Railway Herald

Issue 213 - 1st March 2010

The electronic journal for the railway enthusiast

Railway Herald

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Editor
Richard Tuplin

Contributing Editor
Brian Morrison

Railtour Editor
John Whitehouse

Advertising Manager
Ken Brunt

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Turning the clock back : Brentwood

Brian Morrison looks back to the 1950s and the Great Eastern Main Line with a visit to Brentwood, Essex, and a run-down of some of the different types of traction to be seen from the lineside, including 'Britannia's, B17s and even a K3!

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Shuttle traffic growth

Eurotunnel's push to increase shuttle customers appears to be paying off with the fourth-quarter of 2009 showing an increase in truck shuttle traffic.

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Community Rail addition

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Front Cover Caption:

Class 47 'Generator' No. 47401 passes Blea Moor on the Settle & Carlisle line with the 11.50 Glasgow-Nottingham service on 21st April 1982. Alan Taylor

▲ East Coast has recently been using CrossCountry powercars and coaches as required, to supplement its own HST sets. The 09.00 Newcastle to King's Cross service was led by Cross Country-liveried Class 43 power car No. 43321 on 23rd February, seen here on arrival in London. A Cross Country First Class vehicle also formed part of the set. **Paul Braybrook**

Work moves forward at West Hampstead Thameslink station

The new entrance at West Hampstead's Thameslink station has moved a step closer with the start of work to create a new tree-lined walkway.

Incorporating existing mature trees and including new cycle racks, the walkway will offer a much wider pavement and provide a more pleasant experience for rail users and residents. In addition, the removal of two commercial units owned by Network Rail on the corner of Iverson Road and West End Lane will eliminate a notorious pedestrian pinch-point and help improve the safety of the junction for all pedestrians.

The walkway will lead up to the new station building, which will increase passenger capacity, ease congestion and improve the interchange with West Hampstead Overground and Underground stations. The project will also complete the new footbridge installed earlier this year, allowing step-free access to all platforms. Both the station and footbridge are scheduled to be fully operational before the end of this year. Platform extension works at the station are also due to be completed at the same time, allowing trains to be extended from their current eight car maximum to twelve cars in 2011.

This is due to be followed with the introduction of the proposed new EMUs entering service from 2015.

Eurotunnel see growth in HGV shuttle traffic

Eurotunnel's latest drive to draw small and medium-sized hauliers to its truck shuttle services appears to be paying off.

Despite recording disappointing figures in 2009, the fourth-quarter figures showed a marked improvement on truck shuttle traffic and revenue for the same period in 2008. Year-on-year, truck shuttle volumes fell 39% for the whole year, but increased 12% during the last quarter. Revenue fell 25% for the whole year but increased 7%, at a constant exchange rate, during the last quarter.

Eurotunnel has attributed the poor figures to the fire in September 2008, and the subsequent non-renewal of annual contracts by some customers, coupled with the effects of the economic recession. Eurotunnel attributes the majority of the growth in the final quarter of last year to a "prospecting drive to find a new layer of customers". Jo Willacy, Eurotunnel's Commercial Director said: "Over the last few years we have had a lot of success with large [core] customers. But it is better from a volume and revenue perspective to have a larger base of customers. It gives us more balance. To be able to run a consistent frequency of service we need core business. Bigger hauliers are very positive, because they have less peaks and troughs in throughput, and this is reflected in the rates Eurotunnel offers them. But having just a small number of large customers is not healthy, and that is why we are building up our small and medium-customer base. Building volumes through these smaller and medium-size customers is allowing the business to protect its yields and has allowed it to 'soften' its rates".

Although Eurotunnel maintains that it will not enter into a negative spiral price-war with ferry operators, it is admitted that there has been a 'softening of rates' to widen the tunnel's appeal to smaller and medium-size customers. Besides this, the move to using half-truck shuttles from last October, to tailor supply to demand, also appears to be paying-off. The move had no impact on customers, but allowed Eurotunnel to make operational cost savings.

This year, it will continue with its investment programme, which aims to increase frequency at peak times from seven to eight trains an hour by the fourth quarter, but admits that while the capability will be there, the number of departures scheduled will depend upon market demand.

▲ **On 23rd February, Class 60 No. 60071** *Ribblehead Viaduct* **passes Chapel-en-le-Frith with a rake of loaded Freightliner Heavy Haul hoppers, on a Tunstead to Bredbury working. Geoffrey Arnold**

New Community Rail Partnership group formed to keep Hythe route on track

Following the Association of Train Operating Companies (ATOC) proposals to reintroduce passenger services on the old Southampton to Hythe line, which was closed in February 1966, a new group called the Waterside Community Rail Partnership has been formed in a bid to keep the £3 million project on track, and is also exploring the possibility of extending the proposed service to Fawley and building a new station.

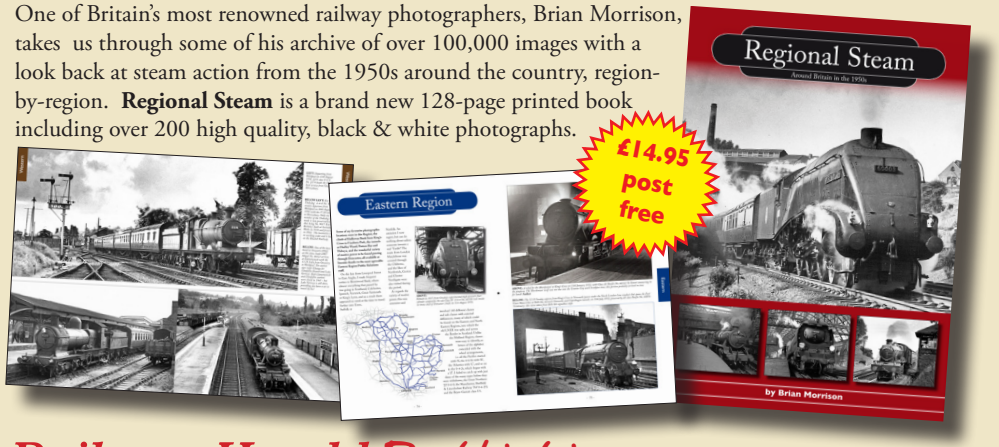
The track already goes as far as the Esso Refinery at Fawley, but currently is used only for freight. Negotiations are to take place with Esso as it is considered that the company would benefit from staff being able to get to work by train, and it might be possible for the new station to be sited outside the refinery.

A £15,000 feasibility study, part of which will be contributed by the New Forest National Park Authority, New Forest District Council and Hampshire County Council will look at the business case for reopening the line, including the Fawley section. Parish Councils are also being asked to contribute. The study will also look the wider economic and environmental benefits.

ATOC's proposals were published last summer and gained the immediate backing of SWT. ATOC has also called for the old Brockenhurst to Ringwood route, which closed in October 1964, to be reopened to meet growing demand for rail services in the south.

From the days when steam was king and diesels were just a thought on the horizon...

One of Britain's most renowned railway photographers, Brian Morrison, takes us through some of his archive of over 100,000 images with a look back at steam action from the 1950s around the country, region-by-region. **Regional Steam** is a brand new 128-page printed book including over 200 high quality, black & white photographs.



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Metro and Light Rail News

Passenger figures highest in 20 years

More people used the Tyne and Wear Metro in the run-up to Christmas than at any time in the last 20 years.

Research by Nexus showed that one million extra journeys were made in the four weeks to 19th December, an increase of 6.4% on the year before.

Early indications show that many people stayed on public transport during January's severe weather rather than risk driving, and also rising fuel prices, more bus travel by children and people choosing public transport for shopping and the party season also contributed to the increase.

Merseyside's Waterloo station to be upgraded by Merseytravel

Funded by Merseytravel as part of the National Stations Improvement Programme, the £90,000 refurbishment of the Merseyside station of Waterloo includes an upgraded entrance, improvements to the staircase and wheelchair access ramp with installation of double handrails, enhanced lighting and security fencing renovation.

The Chairman of the Waterloo Residents Association, who is also a wheelchair user, has applauded the funding, saying: "We are very grateful to Merseytravel. We welcome any investment in Waterloo railway station. We think the station and the interchange are a focal point of South Road. Any improvements to the station are going to be of benefit to the area. It is very awkward for disabled people and anything that can help with that will be good".

Docklands starts 'three-car' operation

Class B07 B-2-B Units Nos. 132, 129 & 124 form a three-car Docklands service as they depart from Limehouse on 24th February. Each two-car train is classed as a one-car by Docklands. **Kim Rennie**

The £325 million 30-month upgrade programme across the Docklands Light Railway network to allow three-car trains to run, replacing the previous two-car units, started reached fruition with the first of the three-car services on 22nd February.

The work has included extending platforms, upgrading junctions and track, remodelling Tower Gateway station and building a new station at South Quay. A total of 55 new trains, bought at a cost of £100 million to supplement the existing fleet, allowing the longer trains to run, they have an improved interior layout and give easier entrance and exit.

The Mayor of London, said: "As the Olympics approach, the DLR has struck gold with a huge 50% increase in capacity - the perfect example of the Olympic legacy already delivering real improvements for Londoners. This £325 million boost is not only integral to preparations for ferrying spectators to the 2012 Games, but it will also benefit the many thousands of people who use this popular and handy railway."

Jonathan Fox, Director DLR, added: "Today marks another major milestone for DLR and its passengers as our network is further enhanced and improved. With three-car trains being rolled out on the Bank-Lewisham line, and the Stratford International extension set to open later this year, we are in great shape to meet passenger demand now and over the course of the next few years". The platform extensions to allow for three-car trains have been completed on all parts of the DLR network except on the Canning Town-Beckton route, which will be ready for the longer trains in early 2011. Almost 70 million journeys are made annually on DLR, which is expected to carry up to 500,000 people a day during the Games, more than double the current weekday average.

To clear up much confusion, it is important when referring to the consist of Docklands services to understand the terminology. A three-car train on the Docklands network would, on the National Network, be termed as three, two-car units. Hence, it is not the addition of an extra intermediate trailer into sets that gives the stated three-car operation, but the addition of an extra twin-coach set, giving the equivalent to six vehicles, rather than four.

UK News In Brief

■ Train services in Great Britain are "as good as they can get" unless the Government gives operators more control over the tracks, according to Brian Souter, Chief Executive of Stagecoach. He maintains that further improvements to punctuality and reliability were dependent on the Secretary of State for Transport, Lord Andrew Adonis, giving train operators more responsibility for tracks and other infrastructure currently in the hands of Network Rail.

■ The Bodmin & Wenford Railway has strengthened its passenger carriage fleet through the purchase of another British Railways Mk1 vehicle for future use in its standard service train set. The 'new' carriage is a standard 'Second Corridor (SK) No. W25807, which was built by British Railways at Derby in 1961. The vehicle entered preservation in 1990 and has been purchased from the Llangollen Railway.

■ Eurostar is to publish a monthly magazine from May. It has yet to be named, but will be published in three languages, and will include travel features on destinations across the Eurostar network, along with a mixture of general interest, news and lifestyle articles. It will also highlight products for sale on board Eurostar trains. Initially this will refer only to food and drink items but eventually may include 'duty free' products such as perfumes, cosmetics and jewellery, which have provided a lucrative revenue stream for airlines.

■ The prospect of 12-carriage trains calling at Luton will move nearer at Easter this year when a major upgrade to widen the main railway bridge will be carried out. The work is part of the £5.5 billion Government-funded Thameslink programme, a project to increase capacity and improve the railway for passengers travelling to, or through, London from the north and south. Improvement work is being carried out at 50 stations, including Luton, with a combined total of 4km of additional platform length being constructed.

■ Following the tragic rail accident in Belgium earlier this month, Eurostar services between London St Pancras International and Brussels will recommence on 1st March. Five return services were scheduled to operate over the last weekend of February, each of which departed Brussels around 20 minutes earlier than scheduled, being reinforced by a shuttle coach running between Lille and Brussels providing connections for passengers off Paris services. Speed restrictions will add around five minutes to journey times.

■ Wem signal box, in north Shropshire, is part of a £22 million scheme being proposed by Network Rail for new 'modular signalling' on the Shrewsbury-Crewe line. The plans could be introduced in November 2011.

■ The Ecclesbourne Valley Railway is featuring once again on national television when BBC1 airs the drama 'Five Days 2' nightly at 21.00 from 1st to 5th March. The five-part mystery for BBC Drama is set around an intriguing plot: A tiny newborn baby is abandoned in the toilets of a Yorkshire hospital.

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89.5% of services on time in January - down on 2009

According to the figures released in Network Rail's regular monthly report on train performance, from 10th January to 6th February, almost nine out of 10 services (89.5%) throughout the country ran to time*, compared to 90.5% in the same period last year.

Robin Gisby, Director of Operations, said: "Punctuality has recovered following the extreme weather of last month. Passengers on Merseyside are seeing not just the most punctual railway in the country but the most punctual service ever seen in this country, with 98% of services running to time last month. There is still room for improvement however, especially on the long distance and south east routes".

Five of the 19 operators, Virgin Trains, London Midland, First ScotRail, Merseyrail and East Midlands Trains, improved performance compared to the same period last year. Virgin Trains had the biggest improvement compared to the same period last year, and six operators improved by over three percentage points:

	2009/10	2008/09	% point change
First Capital Connect	85.5%	93.0%	-7.5%
Virgin Trains	77.9%	71.8%	+6.1%
London Midland	89.3%	83.6%	+5.7%
Southeastern	84.1%	89.2%	-5.1%
South West Trains	90.8%	95.2%	-4.4%
London Overground	88.5%	91.7%	-3.2%

** Arrived on time - the measure of train punctuality also known as PPM (public performance measure) means trains arriving at their destinations within five minutes for commuter services and within 10 for long distance services. This measure of punctuality is commonly used throughout Europe.*

▼ **Class 66/5 No. 66551 is pictured at Moorswater, shunting cement tanks, which had arrived from Earles Sidings, in the Hope Valley, on 11th February. Craig Munday**

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Invitations of interest for third Crossrail tunnel

Invitations of interest for the third and final running tunnel contract for the Crossrail project have been issued and must be submitted by 24th March.

The project comprises the construction of twin six-metre diameter bored tunnels from Plumstead Portal to North Woolwich Portal. The length of each drive is approximately 2.6km. Construction of the tunnels extending beneath the Thames, require sumps for tunnel drainage, cross passages, a shaft at Plumstead, portal structures and launch chambers at Plumstead and North Woolwich, including head house structures, ramps, a diaphragm wall, escape and intervention stairs, flood protection and associated heritage commitments.

Crossrail's Chief Executive Officer, Rob Holden, said: "This is an important day for the programme. The invitation to express interest in the Thames Tunnel contract means that we are progressing with the procurement of all three running tunnel contracts. It is another significant step towards delivering Crossrail on time and to budget".

Livery variation for Wrexham & Shropshire

▼ **The Wrexham & Shropshire services have seen a variety of liveries in recent months, with the company's own light and dark grey colours running alongside blue & grey stock and a Chiltern-liveried DVT. A further variation was added recently when the sole DB Schenker-liveried Class 67 was employed on operations. Running 35 minutes late and in persistent rain, Class 67 No. 67018** *Keith Heller* **heads a Wrexham to London Marylebone service through Saunderton on 18th February. Tony Callaghan**

▲ Newport station has recently had an addition, with a new western passenger bridge being constructed. The partially-built structure is pictured on 12th February. **Robert Jefferys**

◀ The East Lancashire Railway helped out fellow Bury rail operator Metrolink on 7th Feburary, when it supplied Class 37s Nos. 37901 and 37109 for ballast train duties on the light rail system, as part of track renewals programme between Whitefield and Radcliffe stations. The pair are pictured during the possession near Whitefield. **Anthony Roberts**

▼ DB Schenker Class 90 No. 90026 continues to remain on hire to National Express East Anglia, while the TOC's fleet undergoes overhaul. Here, the '90' departs from Manningtree on 17th February with the 11.30 London Liverpool Street - Norwich service. **Jonathan Kirkham**

◀ **Black-liveried Class 31/4 No. 31459 *Cerberus* with ECR green-liveried Class 31/6 No. 31601 on the rear, departs from Glasgow Central with the Mossend to Mossend GSM Radio Survey train on 16th February. Alasdair Eadington**

▼ **Class 67 No. 67026 hauls Class 442 No. (44)2423 through Kensington Olympia on 26th February bound for Ashford Chart Leacon Depot, having originated at Wolverton Works. Stuart Chapman**

◀ Now devoid of Direct Rail Services brandings, and in use with First GBRf, Class 66/4 No. 66404 passes South Kenton on 25th February with two translator coaches with a Willesden Depot to Derby Litchurch Lane Works move. **David Kirwin**

◀▼ West Coast's Class 37/5 No. 37676 heads south through Warrington on 23rd February, with an empty coaching stock working from Carnforth to Southall. **Neil Bradley**

▼ On 16th February at Great Rocks, unique-liveried Class 60 No. 60074 *Teenage Spirit* draws the empty Hindlow - Tunstead hoppers past the Buxton Lime Industries works at Great Rocks Junction. The locomotive would run-round before hauling the train back into Tunsted works, seen in the background. **Geoffrey Arnold**

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.

1st March 2010		
Steam Dreams	60163	London Victoria-Slough-Reading-Cardiff Central-Swansea & return
5th March 2010		
Railtourer/Statesman	2xWCRC 47	Hull-Selby-Garforth-Leeds-S&C-Carlisle-Crianlarich-Fort William
6th March 2010		
Railtourer/Statesman	2xWCRC 47	Fort William-Crianlarich-Carlisle-Leeds-Garforth-Selby-Hull
UK Railtours	DBS 67	London Euston-Bletchley-Bedford-Leicester-Newark Castle-Lincoln-Cleethorpes-Scunthorpe-Copy Pit-Blackburn-Blackpool North and return (via WCML to London)
Vintage Trains	6201 & 47773	(Birmingham New St- Wolverhampton-Stafford-Crewe(47773))-Crewe-Stafford-Lichfield Trent Valley-Rugby-Willesden Jct-Kensington Olympia-London Euston-Rugby-Lichfield Trent Valley-Stafford-Crewe & return **Note: Outward to Kensington Olympia, returns from London Euston)**
VSOE	35028	London Victoria-Guildford-London Victoria (route to be confirmed)
Pathfinder Tours	DBS Class 66	Didcot Parkway-Banbury-Leamington Spa-Birmingham International-Birmingham NS-Cheltenham Spa-Chepstow-Cardiff Central-Port Talbot-Pantyffynnon-Gwaun-Cae-Gurwen-Pantyffynnon-Llandrindod Wells-Craven Arms-Wolverhampton-Birmingham NS-Birmingham International & return
Railway Touring Co.	70013	Haywards Heath-Preston Park-Hove-Worthing-Eastleigh-Salisbury-Westbury-Bath Spa-Bristol Temple Meads & return
NYMR	tbc	Grosmont - Whitby & return (twice)
7th March 2010		
NYMR	tbc	Grosmont-Whitby-Battersby-Whitby-Battersby-Whitby-Grosmont
11th March 2010		
Railway Touring Co.	70013	London Liverpool Street-Colchester-Ipswich-Diss-Norwich-(Norwich-Cromer-Sheringham (NNR)-Holt(NNR) and return
13th March 2010		
Railway Touring Co.	70013	London Liverpool St-Bishops Stortford-Ely-Peterborough-Newark-Lincoln-Barnetby-Cleethorpes(-New Holland)-New Holland-Barnetby-Gainsborough Central-Worksop(-Retford-Peterborough & return)
UK Railtours	2xDBS 67	London Paddington-Cardiff-Llandrindod Wells-Craven Arms-Abbey Foregate Curve-Telford Central-Leamington Spa-Oxford & return
NYMR	tbc	Grosmont - Whitby & return (twice)
14th March 2010		
NYMR	tbc	Grosmont-Whitby-Battersby-Whitby-Battersby-Whitby-Grosmont

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

BLACK Charters expected to operate as booked.
GREEN Tours postponed to a future date by the operator
WCRC West Coast Railway Company
RED Tours cancelled by the operator
BLUE Provisional excursion
(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

The Week Ahead

by John Whitehouse

For the first time this year a busy weekend of railtours can be looked forward to, and hopefully there will be a respite from the cold weather that has so characterised this year to-date, as there are a number of very attractive tours to choose from.

In fact, the tour of the week has to be exceptional to qualify for that accolade as there is a lot of competition, but a Stanier Pacific working along the southern section of the WCML, including a Euston departure, pre-qualifies! It is the Vintage Trains' 'Doric Olympian' on 6th March, which starts the day with a Tyseley Class 47 at the head from Birmingham New Street to Crewe. It is at Crewe where the classic traction takes over, in the shape of 'Princess Royal' Pacific No. 6201 *Princess Elizabeth*, which will then work south via the Trent Valley, Northampton and Watford Junction to Willesden, where the West London Line will be taken to terminate at Kensington Olympia. Unfortunately steam cannot work into Euston, as the locomotive would likely activate the fire alarm system! The good news is that there is no such restriction for steam locomotives working out of Euston, which is precisely what 'Lizzie' is scheduled to do. Having already had a blistering performance on Camden Bank in the bag from a few years back, the first couple of miles out of Euston will be the highlight for many. The return route is as outwards from Willesden; with steam in charge all the way back to Crewe, followed by Class 47 haulage on the return leg from Crewe to Birmingham New Street.

Bath Spa and Bristol Temple Meads are the alternative destinations for the Railway Touring Company's charter from Haywards Heath, which picks up at Preston Park, Hove and Worthing, before heading west via Eastleigh, Salisbury and Westbury. 'Britannia' Pacific No. 70013 *Oliver Cromwell* is booked to work the train throughout.

Also operating in the South East is a VSOE British Pullman luncheon working around the Surrey Hills circuit, with Merchant Navy pacific No. 35028 *Clan Line*. Earlier, on 1st March, Steam Dreams celebrates St. David's Day with its annual outing to the Principality from London Victoria to Swansea, with 'A1' No. 60163 *Tornado* in charge for the duration.

UK Railtours 'Coast to Coast' does exactly as the title describes, as it visits both Cleethorpes and Blackpool in a busy schedule that originates at London Euston. The route is WCML to Bletchley, then across to Bedford and MML to Nottingham and beyond to Lincoln, Market Rasen, Barnetby and Cleethorpes. After a quick paddle in the North Sea, it is off west via Scunthorpe, Wakefield Kirkgate, Hebden Bridge, Copy Pit and Preston for another paddle, this time in the Irish Sea at Blackpool! Always assuming that your poor tootsies have de-frozen sufficiently to hobble back to Blackpool North, you can then warm up again on the quick dash down the WCML back to Euston.

Pathfinder's 'Heart of Wales Explorer' unfortunately will not be exploring as much as it originally intended, as the visit to Gwaun-Cae-Gurwen will no longer happen due to the poor state of the track on the branch. Instead, the train will continue north over the Central Wales Line with a break at Llandrindod Wells. The tour originates at Eastleigh and runs north, picking up at stations through to Birmingham New Street via Oxford, before swinging south to reach South Wales, via Chepstow.

With the continuing cold winter, it is looking increasingly likely that the participants of the sell-out 'Winter West Highland Statesman' could be in for some stunning views of Rannock Moor and Ben Nevis! The tour is a two-day affair, commencing on 5th March from Hull, and runs via the Settle & Carlisle and Beattock to Fort William.

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

Scottish bonanza from Railway Touring Company

Steam in Scotland was once a rarity, and even with the establishment of the 'Jacobite' steam north of the Border, was until recently restricted to the occasional foray out onto the main line by the SRPS.

The lack of main line certified traction in Scotland was one reason, combined with a restricted local market for the trains. The Railway Touring Company has now blown this market wide apart, with three major steam trips already fixed in its programme.

Of course, the 'Great Britain III' spends six days in Scotland, and this is followed on the weekend of 24th/25th April with 'The West Highland Britannia', which features No. 70013 *Oliver Cromwell* from Edinburgh Waverley to Fort William, in so doing becoming the first member of the Class to visit the West Highland Line. The train commences diesel-hauled at Oxenholme, and also picks up at Carlisle, before making its way to Waverley via Carstairs. The locomotive, of course, will already be in Scotland as a result of its 'Great Britain III' duty from Glasgow Central to Inverness via Aberdeen on 11th April, returning two days later.

It is due to be positioned in Scotland with a one way working from Liverpool Lime Street, via Shap and Beattock, to Edinburgh on 1st April, note change of date. RTC will also be operating another 'West Highland Steam Express' in September, following the success of last year's working, which will be a four-day affair commencing on Friday 3rd September from Liverpool Lime Street. The train is due to pick up through to Preston, before running to Glasgow Central, via Shap and Beattock, with 'Royal Scot' 4-6-0 No. 46115 *Scots Guardsman* the nominated power. Hopefully its middle cylinder problem will be resolved by then.

Next day there is a Glasgow Queen Street departure for Fort William with No. 61994 *The Great Marquess*, culminating with a round trip to Mallaig with the Fort William-based 'Jacobite' locomotive, K1 class Mogul No. 62005. The return working to Queen Street will be interrupted at Crianlarich for a diversion to Oban, with No. 61994 booked to head the train throughout, but with the possible exception of a 'Black 5' (no doubt the other 'Jacobite' engine) covering just the return working to Oban.

Finally on 6th September, *Scots Guardsman* is again booked to return the train south, over the Glasgow & South Western route by way of change, as far as Preston, where steam will come off for the train to proceed back to Liverpool Lime Street under diesel power.

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Spotlight on the latest additions to the charter calendar for 2010

East Anglia is on the agenda for 24th April, with the second organisation to operate a tour over the new level crossing at Sheringham.

The **Spitfire Railtours** charter originates at Crewe and picks up via Birmingham New Street and Leicester, prior to heading for Norwich, via March, Peterborough and Ely. At Norwich the train splits, with one portion heading for Holt on the North Norfolk Railway with 'top and tail' DRS Class 37s, which will use the new level crossing connection between the National Network and the heritage line. Meanwhile, the other portion of the train heads from Norwich to Great Yarmouth with the DRS Class 20, outwards via Reedham and returning along the more direct route through Acle. Spitfire does have options to enable participants to travel on both portions, as the add-on to Holt is bookable as a one-way journey only. The return working from Norwich to Crewe is scheduled for a pair of DRS Class 37s. Please see the Spitfire website for journey options.

A journey along the eastern-end of the Cambrian with Network rail Class 97 power is the latest offering from **Pathfinder** on 5th June. Its 'Powys Chugger' sets out from Bristol Temple Meads hauled by a DBS Class 59/2, and travels via Swindon, Oxford and Coventry to Bescot, where a DBS Class 92 takes over for the short dash to Crewe. At Crewe a pair of Class 97/3s assume control to take the train via Shrewsbury to Welshpool, for the Welshpool and Llanfair Railway, or stay on-board for Newtown where the train reverses. The return is via the Abbey Foregate Curve and Wolverhampton, back to Bescot where the Class 59/2 will be waiting to take the return train, running via Sutton Park, Water Orton, Nuneaton and Bedworth before regaining the outward route at Coventry.

Following its successful post-Christmas jaunt to Hove with a pair of DRS Class 20s, **Rail-Blue Charters** will be looking to repeat the performance on 14th August with 'The 20s Southern Circular II' from Chesterfield to Salisbury. It is routed along the Midland Main Line, where it picks up at most stations through to St Albans, and then onwards via Richmond, Virginia Water, Woking and Guildford, through to Fareham, Eastleigh and Romsey, to reach Salisbury around 13.45 for a two hour break. As the tour starts at Chesterfield at around 04.45, a leg stretch for many will be most welcome ahead of the return that is booked via Andover, Basingstoke, Mortimer and Reading back to the MML.

BR 'Britannia' 7P Pacific No. 70013 *Oliver Cromwell* **prepares to depart from London Victoria on 24th February with the 'Sussex Belle' charter for Hastings via Maidstone and Ashford. The loco deputised for SR Battle of Britian Pacific No. 34067** *Tangmere* **which is still undergoing overhaul. Paul Braybrook**

GWR 'Hall' No. 4965 *Rood Ashton Hall* **and GWR 'Castle' No. 5043** *Earl of Mount Edgcumbe* **pull away from a signal check at Norton Junction, near Worcester, on 20th February, with the 'Great Western Invader' charter from Tyseley to Didcot. John Whitehouse**

THE EAST LANCS CHAMPION

Saturday 15th & Sunday 16th May 2010

Proposed route and motive power
The CFPS are proud to announce a weekend tour from the North West to Cornwall.

Saturday - 40145 - Crewe, Warrington Bank Quay, Manchester Victoria, Stockport, Stoke, Stafford, Birmingham International (attach D1015), Banbury, Oxford, Swindon, Bristol Temple Meads, Plymouth (D1015 to rear) to Penzance (short break). Early evening - Penzance (dep. 1940) to Truro, **Falmouth**, Truro, St. Erth, Penzance (2215).

Sunday - D1015 front, 40145 rear - Penzance, St. Erth, **St. Ives**, Penzance, Par, **Newquay** (40145 leads to Newquay), Plymouth (40145 run-round to front) 40145/D1015 in tandem to Oxford via Bristol Temple Meads & Swindon as outward. 40145 solo from Oxford returning via the same route as outward.

An extra set down & pick-up at St. Erth has been added to help with accommodation

Fares
Bookings received by 15th March qualify for a 5% discount on all tickets, the prices opposite show the fares including and excluding the discount. There is NO discount for the 'Table for Two' supplement.

Timings
All timings shown as just an estimate at the moment, more details will be posted on the CFPS website (click here) when known.

On the train
A catering service will be available all weekend, selling a selection of hot/cold drinks, sandwiches, crisps and confectionary.

Ticket allocation
Tickets for the charter will be allocated on a first come, first served basis, so please get your bookings in **PROMPTLY** to avoid disappointment.

Accommodation
Accommodation for the night in Penzance is the responsibility of the individual. Please contact the local tourist board for details. We hope to have some details on our website (www.cfps.co.uk) of possible accommodation.

Please note: ALL juniors must be accompanied by an adult.

ENQUIRIES: email chairman@cfps.co.uk. Tel: 075 000 40145 or visit **www.cfps.co.uk**
BOOKINGS: Mr. J. Stephens, CFPS, 38 Watkins Drive, Prestwich, Manchester. M25 0DS

Provisional Timings

Joining Points	Saturday Depart	Sunday Arrive
Crewe	0600	2359
Warrington Bank Quay	0625	2335
Manchester Victoria	0655	2305
Stockport	0720	2235
Stoke-on-Trent	0805	2055
Stafford	0825	2135
Birmingham International	0915	2045
Banbury	1015	1950
Oxford	1040	1925
Swindon	1130	1825
Bristol Temple Meads	1230	1740/1745
Plymouth	1455/1510	1455/1520
Penzance	1700a	0900d

Fares (all points)	Adult	Junior (Under 16)
Bookings received by 15th March		
Standard Class	£128.25	£66.50
First Class	£180.50	£118.75
Bookings received *AFTER* 15th March		
Standard Class	£135	£70
First Class	£190	£125

Private 'Tables for Two' seats available in First Class at a supplement of £10 per PERSON.
NO early booking discount off the supplement
FIRST CLASS is likely to be in the middle of the train.

LMS lined-black Duchess on public display on 6th March

Princess Coronation Class 8P Pacific No. 6233 *Duchess of Sutherland* will be rolled out in new ex-LMS lined-black livery at the West Shed at Swanwick Junction on the Midland Railway on 6th March.

It will be joined by Princess Royal Pacific No. 46203 *Princess Margaret Rose* outside the West Shed to add spice to the occasion. Due to the area around the site being roped off for the occasion, parking will be limited and visitors are recommended to use the main car park at Swanwick Junction, close to the main entrance gate.

Visitors are cordially invited to attend, and a donation of £10 will be requested for the occasion. Patrons will be admitted free of charge upon production of their membership card.

In addition to viewing the new-look 'Duchess', a visit to the West Shed to view its museum and engineering facilities is highly recommended.

▲ During the Mid-Hants Railway's 'Heavy Freight' weekend, BR 9F Class 2-10-0 No. 92212 climbs past Chawton Wood on the 13.25 freight from Alton on 6th February. **Gary Packer**

Nene Valley Railway

The *NVR* is seeking a

Mechanical Engineering Supervisor

We are looking for someone with the experience to supervise our heritage workshops.

- Could you motivate and lead our engineering staff and volunteers?
- Have you the engineering skills to maintain our locomotives and rolling stock in this challenging yet fulfilling environment?
- Would you like to work in our new 8,600 sq ft workshop with 10-ton overhead crane?

For more information, job description and details of how to apply, talk to the General Manager on 01780 781671 or visit www.nvr.org.uk

Closing date for applications is 30th April 2010.

Nene Valley Railway

'Scratch' some good traction!

Spring Diesel Gala - March 6th/7th 2010

Besides the home-based locos (Classes 14/31/37/40)
Visitors booked to appear are:
47375, 31128, 46045, 20048

Intensive timetable
Good value Rover ticket
Top catering, Real ale available
(All locos are subject to availability)

Nene Valley Railway, Wansford Station, Stibbington (on the A1), Near Peterborough. PE8 6LR

Call 01780 784444 or visit www.nvr.org.uk

SVR 40th anniversary gala weekend

The SVR commences its 40th anniversary celebrations this coming weekend with a three day 'Spring Steam Reunion Gala', which will feature locomotives that were once stabled at Bridgnorth.

The most notable is the return of John Cameron's ex-LNER K4 Mogul No. 61994 *The Great Marquess*, which was a SVR resident for many years. Also returning, but now as a runner, is ex-BR Standard Class 2MT Mogul No. 78019, which was based on the SVR prior to transfer to the Great Central, where restoration was completed.

Additionally GWR 5700 class 0-6-0PT No. 5786, which was a short stay resident on the SVR for a couple of years from 1969, will be visiting from the South Devon Railway. The home fleet will also be in action, and will be strengthened by the continued presence of the Swanage Railway's 5600 class 0-6-2T No. 6695, which is on short-term loan to the SVR.

An intensive timetable will operate over the three days from 5th-7th March, which will include a demonstration freight working over the entire length of the line on both Friday and Saturday. Rover tickets will be available. For more information including a full timetable for all three days visit the Severn Valley website at www.svr.co.uk (or click here)

▶▲ **Class 73 'Electro-Diesel' No. 73139 based on the Weardale Railway, heads back to Wolsingham Depot on 19th February, after being on display at Stanhope with resident steam loco No. 40 for the visit of a UK Railtours-operated charter, the first main line through train to use the line in several years. Andrew Wood**

▶ **BR/LMS Fairburn Class 4P 2-6-4T No. 42085 visiting the Bluebell Railway from the Lakeside and Haverthwaite Railway, returns to the Southern Region, having been built at Brighton and then based at Stewarts Lane. The locomotive approaches Horsted Keynes in one of the many rain showers during the second day of the railway's Branch Line Weekend special event on 21st February. Andrew Crampton**

The KWVR gala weekend on 13th/14th February was tinged with sadness for volunteers, following the tragic death in his sleep of Richard Walker, a 28-year-old fireman on the line. A wreath was proudly carried by locomotives over subsequent days as a mark of respect.

◀ Lancashire & Yorkshire 0-6-0 No. 957 and BR Standard 4MT No. 80002 stand in Haworth Yard awaiting the start of the day's operations on 13th January. **Robert Beardwell**

▼ BR Standard 4MT 2-6-4T No. 80002 awaits departure from Haworth with the 17.25 from Keighley on the same day.

◀▼ Visiting GNR 'N2' 0-6-2T No. 1744 departs Oakworth with the 13.55 from Keighley on 12th February. The first two carriages in the train were also built by the Great Northern Railway. **Both: Nick Wise**

BR Standard 7P No. 70013 *Oliver Cromwell*, **BR Standard 8P Pacific No. 71000** *Duke of Gloucester* **and SR 'N15' 4-6-0 No. 30777** *Sir Lamiel* **stand on shed at Buckley Wells, on the East Lancs Railway on 19th February.**
Andrew Graves

Unique LMS Stanier Class 5 No. 44767 heads away from Loughborough on 24th February during a Russ Hillier photo charter. Outshopped on 31st December 1947, the locomotive is the only one of the class to be fitted with outside Stephonson link motion. **Stuart Chapman**

Malcolm Rail-liveried Class 66/4 No. 66412 heads south through Swinton, South Yorkshire, on 24th February with empty aggregate wagons, forming a Hitchin-Peak Forest working. **David Wragg**

In connection with the Rugby at Cardiff, ATW operated its loco-hauled set additionally on 13th February. Class 57/3 No. 57314 passes Duffryn, with the 08.08 Holyhead to Cardiff Central. **Phil Trotter**

Class 360/2 Desiro No. 360202 passes Acton Main Line at speed on 21st February, forming the 15.04 Heathrow Connect service from Terminal 4 to Paddington. This was one of four four-car Class 350 testbed units rebuilt for Heathrow Express as Class 360/2, and later having an additional TSO fitted to form five cars. The fifth member of the fleet, No. 360205, was delivered with five cars.
Brian Morrison

TURNING THE CLOCK BACK

Brentwood in the 1950s

Situated on the two-mile rising gradient of just over 1-in-100 from east of Harold Wood to Ingrave summit, just before Shenfield, Brentwood Bank could be guaranteed to produce plenty of exhaust from the locomotives on the climb.

Motive power in the 1950s, consisted of primarily BR Standard 'Britannias'', Thompson 'B1s', 'Sandringham/Footballers', 'B12s' and on freight mainly Class J20s, nearly all carrying a 30A shedplate, showing that they were allocated to the prolific total of motive power then at Stratford.

Overhead electrification was in evidence in the 1950s as it is now, although of a different voltage, and overall little has changed to the eye apart from the growth of vegetation above the walls of the cutting that could easily be reached by a very short walk from Brentwood station.

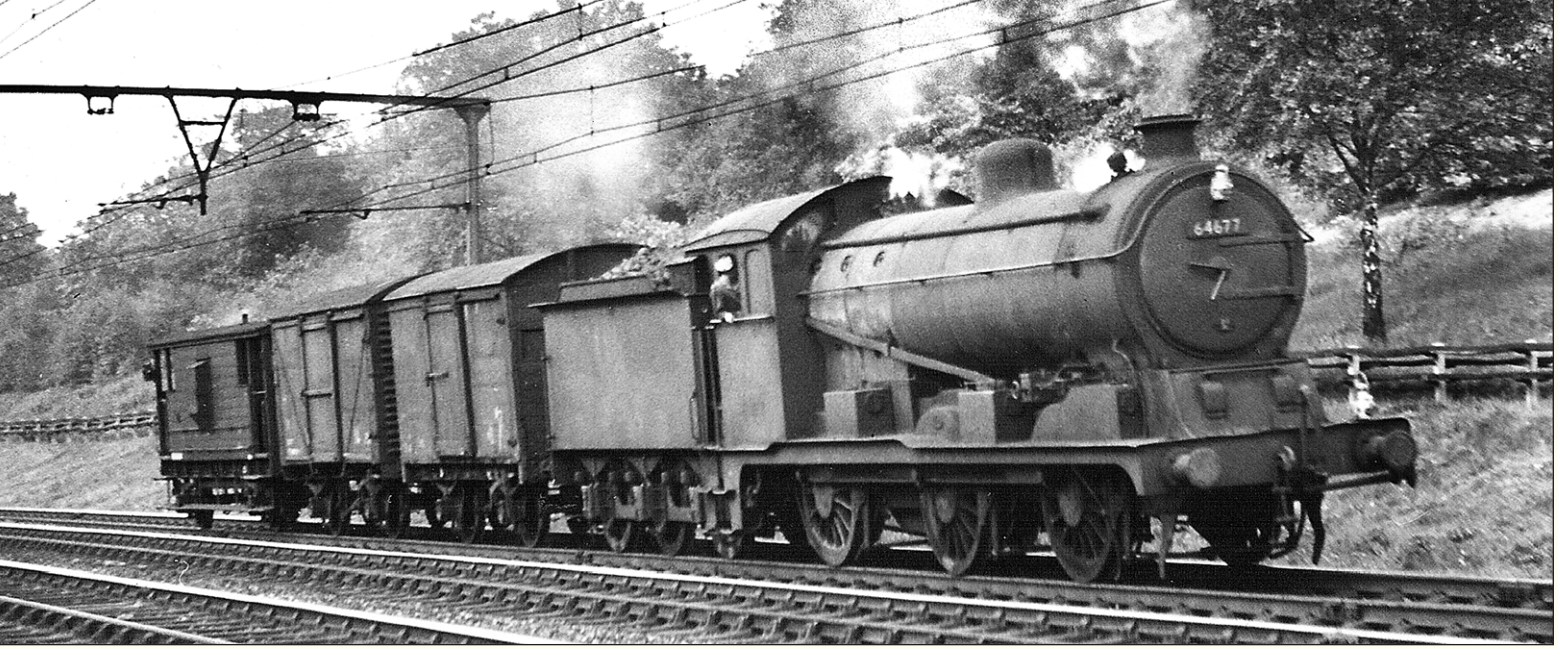
In those days a lineside permit was provided by Eastern Region, allowing access to the complete stretch of the incline and quite a long stretch of trackside both east and west.

The location is not as popular in this day and age, as even with permission, access onto the wall provides little or no view of passing traffic, which now consists mainly of Class 90s on the Norwich passenger services, Class 66s, 86s and 90s on Freightliner traffic, together with a variety of electric units, albeit in many colours.

The photographs reproduced here were taken on three visits to the area, two in 1953 and one in 1954.

▼ Passing an unidentified Class 306 'Shenfield Electric' unit bound, not unsurprisingly for Shenfield, at Ingrave summit on 30th June 1954, B1 class 4-6-0 No 61249 *FitzHerbert Wright* heads for London Liverpool Street with a parcels service. Of note are the colour searchlight signals in use here.

All: Brian Morrison



◀ **Class J20 0-6-0 No. 64677 trundles along through Brentwood on 30th June 1954, with just two vans and a brake, heading for its allocated 'home' of Stratford (30A). The fleet of 25 'J20s' were introduced to the Great Eastern Railway by A.J. Hill in 1920, and rebuilt with B12/1 class round-topped boilers by Thompson in 1943.**

◀▼ **With Brentwood station in the background, Class B17/1 'Sandringham' 4-6-0 No. 61618** *Wynyard Park* **commences the climb to Ingrave summit on 5th September 1953, hauling a 'Clacton Interval Service' working from Liverpool Street to Clacton-on-Sea.**

▼ **BR Class 7MT 'Britannia' Pacific No. 70000** *Britannia* **surges down Brentwood Bank on 9th May 1953, at the head of 'The Hook Continental' express from Harwich Parkeston Quay to Liverpool Street.**

All: Brian Morrison

▶ **A K3 Class Mogul was uncommon motive power for Liverpool Street-Southend-on-Sea passenger traffic, but nevertheless No. 61835 was brought into use for such a working on 9th May 1953, and is shown here pounding up Brentwood Bank towards Ingrave summit.**

▼ **Carrying express code headlamps but hauling non-corridor coaching stock, Thompson B1 class 4-6-0 No. 61006** *Blackbuck* **descends Brentwood Bank towards the station on 5th September 1953, heading for Liverpool Street from Southend Victoria.**
Brian Morrison

◀ **Class B17/4 4-6-0 No. 61648** *Arsenal* **climbs Brentwood Bank on 9th May 1953, hauling the 08.45 service from Liverpool Street to Southend Central.**

◀▼ **On the higher reaches of Brentwood Bank, Holden Class B12/3 4-6-0 No. 61549 has a very easy task heading in the direction of London on 30th June 1954 with just two vans. This locomotive was one of about 12 of the fleet to be selected for use on ambulance trains for the American armed forces during World War II, the type's high route availability and light weight being ideally suited for travelling on lines all over the country at that time.**

▼ **Motor, Rail & Tram Car Company 1921-built Class Y11 0-4-0 petrol locomotive No. 15098 stands in the yard at Brentwood on 9th May 1953, when this was a sub-shed to Stratford. It was one of two such vehicles used for light shunting operations. The four-cylinder 40hp engine was driven by chains and had a two-speed gearbox..**
Brian Morrison

The Blue & Grey Years

Continuing our occasional 'Blue & Grey Years' feature, Les Peters looks at London St Pancras in the late 1980s/early 1990s, prior to the station being rejuvenated as Britain's new international terminal. The platforms used by the trains pictured here, are now used by Eurostar services to France and Belgium.

◀ Class 45/1 No. 45106 awaits departure on 1st November 1988 with the 17.50 St Pancras to Derby working. This celebrity 'Peak' was withdrawn on 20th February 1989 after sustaining fire damage while working the 07.12 Derby - St Pancras service, bringing Class 45 action on service trains to an end. The locomotive was finally dumped at Tinsley TMD.

▼ SouthEasterns high speed services can now been seen from this viewpoint, although it now looks totally different. In fact everything in this shot has gone, the loco, the coaches, the train and even some of the gasometers. Class 47/4 No. 47549 *Royal Mail* stands at St Pancras on 18th January 1991 with the North Eastern TPO. The loco lost its nameplates in June of the same year, finally being scrapped in 1995.

Both: Les Peters

1st March 2010

North Yorkshire Moors Railway (Northallerton)
Northallerton Cricket Club, Farndale Avenue, Northallerton. 'Digital Discoveries, Part Two' by Ted Parker. Starts 19.30. Admission £1.50. Contact the Secretary, Ian McInnes on 01642 767233 for further details.

Permanent Way Institution (Ashford)
The Elwick Club, Church Road, Ashford. 'Rail Freight - The Challenge' by Andrew McNaughton. Meeting commences at 18.30. Contact Ted Hamer on 01227 711897 or teditorial@talktalk.net for details.

RCTS (Ashford)
The Elwick Club, Church Road, Ashford. 'Peter Goes Line Siding' by Peter Groom. Meeting commences at 19.30. Contact the Secretary at southeast@rcts.org.uk for details.

RCTS (Croydon)
Small Hall, United Reform Church, Addiscombe Grove, Croydon. 'Closed London Stations' by Jim Connor. Meeting starts at 19.30.

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

RCTS (Port Sunlight)
The Lever Club, Greendale Road, Port Sunlight. 'Scottish Steam in the 50's and 60's' by David Kelso. Meeting commences at 19.45.

Swanage Railway (Bath)
St John's Church Hall, St John's Road, Bathwick, Bath. 'The Somerset & Dorset Part 2 (Evercreech Junction to Bournmouth)' by Chrus Youett and Dave Walker. Starts 19.30. Admission £1. Contact the Secretary, John Lakey on 01225 315918 for details.

2nd March 2010

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 'Previously Unseen Historical Footage' by Dave Wills. 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. 'The Tornado Story' by Mark Allatt. Meeting starts 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. Quiz v RCTS - home leg. Meeting starts at 19.30. Contact 01525 750149 for further details.

Locomotive Club of Great Britain (London)
Wood Green Social Club, 3 Stuart Crescent, Wood Green, London N22 5NJ. 'Travels with my Video Camera' by Jim Pentney. Starts 19.00.

Permanent Way Institution (Darlington & North East)
Railway Athletic Club, Brinkburn Road, Darlington. 'High Speed Rail in the UK' by Colin Elliff. Also AGM. Starts 18.15. Contact Dave Lugsden on 07825 766328 or at david.lugsden@networkrail.co.uk for further details.

Permanent Way Institution (Wessex)
The Rose & Crown, Columbo Street, Waterloo, London. 'Reading Remodelling - An Update' by Sean Murray. Starts 18.30. Contact the Secretary, Richard Workman on 01428 645771 or at richardworkman5@tiscali.co.uk for further details.

RCTS (Watford)
St Thomas's Church, Langley Road, Watford. 'Woodhead - The Lost Railway' by Stephen Gay. Starts 19.30.

Southern Electric Group (S. Hampshire)/LRTA
Eastleigh Railway Institute, Romsey Road, Eastleigh. TBC by John Laker. Starts 19.30. Admission £2. Contact SEG Secretary, John Goodrich on 023 8067 0028 for further details.

Tewkesbury Rly Society
YMCA, Church Street, Tewkesbury. Video/DVD Evening. Starts 19.45.

Weston super Mare Railway Society
Function Room, Conservative Club, Alexandra Parade, Weston super Mare. 'Reminiscences over 50 Years' by David Lawrence. Starts 20.00. Contact Lionel Jones on 01934 628289 or at wsm1977rlysocy@talktalk.net for further details.

3rd March 2010

Permanent Way Institution (Bristol & West of England)
Great Western Hotel, Exeter. 'Modular S&C Renewals on Network Rail' by Kevin Percival. Starts 12.00. Contact Phil Harrison on 0117 976 5432 or at philip.harrison@arup.com for details.

Permanent Way Institution (Edinburgh)
The Scots Guards Club, 2 Clifton Terrace, opposite Haymarket Station, Edinburgh. 'Airdrie - Bathgate - Civil Engineering Works' by Hugh Wark. Starts 18.00. Contact Alan Morrison at alan.morrison@atkinsglobal.com for further details.

Stephenson Loco Society
Hayes Village Hall, Hayes Street, Hayes, Bromley. 'Trams' by Bob Howes. Meeting commences at 19.30. Contact the Secretary on 0208 289 9935 for further details.

4th March 2010

Great Central Railway Society (Rotherham)
The Three Horseshoes, Bawtry Road, Wickersley, Rotherham S66 2BW. 'The Last Two Years' by Robin Patrick. Meeting commences at 19.30. Contact, Mick Hayes on 01709 820544 for further details.

RCTS (Milton Keynes)
The Crown Public House, Market Square, Stony Stratford. 'The SNCF Today' by Mike Bunn. Meeting commences at 19.30. Contact the Secretary at dexter-skiddaw@tiscali.co.uk for further details.

Stephenson Loco Society
St John Ambulance Centre, Sandes Avenue, Kendal. '45 Years On - Then and Now, Part 2 - Journeys in 1963 and 2006' by Eric Bartlett. Starts 19.15. Contact the Secretary on 01539 720706 for further details.

5th March 2010

Friends of Hellifield Station
Refreshment Room, Hellifield Station. 'A Round Robin' by Barry Atkinson. Starts 19.30. Admission £3.50. Contact Barry Atkinson on 01282 842505 for further details.

Gloucestershire & Warwickshire Railway (Birmingham)
Northfield Library, Church Road, Northfield, Birmingham. 'Blue & Grey to Black & Green' by Paul Chancellor. Meeting commences at 19.30.

RCTS (Bristol)
St Peters Church Hall, Church Road, Filton. 'Branch AGM & Digital/Slide Photographic Competition'. Meeting commences at 19.30. Contact the Secretary at paul.udey@talktalk.net for further details.

RCTS (Carnforth)
Committee Room, Royal Station Hotel, Carnforth. 'The West Highland Line' by David Bowsfield. Meeting commences at 19.30.

Stephenson Locomotive Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'A Year in The Life of a Railway Enthusiast - 1977' by Malcolm Paul. Meeting commences at 19.00. Contact the Secretary on 01434 688946 for further details.

Stephenson Locomotive Society
Settlement Centre, Union Street, Middlesbrough. 'Pre-Grouping Survivors' by David Steward-David. Meeting commences at 19.00. Contact the Secretary on 01642 321205 for further details.

8th March 2010

Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln. 'Stretton's 60s' by John Stretton. Meeting starts 20.00. Contact 01522 705365 for details

RCTS (Ipswich)
Bridge Ward Social Club, 68 Austin Street, Ipswich. 'British Diesels from 1000 to the Class 60' by John Chalcroft. Starts 19.30. Contact ipswich@rcts.org.uk for details.

RCTS (Sheffield)
St Matthews Church Rooms, Carver Street, Sheffield. 'Mainly Steam on Three Continents' by Mike Swift. Meeting commences at 19.30.

SVR (Wolverhampton)
Old Wulfrunians Club, 253A Castlecroft Road, Castlecroft, Wolverhampton, WV3 8NA. 'The Moseley Collection' by Phil Robinson. Meeting starts at 19.30.

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.

▼ **DRS Class 37/0 No. 37259 passes Stratford, on the rear of the 08.45 Selhurst T&RSMD to Selhurst T&RSMD (via Shoeburyness, Fenchurch Street, Leigh-on-Sea and Upper Holloway) test working. Providing the motive power at the front of the train was Class 37/6 No. 37608. James Bartlett**

Southern Electric Group (Sussex)
Deall Room, Southwick Community Centre. 'War Locomotives' by Mike Hudson. Meeting start at 19.30. Donation of £2 requested. Contact the Secretary, Bruce Cakebread on 01273 462094 or at b.cakebread@ntlworld.com for further details.

Stephenson Loco Society
New Trinity Parish Hall, Saltcoats, Ayrshire. 'A Year in the Life of a Camera' by Ian Lothian. Meeting starts 19.30. Contact the Secretary on 01294 822303 for further details.

Wrexham Rly Society
St Mary's Catholic Club, Regent Street, Wrexham. 'Coping with Corporate Blue' by Brian Roberts. Starts 19.45. Admission £2.

York Railway Circle
The Library, Archbishop Holgate's School, Hull Road, York. 'Locomotives Built in Leeds' by Donald Townsley. Meeting starts at 19.30. Contact Robin Patrick at locopatrick@aol,com for details.

9th March 2010

Abergavenny and District Steam Society
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny 'Brunel & the Vale of Neath Railway' by Terry McCarthy. Meeting starts at 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ntlworld.com for further details.

Great Western Society (Bristol)
BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG. 'Steam on Road & Rail' by Malcolm Ranieri. Meeting commences at 19.45. Contact the Secretary on 01454 324230 for further details.

Permanent Way Institution (Lancaster, Barrow & Carlisle)
Station Hotel, adjacent to Preston Station. 'Kirkby Thore Track Stabilisation' by Stephen Townley. Meeting commences at 18.00. Contact the Secretary, Philip Bull on 07920 702614 or at bullp@pbworld.com for further details.

Permanent Way Institution (Manchester & Liverpool)
Ove Arup Offices, St James Building, Oxford Street, Manchester. 'Alderley Edge New By Pass Road Bridge' by Steve Townley. Meeting commences at 12.30. Contact the Secretary, Rob Cummings on 07798 858784 or at rob.cummings@networkrail.co.uk for further details.

RCTS (Nottingham)
Nottingham Mechanics, Ground Floor, 3 North Sherwood Street, Nottingham. 'Rails to the Arctic' by Phil Lockwood & Enid Vincent. Meeting commences t 19.30.

Tewkesbury Railway Society
YMCA, Church Street, Tewkesbury. 'BR Steam in B & W part 2' by Ken Horan. Meeting starts at 19.45.

10th March 2010

Bromsgrove Rly Club
St Godwalds Church Hall, Aston Fields, Bromsgrove. 'BR Steam in the 1960s' by Adrian Lock. Meeting commences at19.45. Contact Dave on 01527 873800 or Gordon on 05127873609 for further details.

Locomotive Club of Great Britain (Dorking)
Friends Meeting House, Butter Hill, South Street, Dorking, RH4 2LE. 'Ken Nunn; Southern District' by Graham Stacey. Meeting commences at 19.30.

Oxfordshire Rly Society
Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LN. 'And You Thought They Were All Clean' by Chris Youett (HMRS). Meeting starts at 19.30. Visitors welcome £3.

Permanent Way Institution (London)
10th Floor Restaurant, 55 Broadway (LUL HQ), London. 'New Engineering Train Fleet' by Clive Maxwell & Malcolm Trotter. Starts 18.00. Contact the Secretary, Shazma Mahmood-Shakoor on 07921 943820 or at shazma.shakoor@gmail.com for details.

Permanent Way Institution (North Wales)
The Town Crier Inn, City Road, Chester. 'Wireless Remote Stress Free Temperature Monitoring' by Peter Shrubsall. Starts 18.30. Contact Lynn Garner on 07771 672274 or at lynne.garner@networkrail.co.uk for details.

RCTS (Cardiff)
Old Church Rooms, Park Road, Radyr. 'Yet More American Wanderings - The Great Plains Drifter' by Gordon Davies. Meeting starts 19.30. Contact the Secretary at noelinda@noel65.fsnet.co.uk for further details.

RCTS (Hitchin)
Hitchin Christian Centre, Bedford Road, Hitchin. 'The Railways of Northern France' by Michael Bunn. Meeting commences at 19.30.

Stephenson Loco Society
YMCA, Bridge Street, Guildford. 'BR Steam in the 1960s' by Edward Talbot. Meeting commences at 19.30. Contact the Secretary on 01372 379216 for further details.

Swiss Railways Society (London)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. (near Kings Cross Station) 'Gotthard, Part 2' by John Jesson. Meeting commences at 19.00. A donation of £2 is requested. Contact Ron Dawes on 0208 660 3532 for further details.

11th March 2010

Continental Railway Circle(London & The Home Counties)
St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ 'The Whitehouse Experience part 2' by Michael Whitehouse. Starts 19.15. Admission £2.00. Contact Adrian Palmer on 01932 850624 or at akpalmer@talktalk.net for details

Locomotive Club of Great Britain (St Albans)
United Reform Church, Watford Road, Chiswell Green, St Albans. 'Robert Stephenson; Wider Horizons' by Dr Michael Bailey. Starts 19.30.

Permanent Way Institution (Birmingham)
The 11th Floor Boardroom, Network Rail Offices, The Mailbox, 100 Wharfside Street, Birmingham B1 1RT. 'High Speed 2 - Turning Hope into Action' by Andrew McNaughton. Starts 18.15. Contact the Secretary, Ian Wardle at ian.wardle@networkrail.co.uk for details.

Permanent Way Institution (Croydon & Brighton)
Matt MacDonald House, Sydenham Road, Croydon, CR0 2EE. 'Track Renewal on Light Rail' by David Bateman. Starts 17.45. Contact the Secretary, Martin Cresswell on 07815 968245 or at martincresswell@amey.co.uk for further details.

Permanent Way Institution (South & West Wales)
Kings Hotel, High Street, Newport. 'Modular S&C - The Signalling Challenge' by Darren Wells & John Alexander. Meeting commences at 18.00. Contact the secretary, Andy Franklin on 07824 410762 or at andy.franklin@networkrail.co.uk for details

RCTS (Newcastle)
The Brunswick Methodist Hall, Newcastle.
'When Ripon had Rails' by David Beeken. Meeting commences at 18.30. Contact the Secretary at jimbrick@fsmail.net for further details.

12th March 2010

Altrincham Electric Rly Preservation Society
Altrincham Methodist Church Hall, Barrington Road, Altrincham. 'The North Staffordshire Railway in the LMS Era' by Basil Jeuda. Meeting commences at 19.30. Admission £3. Contact, Andrew Macfarlane on 0161 928 9394 for further details.

Great Western Society (Swindon)
Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon, SN3 1JE.
'A European Railway Holiday' by Ken Birkbeck. Meeting commences at 19.30. Contact the Secretary on 01793 495976 for further details.

RCTS (Peterborough)
Lecture Room, City Museum, Priestgate, Peterborough. 'Along the North Wales Coast Part 3' by David Scudamore. Meeting starts at 19.30.

Shropshire Railway Society
The Gateway Arts and Education Centre, Chester Road, Shrewsbury. 'Preservation Miracle' by Simon Hopkins. Meeting starts at 19.30. Minimum donation of £3 requested.

13th March 2010

Bournemouth Rly Club
All Purpose Room, Winton Methodist Community Centre, Alma Road/ Heron Court Road, Bournemouth. 'Yeovil to Exeter; by John Nicholas. Meeting commences at 14.30. Admission charge £2. Contact Martyn Thresh at martyn.thresh@ntlworld.com for further details.

Cornwall Rly Society
The Community Centre, Foundry Row, Redruth. AGM followed by 'Helston Branch Project' by Stuart Walker. Starts 18.30. Contact the Secretary, Derek Buttivant on 01637 860627 for further details

Irwell Vale Railway Photographers
Irwell Vale Village Church, Irwell Vale, Rossendale. 'An Evening of Nostalgia' by Ian Wright. Starts 19.30. £3 donation requested. Contact Mike Taylor at mike10fmpd@tiscali.co.uk for further details.

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

We end with a blast from the past as the preserved Midland Compound No. 1000 pilots LMS 'Jubilee' 4-6-0 No. 5690 *Leander* near Kents Bank with a Carnforth to Sellafield charter on 5th May 1980.
Alan Taylor

Magazine Information

Editorial Address:
The Railway Herald, PO Box 252, Scunthorpe, North Lincolnshire. United Kingdom. DN17 2WY
Telephone: 01904 500175

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