Railway Herald

Issue 217 - 29th March 2010

The electronic journal for the railway enthusiast

Railway Herald

Issue 217
29th March 2010

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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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Ron Cover

New liveries for Northern 150s to promote Yorkshire

Northern Rail has teamed up with 'Welcome to Yorkshire', to promote 'everything that is great about Yorkshire' in a new campaign that features ten new pictorial liveries on Class 150/2 DMUs portraying a variety of themes from the region

Full story on Page 4

Editorial Break

Please note that as a result of the Easter Bank Holiday, *Railway Herald* will not be published on Monday 5th April.

As a result, Issue 218 will be published on

Monday 12th April 2010

Apologies for any inconvenience this causes. Please do continue to submit images and news information for possible use in the magazine during this period.

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Dates have been announced by the RMT and TSSA unions for a possible nationwide rail strike, affecting Network Rail staff.
Click here to read the story on Page 4

Metro & Light Rail News
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Kirkstall Forge plans
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More trains for FCC
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Front Cover Caption:

Northern Rail-liveried Class 333 EMU No. 333014 arrives at Leeds on 24th March with a service from Skipton.
David Wragg

Booming times for *Railway Herald* - over 3.2 million images viewed!

Within these pages, it is rare that we write about ourselves, but collating the traffic and user figures from the magazine in recent weeks was an area that it was thought you, our readers, should be told about!

Several people have commented that over the past two or three weeks, there have been problems with the speed of the magazine download on a Sunday evening/ Monday. We acknowledge this and believe that we have found a way of providing extra capacity into the IT service to prevent this from happening again. The cause of the problems is purely the vast number of people that are now visiting the website, combined with a large number of readers all trying to download the magazine within a short period.

To give readers an insight, Monday 15th March had over 14,000 downloads of the magazine between 09.00 and 19.00 - that is an average of a copy of the magazine being downloaded every three seconds! Between 23.00 and 23.59 the previous Sunday, 7th March, that figure equalled a reader downloading the magazine every 1.2 seconds!

With the size of the magazines now averaging between 9MB and 14MB of data, there is a substantial amount of data being transferred. In total over the past four months, over 7.2TB (terrabytes) of data have been transferred from our servers, which is equal to completely filling 1,843 memory cards of 2GB size on an average digital camera!

Of course, the website generates more traffic than just readers logging onto download the magazine. Our hugely popular Imaging Centre now contains over 31,000 images, mainly from the UK, but also from 60 other countries. Generally, over 350 pictures are added to the site by you, the readers, every week. We now appear to have overcome the problems that were causing a backlog of images being moderated, and our team is back up to date with approving images.

During March, our internet servers have provided an average of 49,145 web pages every day - over 6.7 million web pages since the new site was launched in November, that is just 136 days ago as this editorial is written. The site has seen an almost constant rise in traffic from 74,000 pages in November 2009, through to 1.59 million pages in February 2010, and March is on target to beat that figure with an estimated 1.64 million page views. In basic terms, that means that since 9th November last year when the new site was launched, the *Railway Herald* server has, on average, delivered a web page to a user, every two seconds, all day, every day for the past four months!

In that time, people have looked at more than 3.2 million pictures, an average of 23,808 images a day - or just under a thousand images an hour.

These figures are truly remarkable and far exceed any expectations that were had for the growth of traffic to our website when it was relaunched in November last year. It should provide increased incentives for more people to upload their photographs and share them with a large number of like-minded people who visit the site to enjoy the imagery displayed in the Imaging Centre, among other areas.

The substance of this editorial, defies the fact that *Railway Herald* as a magazine is put together by an editorial team of just three people every week, with two other individuals assisting with the day-to-day work and a further three image moderators on the website - please bear this in mind on those odd occasions when we don't quite meet expectations!

In addition, despite intentions to bring an external IT company in, the whole of our website, which now comprises thousands of pages is written and managed by just one individual - your editor! So new developments and investigating any potential issues could take us a little longer to do, but everything is noted.

We have new projects to introduce this year and revisions to make, which will hopefully make *Railway Herald* and its website even better, provide you, the readers, with more news and information, plus better access to imagery than before.

All of this is not possible without the support of our extensive readership, which now numbers over 35,000 worldwide, and of course our advertisers who provide the majority of the financial means with which to keep the magazine published - so please do click on their adverts and when buying something from them, or having read about a new product or service, or charter train within the pages of the magazine, please do tell them that you saw it in *Railway Herald*. Also, please remember to tell friends and colleagues about us if you haven't already!

Hopefully, this editorial will have given readers an insight into what goes on behind the scenes with the website and the magazine, the production cycle of which is five days and is certainly not a 'couple of hours job' as one reader recently thought it was!

Producing the magazine on a weekly schedule is a challenge, but one which the small team at *Railway Herald* relishes on a weekly basis, and it is thanks to you, the readers, that we have images submitted to go with the news that we report.

Railway Herald Website Links

- Railway Herald Home Page
- Magazine & Back Issues
- Railtour Listings
- Imaging Centre Home Page
- Latest Images Uploaded
- Steam Traction Archive
- Modern Traction Archive
- Class-by-Class Index

Editorial

Top Four Images

from Railway Herald's Imaging Centre

▲ Roy Brown

▲ Ron Healey

▲ Roy Brown

Steve Lee ▼

Click on the above images to see larger pictures

Northern Rail helps to promote 'everything' Yorkshire

Northern Rail has teamed up with Welcome to Yorkshire, to promote 'everything that is great about Yorkshire' in a new campaign.

A total of 10 Northern Rail Class 150/2 DMUs are getting an external makeover with new liveries promoting the ten Welcome to Yorkshire themes of Family, Outdoors, Delicious, Indulgence, Heritage, Artistic, Sport, Events and Festivals and City Life. The first three units to receive the graphic vinyls are Nos. 150228 'Outdoors', 150269 'Family' and 150270 'City Life', which were shown off to the railway press at Harrogate station on 22nd March.

▲ Led by Class 150/2 No. 150269, the three newly branded units arrive at Harrogate on 22nd March. **All: Ron Cover**

▼ Class 150/2 No. 150228 'Outdoors'

▼ Class 150/2 No. 150269 'Family'

▼ Class 150/2 No. 150270 'City Life'

Scottish Parliamentary Committee says Cairngorm line had lack of spending control

The Scottish Parliament's Public Audit Committee has made a scathing attack on the Highlands and Islands Enterprise (HIE) for failing to properly control spending on the Cairngorm Mountain Railway, which has been repeatedly bailed out by taxpayers' money, saying there has been "unacceptable bad practice" in wasting up to £27 million on the funicular railway.

New controls to ensure more major cost overruns are not incurred in the future have been demanded. The railway, which runs nearly all the way to the summit of the Cairngorms, Britain's fifth-highest mountain near Aviemore, has been plagued with problems since it was first proposed in the early 1990s. Lack of visitors has meant it has struggled to make money or even break even. Many years without enough snow for skiers have not helped matters, but even when there has been plenty of snow, such as this winter, the railway has been forced to close because it cannot cope with adverse weather!

In 1997 the railway was estimated to cost £14.8 million to build, of which £9.4 million was meant to come from HIE's predecessors. After it was completed in 2001, the total rose to £26.75 million, of which HIE provided £19.4 million. The line was strongly backed by local politicians and "was pushed forward without proper regard to the risk to the public purse", says the report.

National rail strike on the horizon

The RMT and TSSA rail unions have confirmed that strike action is planned for the week after the Easter weekend.

The action will mean that signallers will be on strike from 06.00 to 10.00 and 18.00 to 22.00 from Tuesday 6th to Friday 9th April, while maintenance staff will be on strike continuously from 06.00 on Tuesday 6th April until 23.59 on Friday 9th April. In addition, the TSSA (Transport Salaried Staffs' Association) union says an overtime ban, ban on rest day working and a ban on on-call duties will be in force throughout this period for both groups of staff running through to 06.00 on Saturday 10th April.

Although dates have been announced, negotiations are continuing between Network Rail and the unions to resolve the dispute.

For the latest on how the strike will affect scheduled services and charter operations, click here.

Jarvis subsidiaries into administration

Rail company Jarvis, which has been hit by a slump in the volume of rail and plant work in recent months, told shareholders that it needed more capital from its lenders and Network Rail to enable it to win more work.

The following statement was then issued on 25th March: "Following negotiations with the company's secured lenders, it has today become clear that sufficient support will not be extended to the company to enable it to continue trading as a going concern. As a consequence, the directors now have no option but to take steps, together with the company's secured lenders, to place the company, and certain of its subsidiaries, into administration, and to request that trading in its shares be suspended with immediate effect".

Jarvis last month forecast an operating loss of £5 million for the current financial year. The company's shares have been suspended.

Nobody was available for comment from Jarvis as *Railway Herald* went to press, so it is unknown as to which subsidiaries are involved and whether it has any affect on the company's freight operator Fastline Freight in any way.

▲ First ScotRail-liveried Class 170/4 No. 170431, minus its centre vehicle, pauses on the two-way goods lines at Doncaster while working ECS from Edinburgh Haymarket Depot to Crewe Works on 20th March. David Hainsworth

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Metro and Light Rail News

East Manchester Metrolink construction progresses

Construction work on the new East Manchester Metrolink line is progressing well, with piling rigs recently in use to create the retaining walls of a new underpass under Great Ancoats Street, and the first sets of tracks having been laid on Ashton New Road.

Work on other sections of the line is also continuing apace, with utility diversions running to schedule and the foundations of Metrolink stops in Holt Town and Sportcity beginning to take shape.

Trams should be running through East Manchester to and from Oldham from spring 2012.

◀ **Still wearing its original livery, Midland Metro No. 12 stands at Wendesbury Great Western Road on 10th March, with a service to Birmingham Moor Street. As reported in the last issue, the current fleet is to be replaced with new trams in the coming years as part of the extension of Midland Metro into Birmingham's city streets. Martin Coles**

Successful year for Hams Hall freight terminal

Hams Hall, the Birmingham railfreight terminal and logistics hub owned and operated by Associated British Ports (ABP), has reported its most successful year to date.

Despite the downturn in the economy, business has excelled at the facility, with 15 new weekly train services added. ABP acquired the terminal in 2002, and has invested in an ongoing expansion programme, which has resulted in operational capacity being trebled.

At peak times, Hams Hall can now handle up to 1,000 containers a day. Mediterranean Shipping Company introduced a second daily service from Felixstowe in March, and in June, Norfolk Line also started a bi-weekly service from Hams Hall to Novara, via the Channel Tunnel, which in September, signalled the first temperature controlled railfreight cargo for some years. In August, DB Schenker began a daily service to Mossend, and also began a three-weekly Channel Tunnel service to Novara in Italy in November, enabling Channel Tunnel products to transfer at Hams Hall for onward movement to Scotland or vice versa.

At the HSBC Rail Business Awards on 11th February, Hams Hall won the category for Supplier Excellence of the Year, and also received a highly commended in the Railfreight Excellence of the Year category, and was a finalist for the Environmental Innovation of the Year award.

Eurotunnel undertakes emergency exercise in tunnel

Overnight on 13th/14th March, Eurotunnel and the national authorities conducted an extensive safety exercise with the participation of the emergency services from both Britain and France, in particular the Police, Fire and Rescue and Ambulance personnel.

This year France was the lead nation for the purposes of the exercise, which took place under the authority of the sous-préfet de Calais. The exercise is a regular one, this instance being the 20th since the creation of Eurotunnel. It tests the response and co-ordination of the emergency services in the event of a major incident in the Channel Tunnel.

This year, the exercise simulated a problem on board a Truck Shuttle. In principle, the scenario used is based on an extreme situation with particularly challenging developments. It therefore led to the mobilisation of significant resources, this year involving more than 80 members of the British and French emergency services, 20 actors, 20 judges and observers, a Eurotunnel Shuttle, 10 trucks and 15 Service Tunnel Transportation System vehicles. The cost was in the regain of €200,000.

Six-coach Hastings DEMU takes to the Network

▼ On 20th March, Class 201 No. (20)1001 passes Filsham Valley, St. Leonards, while working the 'Solent Sentinel' railtour from Hastings to Portsmouth Harbour, via London Victoria. **Chris Jeffery**

New station planned for Kirkstall Forge

Network Rail and Metro have submitted plans to Leeds City Council for a new railway station at Kirkstall Forge.

It follows the recent approval of plans for Apperley Bridge station in Bradford, also in the Aire valley. The stations are planned to improve rail links into both Leeds and Bradford as part of a programme of investment by Metro. The plans include two new platforms, lifts, staircases, space for buses and a 127-space car park. Kirkstall Forge station is being developed as part of a wider scheme to transform the former industrial site into a 56-acre mixed-use development that will include family homes and 300,000 sq ft of commercial office space.

The developers have provided £4 million towards the station cost, which will not only serve the new Forge development but also the wider area including Kirkstall, south Horsforth, and the Bramley Falls areas of the city. Metro's plans for the two stations along with car park extensions elsewhere in West Yorkshire have been identified as a priority by the Joint Regional Board with an estimated total scheme cost of £23.25 million. Once the station is operational, Kirkstall Forge will be only a six-minute journey from Leeds city centre. This, together with the riverside frontage and facilities such as a gym, crèche, hotel, restaurants and bars, makes it an ideal location for business. Initially, Kirkstall Forge and Apperley Bridge will be served half-hourly in each direction by trains between Leeds, Shipley and Bradford Forster Square.

Subject to approval, services could start with the December 2012 timetable.

East Coast aims to win back airline passengers on Scotland to London route

East Coast has introduced a new business ticket offer in a bid to attract more corporate travellers onto rail between Scotland and London by offering flexible First Class travel for less than the usual price of a Standard Class open ticket.

Priced at £199, the new Scottish Executive Package is 27% cheaper than a Standard Class Anytime return rail fare and 47% less than a First Class Anytime return fare between Edinburgh and London. On the Glasgow Central to London route, passengers can benefit from savings of 47% and 31% on First Class Anytime and Standard Class Anytime return rail fares respectively. Air passengers are currently paying an average of £253 for flights between Edinburgh and London.

Latest figures show that East Coast has almost doubled its share of the rail and air travel market between Edinburgh and London in the last five years, from 12% in 2005 to 23% in January this year. In addition to a free upgrade to First Class in both directions, the all-inclusive package offers business travellers a three course meal voucher, use of East Coast's First Class Lounges at Edinburgh and King's Cross stations and onward travel within London Underground Zones 1 and 2..

Full details of the Scottish Executive ticket Package can be found at www.eastcoast.co.uk/scottishexecutive

UK News In Brief

■ On 23rd March, DB Shenker-liveried Class 66/0 No. 66152 was named *Derek Holmes*, who was the Network Rail Head of Operations who died suddenly in January after 29 years on the railway. Derek started as a signalman in 1981, working various boxes in the Dundee area before moving to Edinburgh Signalling Centre as shift manager. He was very well liked and respected within the industry.

■ Slough station is to receive a £2.5 million upgrade to give disabled people better access for the 2012 Olympics. Wembley and Hackney stations will also get funding to make them 'step-free' by the time the Games start in London. Thousands of spectators are expected to travel through Slough on their way to boating events at Eton Dorney Lake. Work on all three stations is due to start next year and be completed in time for the Olympic Games opening ceremony. Transport Minister, Chris Mole, said: "Travellers will continue to benefit from better access at these stations for many years after the Olympics".

■ Liverpool City Council has approved plans for the next phase of the £160 million 'Central Village' development, which will transform the area around Liverpool Central station. One of the busiest underground railway stations outside London, Liverpool Central will be developed into a retail and leisure hub as part of the plans, including shops, cafés, bars and restaurants above the current concourse. The 23,000sq ft concourse transformation will provide a link to the wider 'Central Village' scheme, including two hotels, an apart-hotel, retail and leisure units, a cinema and a boardwalk.

■ A Network Rail feasibility study has shown that the cost of converting the part of the Stroud Valley Line between Kemble and Swindon to dual track will be above £52 million, over £7 million higher than the amount of funding already committed to the project by the Government. The local MP for the Cotswolds is concerned that the shortfall will delay the scheme, but the Department for Transport has yet to comment. Doubling the line from single-track to a two-way service will remove the bottleneck on the Cheltenham to London route.

■ It is reported that SNCF is planning a rival bid for the British transport operator Arriva, in opposition to that already on the cards from its German counterpart, Deutsche Bahn. Senior SNCF executives are said to have held talks with French government officials about making an offer for the company, which has operations in 12 European countries. DB's offer is believed to be worth 700p per share.

■ A £30 million scheme to make Manchester Victoria station 'fit for the 21st century' has been announced, the work to be funded by Network Rail, Manchester City Council/NWDA and GMITA, working alongside Northern Rail. It will include a new roof, a better, brighter and more open concourse and improved facilities for passengers.

New National Skills Academy for Rail Engineering

Transport Secretary Lord Andrew Adonis has welcomed the creation of a new National Skills Academy for Rail Engineering, which has been announced by the Department for Business Innovation & Skills.

The academy will receive nearly £3 million of Government investment through the Skills Funding Agency and has the support of organisations including Network Rail, Transport for London, Rail Freight Group, the Rail Industry Association and the Association of Train Operating Companies. Lord Adonis said: "The creation of this new academy is very timely. Just last week I set out proposals for a new high-speed rail network linking London to Birmingham, Manchester, the East Midlands, Sheffield and Leeds. Building and maintaining this network would not only create significant new opportunities for the UK's design, engineering, construction and manufacturing sectors, it would require a new generation of skilled railwaymen and women. Over the next 20 to 30 years the UK will require a step-change in transport capacity and connectivity. We believe high-speed rail is the way to achieve this step change and this Rail Academy will help provide the skills we would need to make it a reality". The Learning and Skills Council has also approved a Tunnelling and Underground Construction Academy in Ilford, London, to be run by Crossrail.

The new facility will receive £5 million public funding and will develop new courses and qualifications, providing training for up to 1,800 people a year.

▼ **Class 47/7 No. 47739** *Robin of Templecombe* **heads south through Stafford on a Crewe Carriage Sidings to Barrow Hill stock move, conveying Cargo-D owned Mk3 vehicles on 24th March. Brad Joyce**

More trains for FCC's 'GN' route by December

First Capital Connect's 'Great Northern' route into London is to benefit from more frequent and longer trains, with over £27 million of Government funding.

The 'Great Northern' route connects Moorgate and King's Cross stations with Welwyn Garden City and Hertford North. The improvements will create around 6,500 extra seats on peak time services by the use of 41 extra carriages.

During peak hours, passengers will benefit from an extra 3,800 seats connecting Moorgate and an extra 2,750 connecting King's Cross. The key improvements include four extra morning services into Moorgate from either Gordon Hill or Welwyn Garden City, three additional evening services to either Gordon Hill or Hertford North from Moorgate, and the lengthening of a number of existing services serving King's Cross or Moorgate. Full details of the improvements will be available from First Capital Connect ahead of the December timetable change.

Transport Minister, Chris Mole said: "More people than ever in recent times are choosing to travel by train and it's vital we keep pace with this growth. We have pledged to introduce an extra 1,300 rail carriages onto the rail network and today's announcement is part of that commitment". Neal Lawson, Managing Director at First Capital Connect said: "We will be adding additional services and strengthening existing services to six, eight and 12 carriages long - bringing thousands of extra seats from this December onwards".

In the longer term the Government and the train operator also plan to increase the number of 12-car services on the line following the completion of supporting infrastructure works, including power supply upgrades and the lengthening of platforms at the six stations of Arlesey, Biggleswade, Finsbury Park, Letchworth, Royston and Sandy.

East Coast limited rebranding cost £635,000

It has been reported that nearly £635,000 was spent on rebranding the East Coast Main Line route after the services were re-nationalised when National Express relinquished the franchise.

The work included changing the logos on trains, the uniforms of staff, signs at stations and marketing material. National Express is said to have contributed nearly £300.000 towards the costs, but the taxpayer was left to pick up the remaining sum of nearly £340,000. The Conservatives recently called for an inquiry into the Government take-over, claiming that Transport Secretary Lord Adonis had "stretched the truth to its limit" in his statements about the NXEC franchise.

Now the Department for Transport (DfT) has revealed how £255,685 was spent on changing the interiors and exteriors of the trains, while another £44,400 was expended on new uniforms. Just under £100,000 was spent on station signage and buildings, including offices. More than £60,000 was spent on stationary and printing, including leaflets and posters, and £30,000 on revamping the service website. Rebranding the plasma information screens at York station cost £900 alone. Despite the expenditure, the branding is likely to be changed again when the franchise is transferred back into private hands within two years, the competition to find another private company to run the services being started later this year. The DfT has responded, saying: "In the case of this transfer, the rebranding has been achieved as efficiently as possible to minimise the additional cost. In all respects, East Coast has taken a minimalist approach to branding in recognition of the high potential cost involved".

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The News In Pictures

◀ Class 66/0 No. 66020 passes through Swanley on 19th March with an international service from the Channel Tunnel through to Ripple Lane, and conveying Stobart 'Reefers' (refrigerated containers). **Edward Clarkson**

▼◀ DRS Class 57/0 No. 57002, complete with Colas Rail decals on the side, and WCRC Class 47/4 No. 47851 *Traction Magazine* power the 'Cumbrian Crusader II' through Chesterfield on 20th March. **Duncan Edwards**

▼ DRS Class 37/6 No. 37610 *T.S. (Ted) Cassidy 14.5.61-6.4.08* heads through Coulsdon South with Class 37/0 No. 37038 on the rear, with a Network Rail test working on 17th March. Passing in the opposite direction is a pair of unidentified Class 442 EMUs. **Maarten Otto**

Railfuture makes the case for the East-West Rail Link between Oxford, Bedford and Cambridge

Oxford and Cambridge are world famous for their universities and high-tech industries.

In the 70 miles between them there are fast growing towns and cities, such as Milton Keynes, and growing industries such as the motor sport companies based around Oxford and Bicester. In fact, the phrase 'Oxford to Cambridge arc' is commonly used to refer to the new business and education initiatives across the area. Demand for travel along the arc has increased enormously in recent times, but public transport is very poor, the railway linking Oxford to Cambridge having closed 42 years ago. There is a bus service, but it is very slow. Because of this most journeys through the arc are made by road, several hundred million pounds having been invested in the roads since the railway closed, yet congestion remains a major issue.

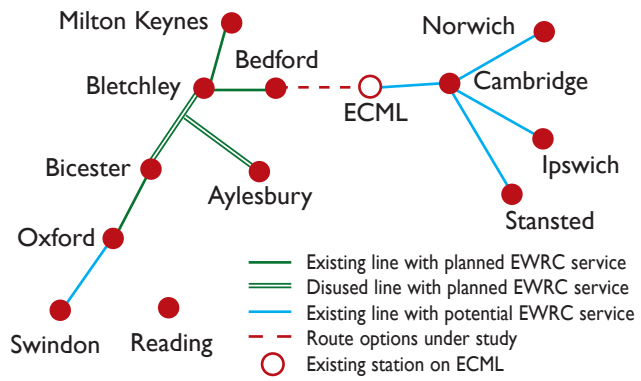
Quite a lot of the old Oxford to Cambridge railway still exists, with track in place from Oxford through Bicester to Bletchley and onto Bedford. However, passenger services run only between Oxford and Bicester, and between Bletchley and Bedford, and these are slow, all-stations services. Freight destinations include the extensive military depot near Bicester, London's waste disposal site near Calvert, and Network Rail's depot near Bletchley for West Coast work. East of Bedford, the track has been taken up and key stretches of the original route have been built over, including a guided bus track near Trumpington. Fortunately, alternative routes exist.

One can see that there is huge potential for re-linking these sections, and indeed Oxford to Bedford is under design, and Milton Keynes station has recently been rebuilt to support a modest level of service. The aspiration remains to develop the railway so that the towns and cities along the whole arc can be linked by trains - a fast and environmentally friendly solution. A renewed Oxford to Cambridge railway levers an even greater benefit, as by using the existing tracks to the east of Cambridge and to the west of Oxford, an inter-regional East-West Railway Link (EWRL) can be created. This project links East Anglia to the Chilterns and the Thames Valley using the reopened Oxford to Cambridge section as its centrepiece. But the EWRL would do far more because it is a radial route around London, and it would have interchanges with 10 radial routes from London, creating many other journey opportunities. The project is the equivalent to the M25 – but safer and with far less environmental impact.

There are many players involved in rebuilding the Oxford to Cambridge line. A consortium of local authorities, the East West Rail Consortium, promotes the overall EWRL project. Railfuture set this up in 1995 as a result of a campaign. It has 34 members, which gives it a strong democratic mandate, as they represent the population of seven counties and about half the members form a Steering Group – altogether quite an unusual set-up for this country. An officer of Buckinghamshire County Council chairs the Steering Group.

In 2009, plans for the Oxford to Bedford section completed the GRIP 3 stage in the Network Rail planning process, and GRIP 4 is currently in progress. There was also a big step forward when Chiltern Railways became involved, and proposed an 'Evergreen 3' project to link London Marylebone with Oxford, via High Wycombe and Bicester. Under 'Evergreen 3', the Oxford - Bicester route will be rebuilt providing both a new route to London and a key part of the Oxford-Cambridge project. 'Evergreen 3' is due to open in 2013, after which the remainder of the western section in between Oxford and Cambridge, that is Bicester–Milton Keynes–Bedford, should open during 2014 – 2019.

Oxford to Cambridge showing possible services



Meanwhile, the routing of the central section of the project, between Bedford and Cambridge will need to be resolved. A link across the gap between Bedford and the East Coast Main Line will need to be built, and from there Cambridge can be reached on existing tracks. The gap is only eight-miles wide at its narrowest, but finding a way through is not easy. The EWRC has studied several route options, and short-listed two: one via Luton and Stevenage, the other via Hitchin and Royston. Bedford Renaissance and others are also interested in a route adjacent to the trunk roads between Bedford and Cambridge in the same way that the Channel Tunnel line runs next to the M20. All these options require significant funding for stretches of new track, but are far cheaper per mile than the equivalent road.

2010 will be a crunch year for Oxford–Cambridge link. Local authorities will be finalising their Local Transport Plans for 2011-2026, which may or may not protect the route from development. The Regional Assemblies will be producing plans for housing and transport for the next 20 years, and Chiltern will be seeking parliamentary approval for 'Evergreen 3' and Network Rail will be planning for 2014-2019.

On top of that, there is a new Infrastructure Planning Commission with powers over major road and rail projects, and of course, a new parliament if not government as well. It promises to be a lively year between the light and dark blues.

Swanbourne, the first station heading west from Bletchley, is pictured in 2005 on the 'mothballed' section from Claydon Junction. Although the station building is boarded up, the old Station Masters house is now a private residence. The occupiers keep the redundant trackbed clear of all weeds. 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.

31st March 2010		
Railway Touring Co.	70013	London Victoria-Whitstable-Dover-Bickley-London Victoria
1st April 2010		
Railway Touring Co.	6201	Liverpool LS-Wigan NW-Preston-Shap-Beattock-Edinburgh (& return)
2nd April 2010		
Pathfinder Tours	tbc	Salisbury-Bristol Pkway-Birmingham NS-Mossend Yard (train splits): Portion 1-Stirling-Perth-Inverness. Portion 2-Crianlarich-Fort William
UK Railtours	tbc	London KX-Stevenage-Peterborough-S&C-Carlisle-Dumbarton
3rd April 2010		
Railway Touring Co.	D1015 **70013 & 44871**	(London Paddington-Swindon-Bristol Temple Meads (D1015))- Bristol TM-Taunton-Exeter SD-Plymouth-Penzance (& return (D1015))
UK Railtours	tbc	Dumbarton-Oban and return
Railtourer	2xWCRC 47	Bedford-Leicester-via MML-York-Middlesborough-Whitby & return
Vintage Trains	5043	Solihull-Banbury-Oxford-Reading West-Basingstoke-Salisbury and rtn
4th April 2010		
Pathfinder Tours	tbc	Inverness-Dingwall-Kyle of Lochalsh and return
Pathfinder Tours	tbc	Fort William- Glenfinnan - Mallaig and return
UK Railtours	tbc	Paisley - Ayr - Stranraer& return
5th April 2010		
Pathfinder Tours	tbc	Inverness-Stirling-Mossend & Fort William- Mossend then return as outward journey to Salisbury.
UK Railtours	tbc	Dumbarton- Edinburgh-Peterborough-London King's Cross
6th April 2010*		
Railway Touring Co.	5029	London Victoria-Woking-Basingstoke-Salisbury-Westbury-Bristol TM
7th April 2010*		
Railway Touring Co.	D1015 **70013 & 44871**	(Bristol Temple Meads- Exeter St. Davids - Plymouth - Penzance) Penzance - Plymouth - Exeter St.Davids - Bristol Temple Meads
Compass Tours	DRS Class 47	Crewe-Runcorn-Hellifield-S&C-Carlisle-Workington-WCML-Crewe
8th April 2010*		
Railway Touring Co.	70013	Bristol Temple Meads-Severn Tunnel-Shrewsbury-Crewe-Preston
Kirklees Green Party	2xWCRC 47	Carnforth-Manchester Victoria-Todmorden-York-Edinburgh & rtn
9th April 2010*		
Railway Touring Co.	46115	Preston-Shap-Carlisle-Beattock-Glasgow Central
VSOE	35028	London Victoria- Guildford - London Victoria (route to be confirmed)
10th April 2010		
NENTA Traintours	2xWCRC 47	Norwich-Ipswich-Ely-March-Peterborough-York-Scarborough & rtn
PMR Tours	6233	(Leicester-)Derby-Alfreton-York- Scarborough & return

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

BLACK Charters expected to operate as booked. **RED** Tours cancelled by the operator
GREEN Tours postponed to a future date by the operator **BLUE** Provisional excursion
(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.
* - Tours on this date may be subject to change/cancellation if strike action goes ahead. Click here for the latest updates.

The Week Ahead

by John Whitehouse

As we are taking a break over the Easter weekend, this preview covers the next two weeks railtour activity.

However, at the time of writing there is the threat of industrial action on the railways over the Easter period, which will be a disaster for the operators if such action materialises. This is because both Pathfinder and UK Railtours are scheduled to operate Scottish weekend land cruises over the Easter weekend, and of course RTC's 'Great Britain III' is due to start on the Tuesday following Easter. All these tours sell well, which means that in addition to the disruption to passengers planned holidays, the tour operators have substantial liabilities for pre-booked hotel accommodation and off-train excursions. Also, such trains tend to be quite profitable and as such serve to offset less profitable tours which otherwise may not operate.

Being optimistic, as we are, UK Railtours' 'Easter West Highlander' will head out of King's Cross on 2nd April, running via the Settle & Carlisle to the overnight base at Dumbarton. Over the next two days, we understand that the tour will visit Oban with a pair of DRS Class 37s, and Stranraer prior to returning south on 5th April. Pathfinder's 'West Highlander' is a little more complex, originating at Salisbury and operating via Birmingham New Street and the West Coast Main Line to Mossend Yard, where the tour splits. Portions proceed to both Inverness and Fort William, where day two is spent relaxing off the train. On 4th April, the respective portions then run to Kyle of Lochalsh and Mallaig, where the passengers 'cross over' via the Isle of Skye to overnight in Fort William or Inverness, before sampling the journey back to Mossend Yard next day, via the 'alternative route'. At Mossend, the portions again merge for the final run home. The latest details concerning RTC's 'GBIII' appeared in last week's Issue 216, and we are not aware of any further changes. Any late alterations will be reflected in the railtour listings on our website.

In a busy run-up to 'GBIII', RTC has a further two trains operating this week, commencing with 'The Waverley' on 1st April, which features 'Princess Royal;' Pacific No. 6201 *Princess Elizabeth* from Liverpool to Edinburgh, via Shap and Beattock. This essentially positions 'Lizzie' in Edinburgh for a potential return south on the first leg of the final day's 'GBIII' to York. This is followed on 3rd April by 'The Royal Duchy' from London Paddington to Penzance, which will position *Sir Lamiel* and *Oliver Cromwell* in Cornwall for day 2 of 'GBIII' from Penzance back to Bristol Temple Meads. Class 52 No. D1015 *Western Champion* will work 'The Royal Duchy' outwards from Paddington to Temple Meads, where steam takes over, and throughout on the return from Penzance to Paddington.

The unusual sight of a Great Western 'Castle' on the line from Reading to Salisbury, via Basingstoke and Andover, on 3rd April, should also see Vintage Trains operating 'The Moonraker' from Solihull, picking up at Dorridge, Leamington Spa and Banbury, and onwards via Oxford with 'Castle' class 4-6-0 No. 5043 *Earl of Mount Edgcumbe*, which should loosen up the loco quite nicely for its non-stop 'Bristolian' date in a few weeks time. Finally, on an unusually quite Easter Saturday, Railtourer head north from Bedford and selected stations through to Chesterfield, via the Erewash Valley. The itinerary for this train has now changed, as it was originally booked via the Esk Valley to Whitby, which will now be reached by road transfer from York. It will now reverse at York and head for Scarborough, via Selby and the Yorkshire Wolds line, through Beverley, Bridlington and Filey. The return will by the direct route to York via Malton. West Coast Class 47s should feature.

The week after Easter will be dominated by 'GBIII', but not totally. There is the not insignificant public debut of a certain 'Black Duchess' on 10th April, when No. 6233 *Duchess* ▶

You can view the long-term line-up of railtours by visiting the railtours section of our website - click here or visit www.railwayherald.com

Travelling in the Green way

The Kirklees Green Party has long been a significant sponsor of railtours, and its spring programme again contains some delights from destinations nearer to you than you may think!

Three of the four tours on offer head north, with Edinburgh being the destination on 8th April from Lancaster, which picks up via Atherton, Manchester Victoria and Rochdale. The next tour to the Scottish capital is on 20th May, and is a recent addition to the programme. Starting from Spondon, and picking up along the Erewash Valley to Chesterfield, the tour uses the ECML to Edinburgh, but then also continues via both Forth and Tay Bridges to Dundee.

Later, on 8th June, there is a circular taking in the Settle & Carlisle, Tyne Valley and Vale of York, from Erdington, Sutton Coldfield, Lichfield City, Burton-upon-Trent, and then Erewash Valley to Chesterfield. Two days later, and a charter heads south to Windsor and Eton Riverside from Leeds, and then over the Standedge route to Stalybridge, with a final pick-up point at Lichfield Trent Valley.

The feature of the programme is the mid-week departure dates, thus utilising stock and locomotives that otherwise would be standing idle between weekend turns.

For full details of pick-up points, visit *Railway Herald*'s comprehensive website railtour listings or log onto to www.kirkleesgreenparty.org.uk.

▲ **Making a rare appearance on Southern metals, LMS 'Princess Royal' Pacific No. 6201** *Princess Elizabeth* **heads through Herne Hill with the 09.44 London Victoria to Bristol Temple Meads Steam Dreams-operated 'Cathedrals Express' charter on 25th March. Roger Goodrum**

A look ahead to the main line steam and diesel charter scene following Easter

◀ *of Sutherland* heads for Scarborough from Derby on the PMR sell-out tour that originates at Leicester. The previous day, Merchant Navy Pacific No. 35028 *Clan Line* is lined up for a VSOE British Pullman Luncheon working around the Surrey Hills Circuit.

The week also sees the inaugural 2010 workings for three operators, and a second outing for Compass Railtours with the 'Mersey Fellsman' on 7th April from Crewe and stations to (and beyond) Liverpool Lime Street to Carlisle, outwards over the S&C, returning around the Cumbrian Coast. As previously mentioned, Kirklees Green Party opens its account with 'The East Coast Edinburgh Express' from Carnforth, and stations via Manchester Victoria and the Calder Valley to Waverley. Nenta Traintours will make it a busy day at Scarborough for railtours, with its inaugural 2010 working from Norwich and selected stations through to Peterborough, which also serves York and Malton (for the North Yorkshire Moors Railway).

The first Green Express charter of the year is the 'Settle & Carlisle Glasgow Scot', which does exactly what it says on the headboard, departing from Sheffield and picking up through to Skipton, via Wakefield Kirkgate, before traversing the S&C, prior to ascending Beattock en route to Glasgow Central. West Coast Class 47s should feature on all the tours except for the Compass working which is booked for DRS Class 47 traction.

'Surprising Stockport' is the destination of UK Railtours tour of that name, also booked for 10th April. It originates at Welwyn Garden City, and picks up at Potters Bar en route to King's Cross, where it both picks up and reverses prior to heading for St Albans and the Midland Main Line, via Leicester, Sheet Stores and Stenson Junctions to Stoke-on-Trent, ahead of setting down at Macclesfield and then Stockport. DBS Class 67s will be the likely traction.

Pathfinder meanwhile, head west to Parkandillack, at the top of the freight-only branch from Burngullow, on the Cornish main line. The train departs from Whitchurch and picks up via stations to Shrewsbury and the Welsh Marches to Bristol Temple Meads. Options include Plymouth (for the Tamar Valley), Liskeard (for Looe), Bodmin Parkway (for the Bodmin & Wenford Railway) and Par (for the Eden project or Lost Gardens of Heligan). The train continues from Par to Parkandillack. DBS Class 66 haulage is booked throughout, plus an additional DBS 66 to 'top and tail' on the Parkandillack branch.

Ian Riley's 'Black 5' for Cambrian

It has been reported that Ian Riley's recently overhauled 'Black 5' 4-6-09 No. 44871 has been accepted as the Cambrian prototype ERTMS locomotive, and is awaiting a date for the equipment to be installed.

Presently it is booked to share the Stranraer duty with stablemate No. 45407 for RTC's 'GBIII' on 10th April. Both locomotives are then due to move to the North Yorkshire Moors for the Spring Steam Gala, after which, No. 44871 is scheduled to move back to Bury for installation of ERTMS and subsequent testing, before moving to Machynlleth for this year's 'Cambrian' workings.

Meanwhile, No. 45407 will remain at Grosmont until July, when it is booked for the first two weeks of West Coast's 'Scarborough Spa Express' workings. The route this year for the 'SSE' has still to be confirmed, but it seems certain that the Harrogate Circle will not be used. Afterwards, No. 45407 will head for Fort William, where it will replace classmate No. 45231 *Sherwood Forester* in 'The Jacobite' pool for the remainder of the season.

Ups & Downs

by John Whitehouse

■ The end of the 'Floodex' loco–hauled shuttles between Workington and Maryport will be commemorated with a charter from Workington to York on 22nd May, which picks up at all stations to Carlisle. It will be hauled by DRS Class 37 & 47, and consists of all First Class stock. The route will be confirmed in due course, and Spitfire Railtours will be taking bookings, the highly attractive fares being £39 for adults and £29 for children (ages 5-15). All proceeds to local charities. For further information, e-mail railtours@hotmail.co.uk

■ The **Class 40 Preservation Society** has outlined plans for a tour with its loco from Rawtenstall to Cambridge on 4th September. An add-on option to Stansted is being considered, the outcome of which will depend upon the strength of demand. The route of the planned tour will be via the Brewery Curve to Stockport, then Chesterfield and Nottingham to set down at Peterborough (for the Nene Valley Railway), Ely and Cambridge. Class 40s were not common between Nottingham and Grantham, and the route will be a first for No. 40145. Expressions of interest for the tour and a Stansted add-on option should be expressed to chairman@cfps.co.uk

■ **The 71000 (Duke of Gloucester) Steam Locomotive Trust Ltd**, which is responsible for operations and maintenance of the locomotive, expect to announce dates for main line duties shortly. A number of turns on the 'Torbay Express' are expected to be included in the programme. The locomotive is currently working on the West Somerset Railway for the Spring Steam Gala, following which it will return to Bury. The re-arranged visit to the Churnet Valley Railway is now scheduled for November.

■ New **Pathfinder** dates for *Western Champion* include a visit to Shap and the Settle & Carlisle on 31st July and Fishguard Harbour plus the Robeston branch on 18th September. The former tour will originate in Wiltshire, and run north along the Oxford-Birmingham corridor, with the latter setting out from Cheshire, passing through the West Midlands and Severnside.

■ **Vintage Trains** is looking at running a steam-hauled service on the highly scenic Looe branch in September. No firm details are presently to hand, as planning for next month's high profile 'Bristolian' runs are currently the priority, but a spokesman confirmed that a steam (probably nothing larger than a Pannier Tank) and diesel 'top and tail' operation is being planned. Dates mentioned are 19th & 26th September.

▲ **'Western' No. D1015** *Western Champion* **climbs past Combs Reservoir, between Whaley Bridge and Chapel-en-le-Frith, with the 'The Western Rocks' charter from Bristol to Buxton on 20th March. Nigel Capelle**

More activity from the Railway Touring Company

The latest tours announced by RTC include another repeat itinerary working between London Victoria and Swanage. 'The Swanage Belle' is booked to operate on 31st May, 3rd July and 26th September, and is to feature 'King Arthur' 4-6-0 Nos. 30777 *Sir Lamiel* **and Battle of Britain Pacific No. 34067** *Tangmere***.**

The stated plan by RTC puts *Tangmere* in charge from London, with *Sir Lamiel* working the return. The route is outward via Staines and then to Woking for the L&SW all the way to Wareham, where the train will diverge at Worgret Junction for the heritage line.

The same pair of locomotives will also be involved with 'The Quantock Hills Express' from Eastleigh, which initially runs via Southampton, Bournemouth and Dorchester to Weymouth, where the train will reverse. It is booked to be double-headed to Weymouth, and then *Sir Lamiel* will bank *Tangmere* through to Castle Cary, where the train will again reverse and No. 30777 will leave. *Tangmere* then continues alone to Minehead, via Taunton, and then also on the return as far as Castle Cary, where again *Sir Lamiel* will attach at the rear, and after reversal, haul the train back to Weymouth. The return to London will be in the sole charge of *Tangmere*.

Chester is the RTC destination on 12th June, with a cross-country working from Cleethorpes, which picks up at Grimsby, Barnetby, Scunthorpe and Crowle. 'The Cheshireman', which is booked for Ian Riley's recently overhauled 'Black 5' 4-6-0 No. 44871, is booked via Doncaster, Sheffield, Edale, Stockport, Altrincham and Northwich. The return is steam hauled to Sheffield, from where a diesel will take over for the return to Cleethorpes.

The following Saturday, it is *Tangmere* again, this time to Bath Spa and Bristol Temple Meads from Three Bridges and selected stations to Worthing. The route north will be via Havant, Eastleigh, Salisbury and Westbury.

However, two of the three scheduled 'Kentish Belle' workings have been cancelled. The trains were booked to run on 31st March and 28th April. There have been problems sourcing motive power for this week's proposed working due to the continued absence of *Tangmere*, and 'Britannia' Pacific No. 70013 *Oliver Cromwell* had been lined up to deputise. However, the loco's heavy workload in the next few weeks may well be an influencing factor resulting in the cancellations, as it is, perhaps, over-capacity.

Denton, on the Stockport to Stalybridge line, has not seen the like in years, and no doubt, will probably not see the like again. For instance, when was the last time so many paying passengers thronged its platform? When did a train (and locomotive-hauled for good measure) last call at the station en route to Stockport? The parliamentary service which consists of one train each Friday from Stockport, serves both Reddish South and Denton (as request stops) northbound only. A host of questions, all provoked by a pathing stop at Denton during Pathfinder's 'Western Rocks' tour, pictured here on 20th March, with Class 52 No. D1015 *Western Champion* while en route to Buxton. **John Whitehouse**

NRM celebrates 'GWR 175th' anniversary

The National Railway Museum in York will be celebrating the 175th anniversary of the Great Western Railway with a 'Great Western Railway Reflections' exhibition on display within Search Engine, the NRM's research and archive centre, between 28th May and 1st November.

The Museum's collections of small objects, posters and paintings have been used to explore the image of the GWR through the technology, advertising and paraphernalia it produced. The GWR received parliamentary consent to provide a double track line from Bristol to London in August 1835. Construction of the line started the following year at two locations, between Bristol and Bath and between Reading and London. During this period, grand stations were built at Bristol Temple Meads, and London Paddington, together with numerous other designs such as the carriage and locomotive works in Swindon. It was not until 1841 that the line from Bristol to London was completed at a total cost of £6.5 million. The route soon became popular and was used regularly by both the Royal family and holidaymakers heading for the South West coast. The GWR built up a unique reputation, which resulted in it acquiring numerous affectionate nicknames throughout the years. Visitors to 'Great Western Railway Reflections' at the NRM can explore the stories behind these nicknames.

▶ **The signalman from Bewdley Signal Box awaits the token from the fireman as the 14.15 Bridgnorth to Kidderminster service approaches hauled by GWR Collett-designed 'Manor' No. 7812 *Erlestoke Manor* on 21st March. Anthony Roberts**

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A1X Class 'Terrier' 0-6-0T No. 32678 storms up Tenterden Bank during a Sentimental Journey's photographic charter on 23rd March. This loco is now 130 years old, having been built by the London Brighton & South Coast Railway in 1880. **Stuart Chapman**

Peckett & Sons No. 1867, built in 1935, shunts mineral wagons at the Rutland Railway Museum during a Russ Hillier photographic charter on 18th March.
Stuart Chapman

◀ One of the day's few moments of sunshine captures GWR 'King' class 4-6-0 No. 6024 *King Edward I* crossing Ker Moor on the West Somerset Railway, with the 09.00 service from Minehead on 20th March, the opening day of the line's 2010 Spring Steam Gala. **Mick Rogers**

▼◀ Visiting Class 45 'Peak' No. 45133 heads the 13.45 Wymondham Abbey to Dereham service during the Mid Norfolk Railway's spring diesel gala weekend. On the rear of the train was Class 26 No. 26007. **Ashley Dace**

▼ Normally based at the Gloucestershire Warwickshire Railway, David Shepherd's BR '9F' 2-10-0 No. 92203 *Black Prince*, one of the visiting locos at this year's WSR Spring Steam Gala, passes Kentsford with the 09.00 service from Bishops Lydeard on 21st March. **Mick Rogers**

▲ **Class 92 No. 92017** *Bart the Engine* **passes Coppenhall Moss, to the north of Crewe, on 19th March with a Scottish-bound Tescoliner. John Whitehouse**

◀ **On 23rd March, a one-off 12.39 Wakefield Westgate Sidings to Doncaster Down Decoy working, provided the rare sight of a First GBRfcoal working through Sandal & Agbrigg station. Neil Scarlett**

▶ **WCRC Class 37/7 No. 37706 and Class 47/0 No. 47245 power through Lancaster on 20th March with an ECS working from Leicester to Carnforth. Brad Joyce**

Freightliner's Class 70 No. 70004 passes Bristol Barton Hill Depot with a loaded Portbury-Rugeley working on 24th March. On shed is Class 08 No. 08516, together with a mixture of BYA and HTA wagons. **Edward Gleed**

29th March 2010

RCTS (Northampton)
St Crispin Social Club, Berrywood Road, Duston.
'The Basic History of the Signal Box' by Andy Grimmett. Meeting commences at 19.30.

30th March 2010

RCTS (Welwyn Garden City)
The Methodist Church, Junction of Ludwick Way and Colegreen Lane, Welwyn Garden City.
'Through Kirton Tunnell' by Stephen Gay. Meeting commences at 14.15.

Tewkesbury Railway Society
YMCA, Church Street, Tewkesbury.
'A Further Rummage Through the Drawers' by Stuart Blencowe. Meeting commences at 19.45.

1st April 2010

RCTS (Milton Keynes)
The Crown Public House, Market Square, Stony Stratford.
'That Was the Year that Was - 1973' by Geoff Plumb. Meeting commences at 19.30. Contact the Secretary at dexter-skiddaw@tiscali.co.uk for further details.

2nd April 2010

RCTS (Camforth)
Committee Room, Royal Station Hotel, Camforth. 'Early Miniature Railways' by Peter Van Zellar. Meeting commences at 19.30.

5th April 2010

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB.
'Revisiting Gravesent Central' by David Larkin. Meeting commences at 19.45. Contact the Secretary, Roger Hart on 01474 833320 for further details.

Locomotive and Carriage Institution
LUL Headquarters, 55 Broadway, St James's Park, London.
TBA Meeting commences at 18.00. Contact the Secretary, Stuart Smith at smithstuart@btinternet.com for further details.

Locomotive Club of Great Britain (Bedford)
St John's Church Hall, St John's Street, Bedford.
'London's Disused Stations - The Midland Railway' by Jim Connor. Meeting commences at 19.30. Contact the Secretary on 01525 750149 for further details.

North Yorkshire Moors Railway (Northallerton)
Northallerton Cricket Club, Farndale Avenue, Northallerton.
'Last Steam Locomotives Around the World' by Barry Burns. Meeting commences at 19.30. Admission £1.50. Contact the Secretary, Ian McInnes on 01642 767233 for further details

Permanent Way Institution (Wessex)
The Rose & Crown, Columbo Street, Waterloo, London. 'Crossrail' by Simon Bennett. Starts 18.30. Contact the Secretary, Richard Workman on 01428 645771 or at richardworkman5@tiscali.co.uk for further details.

RCTS (Watford)
St Thomas' Church, Langley Road, Watford. 'British Railways in the Sixties' by Hugh Gould. Meeting commences at 19.30.

Southern Electric Group (South Hampshire)/ LRTA (Southern)
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Freight in England' by Steve Bigley. Meeting starts at 19.30. Admission £2. Contact the SEG Secretary, John Goodrich on 023 8067 0028 for further details.

Tewkesbury Rly Society
YMCA, Church Street, Tewkesbury. Video/DVD Evening. Meeting commences at 19.45.

Weston super Mare Railway Society
Function Room, Conservative Club, Alexandra Parade, Weston super Mare. 'Commemorations and Celebrations' by Ian Wright. Meeting commences at 20.00. Contact the Secretary, Lionel Jones on 01934 628289 or at wsm1977rlysocy@talktalk.net for further details.

7th April 2010

Permanent Way Institution (Edinburgh)
The Scots Guards Club, 2 Clifton Terrace, opposite Haymarket Station, Edinburgh. 'Rail Welding' by Bill Mosley. Meeting commences at 18.00. Contact Alan Morrison on 07834 507497 for further details.

Permanent Way Institution (Thames Valley)
Davidson House, Reading.
'High Speed Rail in the UK' by Colin Elliff. Stars 17.45. Contact, Peter Simmonds at peter181102@yahoo.co.uk for further details.

Stephenson Locomotive Society
Hayes Village Hall, Hayes Street, Hayes, Bromley. 'Railed Transport in Australia' by Ian Blee. Starts 19.30. Contact the Secretary on 0208 289 9935 for further details.

8th April 2010

Continental Railway Circle(London & The Home Counties)
St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ
'East African Railways' by Hugh Ballantyne. Meeting commences at 19.15. Admission £2.00. Contact Adrian Palmer on 01932 850624 or at akpalmer@talktalk.net for details

Permanent Way Institution (North Wales)
The Town Crier Inn, City Road, Chester. 'An Introduction to Trainbourne Grinding' by Dave Ford. Also AGM. Meeting commences at 18.30. Contact the Secretary, Lynn Garner on 07771 672274 or at lynne.garner@networkrail.co.uk for

Permanent Way Institution (South & West Wales)
Kings Hotel, High Street, Newport. 'Railway Sleepers from Recycled Plastic' by Annie-May Hugo & Keith Hutchinson. Also AGM. Meeting commences at 18.00. Contact the Secretary, Andy Franklin on 07824 410762 or at andy.franklin@networkrail.co.uk for further

RCTS (Newcastle)
The Brunswick Methodist Church Hall, Newcastle. 'Cold Wednesdays' by Jamie Guest. Meeting starts at 18.30. Contact the Secretary at jimbrick@fsmail.net for details.

Stephenson Locomotive Society
St John Ambulance Centre, Sandes Avenue, Kendal. 'Locomotives of the Lancashire and Yorkshire Railway' by Clive Holden. Meeting starts at 19.15. Contact the Secretary on 01539 720706 for further details.

9th April 2010

Altrincham Electric Railway Preservation Society
Altrincham Methodist Church Hall, Barrington Road, Altrincham.
'From the Adriatic to the Danube' by John Myddelton. Meeting starts at 19.30. Admission £3. Contact the Secretary, Andrew Macfarlane on 0161 928 9394 for further details.

Gloucestershire & Warwickshire Railway (Birmingham)
Northfield Library, Church Road, Northfield, Birmingham.
'From Road to Rail' by Dave Besley. Doors open at 19.00 for 19.30 start.

Great Western Society(Swindon)
Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon SN3 1JE. 'Continental & Great Western' by Trevor Young & Pete Tough. Meeting commences at 19.30. Contact the Secretary on 01793 495970 for further details.

RCTS (Bristol)
St Peters Church Hall, Church Road, Filton. 'A Vintage Railway Film Show - on four different gauges' by David Elsbury. Meeting commences at 19.30. Contact the Secretary at paul.udey@talktalk.net for further details.

RCTS (Edinburgh)
Quakers Meeting House, 7 Victoria Street, Edinburgh. 'Network Rail's Future Planes for Scotland' by Mike Hurst. Starts 19.30. Contact evanwilliams@talktalk.net for details.

RCTS (Peterborough)
Lecture Room, City Museum, Priestgate, Peterborough. 'Slides from the USA and Beyond' by Barry Butler. Meeting starts at 19.30.

Shropshire Rly Society
The Gateway Arts and Education Centre, Chester Road, Shrewsbury. 'Life with Pentax' by Peter Skelton. Meeting starts at 19.30. Guests - minimum donation of £3 requested.

Stephenson Loco Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle. 'Further Wanderings Through 50 Years of Railway Photography' by Bill Hampson. Starts 19.00. Contact the Secretary on 01434 688946 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 that can be published.

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

Web Links

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

▼ **Class 47/7 No. 47727 *Rebecca* hauls Floyd '86' No. 450 003-3 (ex-BR No. 86232) through Streetley, in Sutton Park, Birmingham, on 18th March while en route from Long Marston to Crewe for electrical equipment testing before being exported to Hungary. John Whitehouse**

10th April 2010

Bournemouth Rly Club
All Purpose Room, Winton Methodist Community Centre, Alma Road/ Heron Court Road, Bournemouth. 'Gosling's Gallivants' by Paul Gosling. Starts 14.30. Admission charge £2. Contact Martyn Thresh at martyn.thresh@ntlworld.com for details.

Cornwall Rly Society
The Community Centre, Foundry Row, Redruth. Photographic Competition followed by Quiz. Starts 18.30. Contact Derek Buttivant on 01637 860627 for further details

RCTS (Exeter)
Conference Room, Great Western Hotel, Exeter. 'The Stratford upon Avon & Midland Junction Railway' by Andy Thompson. Starts 19.00. Contact the Secretary at fixtureswoe@rcts.org.uk for details.

Stephenson Loco Society
Kidderminster Railway Museum, Kidderminster. 'Bromsgrove, the Railway and the Institution of Mechanical Engineers' by Neville Billington. Meeting starts 14.00. Contact the Secretary on 01242 582152 for further details.

12th April 2010

Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln. 'On and Off the Footplate' by Bill Davies. Starts 20.00. Contact the Secretary on 01522 705365 for further details

Permanent Way Institution (Bristol & West of England)
STEAM Museum, Swindon. 'High Speed 2 - Turning Hope into Action' by Andrew McNaughton. Meeting commences at 18.00. Contact the Secretary, Phil Harrison on 0117 976 5432 or at philip.harrison@arup.com for details.

Permanent Way Institution (London)
10th Floor Restaurant, 55 Broadway (LUL HQ), London. 'Cooling the Tube' by Kevin Payne. Meeting starts at 18.00. Contact the Secretary, Shazma Mahmood-Shakoor on 07921 943820 for further details..

RCTS (Ashford)
The Elwick Club, Church Road, Ashford. 'The Gazira Light Railway of the Sudan' by Alan Wild. Meeting starts 19.30. Contact the Secretary at southeast@rcts.org.uk for details.

RCTS (Croydon)
Small Hall, United Reform Church, Addiscombe Grove, Croydon. 'The Development of the Railway Poster as an Art Form' by Peter Hay. Meeting commences at 19.30.

RCTS (Ipswich)
Bridge Ward Social Club, 68 Austin Street, Ipswich. 'ASnother Look at Ireland' by David Soggee. Meeting commences at 19.30. Contact the Secretary at ipswich@rcts.org.uk for further details.

RCTS (Sheffield)
St Matthews Church Rooms, Carver Street, Sheffield. '60 Years dow the Line with a Camera in Tow' by Martin Welch. Meeting commences at 19.30.

RCTS (Wellingborough)
British Rail Sports and Social Club, Broad Green, Wellingborough. 'A to Z of Engine Sheds part 2' by Chris Banks. Meeting starts 14.00.

Severn Valley Railway (Wolverhampton)
Old Wulfrunians Club, 253A Castlecroft Road, Castlecroft, Wolverhampton, WV3 8NA. 'The Last 30 Years of British Steam' by Hugh Ballantyne. Meeting commences at 19.30.

Southern Electric Group (Sussex)
Deall Room, Southwick Community Centre. '85 Years of Southern Electrics' by Ted Goodman. Meeting commences at 19.30. Donation of £2 requested. Contact Bruce Cakebread on 01273 462094 or at b.cakebread@ntlworld.com for further details.

Stephenson Locomotive Society
;New Trinity Parish Hall, Saltcoats, Ayreshire. 'Ayrshire Centre AGM and Members Night. Meeting commences at 19.30. Contact the Secretary on 01294 822303 for further details.

Wrexham Rly Society
St Mary's Catholic Club, Regent Street, Wrexham. 'Rocket 150' by Eric Shenton. Meeting commences at 19.45. Admission £2.

York Railway Circle
The Library, Archbishop Holgate's School, Hull Road, York. 'Photographing Trains Around the World' by Robin Patrick. Meeting starts 19.30. Contact Robin Patrick at locopatrick@aol,com for details.

13th April 2010

Abergavenny and District Steam Society
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny 'Stephenson Locomotive Society?' Meeting starts 20.00. Contact Ken Mumford at ken.mumford@ntlworld.com for further details

Great Western Society (Bristol)
BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG. '150 Years of the Somerset & Dorset Joint Railway' by Mike Beale. Meeting commences at 19.45. Contact the Secretary on 01454 324230 for further details

Monmouthshire Railway Society
Room A28, UWCN, Allt-Yr-Yn Ave, Newport, South Wales. 'Out & About in the Last 12 Months' by H.Gould. Meeting commences at 19.30. Admission: non-members £3. See www.mrsoc.co.uk for further details.

Permanent Way Institution (Darlington & North East)
Railway Athletic Club, Brinkburn Road, Darlington. 'Track Renewals on the Manx Electric Railway' by Alastair Gregory and Steve Goodwin. Meeting commences at 18.15. Contact the Secretary, Dave Lugsden on 07825 766328 or at david.lugsden@networkrail.co.uk for further details.

RCTS (Nottingham)
Nottingham Mechanics Ground Floor, 3 North Sherwood Street, Nottingham. 'In Retrospect - A Review of 1979/1989/1999/2009' by Roger Jones. Meeting starts 19.30.

Tewkesbury Rly Society
YMCA, Church Street, Tewkesbury. 'The Severn Valley Before Preservation' by David Postle. Meeting commences at 19.45.

14th April 2010

Bromsgrove Rly Club
St Godwalds Church Hall, Aston Fields, Bromsgrove. 'From Black to Blue Green to Grey' by Paul Chancellor. Meeting starts 19.45. Contact Dave on 01527 873800 or Gordon on 05127 873609 for details.

Oxfordshire Rly Society
Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LN. 'A Tour De France by Train' by Michael Bunn. Meeting commences at 19.30. Visitors welcome £3.

Permanent Way Institution (Lancaster, Barrow & Carlisle)
Carnforth Station Visitor Centre. 'Blackburn to Hellifield Works'. Also AGM. Meeting starts 18.00. Contact Philip Bull on 07920 702614 or at bullp@pbworld.com for details.

RCTS (Cardiff)
Old Church Rooms, Park Road, Radyr. 'Syphons in South Wales, the South West and Scotland and Stuff' by Adrian Kenny. Meeting starts 19.30. Contact the Secretary at noelinda@noel65.fsnet.fo.uk for further details.

RCTS (Hitchin)
Hitchin Christian Centre, Bedford Road, Hitchin. On the Road to Mandalay' by Hugh Ballantyne. Meeting commences at 19.30.

Stephenson Loco Society
YMCA, Bridge Street, Guildford. 'From Banker to Train Driver' by Alan Nicholls. Meeting starts 19.30. Contact the Secretary on 01373 379216 for further details.

Swiss Railways Society (London)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. (near Kings Cross Station) Branch AGM & supporting programme. Meeting starts 19.00. £2 Donation. Contact Ron Dawes on 0208 660 3532 for further details.

15th April 2010

Barrow Hill Engine Shed Society
Roundhouse Lecture Theatre, Barrow Hill, Chesterfield. 'Early Days on the North Yorkshire Moors Railway' by David Birtle. Meeting starts 19.30. £2 non members. Contact beardspaul@aol.com for details.

Breconshire Rly Society
R.A.F.A.Club, The Struet, Brecon. 'The Daffodil Line' by David Postle. Meeting commences at 19.30. Members only. Please contact the Secretary, Arthur Robinson on 01982 560219 for further details and all membership enquiries.

Locomotive Club of Great Britain (North West)
The Parkside Room, St David's Social Centre, 249 Wargrave Road, Newton-le-Willows, WA12 8EW. 'Steam under the Southern Sun'by Geoff Monks. Meeting commences at 19.30.

22nd April 2010

Forensic Science Society
NRM, York. "Planes, Trains and Automobiles" - a one day event on accident investigation with speakers from TRL Limited, Forensic Science Service and British Transport Police. For more information please contact Keshia McGuire at the Forensic Science Society on 01423 506068 or e-mail conference@forensic-science-society.org.uk

Back Issues

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

Rear Cover Caption

Class 442 'Ex-Wessex Electric' No. (44)2412 and classmate No. (44)2414 approach Clapham Junction with a Southern-operated Gatwick Express service from London Victoria.
Maarten Otto

Magazine Information

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