Railway Herald

Issue 175 - 27th April 2009

The electronic journal for the railway enthusiast

Railway Herald

Issue 175
27th April 2009

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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

Bryn Thomas

East Usk Signalbox destroyed by fire

The manually-operated signal box at East Usk Yard in Newport has been destroyed by fire. The incident occurred on 18th/19th April and a full investigation into the incident is currently taking place, involving Network Rail and the emergency services

Full story on Page 3

With thanks

Dorothy and the Staite family would like to thank everyone for their kind messages of sympathy, those who attended Bernard's funeral and the donations given to St. Michael's Hospice, Bartestree.

Dorothy would also like to take this opportunity of thanking Bernard's model railway friends - David, Trevor, Mike and Jack and also the Great JA, Cogar and Big John, all of whom visited Bernard regularly through his retirement.

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Our Next Issue

PUBLISHED ON Tuesday 5th May 2009

Because of the Bank Holiday weekend, our next edition, Issue 176, will be published a day later than usual.

Front Cover Caption:

Class 40 No. 40145 approaches Gregson Lane, just south of Preston, on 24th April with a Pathfinder charter to Carlisle. Kevin Truby

Overnight fire destroys Newport East Usk signal box

▲ East Usk signal box at Newport in happier times. A First Great Western HST passes the box, pictured during an official visit.

East Usk signalbox, on the eastern side of Newport, Gwent, was destroyed by fire on the night of 18th/19th April.

The top 40% of the box (wooden clad) has completely disappeared in the blaze, and although the lower 60%, which is of brick construction, remains standing, the structure is likely to be considered as having been destroyed.

At this stage there is no information as to the cause of the fire or on future plans, although the *South Wales Argus* newspaper is reporting that British Transport Police have "said they believe it to be suspicious."

Although is understood that Alexandra Dock Junction Yard to the west of the town has been re-opened after it was clipped out of use on 5th April, reportedly as part of DB Schenker's rationalisation due to the economic downturn, it is believed that freight can still exit from the west end of East Usk Yard

The box was scheduled for closure by early 2010 under the South Wales resignalling scheme, but it is not clear at this time how, or what is being implemented in the longer interim period between now and when the control of the eastern end of East Usk Yard is due to be handed over to centralised operations

▶ The remains of the box on 24th April. The blackened remains of the lever-frame are in evidence.

Both: Bryn Thomas

TfL and DfT in backroom deal to cut services say London TravelWatch

London TravelWatch has condemned transport officials for what it calls a 'secretive deal', which will deprive many South London commuters of services into Victoria.

Letters from both the Department for Transport (DfT) and Transport for London (TfL) confirm that a 'backroom' agreement was reached, and that services were sacrificed in the search for savings to fund the construction of Phase 2 of the East London Line extension.

Particular losers as a result of the proposed changes will be those travelling to Victoria from the Denmark Hill, Camberwell, Clapham, Wandsworth Road and East Dulwich areas, the busy Kings College and Maudsley hospitals being served by the services and potentially, up to 600 commuters per hour using them in the peak.

London TravelWatch said: "We are appalled that when the go-ahead for the second phase of the East London Line extension was announced, no mention was made that passengers would be losing out in this way and that undertakings previously given were being abandoned. It is nothing short of deceitful; deliberately not telling the public is 'spin' at its worst. Contrary to what both TfL and DfT have claimed in their replies, it is insulting that this information was kept from us and the travelling public. But it's not too late to oppose this decision, and we strongly advise those affected to contact their MP, the Secretary of State and the Mayor and fight back!"

A service was planned to replace the current South London Line trains between Victoria and London Bridge as part of the agreement between TfL and the DfT for the go-ahead of the East London Line extension, but this will not now go-ahead.

The current London Victoria to London Bridge service runs every 30 minutes, every day, including early mornings and evenings, calling at Battersea Park, Wandsworth Road, Clapham High Street, Denmark Hill, Peckham Rye, Queens Road Peckham and South Bermondsey.

Under Network Rail's South London Route Utilisation Strategy, this service was to have diverted at Peckham Rye to run to Nunhead, Crofton Park, Catford and Bellingham, with other services also enhanced to provide frequent replacement links and reduce overcrowding.

No Thameslink build for Hitachi

Hitachi has announced that it is pulling out of the bidding process to build the new £1.4 billion Thameslink fleet.

In July last year, the Department of Transport issued a short-list of companies in the running for the rolling stock construction contract, Bombardier, Alstom, Siemens and Hitachi Europe. Production is due to start in 2011 and the first train is scheduled to enter service during the following year.

Hitachi say it intends to concentrate the company's efforts on ensuring the Class 395 'Javelin' trains enter service smoothly and progressing the Intercity Express project.

Ups & Downs

The latest locomotive and route changes, together with late-breaking news from the railtour industry by John Whitehouse

'Britannia' No. 70013 *Oliver Cromwell* **was a late no-show on UK Railtours/Past Time Rail's 'Lord Tennyson' yesterday.**

Unconfirmed reports suggest problems with the mud-hole door on the 'Britannia' which could not be fixed in time. The tour operated with diesel traction instead.

Steam Dreams will now have 'A4' No. 60007 *Sir Nigel Gresley* on the Banbury to Chester and return leg of its 'Cathedrals Express' trip on 6th June, which was originally booked for the now unavailable No. 6024 *King Edward I*, while No. 34067 *Tangmere* is now confirmed for its 27th June working to Lincoln. Railway Touring Company's 'Welsh Mountaineer' on 2nd May will now be steam-hauled from Llandudno Junction to Blaenau Ffestiniog and back to Crewe via Llandudno Junction. It will not go to Llandudno Town on the return.

Class 66 power for the Caledonian Sleeper!

▶ **Class 66 No. 66085 with Class 90 No. 90021 'dead in tow' powers the Inverness to London Euston sleeper service past Acton Bridge on 21st April. The '90' had failed at Shap and No. 66085 came from Carlisle, to haul the train as far as Crewe, where Class 90 No. 90035 took the train forward ECS after passengers had detrained. Anthony Roberts**

Penryn loop on the Falmouth branch approaches completion

The number of trains on he Maritime Line, between Truro and Falmouth. will be significantly increased next month when a long-awaited passing loop goes into operation.

Contractors are still currently working at Penryn station to ensure the £10 million improvement remains on target to be completed in time for it to go live on 18th May. Some 400 metres of additional track have been installed and the station platform extended to cope with the new loop system, which will allow the number of trains running to increase from 13 to 29 during the week, with 28 on Saturdays. Passengers will be provided with a half-hourly service from 07.00 until 19.00, with the last train from Falmouth leaving at 22.30.

▶ **The major work on the Truro to Falmouth Docks branch is the reinstatement of a loop at Penryn station. The loop uses the formation alongside the abandoned 'up' platform, but trains in both directions use the refurbished and extended 'down' platform, which is divided into two sections. This view was taken on 16th April looking towards Falmouth from the Platform 1 end (for Truro). The platform road is signalled for both directions, the loop only for Falmouth-bound trains. Tim Edmonds**

Over one million Oyster cards are discarded or lost each year says TfL

Transport for London (TfL) has announced that a £3 refundable Oyster card deposit will be payable for all newly issued Oyster cards from 17th May.

Over one million cards are currently discarded or misplaced each year, and the move is designed to encourage Londoners to keep their cards, reducing the environmental and administrative cost. The change will mean that passengers wanting a season ticket for a week, a month, or longer periods will be required to pay a £3 deposit when they first purchase a card or come to replace a misplaced, unregistered card.

Passengers who use Oyster pay-as-you-go already pay the £3 refundable deposit and the change does not affect anyone with an existing card. TfL's analysis suggests that season ticket holders account for the majority of the wasted cards.

To date, some 7 million Oyster cards have been issued to 700,000 Travelcard and 300,000 Bus & Tram Pass season ticket holders.

Currently, a third of all new Oyster cards issued with a 7-Day Travelcard or Bus & Tram Pass on them are discarded after a week and more than half within five weeks. TfL says that it wants reduce the environmental impact of all this waste plastic as well as help cut queues at ticket offices that may result from people seeking replacement cards.

An information campaign with publicity posters is being promoted across the bus, Tube and Oyster Local Ticket networks to inform passengers.

▲ **Class 66 No. 66023 pulls away from Standish Junction with the 10.47 Moreton-on-Lugg to Acton aggregate service on 18th April. The train is formed of 29 MEAs loaded with grit stone. It was routed via Kemble due to the planned closure of the Severn Tunnel for engineering work. Richard Davies**

UK News In Brief

■ The £8 million Telford International Railfreight Park will formally open on 10th June, and is said to be 'on time and on budget'. The terminal will be able to receive and load or unload up to four freight trains a day, and has already begun taking its first commercial trains, with three arriving in the past week alone. Final minor works are now being completed on the 26 acre site, which is the first public sector development of its kind and the first new railfreight terminal to open in the country for many years.

■ Customer information systems and CCTV have been installed at Atherstone station as part of a £100,000 revamp. The improvement work, undertaken by London Midland and Warwickshire County Council as part of the Warwickshire Quality Rail Partnership, also includes new signs, car park improvements and information points linking the town's bus and rail services. The Partnership has also provided funding for a new waiting shelter at Henley station, which was completed earlier this month, and Network Rail has plans to improve signalling on the Stratford line to provide faster services.

■ A £90.000 revamp funded by Northern Rail and Merseytravel at Liverpool Lime Street station has included an improved ticket office and travel centre facilities, and provides a more welcoming environment with bright new signage throughout and removal of the old glass partitions in the travel centre. Automatic doors, hearing induction loops and a new low-level ticket counter have been installed in the travel centre to make it more accessible to disabled passengers.

■ Following the success of the improved information signage on the Pendolino fleet, Virgin Trains is now trialing new signs on the Super Voyagers, using No. 221106 *Willem Barents*. The new labels, on the outside of the train, indicate the location of disabled areas, shop, quiet coaches, cycle area and the seats accessed from each entrance door. The labels have a red background for Standard accommodation, and a blue background for First Class. Inside the train, signage in the vestibules now allows passengers to easily identify the direction of the shop, First Class and Standard accommodation and disabled toilet locations.

■ Up to 40 new jobs are to be created following £24 million being invested by Transport Scotland to expand Shields Road train depot in Glasgow, construction beginning next month on a new purpose-built train maintenance and overhaul facility. The depot, which is expected to be completed by the end of August 2010, will house and maintain a new fleet of 38 Class 380 EMUs as well as some of the existing ScotRail fleet. The new trains are due to start entering service from September 2010, and will boost Scotland's transport system by adding more than 9,000 passenger seats to the rail network

■ At least 1,000 new tunnellers are to be trained to work on Crossrail at a new academy, the Crossrail Tunnelling Academy, opening in Spring 2010 in Newham, East London, and sponsored by the Greater London Authority at £8 million.

Demolition on the cards for Streatham Hill?

It is reported that Southern has been ordered by the London Borough of Lambeth to dismantle its multi-million pound train servicing depot at Streatham Hill, which it says has been constructed without consultation or planning permission!

The depot, which residents have protested against since work started, was erected in 2005. Southern argue that the building was covered under permitted development laws and claim that it would cost £7.3 million to convert the depot to an alternative system. Around 100 properties are overlooked by the raised canopies and have been affected by the development.

A report from a 'railway expert' commissioned by the council agreed with the objectors that none of the activities in the cleaning and servicing complex required the canopies. Councillor Jeremy Clyne said: "This monstrous industrial development has shocked and astounded everybody who has come down to see it. The railway operators have just ignored the impact on neighbouring residents, thinking they had permitted development rights which gave them carte blanche".

Campaign started to push for electrification

A campaign is underway to try and convince the Government to electrify the Midland Mainline.

The MP for Broxtowe, Dr Nick Palmer, is leading the campaign, which he says could reduce journey times between Nottingham and London by up to half-an-hour, improve reliability and increase the number of passengers who can travel on trains. Dr Palmer has requested an All-Party Parliamentary Group meeting with all the MPs along the route and Transport Secretary Geoff Hoon, which is due to be held in Westminster on 12th May.

Mr Hoon announced in January that the Government was considering plans to electrify the Midland Mainline from Bedford to Nottingham, Sheffield and Derby, and from Kettering to Corby, and it is now hoped that the campaign will keep up pressure to deliver them.

WCML Pendolinos are now wi-fi enabled

Wi-fi internet is now available throughout all the Class 390 Pendolino fleet, and the service will be available on all Class 221 Voyagers from this summer.

Virgin Trains wi-fi is fast and reliable, the speed being guaranteed (unlike Mobile Broadband and fixed line broadband services that are all reliant on 3G coverage). It is also instant, as if the passenger has a wi-fi enabled laptop no extra software or devices are needed. Payment is relative to a 1 hour or 24-hour pass, although is complimentary to First Class passengers.

A number of package options are open to all Standard Class passengers and valid passes can be used at any T-Mobile HotSpot in the UK. To get connected, a device with wi-fi capability, such as a phone, PDA or laptop is necessary. Most laptops now have wi-fi built in, but if not, a PC card or USB adaptor can be obtained at any good computer retailer. Then simply sign up or create a HotSpot account when you connect.

Metro and Light Rail News

Shortlist created for Tottenham Court Road rebuild

Five companies have been shortlisted by Transport for London for the contract to rebuild Tottenham Court Road Underground station, one of the largest station redevelopments in the Capital with an advertised value of between £150 and £300 million.

While the contract is separate to construction of the Tottenham Court Road Crossrail station, it will complement the Crossrail work and includes construction of an escalator and lift shafts to link the Crossrail and existing stations. The complex will be extensively redeveloped to create an expanded ticket hall, approximately six times larger than at present and with twice the passenger capacity.

Currently, the station is one of the most congested on the Underground network and is used by approximately 150,000 people a day, and expected to increase to 200,000 a day when Crossrail opens in 2017. The contract covers a wide-range of engineering and mechanical services including design, tunnelling, construction and fitting lifts and escalators. It is scheduled to run from October this year until May 2016.

▼ On 19th April, a 'C' Stock train operated on the District Line and parts of the Metropolitan and Piccadilly Lines for driver route familiarisation. Seen here, a rare view of a 'surface stock' train running empty from Ealing Common depot to Ruislip siding passing through the 1931-built Sudbury Town station. Although served by both District and Piccadilly trains on opening, the track bed has clearly been raised to better accommodate 'Tube' size trains, hence the low headroom under the footbridge! Kim Rennie

A tribute to Bernard Staite

Last Wednesday, 22nd April, the small parish church of St. Margaret's in the village of Wellington, near Hereford, was crammed to standing room only to both remember and celebrate the life and achievements of Bernard Staite, arguably the 'father-figure' of mainline steam operations in this country, who died on Good Friday after a long illness.

Those present represented the great and good of the railway industry both past, present and indeed, no doubt, the future. That so many of these people were all under the same roof at one time speaks legions for the calibre of the man they were there to honour.

Bernard John Staite was born in 1940 and had railways in his blood, but it was only in later life that he actually became a railwayman. The son of a Hereford-based engine driver, his interest in railways was no doubt inherited but he was steered away from the railway to a career in industry. However, from a child his interest in railways was ever present, but he was not one for nipping in to 'bunk' the shed through the hole in the back fence, it was always through the front door with the required permit!

His railway interest was not all-consuming, as he also grew up to be an active sportsman. Swimming and water polo were early passions, and a love of cricket culminated in him becoming an umpire to a standard that he stood in County Championship Second-XI games - and, being a Hereford-man, he was a lifelong supporter of 'The Bulls', that is Hereford United F.C.

It was to be railways though, that determined his legacy, and after the end of mainline steam and during the infamous steam ban that followed he became an active member of the 6000 Locomotive Association, which looked after 'King' 4-6-0 No. 6000 *King George V* at the Bulmers Cider complex in Hereford. It was there that he was to meet Peter Prior, Managing Director of Bulmer's, who had been responsible for

▲ **Bernard Staite 1940-2009.**

both negotiating a sub-lease of the 'King' from the National Collection and bringing it to Hereford after overhaul. Also, due to his connections within the higher echelons of British Rail, he was able to get both the steam ban lifted and also obtain approval for a 'limited mainline programme of steam workings' agreed. At this time there was considerable hostility within BR against anything to do with steam, as it was seen as both cluttering and defiling the perceived image of a new railway free of dirty steam engines, and now replaced with clean and efficient diesel and electric traction. Although it was Peter Prior who 'got his foot in the door' that returned steam back onto the mainline, it was to be Bernard who made sure it stayed open and ensured that steam traction continued to feature on the mainline.

The defining moment came in October 1971 when No. 6000 'broke the ban' and set off from Hereford for a series of runs that would take in Tyseley, Kensington Olympia and a return to Hereford. It had to succeed and prove that steam could operate satisfactorily within the operating structure of the new railway. Needless to say, there were many who hoped it would fail, but it proved to be a great success and the Western Region Senior Traction Inspector reported to the Board that he could see no reason why a 'limited' programme of steam-hauled workings should not be allowed. This presented the opportunity for Bernard's organisational skills to be put to great effect, and he became involved in organising the first fledgling steam-hauled railtours. The enormity of this task should not be underestimated, as the railway had already changed considerably in the intervening years since the end of steam in the various Regions, and now his job included liaising with British Rail, organising both locomotives and stock, putting in place the necessary support crews and most importantly advertising the tours and selling tickets.

His biggest achievement, though, is that mainline steam survived. Even during those early days there were, as indeed there still is, a body of opinion with the 'big railway' that has no time for steam. Bernard fought back, used his ever-growing network of friends and associates as well as, perhaps, on occasion sheer bloody mindedness and not only stood his ground, but most importantly that of the movement. It was his skills of talking, cajoling and pushing people to achieve a specific aim where he triumphed - and from those early beginnings, the mainline steam movement established a foothold, which due to Bernard's ongoing stewardship became ever firmer until the days of Privatisation, when access to the national network became a right, subject of course to meeting the necessary standards.

By now he had moved with his family from Herefordshire to Lichfield, initially through his work, but eventually to take up the full time role with initially SLOA Marketing, and then with successive organisations; Flying Scotsman Services with Bill McAlpine, Waterman Rail, Rail Charter Services and eventually EWS. Universally respected within the industry by railwaymen at all levels, he had an unerring knack of knowing what would work and what wouldn't.

His retirement from EWS was marked by 'The Staite Pullman' from London to Kingswear featuring No. D1015 *Western Champion* and beloved Great Western locomotives Nos. 7802 *Bradley Manor* and 6024 *King Edward I* hauling the VSOE British Pullman stock. All locomotives and coaching stock hire fees were waived for the occasion, as was the costs of organising the train and of coal and water, while the on-board team and locomotive crews donated their time free of charge. Such was the stature of the man.

The fact that we can still see the giants of the steam age operating today is due in no small way to Bernard Staite. His memorial is ongoing: every time a steam locomotive turns a wheel on the National Network it does so due to the life and work of Bernard Staite.

Our condolences go to his wife Dorothy and his four children Jonathan, Rae, Jo and Andy, the latter two now running Past Time Rail, thus carrying on the family tradition of being involved in special trains.

▼ **'Western' No. D1015** *Western Champion* **passes Crofton with the 'Staite Pullman'. Ken Brunt**

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.

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)

9th May

MCRUA	tbc	Chester-Altrincham-Chinley-Peterborough-Ely-Cambridge & return
PMR Tours	6233	(Gloucester-Kidderminster-Wolves-)Crewe-Holyhead-Crewe (& return)
Railway Touring Company	6201	(London KX-Newark Northgate- Doncaster)-Doncaster-Leeds-Skipton-Hellifield-S&C-Carlisle (break)-(Carlisle-Hexham-York & return)
Spitfire Railtours	50044	Swindon-Bristol TM-Cheltenham-Wolves-Shrewsbury-Aberystwyth
	NR 97/3	Aberystwyth-Shrewsbury-Wolves-Coventry-Oxford-Swindon & return
Steam Dreams	70013	London (tbc)- Luton-Brdford-Kettering-Manchester (& return)
Vintage Trains	46115/86259	(Birmingham NS-)Preston-Shap-Penrith-Carlisle (rev)-& return

16th May

Past Time Rail	45407/76079	Manchester Victoria Stalybridge-Standedge-Huddersfield-Hebden Bridge-Copy Pit-Blackburn (break)-Darwen-Bolton-Manchester Victoria
Pathfinder Tours	2xDBS 37	Crewe-Penkridge-Cheltenham Spa-Bristol TM-Plymouth-Liskeard-Bodmin Pky-Par-St.Austell-Parkandillack-Par and return
Railway Touring Company	70013	Norwich-Lowestoft-Beccles-Ipswich-London Liverpool Street-Diss-Norwich-Reedham-Hadiscoe-Lowestoft-Beecles
Steam Dreams	60019/60007	The Coronation: Day 1:London KX-York-Edinburgh Waverley

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

UK Railtours lead the way this coming week with two tours, commencing on 29th April with an outing to Hebden Bridge from London King's Cross, and running via Doncaster, Knottingley, Pontefract, Wakefield and Brighouse. The return skirts the eastern side of Manchester and runs via the Hope Valley. This tour replaces the originally planned trip to Buxton on the same day.

The 'Llandudno Edwardian Extravaganza' follows on 2nd May from Eastleigh, Winchester, Basingstoke, Reading West, Didcot Parkway and Oxford, prior to skirting the West Midlands to Crewe, Chester and the North Wales' coast. DBS traction will feature on each tour.

Railtourer has 'The Cumbrian Coast' from Hull to Carlisle, which features the highly scenic Cumbrian Coast line outwards and the Settle & Carlisle on the return. The outward route is via Brough, Doncaster, Leeds and Carnforth to Carlisle, via Workington. WCRC Class 47s will feature.

Meanwhile Riviera Class 47s are set for Compass Railtours 'Heart of Wales Scenic Rambler' from Mossley Hill, Liverpool South Parkway, Runcorn, Acton Bridge, Hartford, Winsford, Crewe, Nantwich, Whitchurch, Wem and Shrewsbury to Llandrindod Wells and Cardiff. The return is via the Welsh Marches.

Past Time create history over the Bank Holiday weekend with the first through steam-hauled workings onto the Swanage Railway. Both trains' feature Battle of Britain Pacific No. 34067 *Tangmere*, and commence on 2nd May with The 'Dorset Coast Express' from London Victoria, running via Basingstoke, Southampton and Bournemouth, which returns diesel-hauled, and then on 4th May with 'The Royal Wessex' from London Waterloo diesel-hauled, which returns to the Capital from Swanage with *Tangmere*. Also operating from London Victoria on 2nd May is Merchant Navy Pacific No. 35028 *Clan Line*, which is due to head a VSOE British Pullman working to Oxford.

After a gap of a few years, Standard Gauge steam finally returns to Blaenau Ffestiniog, via the Conwy Valley route, with the Railway Touring Company's 'Welsh Mountaineer' from Worcester Shrub Hill, which runs diesel-hauled to Llandudno Town via Birmingham New Street, Crewe and Chester, where 'Black 5s' Nos. 45231 and 45407 will be waiting to take the train onwards down the Conwy Valley branch to Blaenau Ffestiniog. Also booked for the Conwy Valley to Blaenau Ffestiniog two days later is Pathfinder with the 'Conwy Valley Explorer' from Salisbury, which also picks up at Warminster, Trowbridge, Bath Spa, Bristol Parkway, Cheltenham Spa and Birmingham New Street.

In addition to 'The Royal Wessex' (see above) on Bank Holiday Monday 4th May, NELPG plans to give its 'K1' Mogul No. 62005 a rare outing over the Settle & Carlisle. Commencing diesel-hauled at Newcastle-upon-Tyne, 'The North East Mountaineer' is also due to pick-up at Durham, Darlington, York and Leeds, before proceeding to Hellifield, where No. 62005 takes over for a return working to Carlisle.

Also on 4th May, Retro Railtours operates its second charter, 'The Retro Avon Grid', which features a pair of Hanson Class 56/3's from Huddersfield through to Bristol Temple Meads and return, with the leg from Bristol to Bath being covered by a Virgin Class 57/3 with the '56s' at the rear The empty stock runs to Swindon, where after reversal the train will return to Bristol again, with the Class 57/3 leading, after which the Class 56s again take over for the return to Huddersfield. Pick up points are Stalybridge, Stockport, Wilmslow, Crewe and Shrewsbury.

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

BLS heads for Yorkshire

The Branch Line Society's first British tour of the year will feature lines in South Yorkshire and Nottinghamshire, which include about 40 miles of track not used by regular passenger trains.

The highlights include the threatened Welbeck Colliery branch, Lenton Curve and rare locomotive haulage via Hucknall. It is scheduled for Sunday 19th July and despite the day, connections from many parts of the country will be available.

Featuring a DBS Class 66 and Riviera Class 47/8 in 'top and tail' mode with a 7-coach train, 'The South Yorks & Notts Railtour' is due to depart from Crewe at around 09.00, and then picks up at Stafford, Birmingham New Street, Nuneaton, Leicester and East Midlands Parkway, prior to visiting Chaddesden Goods, Sinfin, Shireoaks, Shirebrook, Welbeck and Thoresby Colliery branches and Hucknall, prior to returning to East Midlands Parkway, and then back to Crewe as outwards. For full details of the tour, including a detailed itinerary, go to www.branchlinesociety.org.uk or contact Mr. N.J. Hill on 0114 275 2303. Discounts apply to bookings made before 30th April.

▲ **LMS 'Black 5' 4-6-0 No. 45407** *The Lancashire Fusilier* **catches the sun as it climbs past Diggle with the 'Cotton Mill Express' on 18th April. Rod Smith**

News In Brief

■ Hastings Diesels Limited has announced outline details of its next tour, which is scheduled for 4th July with Nottingham as the destination. It will pick up at the usual stations from Hastings to Tonbridge, then Bromley South and Clapham Junction. The tour will reach the Midland mainline via Kew East and Brent, and then travel via Kettering, Corby and Melton Mowbray to set down at Loughborough (for the Great Central Railway) and then Nottingham. The return will be via Loughborough, Melton Mowbray and Stamford to Peterborough, for a run south along the East Coast Main Line to reach home metals. The routing around London on the return is to be confirmed. Booking details will be available on the group's website, www.hastingsdiesels.co.uk shortly.

Tornado takes on the Lickey Incline!

It was mentioned last week that Past Time was planning a tour from Worcester on 14th November, featuring 'A1' Pacific No. 60163 *Tornado* **- and it can now be revealed that it will provide the new 'A1' with arguably its sternest task to date, the Lickey Incline!**

The tour will originate at Gloucester and run through to Paddington, via Sutton Park, Birmingham International, Coventry, Leamington Spa and Banbury. Also, *Tornado* is now booked to haul Past Times' Torbay Expresses from 5th July through to 9th August.

On 3rd October the locomotive is due to experience the Settle & Carlisle for the first time, heading the A1 Steam Trust's 'Waverley' from York to Carlisle, picking up at Leeds, Skipton and Hellifield. Such has been its popularity, this train is already sold-out, and to cater for the demand, a relief will be run the following day operating to the same itinerary. On each day the train commences at Doncaster and runs diesel-hauled to York in the morning, returning from York, again diesel-hauled in the evening. Steam Dreams is taking the bookings and can be contacted on 01483 209888.

Pathfinder also feature *Tornado* both ways over the Settle & Carlisle, on 10th October from Worcester Shrub Hill, with the loco joining the train at Hellifield.

UK Railtours bring loco-hauled charters back to Bridlington

One of several highlights of UK Railtours (UKR) summer programme will be the return of locomotive haulage to the line from Hull to Seamer Junction after completion of recent substantial engineering works.

This opens up opportunities to visit places such as Beverley and Bridlington, which are the joint destinations of the 25th July charter from King's Cross. 'The Bridlington Seaside Special' is booked for Class 92-haulage to York, where it will reverse, and with DBS Class 66 traction then in charge will head for Selby and on to Beverley and Bridlington, via Anlaby Road Junction on the outskirts of Hull. Hopefully this will see a rejuvenation of the line, and this will hopefully be the first of many excursions. A few days later, on 1st August, there is the 'Weymouth Seaside Special, which features a pair of GBRf Class 73s throughout from Waterloo to Weymouth.

Memories of the old Hertfordshire days are re-kindled on 8th August, when No. 34067 *Tangmere* will draw out of London Victoria with 'The Downsman', for a luncheon trip around the Surrey Hills. The route is via Egham, Virginia Water, Woking, Guildford, Reigate, Redhill and East Croydon. This was a very popular train for Hertfordshire, and would fit well into UKRailtours future portfolio as a competitor to the VSOE British Pullman operation that follows the same route.

Ahead of all these workings, UKR make two trips to Wales in June, commencing on the 13th June 'The Thames Towy' from London Paddington, via Bridgend, Tondu (reverse) and the Ogmore Vale extension to Margam, Landore curve and Carmarthen. The return is booked via Llangennach and the Swansea District Line to Briton Ferry. A Class 59 should feature. This is followed on 23rd June with a visit to Aberystwyth with a DBS Class 66. 'The Cambrian Main Line to Aberystwyth' originates at London Euston, and works through the West Midlands to the Abbey Foregate curve in Shrewsbury to gain access to the Cambrian mainline.

Also, not to be forgotten is the company's re-dated trip to Long Marston of 6th June, which coincides with its Charity Open Day. The train also sets down at Kidderminster for those more interested in steam-traction on the SVR. There is also an option to join the train at Worcester Shrub Hill for the visit to Long Marston.

First ScotRail-liveried Class 90 No. 90024 passes Castlethorpe on 19th April with a Liverpool Lime Street to Wembley football special. The train was run for Everton supporters to watch their team win against Manchester United in the FA Cup Semi Final.
Steve Madden

The A1 Steam Locomotive Trust's 'A1' Pacific No. 60163 *Tornado* took part in a filming run for BBC TVs 'Top Gear' programme on 25th April. The three presenters of the show were involved in a race from London to Edinburgh between three different modes of 1940s transport! The new series is broadcast from Sunday 21st June onwards. It is understood that Network Rail, Riviera Trains, National Express East Coast and the organisers Steam Dreams played a major role in a fantastic run, where the locomotive performed magnificently. We believe that *Tornado* broke several records en route and in doing so became the first steam locomotive in 41 years to run throughout from London to Edinburgh. Here, *Tornado* passes Offord bound for Scotland on 25th April, with Jeremy Clarkson on the footplate. The locomotive covered the 390 miles with three water-stops in just over eight hours. Paul Townsend

Rebuilt Battle of Britain enters traffic on the Bluebell

▲ **The Bluebell Railway's rebuilt Battle of Britain No. 34059** *Sir Archibald Sinclair*, **named after the Air Minister in the Second World War, was officially renamed by Viscount Thurso, and launched into traffic at the Bluebell Railway on 24th April. After the naming ceremony, No. 34059** *Sir Archibald Sinclair* **emerges from Sharpthorne Tunnel hauling the line's Pullman coaches carrying invited guests and friends to Kingscote.**

▶ **Viscount Thurso, Liberal MP for Caithness, Sutherland and Easter Ross, who is the grandson of Sir Archibald Sinclair, and Roy Watts, Chairman of the Bluebell Railway Preservation Society, are pictured alongside the locomotive, shortly after the naming at Horstead Keynes station on 24th April.**
Both: Bill Turvill

NRM announces deal to return KOYLI to full working order and hints at mainline operation

The National Railway Museum has announced that it is joining forces with a volunteer group to raise the funds needed to preserve 'Deltic' No. 55002 *The King's Own Yorkshire Light Infantry*.

A team of dedicated volunteers, the self-titled 'Koyli Group', has been working on the locomotive since October last year, and it is now due to move into the main engineering workshop. Museum officials have identified that £25,000 needs to be raised to replace a number of vital components, including the manufacture of two radiators.

The locomotive was chosen for preservation at the NRM in the early 1980s as a prime example of the 'Deltic' class, which operated for more than 20 years on the East Coast Main Line from their introduction in 1961 through to their farewell in January 1982. They were the natural successors to the LNER Pacifics, and significantly reduced journey times from London to Edinburgh. The locomotive was withdrawn from traffic on 2nd January 1982 and like the remainder of the 'Deltic' locos was put on display at a hasterly arranged open day at Doncaster Works, following which, No. 55022 became the first preserved Deltic to return to the main line when it worked 'light engine' to the NRM at York on 27th February 1982.

Stuart Page, co-ordinator of the Koyli Group said: "There is an army of 'Deltic' fans out there and parts have already been donated to the restoration project from a wide range of preservation groups, including the Class 50 Alliance and Royal Scots Grey groups and the Deltic Preservation Society. However, we still have a number of vital parts missing, which will need to be manufactured, hence the need for a public appeal". The efforts of the team will include the restoration of the locomotive's carriage heating system, making No. 55002 the only 'Deltic' in preservation to have this facility. If the appeal is successful, long-term plans for the loco could include operation on preserved railways and the main line.

Hunslet Class 05 to visit the Middleton Railway

Class 05 diesel shunter No. D2578 will return to Leeds, where it was built, for the first time when it visits the Middleton Railway for four days in June.

It will be the locomotive's first visit to a preserved line and its first use on public passenger trains. With no other visits to preserved lines scheduled, those who want to see, photograph or ride behind the Hunslet-built shunter should ensure that they do not miss the opportunity.

On 4th June, the '05' will operate a photographic charter between 13.00 and 17.00 and will haul freight vehicles that have been recently restored and painted in BR livery, and it is intended that the train will traverse both the Moor Road - Park Halt main line and the Balm Road branch. Tickets will cost £20 and include a free 'rover' for the evening passenger service. Tickets are limited and advance booking is recommended. To book using a credit card, call 0845 680 1758, refreshments will be available from the railway's cafe throughout the photo charter.

On Thursday 4th and Friday 5th June, evening trains will be hauled by No. D2578 between Moor Road and Park Halt, and will leave Moor Road at 18.00, 18.40, 19.20 and 20.00. A flat evening 'rover' fare of £5 will apply and platform tickets will not be available on these evenings.

On 6th/7th June, the '05' will join some of the line's own diesel locomotives for a Diesel Gala, with an intensive service between 10.00 and 17.00. The Class 05 will be used on both passenger and freight workings on the Balm Road branch and limited numbers of passengers may be carried in the brake van on the freight train. Fares for both days will be in the form of all-day 'rover tickets', which cost £6 for adults, £3 for children and £15 for families. A supplement of £2 (adult) and £1 (child) will be payable for travelling in the brake van.

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
01929 425800

THE PURBECK LINE

Photograph courtesy of Andrew P.M. Wright

▲ **The Kent & East Sussex Railway's Wainwright 'P' Class 0-6-0T No. 753 enters St. Valery on the mixed gauge track on the first day of the tri-annual steam festival on the Baie de Somme metre gauge line in Northern France on 25th April. As the 'Woolwich' coach is not accessible from ground level, the French line has had to build temporary platforms. Tony Sullivan**

DMU shuttles head to Quainton Road

DMU shuttle services are planned to operate to the Buckinghamshire Railway Centre on Bank Holiday Mondays 4th May and 31st August.

The first trains will depart Aylesbury for Quainton Road at 10.00 and then hourly until 17.00. The return workings are 10.30 and on the half-hour until 17.30. Cost including entrance to the Centre is £14 adults and seniors and children £11. The Vintage Carriage set is scheduled to be in operation, and a Collector's Fair with about 60 stands is expected.

◀ **Freight workings into Holyhead are now reduced to a Saturday service from Warrington Arpley yard to Anglesey Aluminium to transport aluminium billets to Austria. In this view, one of the few remaining operational Class 60s, carrying the unique Army livery, No. 60040 *Territorial Army Centenary* approaches Holyhead on the inbound working. The locomotive will run around the empty Cargowaggons in Platform 3, then head back to Anglesey Aluminium to deposit them, before picking up loaded wagons for transfer to Warrington and onwards to Austria via the Channel Tunnel. Steve Morris**

▼ **Notable for its unusually sized number stickers on the cab ends, Class 60 No. 60091 *An Tellach* powers the Colnbrook - Lindsey Oil Refinery empty tanks through Irchester. This was the first time this year that a Class 60 had worked the train. Steve Madden**

One of Network Rail's Class 31-hauled test trains has recently spent a few days testing around Kent, stabled at Ashford between trips. Here, it passes Folkestone Warren on 23rd April with Abbot's Cliffe in the background, headed by Class 31/1 No. 31285, with a Mk2 DBSO at the rear. **Steve Madden**

A visit to Cadenazzo, at the southern end of the Gotthard route in Switzerland

Words and photographs by Don Gatehouse

Situated at the southern end of Switzerland's Gotthard north-south corridor, Ticino is certainly not short of either passenger or freight activity.

Most visiting rail enthusiasts tend to head for locations on the Gotthard's south ramp to maximise the amount of traffic to be seen. However, as an alternative during a visit to the area, I was able to devote a few hours during an afternoon observing local operations at Cadenazzo and was pleasantly surprised at the level and variety of activity to be seen.

Cadenazzo is strategically located between Bellinzona and the resort town of Locarno. Overnight SBB Regional Freight and Cargo Express services via the Gotthard deliver assorted wagonload traffic early each weekday morning from both RB Limmattal and Daniken RB freight yards, respectively. It is the associated return wagons that will feature in the train preparation activities to be viewed each afternoon. As a measure of this activity, it has been estimated that around 28,000 wagonloads of freight are handled at Cadenazzo, annually.

The accompanying table (see next page) summarises the early afternoon freight services. During the period from noon to 16.00, a total of 39 passenger and freight trains can be seen on a typical weekday, and added to these will be the various shunting moves that take place.

Cadenazzo is served by an hourly Inter Regio Gotthard service in each direction as well as a half-hourly frequency Tilo local service. Rail passenger services along the south side of Lake Maggiore are based on a two-hourly frequency with the Tilo services linking Bellinzona with Luino in Northern Italy.

To the north and west of the station, the scene is overlooked by the storage tanks of the Pedrazzina SA distribution terminal, a supplier of petrol, diesel and fuel oil to the area. Block train deliveries normally arrive in the early hours, and the discharged tanks are collected in the late evening.

To the north of the station site is the Post Depot, where both containers and vans are handled. A recent major reorganisation of Switzerland's rail postal services confirmed Cadenazzo as the established regional hub for Ticino, with other rail postal facilities handled at Lugano Vedeggio. Two return services each day operate over the Gotthard route and both an arrival and

▼ **With post containers and vans coupled at the rear, the SBB 10/10 locomotive duo Nos. 11671 & 11295 await the road with Train No. 90804 to Bellinzona. As well as the vans and waste containers in the consist, there are two empty ballast wagons being returned to St Maurice and an SNCF sheeted wagon bound for Metz in France.**

departure can be seen during a typical weekday afternoon.

On the south side of the station site, there is to the west a siding with an overhead gantry used for container traffic and Pfister, the home furnishings and textiles supplier, has rail containers handled via this facility. At the east end of the station site, flat wagons loaded with blue waste containers are stabled. The blue containers are moved by Sabesa SA from here to and from the waste transfer station located between nearby S. Antonino and Giubiasco for loading. The sealed containers are then despatched by rail to Winterthur Gruze for incineration disposal of the contents.

Between Cadenazzo and S. Antonino on the south side of the line, there are large rail served distribution warehouses, two principal operators being Migros, the Swiss supermarket co-operative and Galliker Transport AG the European logistics operator. The latter has such a sizeable facility that it has its own resident shunting locomotive to move wagons in and out of the warehouse.

By the early afternoon of my visit, the SBB Class Bm 4/4 diesel locomotive had marshalled an assortment of wagons for transfer to Bellinzona S. Paolo and beyond. At around 14.00, the loco commenced the collection of the post vans and then the parcels containers from the Post Depot before bringing the combined consist up the steep climb to main line level to be attached to the above-mentioned wagons. A member of the shunting staff waiting at the east end of the island platform confirmed the expected arrival of the SBB locomotive duo that would haul the combined service to Bellinzona, as Train No. 90804.

The Bm 4/4 shunter then moved west of the station and returned with a wagon loaded with Pfister containers. It then commenced the marshalling of a second mixed rake of wagons to form a later departure. A brief excursion to the east would see the shunter return with vans and container wagons that included Cargo Domino and Galliker brandings. An exchange of wagons at the waste loading point added a trio of loaded waste container flats to the growing rake and provided a set of empty containers for Sabesa to deal with.

The shunting was completed in time for the arrival of the second post service of the day from the north. The SBB locomotive delivered the vans to the loop, previously vacated by the combined freight and postal departure, and once uncoupled the locomotive headed back to Bellinzona. The three Postal vans were quickly moved into the east sidings at the Post Depot by the Bm 4/4 before it returned to complete the marshalling of the second wagonload departure. Once completed, this set of wagons was moved across to the departure road on the north side to await collection later that evening.

In addition to the above activities, several HUPAC ShuttleNet (intermodal) workings to and from Italy are slotted in between the passenger services.

Full details of HUPAC's up to date ShuttleNet intermodal and other services can be viewed by visiting http://www.hupac.ch/en/

▼ **Bm 4/4 No.18434 has collected the single wagon of Pfister containers to commence the marshalling of the second afternoon wagon load departure from Cadenazzo**

▲ **Owned by leasing company MRCE, Traxx electric No. E484.103 heads an Italy-bound intermodal train through Cadenazzo. On the right, the Bm4/4 has completed a session of shunting and waits to move a rake of wagons across to the north side of the station for later transfer to Bellinzona.**

Table of afternoon freight and postal services at Cadenazzo as of March 2009

Train	Time	Description	Days
40241	12:20	HUPAC Antwerp - Busto A./Gallarate	MX
45020	12:36	International freight via Basel	TFO
42027	13:23	HUPAC Cologne Eifeltor - Busto Arsizio/Gallarate	MX
43075	13:51	HUPAC Duisburg Ruhrort Hafen - Busto A/Gallarate.	MSX
90804	14:13	Mail/Parcels to Harkingen Paketpost	SX
40027	14:18	HUPAC Ede/Rotterdam RSC - Brescia	MX
42036	14:36	HUPAC Busto A./Gallarate - Cologne Eifeltor	MX
90807	1445	Mail from Harkingen	SX
43088	15:25	HUPAC Busto A/Gallarate - Ludwigshafen	SX
40036	15:40	HUPAC Busto A./Gallarate – Rotterdam RSC	MSX

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. Starts 18.30. Contact Ted Hamer on 01227 711897 for 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 Rly Society
YMCA, Church Street, Tewkesbury. 'Travels in Argentina and Chile' by Trevor Radway. Starts 20.00. Contact Mike Dodd on 01242 576907.

29th April 2009

Basingstoke & District Railway Society
Wote St Club, New Road, Basingstoke. 'More Branch Lines mainly Southern' by David Soggee. Starts 19.30. Contact 01256 326096.

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 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 Dave Lugsden on 01904 389838.

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)
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 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 for further details.

Permanent Way Institution (Thames Valley Branch)
Davidson House, Reading. 'Western Route Utilisation Strategy' by Chris Aldridge. Meeting starts 17.45. Contact Peter Simmons peter181102@yahoo.co.uk for details.

RCTS (Ipswich Branch)
St Thomas Church, Bramford Lane, Ipswich. 'Rhapsody in Blue' by John Yelverton. Starts 19.30.

RCTS (West Riding Branch)
'Observation at Barnetby'. Contact Malcolm Riley on 01274 589488.

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)
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 & Jon Screeves. Starts 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'. Starts 19.45. Contact, Martin Creswell on 020 8663 5427.

Permanent Way Institution (Edinburgh)
The Scots Guards Club, 2 Clifton Terrace, opposite Haymarket Station, Edinburgh. 'Modernisation of Irish Rail' by Oliver Doyle. Starts 18.00. Contact,Nicola Topping on 07919 12 7995 or by e-mail at nicola.topping@networkrail.co.uk 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.

▼ **A pair of Class 442s pass through Clapham Junction with an ECS working to London Victoria on 24th April, to form a peak hour service to Brighton, via Gatwick Airport. Ian Docwra**

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. Contact (Evenings) Alan Davies on 01902 758882 for further details.

Southern Electric Group (Sussex Branch)
The Deall Room, Southwick Community Centre.
'Blitz on the Southern' by Roger Brasier. Meeting commences at 19.30. Donation of £2. Contact the Branch Secretary, Bruce Cakebread on 01273 462094 for details.

York Railway Society
Archbishop Holgate's School, Drama Studio, Hull Road, York.
AGM followed by 'York to York via Thurso & Penzance through 1980s' by Geof Dickson. Meeting commences 19.30. Contact Robin Patrick on 01904 412232 for further details. Visitors £2 entrance fee.

12th May 2009

Abergavenny and District Steam Society
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny
AGM plus Barry Foster Films. Meeting commences at 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ntlworld.com for further details.

Great Western Society (Bristol Branch)
BAWA, 589 Southmead Road, Filton, Bristol.
'Central Switzerland's Railway Wonderland' by Arthur Turner. Meeting commences at 19.45. Contact the Secretary on 01454 324230 for further details.

13th May 2009

Basingstoke & District Railway Society
Wote St Club, New Road, Basingstoke.
'The Current UK Scene' by Bob Sweet. Meeting commences at 20.00. Visitors welcome. Contact the Secretary on 01256 326096 for further details.

Bournemouth Railway Club
All Purpose Room, Winton Methodist Community Centre, junction of Alma Road and Heron Court Road, Bournemouth.
'Slides from the John Bailey Collection' by Bert Moody. Meeting commences at 14.30. Admission charge £2.

Grimsby and Cleethorpes Railway Group
Royal Air Force Club, 5 Alexandra Road, Cleethorpes DN35 8LQ.
'More Memories on Slide' by Geoff Beacroft. Meeting commences at 19.30. Contact Mike Hartley on 01724 341358 for further details.

Oxfordshire Railway Society
Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LN.
'150 Years of Railways in New Zealand' by Gerald Siviour. Meeting commences at 19.30. Visitors welcome £3.

Permanent Way Institution (London Branch)
10th Floor Restaurant, 55 Broadway (LUL HQ), London St James Park tube.
'Brunel's Tunnel' by Robert Hulse. Doors open at 17.30 for 18.00. Contact the Secretary, Alison Stansfield on 07703 326080 or by e-mail at alison.stansfield@btinternet.com for further details.

Permanent Way Institution (North Wales Branch)
The Diva Show Bar, Station Road, Chester.
'The Life and Times of Robert Stepheson' by Vicky Howarth. Meeting commences at 18.30. Contact the Secretary, Carl Baker on 07920 857603 or by e-mail at carl.baker@networkrail.co.uk for further details.

RCTS (Hitchin Branch)
Hitchin Christian Centre, Bedford Road, Hitchin.
'A Growing Railfreight Business' by Ashley Stower. Meeting commences at 19.30.

Swiss Railways Society (London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross Station).
'Swiss Freight' Members Slides. Meeting commences at 19.00. A £2 donation is requested. Contact Ron Dawes on 020 8660 3532 for further details.

14th May 2009

Continental Railway Circle
St Paul's Church Centre, Rossmore Road, Marylebone, London NW 6NJ
'The Baie de Somme Railway' by Mike Bunn. Meeting commences at 19.15. Contact Adrian Palmer on 01932 850624 or e-mail akpalmer@talktalk.net for further details

Locomotive Club of Great Britain (St Albans Branch)
United Reform Church Hall, Watford Road, Chiswell Green.
Branch AGM followed by 'British Mainline Steam 1900-60' by Graham Stacey. Meeting commences at 19.30.

Monmouthshire Railway Society
Room A28, UWCN, Allt-Yr-Yn Ave, Newport, South Wales.
'Railways Around Ross on Wye and Monmouth' by Ian Pope.
Meeting commences at 19.30. Admission: non-members £3. See www.mrsoc.co.uk for further details.

Permanent Way Institution (Birmingham Branch)
The 11th Floor Boardroom, Network Rail Offices, The Mailbox, 100 Wharfside Street, Birmingham B1 1RT. 'Cambrian Line Enhancements' by Nick Reynolds. Meeting commences at 17.45. Contact the Secretary Ian Wardle on 01384 869247 or by e-mail at ian.wardle@networkrail.co.uk for further details.

Permanent Way Institution (South and West Wales Branch)
Dolphin Hote, Whitewalls, Swansea.
'Rail Stressing - Theory and Practice' by Adrian Browne. Meeting commences at 18.00. Contact the Secretary, Andy Franklin on 07824 410762 or by e-mail at andy.franklin@network rail.co.uk for further details.

RCTS (Newcastle Branch)
The Brunswick Methodist Hall, Newcastle. 'Out and About in the Past Year' by Hugh Gould. Meeting commences at 18.30.

15th May 2009

Scarborough Railway Society
The Public Library, Vernon Road, Scarborough. 'Tempus Fugit' by Dave Mclean. Meeting commences at 19.30. Contact, Adrian Scales at email@scarboroughrailwaysociety.org.uk for further details

Great Western Society (Taunton Branch)
Village Hall, Stoke St. Mary, nr Taunton.
'Medium Format Transport' by Malcolm Ranieri. Meeting commences at 19.45. Contact the Secretary on 01823 334188 for further details.

Locomotive Club of Great Britain (Central London Branch)
Keen House, Calshot Street, London N1.
'The Gauges, the Ghan and over Arthur's Pass to Cloncurry' by Ray Schofield. Meeting commences at 19.00.

18th May 2009

Great Central Railway Society (Spinkhill Branch)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB.
'The Sandringhams' by Bob Goodman. Meeting commences at 19.30. Contact Frank Greaves on 01909 473927 for further details.

Locomotive Club of Great Britain (Brighton Branch)
Brighton Model Rail Club Room, BR London Road Station, Shaftesbury Place, Brighton.
'UK Steam's Last Stand - the NIR Stone Trains' by John Burling. Meeting commences at 19.30.

Back Issues

Back issues of the magazine are available, on our website **www.railwayherald.com**

Rear Cover Caption

EWS Executive-liveried Class 67 No. 67029 is pictured, 'topped and tailed' with Royal No. 67005 at Torre on 17th April, when the pair powered a private charter to Torquay from Great Chesterford with Riviera Trains 'Great Briton' set. Nathan Williamson

Magazine Information

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

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