Welsh Highland Railway extension opens
Following the opening earlier this year from Rhyd-Ddu to Beddgelert, the Welsh Highland Railway has extended its operating line through the scenic Aberglaslyn Pass to Hafod-y-Llyn, prior to a full opening to Porthmadog later in 2009.
**£5.2 billion state aid plan to make Eurostar profitable**

The expected break-up of London and Continental Railways (LCR) has moved a step closer after the European Commission approved a British plan to advance the business £5.2 billion of state aid.

LCR, which is a private company effectively controlled by the Government, owns the Eurostar train service in this country, the 68-mile high-speed line to the Channel Tunnel, and land in Stratford close to 2012 Olympics site. The Government plans to auction the train, property and infrastructure businesses separately, but first required state-aid approval to pay off LCR’s debts and cut track access charges on the high-speed line, which is necessary for Eurostar UK to become profitable. Potential bidders for Eurostar UK include Deutsche Bahn, which has expressed an interest, while Eurotunnel and investment funds are also expected to bid.

Meanwhile, Deutsche Bahn is reported to be close to securing a concession from Eurotunnel that would allow the German national railway to send its high-speed trains through the tunnel and offer direct services from Germany to London. The German operator wants to develop passenger and freight routes into Britain using High Speed 1, but present safety regulations permit only Eurostar trains that are configured as two trains joined together with a locomotive at each end. To send its trains through the tunnel, Deutsche Bahn needs to gain consent for trains that do not have the special Eurostar configuration that can split in the middle.

Industry sources say that Deutsche Bahn is close to an agreement in this respect, and is keen to develop direct services using its ICE fleet of high-speed trains. It has been said that there is every possibility by 2012 of the departure board at St Pancras International showing departures for the likes of Cologne and Frankfurt with services operated by Deutsche Bahn, although SNCF may feel uneasy about sharing the current Eurostar route with its powerful German rival.

**Chinese rolling stock possible for LM?**

CSR Nanjing Puzhen Rolling Stock Co. Ltd is one of four bidders that have confirmed interest in the contract to supply London Midland with between 40 and 120 new EMU vehicles under the DfT HLOS DMU Project.

London Midland issued an Official Journal of European Community (OJEU) in early April, which specified that the new trains should have a top speed of 100 mph, be capable of high acceleration and be formed into four-car or three-car units or a combination of such formations. The new trains are intended for both inner and outer commuting services on the London Midland franchise.

David Shipley, Managing Director of CSRE Limited, CSR Nanjing Puzhen’s European representative said: ‘Our multiple units, which are branded ‘Pacemakers’ in Europe, are already operating successfully on a number of railways across the world. We believe that a combination of Chinese engineering excellence and competitive pricing will make the ‘Pacemaker’ a highly attractive proposition for UK train operators seeking to introduce high quality new rolling stock on electrified routes.”

**Blackberries prove fruitful for Northern**

At a cost of £140,000, Northern Rail is providing BlackBerrys to more than 1,000 conductors, to enable them to provide passengers with faster and more accurate information, and becomes the first train operator in the country to issue such hand-held computers to all of its conductors.

The BlackBerrys have replaced a system in which Northern’s operations control centre sent messages to conductors using mobile phones and text messages. The text messages had a limited number of characters, which restricted the amount of information that could be sent.

The introduction of the BlackBerrys means that Northern’s control centre can now send messages by email and, because there is no restriction on the length of the message, this means they get all the information they need in a single message. In addition, the machines have Internet access to live departure boards, which means conductors can provide people with up-to-date information about onward connections.

**Class 92 modifications for HS1 freight**

HS1 Ltd and DB Schenker (UK) have agreed to co-operate in the development and modifications necessary to enable Class 92 locomotives to operate freight on the High Speed 1 route of the Channel Tunnel between London and Dollands Moor.

DB Schenker has obtained funding from the European Commission and HS1 will lead the software development of the TVM cab signalling to ensure that the modifications required will be available to other owners of Class 92s who may also want to operate over the HS1 infrastructure. The two companies have also agreed preliminary terms for a track access agreement in anticipation of freight operating on HS1 next year.
Oxted gains step-free access from 'Access for all'

The Department for Transport’s ‘Access for All’ project to provide better facilities for passengers with mobility problems has gained another addition to the list of stations being improved in this way, Oxted being the latest, with full step-free access following the installation of a new lift that provides a link between the station entrance and Platforms 2 and 3.

Significant improvements are also being made to booking hall facilities, making the station easier to use and more accessible for everyone. The project, which also includes new CCTV cameras (now totaling 50), telephone links in the lifts, and a new waiting shelter on Platforms 2 and 3 have been undertaken by Network Rail and Southern through a £1.4 million funding from the DfT scheme. Oxted station, which is the start or end for over 1.4 million journeys every year, is also benefiting from other improvements in the booking hall. This has been completely redesigned, offering a new and modern refreshment facility, which is adjacent to the new open-plan seating area, complete with breakfast bar; along with new wall panelling, new flooring and complete redecoration.

Other Southern stations that have already benefited from ‘Access for All’ improvements are Balham, Purley, Three Bridges and Worthing, and work is now underway at Clapham Junction, Dorking, Forest Hill, Horley, Streatham Hill, and Thornton Heath, while improvements are planned to get underway soon at Brockley and Hassocks, New Cross Gate and Streatham Common.

DRS takes National Express to the seaside

DRS Class 47/4 No. 47501 Craftsman approaches Great Yarmouth on 30th May with the 08.48 Norwich Crown Point - Great Yarmouth ECS, to form a service to London Liverpool Street, Class 90 No. 90010 being ‘dead in tow’ behind. Keith Partlow

60 033 & 56 037 in tandem struggling up Sapperton with a 3,000 tonne steel train; 31 552 proving that load is not equal to thrash; classes 37, 56 and 58 suffering major meltdown in France; 56 035 screaming out of Coventry for VXC; D1015 obliterating the Central Wales Line; trademark ‘Deltic’ clag as 55 019 blasts away from Tyndrum Upper, and 50 031 doing battle with Hemmerdon bank.

In fact there is so much impressive footage that we have added an extra 30 minutes to the programme.

So that’s POWER HOUR 4 and a half! This DVD is available now priced at £19.95 (post free) from the address below. Alternatively you can pay by credit or debit card by calling us on our CREDIT CARD HOTLINE on 01753 545888.
Progress for Glasgow Airport Rail Link

The Glasgow Airport Rail Link project has taken a major step forward with the completion of a seven-month project to replace overhead power line equipment on part of the existing two track section between Glasgow and Paisley.

The overhead power lines have been transferred to new supports, while redundant structures have been removed between Gower Street in Glasgow and the Arkleston area of Paisley. This will allow construction of a new third line throughout this section, which is required to increase capacity for the rail link and the Ayshire and Inverclyde services. The work has been undertaken by Network Rail on behalf of Transport Scotland, the activity also helping with work to install new infrastructure crucial to the project.

Transport Scotland's project director said: “Across the various areas of necessary work, we continue to make progress on this vital project for the economy of the west of Scotland and beyond.” The aim of the project is to see passenger services to and from Glasgow Airport beginning in advance of the Commonwealth Games in 2014 and paving the way for significant improvements to Ayshire and Inverclyde services in advance of the new fleet of 38 eco-friendly electric trains being introduced to the west of Scotland by the Scottish Government in September 2010”.

Open house at Long Marston

The forthcoming Long Marston Open Day will see a wide variety of exhibits on show as the ex-MoD depot throws open its doors again.

The weekend is being held on 6th/7th June and confirmed guest locomotives are unique Loadhaul-liveried Class 50 No. 50135 Ark Royal and recently restored classmate No. 50026 Indomitable, together with Class 20/9s Nos. 20901 and 20905, Class 37/0 No. 37308, Class 47/4 No. 47580 County of Essex, Class 66/7 No. 66723 Chinook and Class 73/0 No. 73006. A Virgin Trains’ Class 57/3 is also scheduled to make an appearance. All other locomotives on site will be positioned for photographs. Unfortunately it has not proved possible for Class 37/9 No. 37906 and Class 50 No. 50044 to attend due to maintenance work.

A shuttle around the site will be operated by Austerity tank No. 15 in ‘top and tail’ mode with Class 04 No. 11230 from the Gloucestershire Warwickshire Railway, the latter it is believed, has not worked a passenger train in preservation. In a first for the Long Marston Open Days, the event will also feature a special night shoot on the Saturday evening - visit http://www.longmarstonopenday.co.uk for further details.

After a huge demand for tickets, the organisers have made arrangements for members of the public to pay on the day at the gate - prices are £15 for adults, with accompanied children (aged 14 and under) free. For those using public transport, a Routemaster bus will be shuttling to and from Stratford-upon-Avon station and a Bristol RE bus will be linking the site with Honeybourne station - there is also free car parking available on site.

A raffle will be held with numerous prizes, the top three being a cab-ride on a diesel locomotive on the Gloucestershire Warwickshire Railway (1st), two First Class tickets valid on Wrexham and Shropshire services (2nd) and a one-year subscription to The Railway Magazine (3rd).

1938 stock in action

London Underground’s preserved 1938 Stock will be out on the Northern Line on 21st June as part of the Hendon Pageant celebrations of the RAF Museum.

Colindale station is to be given a World War II look with sandbags and staff wearing the uniforms of the day. Two 80-minute runs are to be made, departing from Edgware station at 11.00 and 14.00, and travelling to Colindale via the Kennington loop.

Tickets are available at £20 and can be booked in advance on 0207 565 7298.

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Long Marston Open Weekend
Saturday 6th & Sunday 7th June 2009  www.longmarstonopenday.co.uk

During the 2008 Open Day, Motorail Logistics Raised Over £30,000 for Local Charities,
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Rebuilding the Doric Arch moves closer

Large stones that are almost certain to have been part of the Euston Doric Arch, the 70ft Grecian edifice that stood at the front of the station for 123 years until its destruction by what has been called “official vandalism” in 1962, are being retrieved from the Prescott Channel, an east London waterway near Bromley-by-Bow.

The stones were used at the time to fill a large pit in the riverbed. Campaigners want to reconstruct the arch using as much of the original stone as possible, and British Waterways has agreed to lift the stones from the channel to enable barges to use the lock to transport materials in and out of the Olympic Park for the 2012 Games.

Historian Dan Cruickshank described the arch as, “the first great building of the railway age” and said its destruction was an “act of barbarism”.

He is a member of the Euston Arch Trust, which wants to rebuild the arch between two existing lodges on Euston Road. He said: “The careful raising of a number of its stones - a magnificent gesture on the part of British Waterways - moves the rebuilding campaign forward significantly, and means that a great cultural wrong committed in the 1960s can yet be put right”.

Could passengers return to Grangemouth?

A consultation to assess demand for the passenger service to Grangemouth to be reinstated has suggested that a large majority of residents are in favour of the idea.

The study was implemented by Central Scotland MSP Jamie Hepburn, who sent out questionnaires asking if locals would use the service and how often. Over 1,100 people replied with more than 95% in favour of reintroducing the trains, which finished when the station was closed in 1968. Since then rail users in the town have had to travel to Falkirk to access services. The survey’s results will now be passed to Falkirk Council, Network Rail, SEStran and Transport Scotland.

The line remains open for freight between Falkirk and Grangemouth.

First Great Western Class 43 powercar No. 43163 has been named Exeter Panel Signal Box 21st Anniversary 2009 without a ceremony and has been released into traffic. The powercar is seen at Newton Abbot during a booked station stop in early May.

Both: Nathan Williamson

Exeter Panel Signal Box 21st Anniversary 2009

East Midlands Trains has announced the installation of new automatic ticket gates at St Pancras International, to become operational from 2nd June. The company says that the gates have been introduced to reduce the number of people travelling without a valid ticket, estimated to cost the rail industry around £200 million every year; and they will also help improve security throughout the station.

Scottish Transport Minister, Stewart Stevenson, formally introduced a £1 million ‘Stations Community Regeneration Fund’ on 26th May at Dunblane station.

The fund aims to benefit passengers through improved facilities at stations, bring redundant buildings back into use and foster new opportunities for job creation and community involvement. The Minister introduced the fund at The Ironing Station, an innovative business housed in the former waiting room at Dunblane station, illustrating the type of enterprise that could be assisted under the scheme.

Smitham station, on the Tattenham Corner branch, is to be given a major overhaul, which will include a new ticket office. The station will have its 100-year-old brick building knocked down and replaced with a new one, to house office space, a ticket office and passenger waiting area, and an external area for storing bicycles will also be installed. The work is being carried out as part of the Department of Transport’s National Stations Improvement Programme.

Network Rail has tabled long-term proposals to electrify the line between Blackpool and Manchester as part of a multi-million pound investment in the future of the National Network. The plan could also involve diversionary routes being opened, which would mean that passengers would not have to use replacement bus services when main lines are shut. Currently some 40% of the network is electrified, the main focus of future plans in this respect being the Midland Main Line, including services from London St Pancras to Sheffield, and the Great Western Main Line covering services from London Paddington.
Work starts on Blackfriars station redevelopment

Network Rail reintroduced a historic City of London byelaw to officially celebrate the start of major work on the £350 million redevelopment of Blackfriars station on 26th May.

In a unique ceremony, presided over by the Lord Mayor of the City of London and supported by the former Mayor of Southwark, a bundle of straw was hung from the underside of a rail bridge span to warn river traffic that work was taking place overhead.

The byelaw states “When the headroom of an arch or span of a bridge is reduced from its usual limits but that arch or span is not closed to navigation, the person in control of the bridge shall suspend from the centre of that arch or span by day a bundle of straw large enough to be conspicuous and by night a white light.”

The traditional act by the Lord Mayor was said to be a fitting tribute to the history of one of London’s most recognisable landmarks, and also marks the start of a new chapter in the life of Blackfriars station as its new guise will transform it into a world-class station.

First Capital Connect Managing Director Jim Morgan said: “This fantastic new station – the first-ever to span the River Thames – will be able to accommodate the new-generation of 12-carriage trains we’ll be running on the Bedford to Brighton Thameslink route as they are introduced between 2012 and 2015. We are already operating new air-conditioned Electrostar trains and have almost 2,500 more rush hour seats thanks to the Thameslink Programme. Ultimately we’ll have trains leaving Blackfriars every 2-3 minutes”.

The new Blackfriars station will be opened fully in 2012, but longer, 12-car trains are scheduled to be in operation by the end of 2011.

The approach tracks to the former terminus platforms at Blackfriars station have now been removed as part of the Thameslink Programme major upgrade to the station. This scene was photographed on 22nd May.

Ray Walkington
Chiltern Railways employed longer trains on 23rd May, due to the West Coast Main Line closures. Here Class 165s Nos. 165029, 165009 and 165003 arrive at Banbury with a service to Birmingham Snow Hill.

Robert Jefferys

Ex-SouthEastern operated Class 508/2 No. 508203 leads classmates Nos. 508207 and 508211 past Wandsworth Road, forming the 12.44 Stewarts Lane to Gillingham Depot stock movement on 20th May.

Brian Creasey
Available now from Railway Herald Publishing

Regional Steam
By Brian Morrison

Featuring the work of the well known railway photographer Brian Morrison, this 128-page title is the first book from Railway Herald Publishing and forms the authors fortieth title.

The book is arranged in regions and contains over 200 quality black & white illustrations. Each region commences with a clear map showing the area covered by the region in 1954 and this is followed by a selection of images depicting scenes from across the region between 1951 and 1959. Classic scenes include the Cambrian, Beattie Well tanks at Wadebridge, LNER A4 Pacifics on the ECML and Duchess Pacifics at work on the West Coast.

Available now from Railway Herald

The Tornado Story

The building and successful operation of the first mainline steam locomotive to be built in the UK for 40 years is covered on this special 60-minute DVD, filmed over recent months in co-operation with the A1 Steam Locomotive Trust.

Archive film of the ‘A1s’ in the 1960s is included, together with all mainline operations up to the end of April 2009 and the Royal naming by TRH The Prince of Wales and the Duchess of Cornwall. Tornado's visit to the Barrow Hill LNER weekend and the NYMR Steam Gala also feature. A donation from the sale of each DVD goes to the A1 Steam Locomotive Trust to support the continued operation of the locomotive.

Available now from Railway Herald

Eastleigh 100
By Fred Kerr

A limited print run publication, produced to mark the centenary of Eastleigh Works.

This 56-page book covers from the early years of the town through to the present day activity at the works. The book describes how the London & South Western Railway's (and later the Southern Railway and British Railways) works at Eastleigh came about and its development over the intervening years.

In addition, ex-Eastleigh fitter, Ron Cover, gives us an insight into day-to-day operations, including some of the more comical aspects of the job!

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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.

### UK Steam & Modern Traction Railtour Listings

<table>
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<tr>
<th>Date</th>
<th>Operator/Charter</th>
<th>Details</th>
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<tr>
<td><strong>6th June</strong></td>
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<tr>
<td></td>
<td>Compass Tours</td>
<td>Preston-Crewe-Tame Bridge Pky- Exeter-Torquay-Paignton &amp; return</td>
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<td></td>
<td>Northern Charters</td>
<td>Crewe-Preston-Glasgow Central-Ayr-Glasgow &amp; return</td>
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<td>Railway Touring Company</td>
<td>56/90/5407 Mill hill Broadway-Melton Mowbray-York &amp; return</td>
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<tr>
<td></td>
<td>Railway Touring Company</td>
<td>70013 Poole-Eastleigh-Salisbury-Westbury-Bath Spa-(Bristol TM) &amp; return</td>
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<td></td>
<td>Steam Dreams</td>
<td>(London (tbc)-Banbury-Crewe-Chester and return</td>
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<td></td>
<td>UK Railtours</td>
<td>DBS 67 Euston-Kidderminster-Lon Mar &amp; return</td>
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<td></td>
<td>Vintage Trains</td>
<td>5043 Tyseley Warwick Road-Crewe-Chester-Llandudno Junction &amp; return</td>
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<td><strong>10th June</strong></td>
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<td><strong>13th June</strong></td>
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<td></td>
<td>CFPS</td>
<td>40145 Rawtenstall-Heywood-Manchester Victoria-Crewe-Shrewsbury-Welshpool-Machynlleth-Aberystwyth &amp; return</td>
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<td></td>
<td>Past Time Rail</td>
<td>6024 London Paddington-Kidderminster Cancelled</td>
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<td></td>
<td>PMR Tours</td>
<td>6233 (Sheffield-Chesterfield-Alfreton &amp; Mansfield Pky-Uttoxeter-Stoke on Trent-Crewe-Holyhead (break/rev)-Crewe &amp; return)</td>
</tr>
<tr>
<td></td>
<td>Railtourer</td>
<td>2xWCRC 47 Whitby-Ruswarp-Sleights-Grosmont-Egton-Castleton-</td>
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<td><strong>14th June</strong></td>
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<td></td>
<td>Steam Dreams</td>
<td>34067 London (tbc)- Canterbury &amp; return</td>
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<td><strong>16th June</strong></td>
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<td>Past Time Rail</td>
<td>tbc Manchester-Stockport-Wilmslow-Crewe-Stafford-Wolves-Sandwell &amp;</td>
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<td>Dudley-Birmingham New St-Birmingham International- &amp; return</td>
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<td><strong>17th June</strong></td>
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<td>tbc Crewe-Sandwell &amp; Dudley-Birmingham Ns- Ascot</td>
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<tr>
<td></td>
<td>Steam Dreams</td>
<td>tbc London (tbc)- Minehead &amp; return</td>
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</tbody>
</table>

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.

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## The Week Ahead

All the action this coming weekend takes place on Saturday 6th June, with a good variety of tours on offer.

Three steam-hauled excursions feature, with perhaps Vintage Trains’ ‘Welsh Highlander’ being the tour of the day. It features ‘Castle’ class 4-6-0 No. 5043 Earl of Mount Edgcumbe throughout from Tyseley Warwick Road to Llandudno Junction, via Walsall, Wolverhampton, Crewe and Chester, thus providing the unusual sight of a ‘Castle’ on the North Wales mainline. The added feature of the tour is that it includes a return trip on the Welsh Highland Railway, which is now operating as far as Hafod-y-Llyn, between Nantmor and Porthmadog - the section which has only recently opened to public services (see news pages). Operating from Dinas to Beddgelert via the scenic Aberglaslyn Pass. Vintage Trains’ point out that this will be a long day out, but very much worth it! It will also be a busy day for Chester, as in addition to Vintage Trains’, Steam Dreams has a ‘Cathedrals Express’ running to the city featuring ‘A4’ No. 60007 Sir Nigel Gresley, which will work the train from Banbury and back in the evening, running via Birmingham International each way. The train originates at London Paddington. Meanwhile, from the south coast is Railway Touring Company’s ‘Bath & Bristol Express’ featuring ‘Britannia’ No. 70013 Oliver Cromwell throughout, starting its day at Poole and heading north via Bournemouth, Southampton and Salisbury to set down, as the title suggests, at both Bath Spa and Bristol Temple Meads.

UK Railtours will be operating its re-dated outing to the Severn Valley Railway and Long Marston, the latter having an open weekend on 6th/7th June. The train is booked from London Euston and runs via the West Coast Main Line and the West Midlands to set down initially at Kidderminster (for the SVR) and then continues via Worcester, Evesham and Honeybourne for the visit to Long Marston. Vintage buses will be available to convey tour passengers around the site. DBS traction will feature, with Class 90 haulage to Nuneaton and then a Class 66 onwards via Water Orton and Birmingham New Street to Kidderminster and Long Marston. There is an option to join the train at Worcester Shrub Hill for the visit to Long Marston only. On the return, the tour will continue to Stafford with the Class 66, where it will reverse and return south with the Class 90. A pair of DBS Class 37s are the booked traction for Compass Railtours on its ‘Devonian’, charter, which runs from Preston to Paignton with additional set down point at Exeter and Torquay. The tour picks up at Wigan North Western, Warrington Bank Quay, Crewe, Stafford, Wolverhampton and Tame Bridge Parkway.

**Class 37s Nos. 37670 and 37401 stand outside St Blazey Depot in the sunshine, with the ‘Cornish Parker’ charter on 16th May. Class 66/0 No. 66115 is in the shed. Colin Dixon**

![Class 37s Nos. 37670 and 37401 stand outside St Blazey Depot in the sunshine, with the ‘Cornish Parker’ charter on 16th May. Class 66/0 No. 66115 is in the shed. Colin Dixon](image-url)
The A1 Steam Locomotive Trust’s LNER Class A1 Pacific No. 60163 Tornado approaches Moor Lane, Copmanthorpe, on 23rd May, hauling the ‘Cathedrals Express’ from King’s Cross to York. Paul Braybrook

The return trip from York on the same day was worked by Grosmont-based LNER ‘A4’ Pacific No. 60007 Sir Nigel Gresley, carrying ‘The Golden Jubilee’ headboard. Here, the locomotive powers through Doncaster bound for London King’s Cross and passes DB Schenker Class 67 No. 67020 on stand-by duties. David Wragg
LMS ‘Princess Coronation’ Pacific No. 6233 Duchess of Sutherland heads south along the West Coast Main Line at Brock, near Preston, with the return ‘Royal Scot’ charter from Carlisle to Milton Keynes on 30th May.

Alan Taylor
Class 40 No. 40145 approaches Helsby on a Compass Tours' charter from Holyhead to York and Darlington on 25th May, recalling memories of the numerous Class 40 hauled ‘Merrymaker’ tours from Holyhead in the 1970s, several of which were to also York! Steve Morris
The long-running battle between the LNER and LMS for supremacy on the London–Scotland corridor is legendary, and led directly to the creation of the ‘A4s’ and ‘Princess Coronations’ (‘Duchesses’).

However, the onset of World War II effectively put an end to the competition, each company being subsumed in war work. However, the locomotives did not disappear; and today under the auspices of the National Railway Museum, the LNER and LMS battle is resumed. Not with a view of passenger market share between London and Scotland, but in terms of impact on the general public visiting the Great Hall.

For a long time Mallard and Duchess of Hamilton stood side by side, with the A4’s streamlined casing no doubt swaying the opinion of the public, while the ‘Duchess’ looked the part in its final de-streamlined form. But now all that has changed, as of 19th May the ‘Duchess’ has been re-streamlined to ‘as-built’ condition and wears a completely different coat, and the result, seen for the first time in 60 years is quite stunning.

For most people a streamlined ‘Duchess’ was an image in a picture, of which few actually did the design justice. The real thing, however, is a sleek machine, and in the forthcoming years the demand to see it back on the main line may well become irresistible. Indeed, the then un-knighted William Stanier resisted board pressure to streamline the new class, but was over-ruled by the marketeers within the LMS. He retaliated, however, with the alleged statement that he ‘had decided it is better to please a fool than tease him’, adding that ‘they can have their bloody streamliners if they want them but we will build five proper ones as well’. Which is what he did, but the story of the exploits of Nos. 6230-6234 will have to wait for another day! Today is the day that once again we have a streamlined ‘Duchess’ to enjoy, and enjoy it you will! The exhibition runs until the end of the year and is free to view. For more details go to www.nrm.org.uk

The finance for the project to re-streamline Duchess of Hamilton was provided by the 229 Club, a support group affiliated to the Friends of the National Railway Museum and who were responsible for returning the then No. 46229 back to the mainline in 1980, and from donations made by readers of a national printed railway magazine.

The locomotive was sent to Tyseley Locomotive Works for the work to be undertaken, and its Chief Engineer, Bob Meanley, tells of the challenges his team faced, ranging from sourcing the correct gauge of steel for the streamline plate work to designing the bulbous doors that cover the smoke-box door, the drawings for which were based on detailed photographs as the originals could not be found. After these challenges had been overcome, there remained the question of the correct shade of LMS crimson lake paint and also the huge task of lining out the locomotive.

Let it be said, quite simply, that Tyseley has undertaken a magnificent job, one that Crewe Works in 1938 would have been equally proud of.
Beattie to visit Dean Forest Railway

Bill Parker’s Class 4575 Prairie Tank No. 5521 will not now be a part of the Dean Forest Railway’s celebratory event on 13th/14th June as the National Railway Museum has requested that it remains in York.

However, Bill Parker has stepped in to help his near-neighbours at Norchard, and has arranged replacement with one of the two 0298 class 2-4-0 Beattie Well Tanks No. 30587, on which Parker’s Flour Mill Works at Bream did the restoration work. The engine, which was built in 1874, was part of the ‘Eastleigh 100’ celebrations last weekend and is one the oldest preserved locomotives working in the British Isles.

Peak Rail-based LMS '8F' works its first public trains since restoration

The newly restored LMS '8F' 2-8-0 No. 8624 has entered passenger service at Peak Rail. The crimson lake-liveried loco runs-round its train at Rowsley South on 23rd May. The locomotive moved under its own power for the first time in almost 44 years on 25th April, the culmination of a 28 year restoration of the engine from Barry scrapyard condition. Paul Hatton

Limited Edition Print Commemorating the 50th Anniversary of No. 60007 Sir Nigel Gresley’s Post War Speed Record

The Sir Nigel Gresley Locomotive Preservation Trust Ltd receives £5 from each print sold

This extremely detailed print shows Sir Nigel Gresley in the condition it achieved 112mph on 23rd May 1959 hauling the Stephenson Locomotive Society’s Special.

- Scale: 8mm/ft (Print size 720mm x 305mm) - 350 signed and numbered - £28 (FREE p&p)

Further details and to order visit: www.locos-in-profile.co.uk
The Mid-Hants Railway held a successful diesel gala weekend on 30th/31st May, featuring visiting Battlefield Line locomotives Class 56 No. 56098 and Class 37/9 No. 37905. Class 73s Nos. 73201 Broadlands and 73107 were also present. No. 56098 arrives at Ropley with an Alresford bound service. Neil Walking

LNER 'B1' 4-6-0 No. 1306 Mayflower now a resident on the line, is currently facing south, opening up a number of new photo opportunities. Here, the locomotive stands in Shenton station on 23rd May. Graham Gifford

The Weardale Railway is on target to open a service to Bishop Auckland in July to link to the National Network line to Darlington. An inspector from the Railway Inspectorate has travelled aboard the first official train to run over the 10 miles of line from Wolsingham to Bishop Auckland to check on progress since an earlier visit in March, and he noted that vegetation clearance now allowed safe passage of the train and that the level crossing gates on the outskirts of Witton-le-Wear had been replaced.

Work has also taken place on the new lineside footpath between Witton-le-Wear and the Low Barns Nature Reserve. A programme of further work was agreed, which includes the installation of road traffic lights at the Witton crossing, improvements at another road crossing and some track restoration work near Bishop Auckland. The inspector will visit again in July and if this results in a successful judgment then the railway will be on target to re-open the line by the end of July. This is also the date by which Network Rail has undertaken to restore the direct rail link at Bishop Auckland station.

NER autocoach restoration plans

As previously reported, there are plans to restore the surviving NER petrol electric autocar No. 3170. This was the first non-steam powered railcar in the world and the 'great grandfather' of today's passenger trains. The Trust responsible for this project has made significant progress at the planning stage and is now starting a formal appeal for funds. The aim is to raise £25,000 in the next six months. While the Trust has passed Phase I for a grant from the Heritage Lottery Fund (HLF) to cover much of the cost of restoration, it still needs to raise balance funding and finance initial expenses.

The first of these is the engineering drawings the Trust intends commissioning. These will provide a detailed assessment of the technical aspects of the restoration and establish that the project is practical. The assessment will also provide a full breakdown of costs for the mechanical and electrical elements of the restoration, firm quotes for the necessary materials and work, a timescale and critical path. Together with Railway Inspectorate approval, these will all be required before active restoration of the autocar and its trailer autocoach can begin. The urgency is due to the timescale of the project, as the Trust has until December 2010 to submit detailed plans to HLF and raise the balance of funds. Although HLF has been supportive of the project, failure to raise matching funds for any grant they may award would result in the application being automatically rejected.

The Trust would welcome any donations readers can offer, either from cheques or postal orders or by setting up a Standing Order or Direct Debit. For donations, further information and membership applications, write to NER 1903 Electric Autocar Trust, Orana, Bells Folly, Potters Bank, Durham, DH1 3RR or visit http://www.electricautocar.co.uk

www.railwayherald.com
The East Lancs Railway hosted a Class 37 Theme Day on 30th May using its fleet of 'Tractors' to work two of the three Saturday diagrams. Fresh from a repaint into BR blue, No. 37109 is passes Townsend Fold with the 15.40 Rawtenstall-Heywood service. Ian Tunstall

Class 37/4 No. 37418 heads for Bury at Irwell Vale on the same day. Ian Tunstall

Class 37/0 No. 37109 is well-matched with the Blue and Grey Mk1 stock as it approaches Ramsbottom with the 10.40 Rawtenstall to Heywood service. Jonathon Stevenson
The Gloucestershire Warwickshire Railway held its Summer Steam Gala over 23rd-25th May, with a number of visitors.

- On loan from the Bressingham Railway Museum, A1X class ‘Terrier’ 0-6-0T No. 662 heads towards Hailes Abbey with the first train of the day on 26th May, during the 25th Anniversary Cotswold Festival of Steam. Stuart Chapman

- GWR Class 4500 2-6-2T No. 5526 saunters towards Winchcombe station with an afternoon auto-trailer local service on the same day. Geoff Sandles

- GWR Hall class 4-6-0 No. 5972 Olton Hall makes a very rare appearance on a heritage railway, as it heads away from Toddington that afternoon during the Festival with a service for Cheltenham Racecourse, complete with the Hogwarts Express headboard. Stuart Chapman
The weekend of 16th/17th May saw special trains run for supporters over the next extension on the Welsh Highland Railway. On 17th May, ‘Garratt’ No. K1 worked from Caernarfon to Hafod-y-Llyn and back and is seen on the outward journey, having just crossed the Bryn-y-Felin bridge south of Beddgelert, before running onto the stretch taking it through the Aberglaslyn Pass.

On 22nd May, public services commenced and three days later ‘Garratt’ No. 87 arrives at the temporary terminus of Hafod-y-Llyn and heads through the Pass of Aberglaslyn. Both: Andrew Wood

John Stretton
An East Midlands Trains' Class 158, still carrying the remains of its TransPennine Express livery, departs from Ely on 23rd May. Thomas Blampied
Advenza Freight gains its Class 66/8s

Advenza Freight has taken delivery of its first Class 66 locomotive, and in the process has brought about the first renumbering within the UK fleet. Several months ago, Direct Rail Services returned Class 66/4s Nos. 66401-66410 to the leasing company, with five being stored at Freightliner’s Leeds Midland Road Depot until recently, when they were moved to Wembley and the remaining five (Nos. 66406-66410) being stored at Glasgow Works. With the lease by Advenza Freight, No. 66406 becomes No. 66841, and No. 66407 becomes No. 66842, while No. 66408 is to become No. 66843 and finally No. 66409 will return as No. 66844.

Class 66/8 No. 66841 passes Whifflet with a Glasgow Works to Longport ‘light engine’ move on 20th May. Unfortunately, the locomotive failed south of Carlisle and returned to Glasgow the following day, before finally arriving at Longport on 22nd May. **Kenny Marrs**

On 1st June, Class 66/8 No. 66841 worked a rake of container flats from York to Tilbury in preparation for the commencement of a new Advenza contract moving gypsum from West Burton Power Station to Tilbury. The train passes Colton Junction, south of York. **Ron Cover**
The 17.28 Thameslink service from St Albans to Sevenoaks approaches the Swanley stop on 14th May, formed of hired-in Southern Class 377/2 Electrostars, led by No. 377207.

**Class 47/7 No. 47749 Demelza** heads the Thursdays-only 13.05 service from Burton-on-Trent to Dunkirk, via Dollands Moor, through Swanley on the same day, while the 18.37 First Capital Connect Thameslink service from Sevenoaks to Kentish Town heads in the opposite direction, formed or Southern-livered Class 319/0s with No. 319012 on the rear. 

Both: Brian Morrison

Near Shortlands on 15th May, Advenza '47/0' No. 47237 hauls the 11.00 Sheerness-Stockton empty steel scrap train and passes Class 465/9 Networker No. 465911, forming the 12.34 London Victoria to Canterbury West service. Bill Turvill
The long-awaited open day at Eastleigh Works finally took place on 23rd-25th May.

The event saw crowds in their thousands pass through the gates over the three day event, with over 19,000 people visiting the site, giving an average of over 6,000 people each day. The local media also joined in the celebrations and covered the event well, with both BBC and ITV regional teams reporting and undertaking live broadcasts from the site.

For the visitors, a wide array of locomotives and exhibits were on show and the organisers are to be congratulated on the positioning of the attractions to make the most of the photographic opportunities.

It is also understood that the longer term future of the site may also be more secure following the event, which served to highlight the facilities that Eastleigh can offer. Most of the planned exhibits appeared, although Freightliner was unable to provide any locomotives for display due, it is understood, to a motive power shortage.

An overview of the Eastleigh site, with a wide range of exhibits on show. Ken Brunt

Merchant Navy No. 35005 Canadian Pacific, Battle of Britain No. 34070 Manston and West Country No. 34028 Eddystone line up outside the works. Mike Kynaston
The Eastleigh Open Weekend brought with it a logistical exercise of moving the exhibits to and from Eastleigh. The majority of the moves were undertaken by West Coast Railway Company. WCRC Class 37/7 No. 37706 leads Battle of Britain No. 34070 Manston, West Country No. 34028 Eddystone and ‘M7’ No. 53 through Parkstone (Poole), while en route from Swanage on 22 May. Deltic No. 55022 Royal Scots Grey arrives at Eastleigh on 18th May with a convoy of diesel locos from Swanage, including Class 33 No. 33103 Swordfish, Class 31/1 No. 31108 and Class 45 No. 45060 Sherwood Forester.

Tyseley’s Class 47/4 No. 47580 County of Essex was utilised as motive power for a movement from the South Devon Railway, comprising Class 33/0 No. 33002 Sea King, Class 20 No. 20110 and Class 25 No. D7612, pictured passing Langstone Rock at Dawlish on 21st May. Complete with a ‘Lymington Flyer’ headboard, blue & grey liveried Class 421/7 3CIG No 1498 Farringford arrives at Eastleigh on 22nd May, the day prior to the weekend.

Mark Abbott, Nathan Williamson, David Kirwin, Brian Morrison
Three of the 'Eastleigh 100' motive power in attendance on the evening of 22nd May 2009: 0298 2-4-0WT No. 30587, Ivatt 2MT 2-6-2T No. 41312 & Merchant Navy Pacific No. 35005 Canadian Pacific. Brian Morrison

Class 73/1 No. 73136 Perseverance and Class 37/4 No. 37422 stand inside one of the shops. Ron Cover

The setting sun casts a soft light across Battle of Britain No. 34070 Manston and 'Lord Nelson' No. 850 Lord Nelson on 23rd May Both: Jack Boskett
Specially repainted into LoadHaul livery for the event, Class 50/1 No. 50135 Ark Royal stands in attendance at Eastleigh Works on the evening of 22nd May in readiness for the start of the event, the following day. Brian Morrison

BR Blue-liveried Class 73/0 No. 73006, SWT-liveried Class 73/1 No. 73109 Battle of Britain 50th Anniversary and BR blue-liveried No. 73119, which was named Borough of Eastleigh during the event, form one of the line-ups outside the workshops. Jack Boskett
Class 59/1 No. 59103 City of Mells and LSWR M7 0-4-4T No. 53 stand at Eastleigh on 22nd May, in readiness for the commencement on the event, when the 'M7' gave brakevan rides. **Brian Morrison**

Class 73/2 No. 73201, repainted into BR Blue colours was rededicated Broadlands at the event. **Jack Boskett**

The South Devon Railway-based Class 33/0 No. 33002 Sea King, proudly displaying its 'Dutch' livery, provided a representation of Southern Region diesel traction.

The only Class 59/2 to presently carry DB Schenker livery, No. 59206 John F. Yeoman Rail Pioneer stands beside stored Silverlink Class 508/3 No. 508301 in the works yard.

The heritage diesel traction line-up comprised 'Western' No. D1015 Western Champion, 'Peak' No. 45060 Sherwood Forester, 'Deltic' No. 55022 Royal Scots Grey and Type 4 No. 47580 County of Essex. **All: Mike Kynaston**
During the Saturday evening photo shoot, Merchant Navy No. 35005 Canadian Pacific, Battle of Britain No. 34070 Manston and West Country No. 34028 Eddystone stand in front of the works. Brian Morrison
Southern Electric Group (South Hampshire Branch)
Eastleigh Railway Institute, Romsey Road, Eastleigh. Members’ Slides.
Meeting commences at 19.30. Contact John Goodrich on 023 807 0028 for details.

Western Super Mare Railway Society
Meeting commences at 19.30. Contact Robin White, The Chairman of the WSRSA on 01934 82289 for further details.

3rd June 2009
Burton Railway Society
Marston’s Social Club, Shobnall Road, Burton upon Trent.
Meeting commences at 19.30. Admission £1.50 non members. Contact Mark Ratcliffe on 01283 221537 for further details.

Southern Electric Group (Sussex Branch)
Davidson House, Reading.
Meeting commences at 19.30. Contact Ron Dawes on 020 8660 3532 for details.

6th June 2009
Permanent Way Institution (Thames Valley Branch)

8th June 2009
Permanent Way Institution (London Branch)
The Model Railway Club, Kern House, 4 Calshot Street, London N1 9AT (near Kings Cross Station).
Meeting commences at 19.30. Contact Ron Dawes on 020 8660 3532 for details.

Grimsby and Cleethorpes Railway Railway
Royal Air Force Club, 5 Alexandra Road, Cleethorpes DN35 6LQ.
The ‘A-Z of Football Club Railway Connections’ by Colin Briggs.
Meeting commences at 19.30. Contact Mike Hartley on 01724 341358 for further details.

9th June 2009
Abergavenny and District Steam Society
Flannel Street, Abergavenny.
Meeting commences at 19.30.

11th June 2009
Continental Ry Circle St Pauls Church Centre, Rosemore Road, Marylebone, London W1 6NJ.
Business Meeting followed by ‘Railways of Scandinavia’ by Donald Wilson.
Meeting commences at 19.30. Contact Adrian Palmer on 01932 850624 for details.

12th June 2009
Slosh & Windsor Railway Society
Meeting commences at 19.30. Contact John Cole on 01753 860567 details.

13th June 2009
Bournmouth Ry Club
All Purpose Room, Winton Methodist Community Centre, junction of Alma Road and Heron Court Road, Bournemouth.
Meeting commences at 19.30. Contact Frank Geaves on 01909 473927 for further details.

Great Central Railway Society (London Euston Branch)
Visit - Mangapps Farm Railway/Meet at Liverpool Street Station Travel Centre at 09.15.

RCTS (Northampton Branch)
Visit to Spa Valley Railway by Mini Bus. Contact D.Pick on 01604 810613 for further details.

Great Central Railway Society (Spinhill Branch)
The Angel Hotel, 26 College Road, Spinhill, Sheikhfield S21 3YB.
‘From Somewhere to Nowhere’ by Fred Coupland. Meeting commences at 19.30. Contact Frank Geaves on 01909 473927 for further details.

Society Diary

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RCTS (Northampton Branch) Line-side Observation at Yoxall Station from 17.00. Contact D.Pick on 01604 810613 for further details.

RCTS (Sheffield Branch) Sheffield Parish Hall, 80 Hutton Road, Sheffield. ‘Photographs of the Station’ by Allan Palmer. Starts 19.30.

16th June 2009

Monmouthshire Railway Society


17th June 2009

Burton Railway Society


18th June 2009

Barrow Hill Engine Shed Society

Barrow Hill Roundhouse. ‘Around the World by Motorcycle - The Pan American Highway’ by Paul Pratt. Doors open 19.45 for 20.00 start. Admission: members £1.50, non members £2.00

Breconshire Railway Society

R.A.F Club, The Street, Brecon. 1600 ‘The King at Bulmer’, Hereford by Len Roberts. Meeting commences at 19.30. Contact the Secretary, Arthur Robinson on 01892 562219 for further details

Marlow and District Railway Society


RCTS (Bristol Branch)

Visit to the Avon Valley Country Park 5” Miniature Railway. Contact the branch secretary, Paul Udey, on 0117 927 3079 or e-mail at paul.udey@talktalk.net for further details.

RCTS (Thames Valley Branch)

Observation & Photography at Reading Station (for Ascot Trains). Contact the branch secretary Murray Lewis on 0118 942 6681 or by e-mail at murraylewiss@hotmail.co.uk for further details.

RCTS (West Riding)

Visit to Shipley Glen Tramway and Evening Meal. Contact Malcolm Riley on 01274 589488 or mobile on 07887 908501 for further details.

Great Western Society (Taunton Branch)


19th June 2009

Great Western Society (Taunton Branch)

Village Hall, Stoke St Mary, Nr Taunton. ‘Railways of the Exe and Culm Valleys’ by Mike Pym. Meeting commences at 19.30.

Slough & Windsor Railway Society


20th June 2009

RCTS (West Riding Branch)

Visit to Hepworth visit Meniseyside Tramway Preservation Centre. Contact Malcolm Riley on 01274 589488 or mobile on 07887 908501 for further details.

21st June 2009

RCTS (West Riding Branch)

Crave Boxford Hall at 12.00hrs. Contact Malcolm Riley on 01274 589488 or mobile on 07887 908501 for further details.

Great Western Society (Taunton Branch)


24th June 2009

Basingstoke & District Railway Society

Wote St Club, New Road, Basingstoke. ‘1000 Eggs on a Bicycle’ by Colin Boocock. Meeting commences at 20.00. Visitors welcome. Contact the Secretary on 01256 326096 for further details.

25th June 2009

Mid Hants Railway Preservation Society (Thames Valley Branch)

The Church House, Church Street, Caversham. ‘History of Wokingham Station’ by Jack Meachter. Doors open 19.30 for 19.45 start.

RCTS (Bristol Branch)

Afternoon & Evening Observation at Westbury Station. Contact Paul Udey on 01225 427778 or e-mail at paul.udey@talktalk.net for details.

26th June 2009

Slough & Windsor Railway Society


27th June 2009

RCTS (West Riding Branch)

Visit to Falisgrave Signal Box and North Bay Railway. Contact Malcolm Riley on 01274 589488 for further details.

29th June 2009

RCTS (Northampton Branch)

Visit to the British Railways Museum at York and visit to the R&F Museum, Cosford. Contact D.Pick on 01604 810613.

1st July 2009

Burton Railway Society

Marston’s Social Club, Shobnall Road, Burton. ‘Preserved Locomotives of the LMS and The North Briton Rail Tour’ by Alan Price. Meeting commences at 19.30. Contact Mark Ratcliffe on 01283 221537.

6th July 2009

RCTS (Ashford Branch)

The Elwick Club, Church Road, Ashford. ‘Cam paign for ScotRail’s new Ashford to Swindon service by Gra m looking for volunteers’. Start s 19.30. Contact Mike Walshaw. Meeting starts at 19.30.

Swanage Railway (Bath Area)

St John’s Church Centre, St John’s Road, Bathwick, Bath. ‘Ive of Light Trains of the Bath Spa Circle’ by Philip Woodman. Meeting commences at 19.15. Admission £2.00. Contact Adrian Palmer on 01225 650249 or by e-mail at alpalmer@talktalk.net for further details.

7th July 2009

Gravesend Railway Enthusiasts Society

Emmanuel Baptist Church, V jim Street, Gravesend, DA12 1BB. ’The Art of Railway Photography’ by Alan Cratty. Starts 19.45. Contact Roger Hart on 01474 833202.

8th July 2009

RCTS (Hitchin Branch)

Hitchin Community Centre, Bedford Park. ‘Rebuilding the Welsh Highland Railway’ by Andy Savage. 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). ‘Countries Bordering Switzerland. Members Slides. Meeting commences at 19.00. A £2 donation is requested. Contact Ron Dawes on 020 8660 3532 for further details.

9th July 2009

Continental Railway Circle

St Paul’s Church Centre, Rossmore Road, Marylebone, London W1U 6LU. ‘White Pass and Yukon Railway’ by Philip Woodman. Meeting commences at 19.15. Admission £2.00. Contact Adrian Palmer on 01225 650249 or by e-mail at alpalmer@talktalk.net for further details.

10th July 2009

RCTS (West Riding Branch)

Pentrich & District Line-side Observation at Kings Cross Station 17.00hrs. Contact D.Pick on 01604 810613 or e-mail on at bigmal.w.b.r.rcts@talktalk.net for further details.

11th July 2009

Bournemouth Railway Club

All downhill Observation at Poole Railway Centre, junction of Alma Road and Heron Court Road, Bournemouth. ‘Colour-Rail in Person’ by Ian White. Meeting commences at 14.30. Admission charge £2.

RCTS (Northampton Branch)

Visit to the Battlefield Line by Mini Bus. Contact D.Pick on 01604 810613 or by e-mail at northampton.rcts.org for further details.

RCTS (West Riding Branch)

Colne Valley Railway, Ipswich by Mini Bus. Contact Malcolm Riley on 01274 589488 for further details.

12th July 2009

RCTS (West Riding Branch)

Ninewells Observation and Mid Norfolk Railway by Mini Bus. Contact Malcolm Riley on 01274 589488 or e-mail on at bigham.w.b.r.rcts@talktalk.net for further details.

13th July 2009

RCTS (Northampton Branch)

Line-side Observation at Yoxall Station from 17.00 hours. Contact D.Pick on 01604 810613 or e-mail on at bigmal.w.b.r.rcts@talktalk.net for further details.

Back Issues

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Rear Cover Caption

Resident Class 47/4 No. 47840 pilots DB Schenker Class 67 No. 67002 along the shore at Blue Anchor on the West Somerset Railway on 31st May.

Brian Garrett

Magazine Information

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Telephone: 01904 500175

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

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