Railway Herald

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The electronic journal for the railway enthusiast

Railway Herald

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Peter Tandy

European freight flow for Colas Rail

Colas Rail has operated the first run of what is believed to be a trial steel operation from Burton-on-Trent to Dollands Moor, from where the vehicles were transported via the Channel Tunnel to Dunkirk.

See the action on Page 3

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LM strike action
London Midland was able to continue to operate some services following an RMT conductors strike.
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The end is in sight!
Painting of the Forth Rail Bridge is due to cease next year, after the application of a new paint process that will last for 30 years.
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Turning the Clock Back
Brian Morrison turns the clock back to look at the locomotives and traffic passing through Leamington Spa station in the 1950s.
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Brian Morrison

Moorgate Thameslink Closure
Last Rites Train - 20th March

After much discussion, railtour operator John Farrow has been able to persuade First Capital Connect to operate the last departure from Moorgate, normally an empty stock working, as a 'last rites' passenger service at least as far as King's Cross.

The train, which is an FCC not UK Railtours service, arrives at the terminus as booked and is then due to depart at 19.54 bound for King's Cross and then ECS to Cricklewood for stabling. *Railway Herald* understands that normal FCC tickets will apply. Visit http://www.railwayherald.com for the latest info.

Essentials

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News from the charter scene, with comprehensive tour listings.

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The dates of slide shows and information presentations.

Front Cover Caption:

WCRC Class 37/7 No. 37706 heads south through Cathiron on 11th March with an ECS move from Carnforth to Southall. Bob Gibson

▲ **Class 47/7s Nos. 47739** *Robin of Templecombe* **and 47727** *Rebecca* **pass Bentley Heath, near Dorridge, with the first run of the empty steel train from Burton-on-Trent to Dollands Moor on 12th March. The wagons, having traversed the Channel Tunnel, were bound for Dunkirk Yard. It is believed that the company is to run a further trial from Washwood Heath to Boston Docks on 18th March, departing from Washwood Heath around 06.15 and travelling via Tamworth and Nottingham to Boston, arriving 11.01. The train is expected to return the following day, via the same route, arriving back in the West Midlands around 11.30. Peter Tandy**

Network Rail to build new siding to improve services at Tunbridge Wells

There will be more seats for Tunbridge Wells commuters from the new December timetable.

Currently 12-car trains can only serve the station by combining a four-car and an eight-car service from Hastings. This procedure blocks the platforms and can result in disruption for passengers and other services. Trains formed of 12 cars from London have to terminate at either Tonbridge or Paddock Wood. This significantly limits the train frequency and restricts the capacity of services from Tunbridge Wells.

To alleviate this situation, Network Rail plans to construct a 300-metre siding off the main line that trains will pull into in order to change direction. This will be located on a site between Grove Hill and Strawberry Hill tunnels. The work will commence on 13th April and is scheduled to be completed by December. Before starting work on the siding, Network Rail will prepare the site and create an access point for workers.

In order to minimise disruption to train services, much of the work will be carried out during evenings and weekends. On some occasions during the works, weekend rail replacement bus services, will however, be in operation between Tonbridge and Robertsbridge.

DfT decision awaited on funding for new stations in Worcestershire

It is reported that a new railway station could be opened in Kidderminster within two years if a major bid for funding gets the go-ahead from the Department of Transport.

The boost for the town has moved a step closer to reality, thanks to a bid for £10 million in funding for the station and other rail improvements in Worcestershire.

A decision on the cash bid will be announced in July. The £10 million forms part of a £50 million bid for rail schemes across the West Midlands area, which would also see a new Bromsgrove station constructed with a planned opening in December 2010.

Both projects have been developed by partnership working between Worcestershire County Council, Network Rail, London Midland, Centro, Wyre Forest District Council and Bromsgrove District Council.

£35,000 needed to save Barnham box

Network Rail has agreed to put back the removal of Barnham signalbox from its original date in March.

Campaigners who are trying to save it have been given another six months until September to raise about £35,000 that is needed to remove the structure from Barnham station. The Railway Heritage Trust has confirmed that it would be willing to provide some of the funding required towards resurrecting the signal box in a new location, but only on the basis that the community raises the balance. Some pledges of support have been received from residents and businesses but further funds need to be raised urgently.

The wooden signal box was erected in 1911 and is believed to be the last remaining Edwardian example of its type. It was decommissioned last November when a new signalling centre came into use. Network Rail had planned to demolish the box but rail users and villagers were alarmed at the prospect of nearly 100 years of heritage ending up in a skip and persuaded the company to put the demolition on hold while they devised plans to save it.

The supporters and Network Rail are now working together to move the signalbox to land at Aldingbourne Community Sports Centre in Westergate, about two miles from the station. A feasibility study has confirmed that it is viable to lift and transport intact without it being dismantled.

First Class 321 arrives with FCC

The first of five Class 321 EMUs has arrived at First Capital Connect's (FCC) Hornsey Depot ahead of introduction in the 17th May timetable.

The units are being cascaded from London Midland and combined with a revised timetable, will help add over 3,000 peak hour seats for FCC passengers. The '321s' will be used predominantly on services to and from Peterborough to enable the Class 365 'Networker Express' four-car trains to operate in 12-car formations during peak hours. Maintenance and driver training is now underway.

FoWHL call for more trains and tree cutting

The Friends of the West Highland Lines group has plans to increase use of the West Highland Lines – recently voted the world's top rail journey – and boost the region's tourism industry, but one of the complaints is that passengers can't see many of the views from the train windows for the trees growing alongside the line.

The group is also calling for improved frequencies, faster journey times, better marketing, development of the sleeper service, and more rolling stock, and says that 25% of the current 3hr 50min trip from Fort William to Glasgow is spent standing at intermediate stations on the route.

Also being called for is an additional Glasgow-Fort William summer return service and an augmented Oban service. Despite being a busy ferry port, Oban is said to have the most infrequent train service in Scotland, and an augmented timetable is needed.

▲ On the first day of strikes by RMT London Midland conductors, a reduced service ran, but with 12-coach formations throughout the day. Here Class 350/1 No. 350120 leads Class 350/2s Nos. 350233 and 350237 into Bletchley on 13th March. **Robert Jefferys**

London Midland services continue, despite RMT strike

The strike by London Midland (LM) conductors who are members of the RMT union over arrangements for Sunday working and calculation of rest day payments has resulted in over 60 LM managers working on train services, with another 100 staff members providing support to operational staff at the train operating company's stations to ensure as many services can be run as possible.

The RMT has branded the use of managers as 'reckless' but LM Managing Director, Steve Banaghan, said that many LM managers could draw on years of experience in conductor roles and, anyway, the decision to implement management staff in conductor roles had been checked by Her Majesty's Inspectorate of Railways. London Midland is operating two 12-coach services an hour between Northampton and Euston, as well as an hourly 12-coach service between Tring and Euston. In addition to this it is operating additional peak services, such as three extra trains that run during the morning peak period from Bletchley to Euston and four extra services in the evenings.

There are clear safety rules and procedures in place to ensure members of LM train crew do not work excessive hours and these include designated rest breaks within their working day, as well as minimum hours break between shifts. Conductors from Watford, Bletchley and Northampton also decided to come into work. London Midland says it remains open to discussions to resolve all issues.

East Anglian Class 315 'MPC' rate improves significantly

There has been significant improvement in the 'Miles Per Casualty' figure of National Express East Anglia's (NXEA) Class 315 EMU fleet over the past year, with a combination of fleet modifications and more robust monitoring and reporting of train faults.

The modifications include work to improve the high intensity discharge headlights, door control units and an upgrade of the PA systems. Changes have also been made to the main compressors of the trains, improving reliability of the associated equipment, and to electrical relays as part of the upgrade programme - and identification of further modifications that could be made to improve the fleet's performance is continuing.

The improvements follow better communication and more robust reporting procedures for train defects, which have meant problems being identified earlier and more accurately, meaning they can be resolved more quickly. To support the improvements, NXEA has also reviewed and improved the management of its Ilford Depot stores to ensure components are more readily available to effect speedy repairs.

Class 153s temporarily return to the Stourbridge branch

The planned introduction of the Class 139 Parry People Mover on the Stourbridge Town branch has been postponed by operator London Midland (LM).

London Midland withdrew its diesel rail service when the new timetable was launched before Christmas, and a bus replacement service began to operate to allow completion of testing and training of drivers for a new lightweight railcar service with Class 139 vehicles.

However, problems introducing the new lightweight railcars, together with passenger reaction, has resulted in LM reintroducing a seven-days-a-week service from Stourbridge Town to Stourbridge Junction from 15th March.

London Midland says it is keen to offer an improved level of service to passengers as quickly as possible. The bus replacement service was only ever intended to be a short-term measure. The company said "The Class 139 Lightweight Railcar, an environmentally friendly rail car, is groundbreaking and the first of its kind in the UK. Innovations like this can take time to develop and implement. We fully expect the Class 139 Lightweight Railcar to enter service on the branch line and will be working closely with all our partners."

Metro and Light Rail News

Not so mobile...

A plan to put mobile connectivity on the London Underground (LUL) has stalled.

Back in March 2007, Transport for London (TfL) put out a tender for a six-month trial of mobile phone technology on the Waterloo and City line. The aim of the trial was to determine whether it would be technically and commercially viable for coverage to be extended across the entire Tube network. However, two years on, the conclusion seems to be that mobiles on the Tube are not commercially viable as although it is technically possible to deploy mobile phone and data wireless solutions on the deep level tunnels and stations, the unique nature and environment of the Tube mean that project costs would be prohibitively high at this time.

However, mobile operator O2, which already offers cellular access on the Glasgow subway, blamed the lack of a London Underground mobile trial on the demise of Tube upgrade contractor Metronet. Earlier this year, the 'Airwave emergency communication system' did go live on the Underground to enable emergency services to communicate wirelessly through 250 miles of the Tube tunnels.

▶ London Underground's Westminster Tube station is noted for its architecture, but the impressive aesthetic qualities do not make maintenance easy. To reach many parts of the station, such as the sides of escalators, pipes and high up empty spaces, specially qualified cleaners must abseil when the station is closed to passengers. Every year for eight to ten weeks, a team of some four abseilers work their way around the station to clean remote areas and change all the light bulbs. Tube Lines, which is responsible for maintaining the Jubilee line, works with CCS Jeweltone to complete the work. Tube Lines

Forth Bridge painting to finish

Likening never-ending projects to that of 'painting the Forth Bridge' will now have to be laid to rest.

A year ahead of schedule, painters are due to finish coating the 119-year-old structure by 2011/2012, subject to the weather, using a special paint that should last for up to 30 years! The news has come a year after Network Rail increased spending on the project from £13 million to £18.5 million a year to accelerate the end of the work that started in 2002 by a year.

A 200-strong team is applying a triple layer of new 'glass flake epoxy' paint, which is similar to that used in the offshore oil industry. It creates a chemical bond to provide a virtually impenetrable layer to protect the bridge's steelwork from the weather.

One small downside is that although most of the bridge will not need repainting for decades, the most exposed areas are likely to need touch-ups more regularly.

▶ With Network Rail-liveried Class 73/2 No. 73212 leading three GBRf classmates, Nos. 73206, 73205 and 73209, an engineering train heads out of a possession at Crowhurst, with the front three locomotives on diesel power as far as the exit signal, where the third-rail shoes would be lowered for the onward trip to Tonbridge West Yard. No. 73209 had over-heated and failed. Andrew Wood

UK News In Brief

■ The urban regeneration company 1st East's plans to relocate Lowestoft station 400 metres west down the track as part of a scheme to redevelop the town centre have been scrapped, as following representation from the East Suffolk Travellers Association and the Railfuture body, the Department for Transport has dropped new legislation that would have allowed the relocation to go ahead without public consultation. If plans to move the station are now formally submitted, they will require a full public consultation and economic assessment before a decision can be made. Both Network Rail and National Express East Anglia confirm that they would prefer the station to stay where it is.

■ An ambitious solution to the town centre parking problem in Linlithgow, could involve moving the railway station. The station car park is overcrowded daily with morning commuters, and the long-stay car park at Tesco takes some of the overspill. It is said that moving the station and car park to a vacant garage site could solve the serious street congestion around the town centre and nearby residential streets, and the idea could result in the vacant station site being turned into a type of tourist facility to attract visitors. There is currently £60 million available from the Scottish Parliament for town centre regeneration programmes.'

■ A Sheffield MP has called for the Government to make a speedy decision on whether or not to reopen Woodhead route, or risk losing the line forever, the call coming after the National Grid said it would stop funding maintenance of two neighbouring Victorian tunnels used to carry electricity cables beneath the moors after 2011. The tunnels, which originally carried the railway line, are deteriorating, so cables are being moved into the larger, more modern tunnel, dating back to 1953, which was used by trains until the route closed in the 1980s. National Grid would move the cables back into the older tunnels if the railway project goes ahead, but the longer they are left the more expensive it will be to bring them back into use.

■ First GBRf has confirmed that the company has made an application to the Office of Rail Regulation for a passenger licence. This will allow the company to enter into the charter train market. The arrival of First GBRf into the charter train industry provides the fourth such haulier, after DB Schenker, West Coast Rail and Direct Rail Services.

■ The new Glasgow Central-Shotts-Edinburgh express service in December could now stop at Bellshill and not Uddingston as originally planned, the service frequency on the route being increased to twice an hour and including a limited stop service to cut journey times. Strathclyde Partnership for Transport believes a stop should be made at Uddingston, but Transport Scotland has earmarked Bellshill instead, saying that a stop at Uddingston could interfere with trains on the West Coast Main Line.

◀ Advenza Freight Class 47/0 No. 47237 and Class 47/4 No. 47810 'top and tail' a Bristol St Phillips Marsh – Totnes ECS movement along the banks of the Teign at Bishopsteignton on 5th March. **Robert Sherwood**

◀▼ In a brief moment of bright weather on 13th March, Class 67 No. 67030 arrives at Cheltenham with 08.05 London Euston-Cheltenham charter. To the right, a SouthWest Trains bus stands in line, as part of the huge fleet waiting to transfer the hundreds of rail travellers bound for the Cheltenham Race Festival. To the left, LM-liveried Class 170/6 No. 170635 waits to restart its Gloucester-Worcester shuttle service. **John Stretton**

▼ CrossCountry did its part to promote the recent Comic Relief event by adorning one its powercars with a red nose and the rednoseday.com web address! Forming the 06.32 York - Plymouth, Class 43/2 No. 43301 leads the train into Tamworth High Level on 13th March. **John Whitehouse**

▲ Deliveries of the new Class 395 'Javelin' trains for southeastern's high speed commuter service have now commenced following the trial period with the pre-production units. On 13th March, the latest set to arrive, No. 395009, pauses briefly at Eastleigh while being moved from Southampton Docks to the Hitachi depot at Ashford by pioneer DB Schenker Class 67 No. 67001. **David Kirwin**

◀ DB Schenker Class 90 locomotives are still being used to support the National Express East Anglia Class 90 fleet on Liverpool Street - Norwich expresses. Here No. 90020 *Collingwood* arrives at Colchester with the 11.00 Norwich to Liverpool Street on 6th March. **Craig Leaper**

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.

20th March		
VSOE	35028	London Victoria-Clapham Jct-Staines-Woking-Reigate-Redhill-East Croydon-Clapham Jct-London Victoria
21st March		
Hastings Diesels Ltd	Hastings DEMU	Hastings-St. Leonards-Tunbridge Wells-Tonbridge-Redhill-Guildford-Havant-Fareham-Eastleigh-Romsey-Salisbury & return
Railway Touring Company	70013	Norwich-London Liverpool Street-Lowestoft **Postponed**
22nd March		
Past Time Rail	45407	Manchester Victoria-Standedge-Copy Pit-Blackburn-Manchester Victoria
28th March		
Compass Tours	2xRiveria 47	Blackburn-Chorley-Bolton-Manchester Piccadilly-Stockport-Macclesfield-Nuneaton-Windsor & Eton Riverside & return
Pathfinder Tours	2xDBS 37	Nottingham-Leicester-Nuneaton-Barnt Green-Cheltenham Spa-Newport-Cardiff-Pontyclun-Bridgend-Marchgam Goods Lines (rev)-Ogmore Vale Ext-Tondu (rev)-Bridgend-Aberthaw-Ebbw & Park Jcts-Machen (to NR limit/rev)-Uskmouth (NR Limit/rev) (Cl.60 tnt)-Newport (Cl.08/09) & return (revised itinerary)
Railway Touring Company	6233	(Worcester Shrub Hill-Kidderminster-Stourbridge Junction-Birmingham New St- Crewe-Hellifield (break))-Hellifield-S&C-Carlisle-Penrith-Shap-Preston-(& return)
UK Railtours	2xDBS 67	Cambridge-Finsbury Park-Ealing Broadway-Slough-Taunton-Norton Fitzwarren-Minehead & return
Vintage Trains	5043	Solihull-Banbury-Oxford-Chippenham-Bath Spa-Bristol TM and return
29th March		
Past Time Rail	76079/45407	Manchester Victoria-Chinley-Sheffield(break)-Meadowhall-Barnsley-Penistone-Huddersfield-Hebden Bridge-Rochdale-Manchester Victoria
31st March		
UK Railtours	2xDBS 67	London KX-Peterborough-Newcastle-Berwick upon Tweed & return
1st April		
UK Railtours	DBS Class 66	London Victoria-Leatherhead-Effingham Jct-Guildford-Havant-Fareham-Southampton-Bournemouth-Worgret Jct-Swanage (break/rev)-Southampton-Romsey-Andover-Basingstoke-London Waterloo
2nd April		
Steam Dreams	70013	London Victoria-Staines-Reading-Westbury-Bath Spa-Bristol TM & rtn
UK Railtours	DBS Class 66	London Victoria-Leatherhead-Effingham Jct-Guildford-Havant-Fareham-Southampton-Bournemouth-Worgret Jct-Swanage (break/rev)-Southampton-Romsey-Andover-Basingstoke-London Waterloo
3rd April		
VSOE	35028	London Victoria-Staines-Woking-Guildford-Reigate-Clapham Jct-Victoria

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.

Contents Page

The Week Ahead

We do seem to be in a feast or famine situation at the moment with a mass of tours one week followed by a lack the next. This coming week is the latter, which is perhaps surprising as Sunday is Mothers Day.

Of the few tours operating, one stands out as it features Hastings Diesel's second outing with the DEMU on 21st March. A five-car formation is promised on the 'Wiltshire Warrior' from Hastings which picks up at St Leonards, Etchingham, Tunbridge Wells, Tonbridge, Redhill and Guildford, before heading south via Havant, Fareham, Eastleigh and Romsey to Salisbury. After a break of just over three hours, the train returns as outwards back to Hastings. For ticket availability go to www.hastingsdiesels.co.uk or telephone 01424 812254.

There are no other tours operating on 21st March, with just two steam tours to mention commencing with a VSOE British Pullman Luncheon Circular on 20th March with Merchant Navy Pcific No. 35028 *Clan Line* from London Victoria via Staines, Virginia Water, Woking, Guildford, Reigate, Redhill and East Croydon.

On 22nd March, Mothers Day, the only steam tour scheduled to operate is Past Times' 'Cotton Mill' on its customary anti-clockwise itinerary from Manchester Victoria to Huddersfield, Hebden Bridge, Copy Pit, Blackburn and Bolton.

The 'Northern Belle' has two workings over the weekend, commencing with a Manchester Victoria to Bath Spa on 20th March, and a Luncheon Circular from Liverpool on 22nd March.

▼ A view that hasn't been seen in a while. LNER 'A4' Pacific No. 60007 *Sir Nigel Gresley* coasts over the River Witham at Lincoln, with the city's cathedral on the skyline, as it is hauled by WCR Class 47/7 No. 47760 (out of sight) back into Lincoln, before departing for Doncaster on 14th March. Graham Lightfoot

RTC offers three engine, Preston-Mallaig charter

Railway Touring Company has another exciting 'weekender' on the horizon, featuring steam-haulage throughout between Preston and Mallaig .

The 'West Highlander Steam Express' is due to leave Preston around 11.00 on Friday 25th September, to commence a weekend of steam activity with a rare opportunity to travel over both Shap and Beattock behind a 'Jubilee'. No. 5690 *Leander* is in the frame for the first leg which it is scheduled to haul from Preston through to Glasgow Central, for the first overnight stop in the three-night itinerary.

Around 07.00 the following morning, 'K4' Mogul No. 61994 *The Great Marquess* is booked to haul the train north from Glasgow Central, heading for the West Highland line and ultimately an arrival in Fort William around midday. At this point *The Great Marquess* will take a break and 'K1' Mogul No. 62005 will attach to head the tour on a return working to Mallaig.

After an overnight stay in Fort William, another early start should see No. 61994 back in charge for the return south via Crianlarich and Dumbarton as far as Cowlairs, where *Leander* will again take over for the final leg via Beattock and Shap to Preston, where participants will be provided with overnight accommodation prior to making it back home the following day.

Quite a tour in prospect, with Premier at £699, First Class at £499 and Standard Class at £359 available for the whole package.

Bye bye Folkestone

▶ Supposedly the latest last-ever departure from Folkestone Harbour leaves the terminal behind BR 'Britannia' No. 70013 *Oliver Cromwell* just after 13.00 on 14th March bound for Canterbury. WCRC Class 47/0 No. 47245 was on the rear, providing any necessary assistance up the 1-in-30 bank to Folkestone East. It is believed that the outstanding issues that have resulted in the survival of the branch in recent months have now been resolved and it is understood that the line was to be closed to traffic with effect from 00.01 on 15th March. John Whitehouse

▲ **LNER 'A4' Pacific No. 60007** *Sir Nigel Gresley* **powers through Blakedown, near Kidderminster, with a railtour from Kidderminster to Doncaster via Lincoln with a rake of WCRC Mk1s on 14th March. Jack Boskett**

News In Brief

■ Vintage Trains has announced that its 'Welsh Marches Express' originally booked for 11th April will now operate on 16th May to a changed itinerary. The train still originates at Tyseley Warwick Road and will run diesel-hauled via Wolverhampton to Shrewsbury, where steam, in the shape of 'Castles' Nos. 5029 *Nunney Castle* and 5043 *Earl of Mount Edgcumbe* will take over and head the train south via Hereford. Instead of reversing at Newport, it will continue steam-hauled to Chepstow, Gloucester , Worcester Shrub Hill and Old Hill to set down at Birmingham Snow Hill before continuing to Tyseley. Gauging issues between Hereford, Ledbury and Worcester are believed to be the reason for the changes. It also means that the train will run double-headed throughout, instead of with individual 'Castles' as originally specified.

■ Kirklees Green Party has an interesting tour operating on Thursday 23rd April. They point out that in past times 'Merrymakers' used surplus stock available at weekends, which is a luxury not available nowadays. Conversely, charter stock today is in demand at the weekend, and so the mid-week train from Leeds to Bath Spa is actually utilising surplus capacity to celebrate St Georges Day. It is booked to operate via Dewsbury, Mirfield, Brighouse, Hebden Bridge, Todmorden, Rochdale and Manchester Victoria. The train is operating with the support of the West Coast Railway Company, and if successful it is likely that it could be repeated later in the year. Tickets are First Class £77 and Standard Class £47. Contact Clive Lord on 01924 472767 for more details.

Black 5s to Blaenau, 'Lizzie' for the S&C and *Cromwell* to Suffolk

In addition to 'The Great Britain 2' and 'The West Highlander Steam Express', RTC has a lot on offer throughout the year.

Last week we looked at its high season programme and now it is time to look at the early season trains. May commences with what is probably a 'proving' run for the new high season tours to Blaenau Ffestiniog on the 2nd, with 'The Welsh Mountaineer' from Worcester Shrub Hill with steam haulage commencing at Crewe through to Llandudno Town, before proceeding via the Conwy Valley Line to Blaenau Ffestiniog. The train returns to Crewe steam hauled with 'Black 5s' Nos. 45231 and 45407 being the booked traction.

A 'Cumbrian Mountain Express' is scheduled for 9th May with No. 6201 *Princess Elizabeth* scheduled to haul the train from Doncaster via Leeds and the S&C to Carlisle. After a break, the train is booked to return south via Hexham and Durham back to its originating point of London King's Cross diesel-hauled.

'Britannia' Pacific No. 70013 *Oliver Cromwell* features on the next three tours on successive Saturdays, commencing on 16th May with the re-dated 'Easterling' from last year from Norwich to London Liverpool Street, via Lowestoft. It is understood that the train will leave Norwich diesel-hauled with No. 70013 at the rear to Lowestoft, where it will reverse and with *Oliver Cromwell* now in charge, head for Liverpool Street via the East Suffolk Line, Ipswich and Colchester. The return is steam-hauled throughout to Norwich via Diss. One week later and the company head for the Eastleigh 100 Open Day, which will travel via Wymondham, Thetford and Ely, before reaching Southern metals by way of the North London Line. After setting down at Eastleigh, the train continues to Bournemouth and Poole where No. 70013 will be detached to return to Eastleigh to join the locomotives already on display. The return to East Anglia is diesel-hauled. And finally, on 30th May it is planned to operate 'The Bath and Bristol Steam Express' featuring *Oliver Cromwell* throughout from Poole to Bath Spa and Bristol Temple Meads, which travels via Bournemouth, Southampton, Eastleigh and Salisbury.

▶ **Class A1 Pacific No. 60163** *Tornado* **returned to the ECML for the third week running on 12th March. The locomotive was employed by Pathfinder Tours to work the York - Newcastle - York leg of an excursion that originated from Cardiff behind a pair of Class 67s - Nos. 67001 and 67006** *Royal Sovereign*. **Having missed its booked stop at Tursdale Junction,** *Tornado* **crosses the viaduct at Durham, prior to being looped just north of the station. Richard Tuplin**

An early post-Nationalisation scene or a photo charter recreation some 60 years later? In fact the latter, as Castle class 4-6-0 No. 5029 *Nunney Castle* approaches Bewdley station with suitable GWR-liveried coaching stock in tow during a Russ Hillier photo charter organised on 12th March. Fred Kerr

Long Marston Open Weekend

Saturday 6th & Sunday 7th June 2009

www.longmarstonopenday.co.uk

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* Locomotives and Vintage Vehicles Subject To Availability

County Council urged to help steam railway replace the missing link with the Bittern line

Norfolk County Council is being pressured to help fund a 200ft link-up between the North Norfolk Railway 'Poppy Line' and the Bittern Line from Sheringham to Norwich operated by National Express East Anglia, to help boost tourism.

Enthusiasts have raised £40,000 through a public appeal, and are now asking the Council to put £90,000 towards the project because of the benefits they believe the link would bring. Poppy Line director, Julian Birley, said: "The railway has just held its biggest-ever event, with 10,000 people attending each of two steam gala weekends to mark the 50th anniversary of the original branch line being closed. Hotels were full and people queued to get into the attraction. We have people wanting to bring in steam trains from London, Leicester and Birmingham, and even the 'Flying Scotsman' from the National Railway Museum, if the link is made. It would only be half-a-dozen times a year out of the main holiday season and would benefit not just the railway but the local bed-and-breakfasts, taxi drivers, pubs, butchers and bakers. We have plenty of support for this and not one complaint against it. Anyone who has an interest in the North Norfolk line realises the benefits, for a relatively small investment, at a time when roundabouts are being built at £1 million a go".

The railway has planning consent for the scheme, which would involve reinstatement of a level crossing between the Bittern Line and the North Norfolk Railway station. Traffic would be halted by chains and stop boards and trains led across at walking pace. A power company needs to relay cabling under the road, and other work would involve station alterations and reinstating a green public open space.

▼ **LMS '4F' No. 44422, renumbered as 43954, heads through Weybourne during a photographic charter on 9th March. If funding is achieved for the missing link, this view could be of a returning mainline steam charter next year. Stuart Chapman**

The signalman is about to exchange the single line token with the driver of SR 'Lord Nelson' 4-6-0 No. 850 *Lord Nelson*, recently arrived at the Mid Hants Railways on loan from the NRM, as it heads non-stop through Medstead & Four Marks carrying 'The Cunarder' headboard on 13th March. **Stuart Chapman**

Could restoration be on the cards for the sole-surviving LSWR 'T9'?

The only surviving LSWR T9 class 4-4-0 No. (30)120, which is part of the National Collection, was transported by road from Bodmin to the Flour Mill Workshop in the Forest of Dean on 17th February.

Engineers at the Flour Mill are now in the process of stripping the 1899-built locomotive down to its principal component parts to enable an assessment to be made to establish the feasibility and cost of returning the 'Greyhound' to full working order, and a hopeful new lease of life on the Bodmin & Wenford Railway. The same parties undertook a similar process in 2001-02 on another LSWR-built and NRM-owned steam locomotive, 1874-built Beattie Well Tank No. 30587, which is also now based on the Bodmin & Wenford line.

Dukedog returns to Cambrian metals

◀ The Bluebell Railway's 'Dukedog' 4-4-0 No. 9017 *Earl of Berkeley* is gently winched off the low-loader in the shed yard at Llangollen having arrived in preparation for the line's forthcoming 'Steam, Steel & Stars II' event. The 'Dukedog' was moved to Pentre Felin shed to be repainted from its current GWR livery into BR unlined black, prior to undertaking several photo charters before the main gala event.

Fred Kerr

Carrying the latest First Great Western livery Class 57/6 No. 57605 *Totnes Castle* hauls failed classmate No. 57603 *Tintagle Castle* (in original First livery) and the Night Riviera sleeper stock, near Bishopsteignton, forming the 11.00 Penzance – Old Oak Common ECS move on 9th March. **Robert Sherwood**

Variety at Peterborough

◀ The Hull Trains Class 222 'Pioneer' fleet is being replaced by displaced Class 180 'Adelante' units from First Great Western, the Class 222s being transferred to East Midlands Trains, primarily for operating the new London St Pancras International to Corby service. Here, the last remaining 'Pioneer' in traffic with Hull Trains, Class 222 No. 222104 thunders south through Peterborough on 12th March bound for London King's Cross.

◀▼ The National Express East Anglia Class 321 fleet is progressively being refurbished by Wabtec Rail at Doncaster. On the same day, No. 321311 passes Peterborough on route to Doncaster, carrying the interim NXEA colour scheme - a white stripe with National Express branding applied over the old First Great Eastern livery.

▼ Now operated by East Midlands Trains, but still carrying its previous Wessex Trains 'Alphaline' livery with EMT branding, Class 158 No. 158864 arrives at Peterborough on 12th March, with a Liverpool Lime Street to Norwich service. **All: Robert Jefferys**

TOC Cheltenham Festival services

◀ The Arriva Trains Wales service from Maesteg to Cheltenham was well patronised by visitors to the races as well as the usual weekday commuters. This brought the requirement for the train to be strengthened to a pair of Class 150/2 DMUs. Here, Nos. 150255 and 150258 approach Cheltenham on 11th March.

▼ Later the same day and for CrossCountry it is business as usual. An unidentified CrossCountry-liveried Class 221 waits for clearance into Cheltenham as Class 170/1 Turbostar No. 170110, still carrying the liveries of its two former operators; Midland Mainline and Central Trains plus CrossCountry branding heads for Cardiff. **Both: Geoff Sandles**

On the Durham coast line, First GBRf Class 66/7 No. 66712 *Peterborough Power Signalbox* **approaches Hartlepool station with a Butterwell – Daw Mill coal service on 12th March. Michael J. Alderdice**

TURNING THE CLOCK BACK

Leamington Spa in the 1950s

On occasional visits to relations in Leamington Spa in the 1950s, I invariably spent a little time on what was a busy station.

Local services to and from Stratford-upon-Avon and Coventry were reasonably frequent, the expresses between Paddington and Birmingham and Wolverhampton stopped there, inter-regional trains from the likes of Bournemouth, Margate and Weymouth bound for Birkenhead and Wolverhampton were to be seen and there was a reasonable number of freight workings that passed through.

In the early part of the decade, GWR Railcars were still in use and even one of last LNWR 'Coal Tanks' was still in service in 1952 from Avenue station on an auto-train to and from Coventry. The cross-country workings usually produced 'Castles' or 'Halls', although on occasions shortage of such motive power produced 4300 class Moguls, which seemed to cope with the heavy trains quite well. These engines were also in use with some of the various freight workings, which could also produce Classes 2800, 5101, 5600, 5700 and 7200.

These illustrations were taken at intervals between 1952 and 1958.

▼ **On the 25th August 1952, 'Castle' class 4-6-0 No. 5033** *Broughton Castle* **calls at Leamington Spa, heading a cross-country service from Birkenhead to Bournemouth. All: Brian Morrison**

www.railwaymemories

◀ GWR AEC Railcar No. W26 arrives at its Leamington Spa destination with its trailer coach on 25th August 1952, forming a local service from Stratford-upon-Avon.

▼ On the same day, what was then a new BR Standard 3MT 2-6-2T No. 82002 arrives at the station, also with a local service from Stratford-upon-Avon.

◀ Hauling the 10.10 train from Weymouth to Birmingham, 'Hall' class 4-6-0 No. 5985 Mostyn Hall restarts the train from Leamington Spa on 16th August 1958. In the summer months the Western Region always seemed to be short of the large train reporting numbers that were attached to the smokebox door, and compromised with small paper numbers stuck on a board.

◀▼ Hauling iron ore hoppers through the station later on the same day, Class 7200 2-8-2T No. 7243 passes BR Standard 3MT 2-6-2T No. 82012 in the shadow of the platform with a service for Stratford-upon-Avon.

▼ Hauling a rake of trucks and wagons in the direction of Birmingham, one of the last batch of Class 4300 Moguls built with cab windows, No. 9306, passes through the station on the 'down' centre road, also on 25th August 1952.

▶ **Properly adorned with a large '968' identifying the 09.10 service from Margate to Wolverhampton, 4300 class Mogul No 6346 restarts from the down through platform on 16th August 1958.**

▼ **The 13.10 Sunday train from Paddington to Wolverhampton arrives at Leamington Spa on 17th August 1958, hauled by 'Castle' class 4-6-0 No 7010** *Avondale Castle* **- seemingly missing one express code headlamp!**

Steam action - South African style!

South Africa may seem a long way to go for a weekend but, when the NBL Preservation Group's Nick Newport and Ken Livermore found themselves on the Guest List for the Sandstone Railway's 'Maluti Magic' narrow gauge steam gala, they jumped at the chance!

The event took place over three days from 27th February to 1st March. The railway's owner, the well known businessman Mr. Wilfred Mole has assembled an amazing collection of steam locomotives, traction engines, road vehicles and farming equipment at his Sandstone Estates, which are located near Ficksburg in the Orange Free State.

The railway is some 18kms long and is home to more than 30 steam locomotives, more than half of which are of British origin. Most of the Great Britain private manufacturers are represented including North British, Beyer Peacock, Barclay, Peckett and Avonside.

No less than 12 locomotives were in steam for the Gala and an intensive timetable featured double and triple-heading and a 05.00 photo shoot on the Sunday morning for some of the more active guests !

▼ **South African Railways NG15 2-8-2 No. 17 and NGG16 Garratt No. 153 leaving Hoekfontein with a mixed train on 1st March.**

▶ **SAR Garratts NGG16's Nos. NG113 and NG153 plus NGG13 No. 49 are pictured leaving Hoekfontein on the Sandstone Railway on 28th February. Both: Ken Livermore**

16th March 2009

Great Central Railway (Spinkhill Branch)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB 'Roving Britain's Railways' by Paul Beardsley. Meeting commences at 19.30. Contact Frank Greaves on 01909 473927 for further details.

Locomotive Club of Great Britain (Dorking)
Pethick-Lawrence House, 85 South Street, Dorking. 'Plandampf' by David Heal. Meeting starts at 19.30.

RCTS (Chester Branch)
The Town Crier, City Road/Station Road (opposite station entrance), Chester. 'Picture Postcard Railway Rambles' by Stephen Gay. Meeting commences at 19.45.

RCTS (Northampton Branch)
Weston Favell Parrish Hall, Booth Lane South, Weston Favell. 'On Narrow Gauge Tracks' by Tom Heavyside. Meeting commences at 14.00.

RCTS (Oxford Branch)
West Oxford Democrats Club, 1 North Street, Osney. 'A Thames Valley Odyssey' by Chris Wilkinson. Meeting commences at 19.30.

RCTS (Shenfield Branch)
Shenfield Parish Hall, 80 Hutton Road, Shenfield. 'The Master Cutler' by Ken Grainger. Meeting commences at 19.30.

17th March 2009

RCTS (Cheltenham Branch)
The Victory Club, Burlington House, Lypiatt Road, Cheltenham GL50 2SY. 'Digital Diversity' by Bob Sweet. Meeting commences at 19.30.

Tewkesbury Railway Society
YMCA, Church Street, Tewkesbury. 'Strettons 60's' by John Stretton. Meeting commences at 20.00. Contact the Society Secretary, Mike Dodd on 01242 576907 for further details.

18th March 2009

Aeron Valley Railway Society
Prince of Wales Public House, Aberaeron. 'Welshpool and Llanfair Railway' by Andrew Charman. Meeting commences at 19.30. Contact John Hughes by e-mail at caronprom@aol.com or on 01974 298513 for further details.

Burton Railway Society
Marston's Social Club, Shobnall Road, Burton upon Trent. Natter Night 'A Second Helping of Richard's Slides' by Richard Binding. Meeting commences at 19.30. No admission charge. Contact Mark Ratcliffe on 01283 221537 for details.

Kent and East Sussex Railway (Ashford Group)
The Railway Staff Club, Beaver Road, Ashford, Kent. TN23 7RR. 'Talyllyn and Other Railways' by John Snell. Meeting commences at 19.30. Donation of £2 requested. Contact the Secretary, Keith Mapley on 01303 269138 for further details.

Permanent Way Institution (Glasgow Branch)
Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow. 'National Delivery Service and Its Rose in Delivery of Rail Grinding by Mike Turner. Doors open at 17.15 for 17.30 start. Contact Jack Scott on 07789765291 for details

Permanent Way Institution (Nottingham and Derby Branch)
The Midland Hotel, adjacent to Derby Station, Derby. 'Sustrans Connect 2' by Huw Davies. Joint Meeting with the Institution of Highways and Transportation. Starts 18.30. Contact the Secretary, Colin Cowey on 0794 648 2343 or by e-mail at colin.cowey@talk21.com for further details.

RCTS (Eastleigh Branch)/Mid Hants Railway/S&D Trust
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Rails to Infinity' by Terry Nicholls. Starts at 19.45.

19th March 2009

Breconshire Railway Society
R.A.F.A.Club, The Struet, Brecon. 'The Heart of Wales Line' by Hywel Jones. Meeting commences at 19.30. Contact the Secretary, Arthur Robinson on 01982 560219 for further details

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. 'Modelling Gravesend Central' by David Larkin GRES. Meeting commences at 19.45. Contact Roger Hart on 01474 8333320 or by e-mail www.gres.org.uk for further details

Locomotive Club of Great Britain (North West)
St David's Club, Wargrave Road, Newton-le-Willows. 'Preservation in Steam in Ireland' by Cliff Parr. Meeting commences at 19.30.

Marlow & District Railway Society
British Red Cross Society, Victoria Road, Marlow. 'The Darjeeling Himalayan Railway' by Paul Whittle. Doors open at 19.45 for 20.00 start. Admission £2 for non members.

RCTS (Darlington Branch)
The Scout Bukldiing, Widdowfield Street, Darlington. 'Picture Postcard Railway Rambles' by Stephen Gay. Meeting commences at 19.00.

RCTS(Hull Branch)
Upstairs, The Highway Public House, Willerby Road, Hull. '40 Years of Steam with a little help from the Enemy' by Steve Batty. Meeting commences at 19.30.

20th March 2009

Great Western Society (Taunton Group)
The Village Hall, Stoke St.Mary, Nr Taunton. 'Railways of Scotland 1968-2000' by Les Nixon. Meeting commences at 19.30.

Locomotive Club of Great Britain (Central London)
Keen House, Calshot Street, London N1 'Palmer's Recent Travels; by Adrian Palmer. Starts at 19.00.

Purbeck Railway Circle
Catholic Church Hall, Rempstone Road, Swanage 'Castleman's Corkscrew - The First Railway in Dorset' by Brian Jackson. Doors open at 19.00 for 19.30 start.

21st March 2009

Great Western Society (South West Group)
The Parish Centre, Church End Road, Kingskerswell, Torbay. 'Steam in the Good Old Days' by Les Nixon. Meeting commences at 18.30.

21st -22nd March 2009

Swanage Railway
Railway at Work Weekend

23rd March 2009

Locomotive Club of Great Britain (Brighton)
Brighton Model Railway Clubroom, BR London Road Station, Shaftesbury Place, Brighton. 'Switzerland Through the Years' by Peter Winchester. Meeting commences at 19.30.

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

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

24th March 2009

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

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

25th March 2009

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

Should your society information be listed on this page?

If so, then please email the details to the editor, remembering to include the date, starting time and location, together with details of the event, speaker and entrance charges if applicable.

It is not necessary, but helpful to people, if you can also include a contact name and phone number/ email address for the organisation that can be published.

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

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

▼ Northern Rail Class 142 No. 142015 arrives at Wennington with the 08.18 Lancaster to Leeds service on 7th March. **Nigel Capelle**

26th March 2009

Locomotive Club of Great Britain (Croydon Branch)
United Reformed Church Hall, Addiscombe Grove, East Croydon. AGM followed by Members' Slides. Meeting commences at 19.15.

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

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

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

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

RCTS (West Riding)
Pudsey Civic Hall
A.G.M. followed by Members slides. Meeting commences 19.30.

27th March 2009

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

Great Western Society (North West Group)
St Hilda's Clubroom, Slater Street, Latchford, Warrington. Joint Meeting with the '8E' Society. Starts 19.30.

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

Marlow-Maidenhead Passengers' Association
Bourne End Community Centre, Bourne End, Bucks. SL8 5SX
AGM with guest speakers Mark Hopwood and Christian Wolmar. Meeting commences at 20.00.

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

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

30th March 2009

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

31st March 2009

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

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

1st April 2009

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

Permanent Way Institution (Thames Valley Branch)
Davidson House, Reading.
'Beating the Elements' by John Dora. Starts 17.45. Contact the Secretary, Peter Simmonds at peter181102@yahoo.co.uk for further details.

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

2nd April 2009

Continental Railway Circle
St Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ
'Sri Lanka in the 1970's' by Les Nixon. Starts at 19.15. Contact Adrian Palmer on 01932 850624 or e-mail akpalmer@talktalk.net for details

RCTS (Milton Keynes Branch)
The Crown Public House, Market Square, Stony Stratford.
'Railways around Kent' by Geoff Dunster. Meeting starts at 19.30.

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

3rd April 2009

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

Gloucestershire Warwickshire Railway (Birmingham Area Group)
Northfield Library, Church Road, Northfield, Birmingham.
'Another Steamy Affair' by Dave Besley. Doors open at 19.00 for 19.30 start

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

RCTS (West Riding Branch)
Observation at Doncater Station and Wabtec. Commences at 12.00. Contact Malcolm Riley on 01274 589488 or mobile 0788 7908501 for further details.

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

Stephenson Locomotive Society
Settlement Centre, Union Street, Middlesbrough.
'Steam and Freedom' by John New. Meeting commences at 19.00. Contact the Secretary on 01642 321205 for further details.

4th April 2009

The Association of 16mm Narrow Gauge Modellers
Hall 2, National Agricultural Centre, Stoneleigh Park, Warwickshire CV8 2LZ.
National Garden Railway Show. Opening Time 10.30 - 17.00. Admission £5 (advance), £8 on the day. Juniors under 18 Free. For futher information see the web site: www.16mm.org.uk.

6th April 2009

Permanent Way Institution (London Branch)
10th Floor Restaurant, 55 Broadway (LUL HQ), London St James Park tube. Presidential Address by Bob Cummings. Also the Section AGM. Doors open 17.30 for 18.00 start. Contact the Secretary, Alison Stansfield on 0770 332 6080 or by e-mail at alison.stansfield@btinternet.com for further details.

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

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

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

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

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

Modified Hall No. 7903 *Foremarke Hall* **arrives at Toddington silhouetted against the evening sky on 11th March with a 'Paddy Power' race special from Cheltenham Racecourse. Jack Boskett**

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