, after the failure of GWR 'Castle' No. 5029** *Nunney Castle* **two days previously while working south to Par with the positioning special.**
Brian Morrison

After a brief water stop at Plymouth, *Tangmere* **and** *Oliver Cromwell* **coast downgrade through the 'S' bends of Hemmerdon Bank on the approach to Totnes.**
Ken Brunt

◀ **The fourth leg of the 'Great Britain II' tour, the 10.11 from Bristol Temple Meads to Preston, was originally booked for haulage by LMS 'Princess' No. 6201** *Princess Elizabeth*. **However, the non-availability of the locomotive resulted in No. 34067** *Tangmere* **seeing more action - its third consecutive day in traffic! With safety valve simmering, the Battle of Britain leaves Hereford bound for Shrewsbury, Crewe and finally Preston. John Whitehouse**

◀▼ **In the beautiful scenery of the North & West route,** *Tangmere* **passes between Craven Arms and Church Stretton on 8th April. Brian Morrison**

▼ **The next leg of the eight-day charter on 9th April saw Carnforth-based LMS Rebuilt 'Royal Scot' 4-6-0 No. 46115** *Scots Guardsman* **make its first attack of Shap and Beattock summits since being returned to steam. Framed by the overhead catenary of the West Coast Main Line,** *Scots Guardsman*, **powers through Greenholme heading for its next water stop at Penrith. Fred Kerr**

◀ **The Glasgow-Inverness section of the 'Great Britain II' tour passes Blackford Crossing on 10th April, hauled by 'Black 5' 4-6-0s Nos. 45231** *Sherwood Forester* **& 45407** *The Lancashire Fusilier*.
Brian Morrison

▼ **The same train is pictured later in the day, as it catches the evening sunshine at Culloden Moor Viaduct on the outskirts of Inverness.**
Ken Brunt

◀ **LNER K4 No. 61994** *The Great Marquess* **climbs alongside Loch Gowan on the final approach to Luib summit bound for Kyle of Lochalsh on day six of the charter, 11th April. The 'K4' had a problem near the site of the old junction for the Strathpeffer branch between Dingwall and Garve, where the reverse curves have a mechanical lubricating device. A slip, initially put down to rail conditions, brought the train to a stand and having regained momentum, water was taken at Garve. The return ran approximately 30-minutes late from Kyle, but this was recovered for an on time arrival back in Inverness. Paul Armitage**

NEXT PAGE: **Sweeping around the curve at Carmont, south of Stonehaven, LMS 'Black 5s' Nos. 45407 and 45231 bring steam back to the Aberdeen line for the first time in many years on 12th April with the charter. Paul Armitage**

▼ **The 'K1' crosses Tingle Creek, a few miles before its destination of Kyle of Lochalsh. Ken Brunt**

▲ **LMS 'Black 5s' Nos. 45407** *The Lancashire Fusilier* **and 45231** *Sherwood Forrester* **power up the 1-in-60 climb to Mulben on the penultimate day of 'The Great Britain II' with the Inverness - Dundee leg of the tour. The leading locomotive carries a wreath on the smokebox in memory of Bernard Staite, pioneer of the mainline steam revival, who passed away on Good Friday. Paul Armitage**

▼ **On the Dundee to Edinburgh leg of the charter, 'Black 5' 4-6-0 No 45407** *The Lancashire Fusilier* **crosses the Tay Bridge on Easter Sunday 12th April. Due to weight restrictions over the bridge, only one locomotive is allowed to cross the bridge at a time. Brian Morrison**

▶ **With 'Black 5' No. 45407 having the task of taking the main train on to Edinburgh, classmate No. 45231** *Sherwood Forester* **preceded it with the two support coaches. As the sun starts to set on the day, the solitary 'Black 5' and support vehicles cross the Tay Bridge. Jack Boskett**

◀ **The final day saw the tour head south from Edinburgh Waverley, crossing the border back into England, with haulage provided by LNER Gresley 'A4' Pacific No. 60009** *Union of South Africa* **as far as York. The 'A4' accelerates through Newham, Northumbria, on the East Coast Main Line on 13th April.**
Jack Boskett

▼ **One of the most remarkable aspects of this tour and a key difference from the original operation two years ago, was the traversing of the four major bridges in the country; Saltash in Devon and Cornwall, the Forth and Tay Bridges in Scotland and the Royal Border Bridge, seen here, at Berwick-upon-Tweed. With the sun out, the 'A4' makes a marvellous sight as it slows for a water stop at Tweedmouth.**
Brian Morrison

Back to the 1940s for Spa Valley weekend

The Spa Valley Railway will be hosting its first '1940s Weekend' on 27th/28th June.

Unlike other similar events, the weekend links into a number of themed 1940s events that are taking place in the towns and villages surrounding the railway. Although there will be 'army personnel' and a freight train, hopefully with army vehicles on board, the main idea is to sample different aspects of what life was like in the 1940s as opposed to a military show.

There will be a dance company performing 1940s dancing at the stations, youth groups will be 'evacuated', 1940's food will be on offer courtesy of a local public house, and there will be a NAAFI wagon at Groombridge. Weather permitting there will be a Spitfire flypast, followed by the Red Arrows. There will be a 1940s themed weekend in the town centre at Tunbridge Wells, including a free evening band concert, and there will be further attractions at nearby Groombridge Place.

It is hoped to run a shuttle bus between Groombridge Place and the station. Readers requiring further information can telephone 01892 537715 or go to www.spavalleyrailway.co.uk

Seeing red at Rowsley

◀ Almost complete, ex-Barry '8F' No. 48624 has the finishing touches applied to its restoration inside Rowsley Shed at Peak Rail on 18th April. The loco is currently being painted into LMS Red as No. 8624. It is scheduled to make its passenger debut at the end of May. Stuart Newman

British American Rail Services apply for operating licence - and freight could return to Weardale

The American company, British American Rail Services (BARS), that is operating the Weardale Railway, hopes to end years of rail isolation for some Dale's residents by this summer by connecting Weardale to the main line at Bishop Auckland, if it can reach agreement with Network Rail and the Office of Rail Regulation.

The company is also applying for a licence to run services on the national network in the name of Devon and Cornwall Railways. BARS has already created jobs in the area by setting up its UK headquarters at Stanhope station, where it has 10 employees for its national operations and the Weardale Railway.

When it bought a controlling interest in Weardale last autumn, it also acquired the Dartmoor Railway and track maintenance company RMS Locotec. If it succeeds in running the line to Bishop Auckland, the area could benefit from an influx of thousands of visitors a year and would mean Weardale having a direct connection with Locomotion, the National Rail Museum at Shildon, offering an attractive heritage package for tourists. It would also mean that up to six charter trains a year could arrive from anywhere in the country.

Additionally, the company is looking towards income from freight operations – initially quarried stone and aggregates – to subsidise its heritage service and pay for track updates, which could ultimately allow regular passenger services back after 50 years.

Tamper hauled services at diesel gala!

Pushing the boundaries, the 25th/26th April diesel gala at the Spa Valley Railway will offer enthusiasts four locomotives plus what is thought to be a first 'tamper power'!

The four locomotives involved are Drewry No. 2591 *Southernham*, Class 12 No. 15224, Class 37 No. 37254 *Driver Robin Prince MBE* and Class 73 No. E6047. Courtesy of visiting track machine, No. 73250, currently on the railway, the 17.55 departure from Tunbridge Wells West to Groombridge on the 25th April and 15.20 & 17.45 departures to High Rocks the following day will be powered by the tamper, with passenger accommodation provided by a SR 'Queen Mary' brake van.

▼ **Believed to be the first tamper to appear in traffic at a diesel gala, No. 73250 is pictured undertaking its normal work on 15th March. David Staines**

▲ **After 10 years out of action, Class 14 No. 14901 (alias No. D9524) stands at the east end of the Elsecar Railway on a test run. This unique 'Teddybear' was re-powered from a Paxman engine and now has a 640bhp Rolls-Royce DV8TCE power unit. It is planned to be in operation for the line's diesel gala over 30th-31st August. Peter Briddon**

K&WVR offer super luxury guided tour day at £350

The Keighley and Worth Valley Steam Railway is to attempt to defy the recession with a new' Super Luxury All Day Guided Tour' of its line from Keighley through Brontë Country – at a fare of £350 per person.

Just 12 people will be able to participate in the first of the tours on 25th September, and for their money will enjoy exclusive use of the Railway, travel in the 'Old Gentleman's Saloon' from the film 'The Railway Children', with expert guides including the Head of the National Railway Museum, Andrew Scott CBE, and the owner of the carriage, which is a North Eastern Railway directors' saloon dating back in parts to 1871.

After a day with the Railway to themselves, in which they will enjoy superb food cooked by the Worth Valley's own TV-trained volunteer chef, Jessica Thewlis, with fine wines and a detailed tour behind the scenes of all the areas normally closed to the public, the VIP passengers then get to travel on the footplate of Lancashire and Yorkshire Railway steam locomotive No. 957, which dates from 1887, and is perhaps better known to the general public as The Green Dragon from 'The Railway Children' film.

The whole experience will be rounded off with a reception in The Old Hall Hotel in Haworth and a question and answer session with the Railway's volunteer management team.

Stars of Llangollen Steam, Steel & Stars II

▲ **Star of the show was recently restored LMS 'Royal Scot' No. 6100** *Royal Scot*, **pictured here coasting into Deeside Halt on 19th April with the 14.55 Llangollen to Carrog service. Fred Kerr**

▶ **Scottish visitor, LNER 'D49' 4-4-0 No. 246** *Morayshire,* **heads for Carrog with a general freight from Llangollen on the same day. Jack Boskett**

SWANAGE RAILWAY

Diesel Gala

8th-10th May 2009

- A feast of diesels and superb real ales.
- Beer festival at Harmans Cross with trains running late to Norden and Swanage.
- See Deltic 55022 Royal Scots Grey as well as 33s, 20107, 26007, 31108, 45060.

Book tickets on-line

www.swanagerailway.co.uk
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THE PURBECK LINE

Photograph courtesy of Andrew P.M.Wright

The South Devon Railway celebrated 40 years of preservation in style with a week of events from 5th-13th April.

◀ A quintet to start the day. GWR Pannier tanks Nos. 6435 and 5786 lead Prairie tanks Nos. 5542, 5526 and 5552 through Caddaford with the 07.55 Buckfastleigh – Bishops Bridge 'light engine convoy' on 12th April.
Robert Sherwood

◀▼ GWR 1366 class 0-6-0PT No 1369 heads the morning goods towards Staverton during the first day of the 40th Anniversary celebrations on 5th April.
Mick Rogers

▼ GWR 6600 class 0-6-2T No. 6695, appearing courtesy of 6695 Locomotive Group and normally based on the Swanage Railway, heads towards Woodville hauling the 09.20 Buckfastleigh – Totnes on 12th April.
Robert Sherwood

◀ Since it's recent reinstatement to traffic with rather faded paintwork, DB Schenker Class 37 No. 37670 has been actively employed on railtour and freight duties and is pictured here heading through Glen Falloch on 16th April with the 10.10 Fort William Yard - Millerhill, via Arisaig. **Paul Armitage**

◀▼ Direct Rail Services is believed to have moved its wagon repair contract from Haverton Hill, Teeside, to Brush Barclay at Kilmarnock. On 14th April, Class 37/5 No. 37688 waits to depart the works at Kilmarnock bound for Carlisle Kingmoor TMD. **Michael Dalgleish**

▼ With both locomotives carrying the new DRS Compass livery, Class 37/6 No. 37610 *T. S. (Ted) Cassady 14.5.61-6.4.08* and Class 20/3 No. 20308 with a single wagon, head north through Abbotswood on 15th April with a Bridgewater to Crewe working, running 54 minutes early! **Stephen Tucker**

▲ Class 47/8 No. 47854, with Class 57/6 No. 57601 at the rear, awaits a path south at Leamington Spa on a Green Party charter from Huddersfield to Stratford-on-Avon and Oxford on 11th April 2009. **Dave Peel**

◀ Class 47/7 No. 47760 powers south through Copmanthorpe with the last leg of the 'Great Britain II' charter from York to London King's Cross on 13th April. **Paul Maycock**

▼ Royal Class 47/7 No. 47798 passes Scar Top, near Garsdale, on 18th April with the 06.38 Spondon - Carlisle charter. Class 47/8 No. 47851 *Traction Magazine* was on the rear. **Mick Langton**

Wessex Electrics, still flying high

▲ Class 67 No. 67024 passes Gatwick Airport station, while hauling Class 442 'Wessex Electric' No. (44)2405 on 14th April. The Class 67 had collected the '442' from Brighton Lovers Walk Depot, having originated from Dollands Moor, and was bound for Wolverton Works, where the EMU will be refurbished. No. (44)2405 has recently been used as the test unit with refurbished sets. **Andrew Crampton**

◀ Driver training for the extended Gatwick Express services continues Monday to Friday. Here, Class 442 'Wessex Electric' units Nos. (44)2402 and (44)2403 form the 10.33 Three Bridges to Eastbourne as they pass the outskirts of Burgess Hill, approaching Ditchling Common. **Andy Gibbs**

The Northern Colour

◀ Class 158 No. 158796 in one of Northern's pictorial liveries departs Sheffield on 4th April bound for Nottingham, with a service from Leeds. **Robert Jefferys**

◀▼ Northern Rail lengthened some trains for Easter Monday due to increased demand for the services, bringing Class 142 No. 142021 to Whitby, the first 'Pacer' to visit the town in a long time. It is pictured, paired with Class 156 No. 156463 awaiting departure, prior to returning to Middlesbrough. **Stephen Marsh**

▼ The 14.05 Northern Rail service to Leeds via Harrogate awaits departure from Knaresborough on 16th April formed of Class 153 No. 153378 and pictorially-liveried Class 155 No. 155342. **Paul Braybrook**

Riding the 'L' in Chicago

Any visitor to Chicago cannot fail to see the 'L' since it is a symbol of the city it serves. Much of it in the centre is elevated, hence it gained its nickname.

It is the third busiest rail mass transit system in the United States after New York's Subway and Washington DC's Metrorail. Out of a total of 170.8km, 91.9km is elevated; 59.4km is on the surface while 19.5km is underground. Revenue service started in 1892, making it the second oldest rapid transit system in the Americas after New York.

Since 1993 'L' lines have been identified by colour, of which the Red Line to Howard Street is the busiest. There are a total of eight rapid transit lines serving 144 stations, including O'Hare International Airport on the Blue Line.

Using 600 volt DC power delivered by third rail, the 1,160 train cars are coupled into 595 pairs. Future series of trains will utilise AC propulsion which will come into service from next year onwards if all goes to plan. The system is operated by the Chicago Transit Authority after a takeover in 1947 when it acquired the assets of the Chicago Rapid Transit Company.

▲ **On 2nd April, a Red LIne train bound for Howard, calls at Belmont Station on Chicago's rail transit system.**

◀ **Taken from the 9th Floor of the the 'Merchandise Mart' building, located along the Chicago River and the second largest commercial building in the world, a Brown Line Train crosses the river on 2nd April. Both: Bill Turvill**

Union Pacific tests 3,000hp low-emission locomotive

Union Pacific and Progress Rail Services are supporting testing on a low-emission locomotive at the Southwest Research Institute in San Antonio, Texas.

Testing, the first of its kind for intermediate-haul locomotives, is scheduled to begin later this month. Originally built in the 1970s, the SD40-2 locomotive has been re-powered with a 3,005 horsepower Caterpillar engine. Caterpillar's low-emission, clean diesel engine surpasses EPA Tier 2 locomotive emissions requirements and incorporates advanced emission control technologies that have been tested successfully in a laboratory setting. It will be tested for service on intermediate-haul routes.

The equipment has not yet been fitted onto a full-scale locomotive platform or used in an operating environment and initially will be field-tested in a controlled local application to closely monitor its performance and durability over the testing period.

GO Transit to purchase CN Weston sub-division

GO Transit and Canadian National (CN) have announced that the Toronto area commuter rail agency will acquire CN's Weston Sub-division for an expanded GO service from Union station.

This strategically important rail line runs in downtown Toronto, northwest through the city to CN's main east-west freight line. The purchase is valued at C$160 million. GO currently runs its Georgetown commuter rail service over the line, which also accommodates VIA Rail trains running between Toronto, Kitchener, and southwestern Ontario. In total, the two passenger carriers operate 46 trains a day over the line, while CN operates three daily local freight trains along the corridor.

Under its agreement with GO Transit, CN will continue to serve its freight customers and VIA will also continue to operate trains on the line. By owning the Georgetown rail corridor, GO is better positioned to add more services, build new infrastructure, and expand its operations along the route.

President Obama outlines plans for new high-speed rail network

President Barack Obama has outlined plans for a high-speed rail network to change the way Americans travel, drawing comparisons to the 1950s creation of the interstate highway system.

He was careful to point out that his plan was only a down payment on an ambitious project that, if realised, could connect Chicago and St. Louis, Orlando and Miami, Portland and Seattle and dozens of other metropolitan areas around the country with high-speed trains. There is no guarantee that the nation has the political will for such a scheme - Congress has often tried to reduce support for Amtrak - or the hundreds of billions of dollars and decades it would take to build a comprehensive fast rail system. However, Obama said: "This is not some fanciful, pie-in-the-sky vision of the future, it is happening right now. It's been happening for decades. The problem is it's been happening elsewhere, not here".

The only American rail service that meets the Federal Railroad Administration's 110mph threshold to qualify as high-speed rail is Amtrak's nine-year-old 'Acela Express' route connecting Boston to Washington, D.C.

Initially, regional transportation offices will compete for the $8 billion included in the $787 billion economic stimulus spending package for high-speed rail, bolstered by $1 billion a year for five years requested in the federal budget. The $8 billion is part of $64 billion in the stimulus package for roads, bridges, rail and transit, what Obama called, "the most sweeping investment in our infrastructure since President Eisenhower built the Interstate Highway System in the 1950s". Obama said the first round of money would go to upgrading and increasing speeds on existing lines where people could quickly be put to work. The second and third phases would focus on high-speed rail planning and money to jump-start corridors not yet ready for construction. The Transportation Department is to announce first-round grants before the end of the summer.

Obama added that a mature high-speed rail system would reduce demand for foreign oil and eliminate more than 6 billion pounds of carbon dioxide emissions a year, equivalent to removing a million cars from the roads. Any region could present a long-range plan, he said, although the stimulus money can go only to the 10 major corridors designated by the Federal Railroad Administration and covering lines in Texas, California, Florida, the Pacific Northwest, the Midwest, the Gulf Coast, the Southeast, northern New England, Pennsylvania and New York. The Midwest Regional Rail Initiative, joining Chicago and 11 other metropolitan areas within 400 miles, is a front-runner.

The governors of eight Midwest states have written to the Transportation Secretary appealing for money for the region, one of the hardest hit by the recession.

The President of the Chicago-based Environmental Law and Policy Centre, a group promoting the rail network, said that with about $2 billion of the stimulus money they could complete or upgrade lines linking Chicago with St. Louis, Detroit and Milwaukee-Madison.

Month-long steam 'Western Heritage Tour' by No. 844

The steam-hauled 'Western Heritage Tour' is operating from 11th April through to 12th May heading through many cities and towns that witnessed the birth of the railroad.

Headed by 1944-built 4-8-4 No. 844, special stops are being made in eight cities across Nevada, California and Utah.

No. 844 was the last steam locomotive built for the Union Pacific Railroad, and hauled high-speed passenger trains such as the 'Overland Limited', 'Los Angeles Limited', 'Portland Rose' and 'Challenger'. When diesel-electrics took over all passenger train duties, No. 844 was placed in freight service in Nebraska between 1957 and 1959. It was saved from being scrapped in 1960 and held for special service.

It has run many thousands of miles for UP's Heritage program and has made appearances at Expo '74 in Spokane, the 1981 opening of the California State Railroad Museum in Sacramento, the 1984 World's Fair in New Orleans and the 50th Anniversary Celebration of the Los Angeles Union Station in 1989. Known as Union Pacific's 'Living Legend', it returned to service in 2005 after one of the most extensive steam locomotive overhauls in the United States since the 1950s. The work began in 2000 and affected its running gear, pumps, piping, valves and springs. Along with replacement of its firebox and extensive boiler work, the cab interior was refurbished.

A Global Positioning Satellite (GPS) transmitter was installed on one of the coaches that will travel with the loco, and the GPS system has been integrated with a map on UP's Web site. Web site visitors will be able to access route maps with varying amounts of detail.

The GPS system will update the map every five minutes showing No. 844's location.

▼ CSX SD70ACe No. 4839 heads a westbound car stack train across the Potomac River at Harpers Ferry, West Virginia, on 14th April. The 1931-built tunnel mouth, clearly placing the location. **Nigel Capelle**

New coaches to be built for international traffic

RUSSIA: Russian Railways is to invest 2 billion roubles in developing new RIC coaches for RZD international routes this year.

Vladimir Yakunin, President of Russian Railways, announced the investment plan during a working visit to the Tver Coach Works by a Company delegation. "This will be the first time in the history of Russian coach building that coaches for international routes satisfying all international requirements and standards will be made in Russia", he said.

At present, Russian Railways has a RIC coach fleet of 232 units, but with depreciation now standing at around 80%, manufacturing new coaches is an important task in renewal of its rolling stock. This year will see the development of design documentation required for the production of the RIC coaches, which are to be developed and produced at the Tver Coach Works to meet all the requirements of the International Union of Railways on environmental performance, passenger comfort, fire safety and traffic safety.

The coaches will be capable of speeds of up to 200 kph, but after modernisation, speeds will be able to be increased to 250 kph. The coaches will have a service life of 40 years. Russian Railways operates services to 16 European and Asian countries and provides through trains and coaches on 61 international routes.

▲ **Chemins de Fer de Provence railcar on the 12.55 Nice CP to St-Andre-les-Alpes crosses the Verdon River on the Pont de Quarante metres, near la Mure, on 22nd March. David Ives**

RATP orders 60 Alstom-Bombardier trainsets

FRANCE: RATP, the operator of Parisian Transport, has announced its decision to award and sign a contract with the Alstom-Bombardier consortium for the supply of 60 MI09 trainsets for the greater Paris suburbs.

Pursuant to the contract to be signed, Bombardier will supply the three middle cars of the five-car sets, which will be designed and assembled at Bombardier's site in Crespin in the Valenciennes area. Delivery of the first train is scheduled for December 2010. In the 1990s through to 2000, the same consortium designed and built the MI2N suburban trains, on which this new train is based, with added capacity, higher performance, environmentally friendly technology, and updated to meet current standards and regulations. Jean Berge, President of Bombardier Transportation France said: "Bombardier is pleased to participate, along with Alstom and the RATP, in the development and production of the MI09, a new generation train with many additional features".

Northern Ireland buy from Spain

NORTHERN IRELAND: A multi-million pound contract has been signed for 20 new Class 4000 trains from CAF in Spain for operation on the Northern Ireland network.

The first is scheduled to be delivered in 2011 and introduced to passenger service by the end of that year. The final set will be in service by 2013.

Transport Minister, Conor Murphy, described the contract as, "a landmark occasion for railways in the north. The new trains will be used to increase capacity and frequency across the railways network and to replace all of the old trains still in operation on the network," he said.

CAF have previously supplied DMU sets to Iarnród Éireann for use on its commuter services.

20th April 2009

Great Central Railway Society (Spinkhill Branch)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB. 'BR Standards Part 2' by Ashley Shimwell. Meeting commences at 19.30. Contact Frank Greaves on 01909 473927 for further details.

Locomotive Club of Great Britain (Dorking Branch)
Pethick-Lawrence House, 85 South Street, Dorking. 'BR Standards and BR 72010' by Russell Newlands. Meeting commences at 19.30.

RCTS (Chester Branch)
The Town Crier, City Road/Station Road, (opposite station entrance), Chester 'A 45 Year Wander with a Camera around Britain' by David Walker. Meeting starts at 19.45.

RCTS (Oxford Branch)
West Oxford Democrats Club, 1 North Street, Osney. 'The Great Western 1830 to 2016' by Richard Rowland. Meeting commences at 19.30.

RCTS (Sheffield Branch)
St Mathews Church Rooms, Carver Street, Sheffield. 'Western Steam in Colour 1950's to 1965' by Hugh Ballantyne. Meeting commences at 19.30.

RCTS (Shenfield Branch)
Shenfield Parish Hall, 80 Hutton Road, Shenfield. 'London Underground - The Challenge' by Maurice Poole. Meeting commences at 19.30.

21st April 2009

Permanent Way Institution (Darlington & North East Branch)
Bridge Hotel, Castle Garth, Newcastle-upon-Tyne. 'Does Modern Track Need Ballast and Can We Afford It' by Colin Wheeler. Doors open at 18.30 for 19.00 start. Contact the Secretary, Dave Lugsden on 01904 389838 or by e-mail at David.Lugsden@Networkrail.co.uk for further details.

Permanent Way Institution (West Yorkshire Section)
The Pullman Room, The Golden Lion Hotel, 2 Lower Briggate, Leeds LS1 4AE. 'The Railway Heritage Trust' by Jim Cornell. Also Section AGM Doors open at 18.00 for 18.30 start. Contact the Secretary, Martin Woofe on 07747 160949 or by e-mail at abcts@daelnet.co.uk for further details.

RCTS (Scunthorpe Branch)
The Star Public House, Rochdale Road, Ashby, Scunthorpe. 'Steam around Sheffield' by Mick Hayes. Meeting commences at 19.30.

RCTS (Nottingham Branch)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'The South Yorkshire Join Railway - Part 2' by Bob Gellartly. Meeting commences at 19.30.

Stephenson Locomotive Society
Fox Covert Inn, High Leven, Nr Yarm, Teeside. 'In the Dock (Reminiscences of a Young Shedmaster in South Wales)' by Alan Clothier. Meeting commences at 19.30. Contact the Secretary on 01642 321205 for further details.

22nd April 2009

Permanent Way Institution (Bristol & West of England Branch)
Arup Auditorium 63 St Thomas Street, Bristol. 'OWW Cotswold Redoubling' by Daryl Stephenson. Meeting commences at 18.00. Refreshments available. Contact the Secretary, Phil Harrison on 0117 976 5432 or by e-mail at philip.harrison@arup.com for further details.

23rd April 2009

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB 'Sparks' by Bob Poole, GRES. Meeting commences at 19.45. Contact Roger Hart on 01474 8333320 for further details

Irish Railway Record Society
The Exmouth Arms, 1 Starcross Street, London NW1 2HR. 'Personal Reflections on Irish Railways : 1978 - 1987' by Ger McMahon and Hassard Stacpoole. Meeting commences at 19.00.

Permanent Way Institution (York Branch)
Park Inn, North Street, York. 'Capturing, Understanding and then Managing Infrastruction Assets' by Martyn Clegg. Meeting starts 18.00. Contact, Martin Fairbrother on 07802 657839 for further details.

RCTS (Brighton Branch)
Brighthelm Church and Community Centre, North Road, Brighton. 'British Preserved Railways from the Lineside' by Adrian Palmer. Starts 19.30.

23rd-29th April 2009

LCGB Overseas Tours
LUXEMBOURG: 'Fedecrail Events' LCGB membership is compulsory for participants on these tours due to insurance reasons.

24th April 2009

Great Western Society (North West Group)
St. Hilda's Clubroom, Slater Street, Latchford, Warrington. Speaker from Didcot. Meeting starts at 19.30.

Great Western Society (Oxford Group)
Pauling Human Sciences Centre, 58 Banbury Road, Oxford. 'The North Coast Line' by David Scudamore. Meeting starts at 19.30.

Shropshire Railway Society
The Gateway, Chester Road, Shrewsbury AGM. Meeting starts at 19.30. Contact Colin Hatch on 01691 650985 for further details.

Stephenson Locomotive Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'The Long Haul - Alan's Final Years with the NER and ER 1965-1977' by Alan Clothier. Starts 19.00. Contact 01434 688946.

24th-27 April 2009

LCGB Overseas Tours
FRANCE; 'Baie De Somme' LCGB membership is compulsory for participants on these tours due to insurance reasons.

25th April 2009

Bournemouth Railway Club
All Purpose Room, Winton Methodist Community Centre, junction of Alma Road and Heron Court Road, Bournemouth. 'Eastleigh, its Railways and the Shed'. Meeting starts 19.30. Admission charge £2.

Great Central Railway Society (London Euston Branch)
Walk - Greenwich Park Branch. Meet at Cannon Street Underground (District Line) at 10.00.

Locomotive Club of Great Britain
Aylesbury County Museum, Church Street, Aylesbury, HP20 2QP. AGM. Meeting commences at 15.30.

27th April 2009

Locomotive Club of Great Britain (Brighton Branch)
Brighton Model Railway Club Room, BR London Road Station, Shaftesbury Place, Brighton. 'Southern Preservation Scene from the 1960s to the Present Day' by John Scrace. Meeting starts at 19.30.

Permanent Way Institution (Ashford Branch)
The Elwick Club, Church Road, Ashford. '52 Years in the PWI' by Mike Chorley. Meeting starts 18.30. Contact Ted Hamer on 01227 711897 for further details.

RCTS (Maidenhead Branch)
Cox Green Community Centre, Highfield Lane, Cox Green. Branch AGM. Meeting commences at 19.30.

28th April 2009

RCTS (Welwyn Garden City Branch)
Methodist Church at the Junction of Ludwick Way and Colegreen Lane, Welwyn Garden City. 'Wolverton and Stony Stratford Tramway' by Bob Ayres. Meeting commences at 14.15.

RCTS (Woking Branch)
Woodham Hall, Christ Church, Town Square, Woking. 'Crossrail' by Simon Bennett. Meeting starts at 19.15.

Tewkesbury Railway Society
YMCA, Church Street, Tewkesbury. 'Travels in Argentina and Chile' by Trevor Radway. Starts 20.00. Contact Mike Dodd on 01242 576907.

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.

▼ **DB Schenker Class 66/0s Nos. 66121 and 66069 pass Water Orton on 16th April, with the Bescot to Toton departmental working. Jamie Course**

29th April 2009

Basingstoke & District Railway Society
Wote St Club, New Road, Basingstoke.
'More Branch Lines mainly Southern' by David Soggee. Meeting commences at 19.30. Visitors welcome. Contact the Secretary on 01256 326096 for further details.

Locomotive Club of Great Britain (Croydon Branch)
United Reformed Church Hall, Addiscombe Grove, East Croydon.
'Either Side of the Leitha' by Jeremy Harrison. Meeting starts at 19.15.

Permanent Way Institution (London Branch)
South Bank University.
Half Days Technical Seminar - 'Practical Inspection and Maintenance of S&C'. Contact the Secretary, Alison Stansfield on 0770 332 6080 or by e-mail at alison.stansfield@btinternet.com for further details.

1st May 2009

Gloucestershire Warwickshire Railway (Birmingham Area Group)
Northfield Library, Church Road, Northfield, Birmingham.
AGM followed by Members' Slides. Doors open at 19.00 for 19.30 start

RCTS (Bristol Branch)
St Peters Church Hall, Church Road, Filton. 'The Story of the TGV' by Michael Bunn. Meeting starts 19.30.

Scarborough Railway Society
The Public Library, Vernon Road, Scarborough. 'Picture Postcard Railway Rambles' by Stephen Gay with his dog, Wrawby. Meeting commences at 19.30. Contact the Secretary, Adrian Scales at email@scarboroughrailwaysociety.org.uk.

Stephenson Locomotive Society
Settlement Centre, Union Street, Middlesbrough. 'Reedy's Railway Rambles' by Gordon Reed. Meeting commences at 19.00. Contact 01642 321205 for details

5th May 2009

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB.
'Isle of Man Railways etc' by David J.Mitchell, Railway Photographer/ Enthusiast. Starts 19.45. Contact Roger Hart on 01474 833320.

Locomotive & Carriage Institution
London Underground Limited HQ. Broadway, St James Park Station, London. 'East Midlands Trains' by Tim Shoveller, Director. Meeting commences at 18.00. Contact Stuart smithstuart@btinternet.com

Locomotive Club of Great Britain (Bedford Branch)
St John's Church Hall, St John's Street, Bedford. '50 Years of the Bluebell Railway' by Dr Gerry Siviour. 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. 'Roade to York' by Robin Patrick. Meeting commences at 19.30.

Permanent Way Institution (Darlington and North East Branch)
Railway Athletic Club, Brinkbury Road, Darlington. 'Spot Resleepering' by Alan Leyland. Starts 19.00. Contact the Secretary, Dave Lugsden on 01904 389838 for details.

RCTS (Watford Branch)
St Thomas's United Reformed Church, Langley Road, Watford. 'Colour Rail' by Ron White. Meeting commences at 19.30.

Southern Electric Group (South Hampshire Branch)
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Tram Travels including Crich, Austria and the Rittnerbahn' by Ken Middleton. Meeting starts at 19.30. Admission charge of £2. Contact John Goodrich on 023 8067 0028 for further details.

Weston super Mare Railway Society
The Function Room, The Conservative Club, Alexandra Parade, Weston super Mare.
'Blue, Grey and Other Colours' by Paul Chancellor. Meeting commences at 20.00. Contact Lionel Jones on 01934 628289 or e-mail fotophile69@talktalk.net for further details.

6th May 2009

Burton Railway Society
Marston's Social Club, Shobnall Road, Burton upon Trent.
'Woodhead - The Lost Railway' by Stephen Gay. Meeting commences at 19.30. Admission £1.50 non members, 50p members. Contact Mark Ratcliffe on 01283 221537 or visit the Society's website at www.burtonrailwaysociety.co.uk for further details.

Permanent Way Institution (Thames Valley Branch)
Davidson House, Reading.
'Western Route Utilisation Strategy' by Chris Aldridge. Doors open at 17.15 for 17.45 start. Contact the Secretary, Peter Simmons at peter181102@yahoo.co.uk for further details.

RCTS (Ipswich Branch)
St Thomas Church, Back Room, Bramford Lane, Ipswich.
'Rhapsody in Blue' by John Yelverton. Meeting commences at 19.30.

RCTS (West Riding Branch)
'Observation at Barnetby'. Contact Malcolm Riley on 01274 589488 or mobile 07887 908501 for details.

Stephenson Locomotive Society
Hayes Village Hall, Hayes Street, Hayes, Bromley. 'The Development of the London Underground 1900-1960' by Dr John Manners. Starts 19.30. Contact 0208 289 9935 .

Stephenson Locomotive Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'Chasing The Denver & Rio Grande Western' by Phil Kirkland. Meeting commences at 19.00. Contact the Secretary on 01434 68889466 for further details

7th May 2009

Great Central Railway Society (Rotherham Branch)
The Three Horseshoes, Bawtry Road, Wickersley, Rotherham S66 2BW.
'On Cheshire Lines' by Ken Grainger. Meeting starts 19.30. Contact Mick Hayes on 01709 820544 for details

RCTS (Milton Keynes Branch)
The Crown Public House, Market Square, Stony Stratford. 'Network Rail Enhancing Capacity for the 21st Century' by Richard Dugdale. Meeting commences at 19.30.

8th May 2009

Great Western Society (Swindon Branch)
Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon. '2008 View' Slides by Joe Turner and Jon Screeves. Meeting commences at 19.00. Contact 01793 495970 for details.

Permanent Way Institution (Croydon and Brighton Branch)
Matt MacDonald House, Sydenham Road, Croydon CR0 2EE. 'Imperial Wharf Station'. Doors open at 17.30 for 17.45 start. Contact the Secretary, Martin Creswell on 020 8663 5427 or by e-mail at martin.cresswell@atkinsglobal.com for further details.

Permanent Way Institution (Edinburgh Branch)
The Scots Guards Club, 2 Clifton Terrace, opposite Haymarket Station, Edinburgh.
'Modernisation of Irish Rail' by Oliver Doyle. Meeting commences at 18.00. Contact the Secretary,Nicola Topping on 0791 912 7995 or by e-mail at nicola.topping@networkrail.co.uk for further details.

RCTS (Edinburgh Branch)
Quakers Meeting House, 7 Victoria Street, Edinburgh.
'Austrian Railways' by Kenny Williamson. Meeting commences at 19.30.

9th May 2009

Bournemouth Railway Club
All Purpose Room, Winton Methodist Community Centre, junction of Alma Road and Heron Court Road, Bournemouth. 'A History of Eastleigh Railway Works' by Colin Boocock. Meeting commences at 14.30. Admission charge £2.

Cornwall Railway Society
The Community Centre, Foundry Row, Redruth. 'Southern Region' by Jon Honeysett. Meeting commences at 18.30. Contact the club secretary Derek Buttivant on 01637 860627 or derekbuttivant@onetel.com

11th May 2009

RCTS (Ashford Branch)
The Elwick Club, Church Road, Ashford. 'The Railway Magazine' by Chris Milner. Meeting starts at 19.30.

RCTS (Croydon Branch)
Small Hall, Croydon Reformed Church Hall, Addiscombe Grove, Croydon. 'Westward from Brighton, Looking for Steam in 1960' by Peter Groom. Meeting starts at 19.30.

Severn Valley Railway (Wolverhampton Branch)
Old Wulfrunians Club, 253A Castlecroft Road, Castlecroft, Wolverhampton. 'Guy Motors, their history and products' by Robin Hannay. Meeting starts at 19.30.

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

On the penultimate leg of the 'Great Britain II' charter, from Dundee to Edinburgh, LMS 'Black 5' No. 45407 single-handedly crosses the Tay Bridge on 12th April, seen against the setting sun. Jack Boskett

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