Railway Herald

Issue 215 - 15th March 2010

The electronic journal for the railway enthusiast

Railway Herald

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15th March 2010

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High Speed 2 could be on track by 2026

Transport Secretary, Lord Andrew Adonis, has announced proposals to revolutionise Britain's rail system, by delivering an initial core high-speed rail network linking London to Birmingham by 2026, and later Manchester, the East Midlands, Sheffield and Leeds.

Full story on Page 3

In This Issue

First track for Bathgate
Scotland's largest new railway project in 50 years began track-laying on 8th March, when the first length of rail was laid on the Airdrie - Bathgate link.
Click here to read the story on Page 4

HSBC starts ROSCo sell off
HSBC has commenced the £2 billion sale of its British rolling stock leasing company, HSBC Rail.
Click here to read the story on Page 5

Service costs increase £4m
The cost of a new rail service through Coventry and Warwickshire, via Ricoh Arena, has soared by £4 million amid further delays.
Click here to read the story on Page 6

Celebrating 80 years
Brian Morrison celebrated his 80th birthday in style on 13th March, with a party attended by family, friends and industry colleagues
Click here to read the story on Page 19

Elsewhere in this issue

7 News in Pictures
Our weekly round up from a pictorial viewpoint, of newsworthy and unusual workings across the country.

15 Preservation News
Sheringham level crossing is officially inaugurated with the passage of the first revenue-earning train in 40 years. Also, news from the Ffestiniog and the Gwili Railways, plus photo coverage of the Nene Valley, Mid Hants and Severn Valley gala weekends.

Essentials

8 Railtours & Excursions
News from the charter scene, with comprehensive tour listings.

Front Cover Caption:

LMS 'Princess Royal' Pacific No. 6201 *Princess Elizabeth* powers along the West Coast Main Line at Cow Roast with the 06.45 Birmingham New Street to Kensington Olympia charter on 6th March. Class 47/7 No. 47773 was on the rear and the 'Princess' took over the train at Crewe. Ken Brunt

Government publishes High Speed 2 report - new London to Birmingham line could open in 2026

Transport Secretary Lord Andrew Adonis has announced proposals to revolutionise Britain's rail system, by delivering an initial core high-speed rail network linking London to Birmingham, and later Manchester, the East Midlands, Sheffield and Leeds.

The development of a 335 mile 'Y'-shaped network would bring the West Midlands within about half an hour of London, and deliver journey times of 75 minutes or less from Leeds, Sheffield and Manchester to the Capital with trains running at up to 250 miles per hour. Connections onto existing tracks would be included, allowing direct high-speed train services to be operated to cities including Glasgow, Edinburgh, Newcastle and Liverpool as soon as the line opens. Further consideration is to be given to extending the network to these and other major destinations.

The route recommended by High Speed Two Limited, the Government organisation set up in January last year to investigate possible options, has been published and lays out plans for the first section of such a network, linking a rebuilt London Euston to a brand new station in Birmingham. Full public consultation on the route and the longer term strategy for high speed rail will begin in the autumn, while detailed planning work will now begin on the route options from Birmingham to Manchester and to Leeds to allow consultation on them in 2012.

Andrew Adonis said: "Over the next 20 to 30 years, the UK will require a step-change in transport capacity and connectivity both to promote and respond to long-term economic growth. However, this must be delivered sustainably, without unacceptable environmental impacts, and in line with the Government's strategy to promote a low carbon economy. High-speed rail would be by far the most effective way to achieve this step-change, offering a balance of capacity, connectivity and sustainability benefits unmatched by any other option".

Under the proposals, the recommended route for a London-Birmingham high-speed line would run from a rebuilt Euston station, which would have 10 platforms for HS2 and 14 for 'classic' WCML and North West London commuter services, accommodating the planned long-term maximum service pattern of 18 trains per hour. In addition, the station concourse, which would remain at ground level, would be extended above the trains, and the station would be expanded in both the east and west directions. The new line would be in an underground tunnel running via Old Oak Common, and will then follow the route of the existing Chiltern line, mainly in a tunnel from the M25 as far as Amersham, before being a mix of open and tunnel sections partly following the existing A413 corridor. North of the Chilterns, the route would be in open countryside, making use of the former Great Central Railway trackbed through Warwickshire, before entering Birmingham close to Water Orton, and terminating at a new Birmingham City Centre station, close to the site of the old Curzon Street station in the regenerated Eastside area.

The new station would be a six-platform terminus layout, HS2 Limited's report stating that, "none of the options for a through station were workable in practice due to several reasons, including the prohibitively high cost of an underground facility, as an appropriate surface site could not be identified. The report also acknowledges that Birmingham New Street is running at close to capacity, and there is little scope for redesigning the station due to the city infrastructure. It is suggested that through a possible rapid transit link, Curzon Street would be just two minutes from New Street station. There would also be a connection near Lichfield to the West Coast Main Line.

A Crossrail interchange station would be built at Old Oak Common in West London, giving the new line direct connections to the West End, City and Docklands, via Crossrail, to the South West, via the Great Western Main Line and to Heathrow, via the 'Heathrow Express' service. It is suggested that with HS2, Crossrail and the Old Oak Interchange in place, a journey from the centre of Birmingham to Canary Wharf would take just 70 minutes, with the same journey starting at Leeds taking 1 hour and 40 minutes. Such an interchange would also make Heathrow Airport far more accessible by rail to passengers from the North and North East especially. However, the potential for a dedicated high-speed station at Heathrow, either in addition to or in place of the Crossrail interchange, and located on a loop line off HS2 is to be examined by the Government.

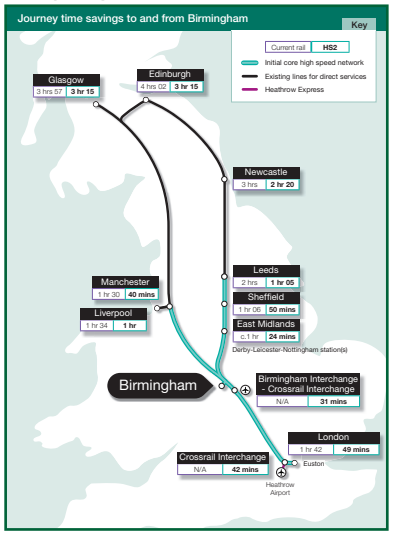
A second interchange station could also be located to the south east of Birmingham, offering direct links to CrossCountry services at Birmingham International, as well as connecting with the National Exhibition Centre, Birmingham Airport, and the M6 and M42.

In the first instance, the line would connect to Heathrow Airport through a direct link to 'Heathrow Express' at Old Oak Common. However, the Government has appointed Lord Mawhinney, a former Transport Secretary, to examine potential options for a future station at the airport itself. Further work is also being carried out to assess options for a connection to the wider European high-speed rail network, through either a dedicated rapid transport system linking Euston and St Pancras, or a direct rail link to High Speed One. The door has been left open for both of these latter options to be instigated, as surely in these transport focused times, any lack of a link between Britain's two high-speed lines would be a lack of forward thinking.

HS2 Ltd has provided an estimated cost of £30 billion for the core network, and also found that construction costs for major projects in the UK are higher than for comparable projects elsewhere in Europe. In the light of this evidence, Infrastructure UK, the body set up to help ensure that publicly funded infrastructure is effectively prioritised and delivered, will work with the Department for Transport to consider whether and how construction costs can be reduced.

The Government proposes to secure the powers to deliver any high-speed network by means of a single Hybrid Bill. Depending upon the outcome of consultation and Parliamentary timescales and approval, this should allow construction to start after the Crossrail scheme is completed from 2017, with the high-speed network opening in phases from 2026.

Network Rail's Chief Executive, Iain Coucher, commented: "There is now a broad political consensus that Britain must have a high-speed rail future. High speed is a vital part of a modern, dynamic economy. By slashing journey times, high-speed rail can drive economic growth and boost jobs. It would also take cars and lorries off the road, cut domestic flights and release capacity on the existing rail network; transforming services even for those communities not served directly by a high-speed line". He continued, saying, "the railway is a system and we will work with Government to understand how high-speed lines can be developed to make the best use of capacity of the entire network".



First track laid on Airdrie to Bathgate link

Scotland's largest new railway project in half a century began track installation on 8th March, when the first length of rail was laid on the 15-mile Airdrie - Bathgate link.

The track, laid just to the west of Bathgate station, will eventually link with the existing Bathgate to Edinburgh and Airdrie to Glasgow lines by autumn this year, with passenger services operating by December.

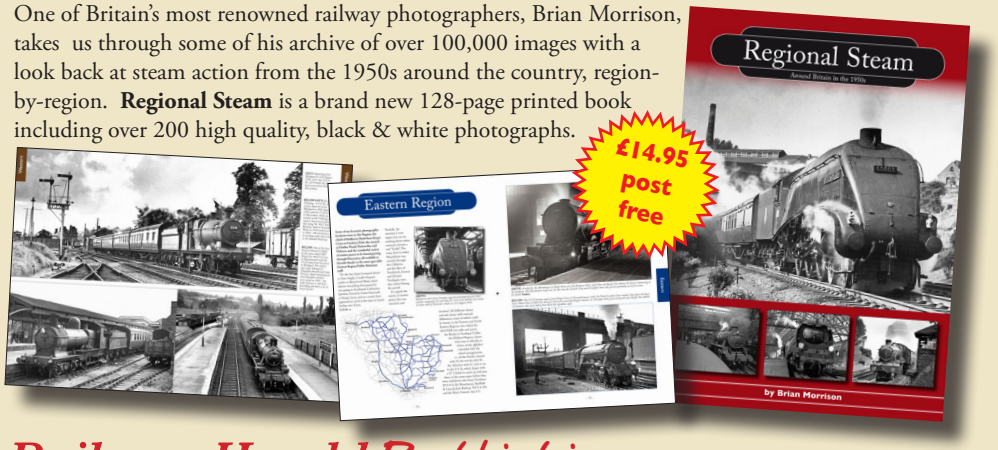
The initial laying of track follows 18 months of rigorous activity clearing the route, constructing the track formation and installing new bridges, drainage and access points. Along the route, engineers have now started to install the overhead line gantries, and the months ahead will involve intensification of work, with the remaining bridge installations being progressed, signalling installed and new stations completed.

The bulk of the track will be installed by a 170tonne track-laying machine, which is expected on site in May. The project is funded by Transport Scotland and delivered by Network Rail and is costing £300 million. To date, the construction team has worked over two-and-a-half million hours and transported almost a million tons of earth and rock to develop the track bed and new cycle path, install new bridges and structures and upgrade the existing rail link between Edinburgh and Bathgate. In addition to the significant employment during construction, the new rail service will create 130 permanent jobs with ScotRail, and, by providing a quicker public transport alternative to roads, the link will also help to reduce congestion on the M8 Motorway.

▲ The new temporary look to London King's Cross station seen on 1st March, with the protective cover in place, while repair work is undertaken on the station roof. **Robert Jefferys**

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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■ Improvements at Rochdale station are about to get underway, with a joint investment of £300,000 from Network Rail, Northern Rail, and Greater Manchester Integrated Transport Authority. The work is part of the National Stations Improvement Programme initiative, backed by the Department for Transport, to bring about a noticeable and lasting improvement in the environment at stations. The scheme will involve the station subway, toilets, staircase, flooring and canopy, and the CCTV system will be increased from two to 11 cameras to cover previous 'black spot' areas, and the colour of the light bulbs will be changed from yellow to white. The project, which is being managed and delivered by Northern, is due to be completed this summer.

■ A four-mile stretch of disused line is to be turned into a walking and cycling path linking Bath and Midford at a cost of £1.9 million. The scheme will renovate the disused Tucking Mill Viaduct and open up the two long tunnels, one of which, Combe Down, is over a mile long, connecting the town and countryside for everyday journeys by foot and bike. With overwhelming support from people in and around Bath, the virtually flat route along the old Somerset and Dorset Railway line, which was closed 44 years ago on 6th March, will bring together the communities of Bath, Midford and all the places in between. Walkers and cyclists will experience two illuminated tunnels and a magnificent viaduct along the way, which provides an inspiring yet practical link between town and country, with its unique blend of industrial heritage, wildlife and geology. The route will also link to the successful Colliers Way in the South and the Bath-Bristol cycleway in the West, and create a great round-trip cycle opportunity between Bath and Midford, including the path along the Kennet & Avon Canal. The route will also form part of the National Cycle Network linking Route 3 and Route 24. Reopening is expected by the end of next year. Called the 'Two Tunnels Greenway', the scheme is one of many Sustrans projects across Britain that are using a total of £50 million from the Big Lottery Fund, of which this scheme will receive £1 million. Bath & North East Somerset Council will be contributing £400,000, with the remainder of the funds coming from local fundraising.

■ Plans to lengthen platforms at three local stations on the Windsor line from Waterloo will ease overcrowding at peak hours. Commuters travelling from Putney, Wandsworth Town and Clapham Junction will all benefit once the work is completed and 10-car trains can operate, hopefully by the end of 2011. All four platforms at Wandsworth Town and three of the four at Putney will be extended. The works at Clapham Junction will affect Platforms 3 and 4. The proposal to introduce 10-car trains on suburban services is included in the South West Main Line Route Utilisation Strategy.

HSBC starts the process to sell its ROSCO

HSBC Rail has commenced the £2 billion sale of its British rolling stock leasing company.

It is said that the move is to build its balance sheet by shedding non-core assets. Infrastructure funds of Macquarie and J. P. Morgan are reported to have teamed up to bid for the business, while UK-based investment firm Star Capital is also said to be interested among other possible bidders.

HSBC Rail owns a third of Britain's rolling stock and is one of three train leasing companies that passed into private hands during the 1990s. HSBC hopes its steady cash flows, derived from its long-term contracts, will appeal to private equity firms and infrastructure funds. HSBC expects the sale to be done at book value, or slightly at a premium to the book value, and expressions of interest are expected from potential bidders this month, with final offers anticipated in April.

In June 2008, Royal Bank of Scotland agreed to sell its train-leasing firm, Angel Trains, to a consortium lead by Babcock & Brown - now Arcus Infrastructure - for an enterprise value of £3.6 billion. This was followed by the sale of Porterbrook by Abbey National - now part of Santander - to a consortium of Deutsche Bank, Lloyds TSB and BNP Paribas-sponsored Antin Infrastructure Partners for £2 billion.

A new Gourock

Construction work on the site of the new £5 million Gourock station began on 3rd March.

Scheduled for completion in November this year, the new station will greatly improve facilities for passengers at Gourock and allow for better integration of road, rail and ferry links. Providing a brighter, more welcoming environment for both passengers and staff, the development will include a covered walkway to the ferry terminal and create a station layout that is compatible with future redevelopment of the waterfront area.

▼ **Repainting of London Midland's Class 321/4 fleet into the latest corporate livery has finally commenced. Here No. 321412 stands at the blocks at London Euston on 3rd March. Robert Jefferys**

Contents Page

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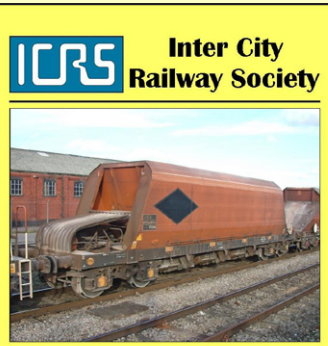

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updated to 1st Jan (Nos.5 - 7) and 1st Mar 2010 (Nos.4 & 8)

Has a second line for Corby been abanadoned?

One year on from the first service out of Corby's new station on 23rd February last year, Network Rail's new signalling scheme around the station went live on 1st March.

However, as can be seen, some of the signals have been erected in the 'four-foot' location of a possible second track. Talk of replacing the second line that was lifted 12 years ago was prevalent at the time of opening, but it would seem that such ideas have now been abandoned.

▲ **Two of the new signals at Corby, brought into use on 1st March under Bridge 17, and in the position of a possible line. Jim Wade**

New Stations Director role within Network Rail

Network Rail has announced the creation of a new role of Stations Director to take forward its plans to transform stations across Great Britain.

Announcing the appointment of Mike Goggin to the position, Robin Gisby, Network Rail's Director of Operations said: "Last year we announced a £3.25 billion, five-year investment programme for stations. With punctuality at record levels, passengers now demand better and brighter stations".

He continued, saying that "In bringing all this together, Mike Goggin will play a vital role in our task to develop the stations of the future. His management, operations and commercial experience are the right mix for this crucial new job".

Over the next five years more than 2,000 stations are to benefit from some kind of improvements. These range from the very small, such as a few £1,000s for a new waiting shelter, to very large, multi-million pound renovations and modernisations.

New Warwickshire service would now cost £16 million after delays

The cost of providing a new rail service through Coventry and Warwickshire, stopping at the Ricoh Arena in Coventry and Bermuda Park in Nuneaton, has soared by £4 million amid further delays.

Government funding sought for the construction of phase one between Nuneaton and Coventry has risen from £12 to £14 million, with overall building costs now nearly £16 million. Local taxpayers, split between Coventry City Council, Warwickshire County Council, passenger transport authority Centro and Network Rail, will largely meet the additional costs.

The Transport Secretary, Lord Andrew Adonis, raised doubts last year about whether the project could be built for £12 million, and a crucial new business case, intended to persuade the Government that the project is financially viable, is now unlikely to be approved until at least this summer.

City council officers were hoping to finally submit the business case on 11th March, subject to further discussions with Department for Transport officials that day, two months later than planned, but it would seem that there is little chance of getting the go-ahead before the general election, expected on 6th May, as civil servants will enter a 'purdah' period weeks before the poll, when they agree not to make any announcements that could benefit any political party.

The News In Pictures

◀ After a month's absence,DRS Class 37/4 No. 37423 *Pride of the Lakes* makes a welcome return to the 'Floodex' trains due to the unavailability of a Class 47. The loco departs Maryport on 3rd March, with the 11.45 service for Workington with Class 57/0 No. 57012 on the rear.
Michael Dalgleish

▼◀ Moving on from it's exploits on Wrexham and Shropshire services, DB Schenker-liveried Class 67 No. 67018 has returned north of the border working the loco-hauled services on the Fife circle. The locomotive approaches Haymarket on 5th March with the 07.29 Glenrothes to Edinburgh service.
Stuart Chapman

▼ South West Trains-liveried Class 158 No. 158888 rests under the canopy at Carlisle before working Northern Rail's 16.18 Service to Leeds, via the Settle & Carlisle line. This set is curent on hire to Northern to supplement the TOC's own '158' fleet.
Nathan Williamson

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.

14th March 2010		
NYMR	tbc	Grosmont-Whitby-Battersby-Whitby-Battersby-Whitby-Grosmont
19th March 2010		
Railway Touring Co.	70013	(Leicester-East Midlands Parkway-Stoke-Crewe)-Warrington BQ-Shap-Carlisle-S&C-Blackburn-Crewe-(& return)
Vintage Trains	4965	Tyseley Warwick Road-Nuneaton-Leicester-Loughborough-Burton on Trent-Tamworth-Coleshill Parkway-Tyseley Warwick Road
20th March 2010		
Pathfinder Tours	D1015	Bristol Temple Meads-Barnt Green-Birmingham NS-Derby-Chesterfield-Wakefield-Huddersfield-Stalybridge-Stockport-Chapel-en-le-Frith-Buxton-Buxton-Peak Forest-Edale-Hathersage-Chesterfield & return
Railway Touring Co.	60019	(Poole-Bournemouth-Eastleigh-)Westbury-Bristol TM-Taunton-Exeter St.Davids-Newton Abbott-Paignton-Kingswear & return
UK Railtours	2xDBS 67	Basingstoke-Reading-Slough-St.Albans-Keighley & return
Statesman Rail	tbc	Wolverhampton-Stafford-Crewe-Wlimslow-Stockport-Stalybridge-Huddersfield-Wakefield Kirkgate-York-Whitby & return
Hastings Diesels Ltd	Hastings Unit	Hastings-Battle-Tunbridge Wells-Tonbridge-London Victoria-Sutton-Dorking North-Arundel-Chichester-Portsmouth & Southsea-Portsmouth Harbour-Portsmouth Harbour--Portsmouth & Southsea-Chichester-Worthing-Hove-Gatwick-London Victoria & return
Railtourer	2xWCRC 47	Milton Keynes Central-Carlisle & return **Cancelled**
NYMR	tbc	Grosmont - Whitby & return (twice)
Spitfire Railtours	DRS 57	Birmingham International-Burton upon Trent-Derby-Sheffield
	2xDRS 20	Sheffield-Shipley-Hellifield-S&C-Carlisle
	DRS 66/4	Carlisle-Hexham-Newcastle Central
	2xDRS 37	Newcastle-Durham-York-Church Fenton-Sheffield & return
21st March 2010		
NYMR	tbc	Grosmont-Whitby-Battersby-Whitby-Battersby-Whitby-Grosmont
25th March 2010		
Steam Dreams	34067	London Victoria-East Croydon-Redhill-Bath Spa-Bristol TM
26th March 2010		
VSOE	35028	London Victoria-Guildford-London Victoria)
27th March 2010		
UK Railtours	2xGBRf 73	London Waterloo-Surbiton-Basingstoke-Swanage-Southampton-Havant-Guildford-Cobham-Hampton Court Jct-London Waterloo
WCRC	70013 & 46115	Lancaster-Preston-Manchester Victoria-Huddersfield-York & return (change of destination, now to York instead of Carlisle)

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.

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

The Week Ahead

by John Whitehouse

A busy weekend of railtours approaches, with the action commencing on 19th March with two notable tours.

Firstly, 'Britannia' Pacific No. 70013 *Oliver Cromwell* has its first tilt at Shap from Crewe with The Railway Touring Company's 'Cumbrian Mountain Express' to Carlisle. The return is via the Settle & Carlisle back to Crewe. The tour originates at Leicester, and runs diesel-hauled via East Midlands Parkway and Stoke-on-Trent to Crewe.

Later in the day, Vintage Trains has an evening excursion to enjoy the sounds and smells of steam operations at night. Departing from Tyseley Warwick Road just after 19.00, the train will take a short break at Leicester. The route is outwards via Coleshill Parkway and Nuneaton, returning through Burton-on-Trent and Tamworth. 'Hall' 4-6-0 No. 4965 *Rood Ashton Hall* is the nominated motive power.

Six tours are planned for 20th March, with a number of highlights. The colonisation of the country by Class 52s continues with Buxton, Standedge and the Hope Valley now due to reverberate to the unique sound of twin Maybach engines. Pathfinders 'Western Rocks' with No. D1015 *Western Champion* throughout, postponed from October last year, sets out from Bristol Temple Meads and runs via Birmingham New Street to Chesterfield, before heading over the 'old road' via Tapton and Beighton Junctions, Swinton and Wakefield Kirkgate to Huddersfield, and then via Diggle to Buxton. The return is via Peak Forest and the Hope Valley.

Meanwhile, Spitfire Railtours will be undertaking a multi-DRS traction tour from Birmingham International to Carlisle commencing with a Class 57 to Sheffield, where a pair of Class 20s will take over for the run over the S&C to Carlisle. After a break, the tour continues to Newcastle, via the Tyne Valley, with a Class 66/4, prior to returning south along the East Coast Main Line to York, and then back home via Sheffield with a pair of Class 37s. UK Railtours will also be heading for West Yorkshire with the 'Worth Valley' charter from Basingstoke, Reading, Slough and Ealing Broadway, ahead of further pick-ups at St Albans and Luton Airport Parkway, before continuing north along the Midland Mainline to Keighley for the K&WVR, and Skipton for a trip to the White Scar Caves. DBS Class 67 traction should feature.

The continuing absence of *Tangmere* from the mainline, which is believed is due to a few extra items to deal with as part of the locomotive's overhaul, plus pressure on the Carnforth team with the recent failure of *Scots Guardsman*, means that the RTC's 'Dartmouth Express' will now have 'A4' traction from Bristol Temple Meads, via Taunton and Paignton, to Kingswear. The train commences diesel-hauled at Poole, and runs via Bournemouth, Southampton, Salisbury and Westbury to Bristol, where 'A4' Pacific No. 60019 *Bittern* takes over for the return working to Kingswear.

Hastings Diesel's 'Solent Sentinel' will use its DEMU from Hastings to Portsmouth Harbour, with the customary reversal at London Victoria. The tour picks up via Battle and Tonbridge, and heads south through Dorking North, Arundel and Chichester. The return trip operates back to Chichester and then Hove, Worthing and Gatwick Airport back to Victoria, and then home to Hastings.

Finally, the 'Whitby & Heartbeat Statesman' does, as they say, exactly what it says on the tin! You get to go to Whitby, or alternatively bail out at Grosmont for a North Yorkshire Moors Railway (NYMR) connection to Goathland (better known to some as the fictional village of 'Aidensfield' in the TV programme 'Heartbeat'). The train sets out from Wolverhampton, and runs via the Crewe and the Diggle route prior to traversing the attractive Esk Valley Line from Battersby, via Grosmont to Whitby. This charter will dovetail in with NYMR Grosmont to Whitby shuttles on 20th March, while the following day, on 21st March, the NYMR steam service will cover the line from Whitby to Battersby with two return workings.

Ups & Downs by John Whitehouse

■ Steam Dreams 'Cathedrals Express' from London Euston to Chester on 22nd May is booked to feature *Tornado* throughout, including it is understood, hauling the train into Euston. Previously, charters have only been steam-hauled from Euston to avoid setting off the station fire alarms. It is understood that the train will use the old HST platforms in the terminus.

■ **NEW TOUR** Retro Railtours has confirmed that Class 52 No. 55022 *Royal Scots Grey* is scheduled to haul its 'Deltic Retro Scot 2' from Stockport to Edinburgh Waverley, via Standedge and the ECML on 31st May. The tour is scheduled to pick-up additionally at Stalybridge, Huddersfield, Mirfield and Wakefield Kirkgate.

Weekend Scottish trip from Spitfire

Spitfire Railtours has announced a mega-weekend tour to Scotland commencing on 18th June.

'The Highlander' will set out from Birmingham International with a DRS Class 20 & 37 combination, picking up at Tame Bridge Parkway, Wolverhampton, Stafford, Crewe, Warrington Bank Quay, Preston, Carlisle and Motherwell (pick-up only) en route to its first evening layover at Inverness. Next day there is a late morning departure to Kyle of Lochalsh, followed by a much longer day on 20th June, with a trip to the Far North, which includes visiting both Wick and Thurso. The tour returns south on 21st June, along the Highland Mainline, setting down at Edinburgh before continuing to Carlisle and back to Birmingham as outwards.

More steam operations added to UK Railtours summer programme

A further three steam tours have been added to UK Railtours programme, and as is expected now from the John Farrow stable, they do not disappoint.

Two involve octogenarian 'King' 4-6-0 No. 6024 *King Edward I,* commencing on 19th June with a London Paddington to Minehead 'GWR 175' special, which features No. D1015 *Western Champion* on the outward run via Taunton to Bishops Lydeard, where the 'King' will be attached for a very unusual double-header into Minehead. The return to Paddington throughout is to be hauled by No. 6024 alone.

'The Royal Oak' on 10th July is a very special train, as it commemorates the 'Kings' 80th birthday with a run along the classic 'Inter City' route from London Paddington, via High Wycombe, Bicester and Banbury, onwards through Leamington Spa and Solihull to Birmingham Snow Hill. 'Kings' were the staple power on the old 'two-hour' expresses between Snow Hill and Paddington, unfortunately in 2010 the train cannot continue via West Bromwich to Wolverhampton Low Level. Instead, at the site of Handsworth Junction, which was once, and is again, the location of 'The Hawthorns' station, 'The Royal Oak' will instead diverge onto the 'Stourbridge Extension' through the new Galton Bridge station and onwards via Kidderminster to Worcester Shrub Hill. After a break, it returns to London over the challenging grades of Sapperton. Why 'The Royal Oak'? Well No. 6024 is named after a monarch, has drawn the Royal Train, and 'Oak' is the name given to an 80th anniversary.

Class A1 Pacific No. 60163 *Tornado* is possibly given its greatest challenge yet on 26th March, with a northbound assault on the two miles of 1 in 37 that is the Lickey Incline. The train heads out of London Victoria diesel-hauled, running via Reading and Swindon across the Golden Valley and Sapperton to Gloucester, where *Tornado* will be waiting. From Gloucester it is straight to Bromsgrove and the Lickey, followed by a run through the Birmingham suburbs across the Camp Hill line, avoiding New Street, and onwards to Nuneaton and Leicester. The return south is through Melton Mowbray and across Harringworth Viaduct, before rejoining the Midland Mainline at Kettering to reach Victoria via the West London line.

Amid all this steam UK Railtours' core business has not been neglected, with further new tours to Scarborough and the Yorkshire Coast line through Bridlington and Beverley on 24th July, a Grand Settle & Carlisle circular on 31st July and a visit to Hartlepool on 7th August for the 2010 'Tall Ships' gathering. All three tours pick up at London King's Cross and Stevenage, plus Huntingdon for Scarborough, and Peterborough for the S&C and Hartlepool.

The Cleethorpes to Blackpool North leg of UK Railtours 'Coast to Coast' charter passes the quarry at Melton Ross on 6th March, with Class 67 No. 67002 *Special Delivery* leading and classmate No. 67003 on the rear.
Steve Harper

Changes for RTC line-up

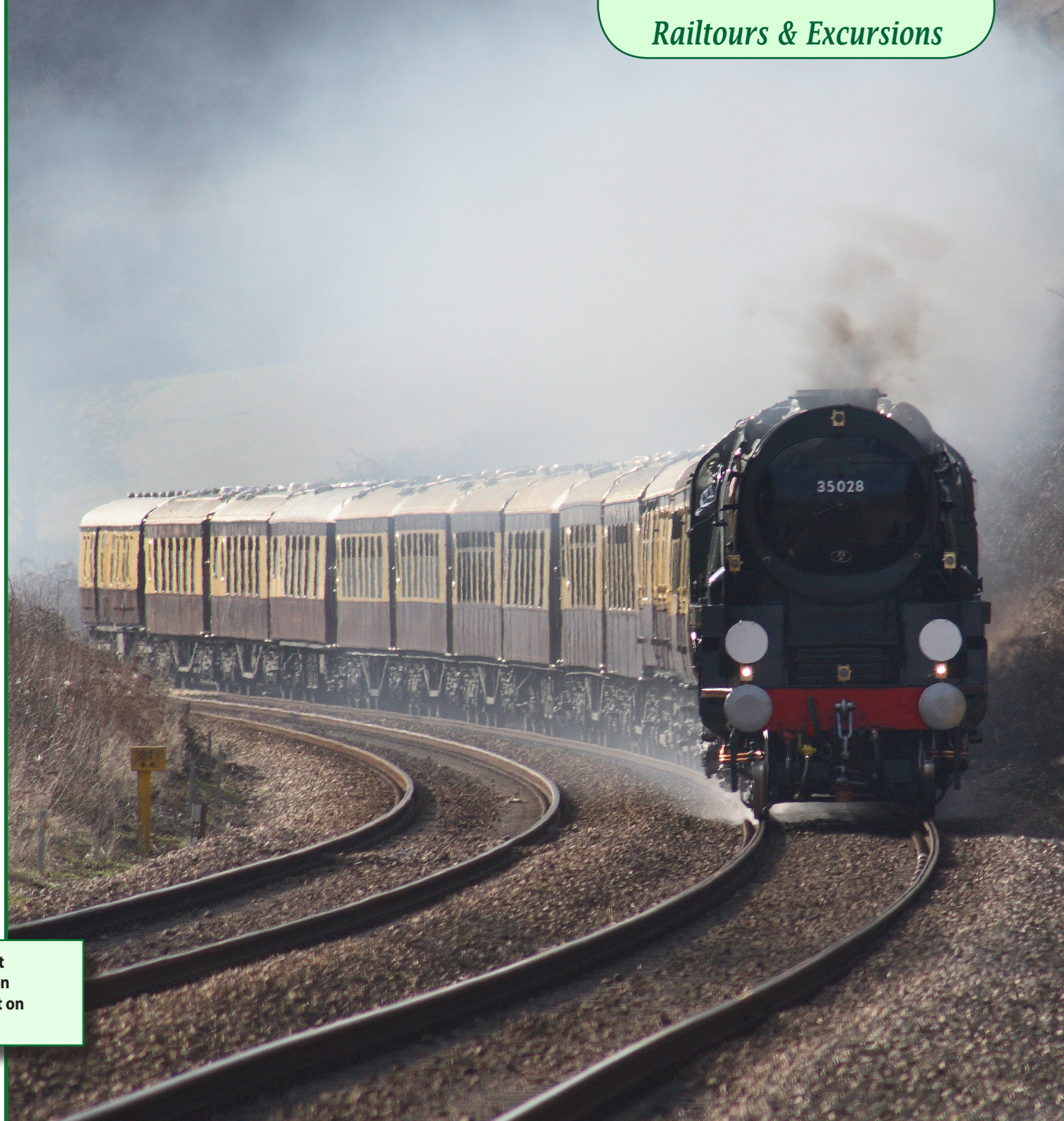
There are some important changes to the forthcoming RTC programme, commencing with the news that the proposed weekend tour to Fort William from Oxenholme and Edinburgh, featuring *Oliver Cromwell* **has been cancelled.**

Instead, the 'Britannia' will feature in an Edinburgh to Manchester Victoria working on 23rd April in order to return the locomotive south of the border. Full details of this new train will follow.

The potential extended overhaul of *Tangmere* and the repair of *Scots Guardsman* has forced some changes to the locomotive diagrams for RTC's 'Great Britain III' tour, which commences on 6th April, and now features 'Castle' 4-6-0 No. 5029 *Nunney Castle* on the opening leg from London Victoria to Bristol Temple Meads, instead of 'Princess Royal' Pacific No. 6201 *Princess Elizabeth*. If *Tangmere* is not available for the second day's return leg from Penzance to Bristol Temple Meads together with 'King Arthur 4-6-0 No. 30777 *Sir Lamiel*, then a replacement is required not only for this train, but also for the positioning of the 'Royal Duchy' on 3rd April. *Oliver Cromwell* has been suggested as a possible replacement, particularly as it has been withdrawn from RTC's 'Waverley' from Liverpool Lime Street to Edinburgh on 1st April. This train will now be headed by *Princess Elizabeth*, which will also cover the Edinburgh to York leg on the last day of 'GBIII' tour instead of *Scots Guardsman*.

With *Oliver Cromwell* booked for the two key elements of 'GBIII', namely on day 6 from Glasgow Central to Inverness, via Aberdeen, and the return next day along the Highland Mainline, there remains a need to get the locomotive north of the border. This could happen by way of using No. 70013 on all or some of the intermediate legs between Bristol Temple Meads and Glasgow, at the cost however, of putting an awful strain on the locomotive's support crews. The resolution of this issue is awaited with anticipation.

Looking ahead, RTC has added a further peak-time regular interval service to its portfolio. 'The Dorset Coast Express' will operate between London and Weymouth on Wednesday 9th July and then each Wednesday from 21st July until 1st September. Again, full details are to follow, including the interesting question of the locomotive pool, which is rumoured to include another 'Britannia'!



Merchant Navy Pacific No. 35028 *Clan Line* **creates a powerful sight at the heads of of the VSOE Luncheon circular charter from London Victoria via Guildford. Here, the Pacific approaches Dorking West on 6th March with the return leg. Leigh Sedgwick**

Contents Page

LMS 'Princess Royal' Pacific No. 6201 *Princess Elizabeth* **powers through Tamworth Low Level on 6th March with 'The Doric Olympian' charter from Crewe to Kensington Olympia. The train returned from London Euston later that afternoon. John Smith**

Sheringham is once again connected to the network

Thursday 11th March was a great significance for the North Norfolk Railway (NNR), and also the town of Sheringham.

The reason being, the gap between the Network Rail single line platform and the much grander ex-Midland & Great Northern Railway (M&GNJR) station saw its first passenger train for the first time in over 40 years. A single line 'tramway' has been inserted, which spans Station Road and also Ottendorf Green, a small recreational area that has filled the void left by the railway for years.

On 1st January 1967, train services from Norwich were altered and terminated at a new halt built on the Cromer side of Station Road, and the old M&GNJR station closed. Fortunately not demolished, it remained effectively isolated from the National Network together with the now closed railway line through Weybourne to Holt and beyond. The level crossing was not taken up immediately and actually remained intact for some years after, permitting the delivery by rail of several stock items to the infant NNR. It was finally lifted in the early 1970s. However, rail movements across Station Road did not end then, as special dispensation was granted for rails to be temporarily relaid some years later to allow the delivery of some Pullman cars and suburban coaching stock. This all took place over one weekend, after which the bufferstops were duly reinstalled, and that seemed to be that as far as through running was concerned.

As the NNR became established in the 1990's, thoughts again turned to looking at reconnecting with the National Network, and consultants were engaged to draw up plans and costs. A comprehensive scheme was mooted, but the costs were prohibitive, as even the lowest estimate topped the £1 million mark. There was also the problem of dealing with road traffic, as local concerns were expressed about a new crossing causing the town's roads to gridlock.

The NNR got on with other projects, and the line has continued to develop into one of our major heritage railways, but thoughts of 'bridging the gap', never went away. The breakthrough came in October 2007, when a Network Rail 'Retirement and Long Service Day' was held on the NNR and the directors took advantage of having senior Network Rail staff present to enquire of the possibility of again laying temporary track across Station Road to bring a train into the old Sheringham station as 'a bit of a stunt'. The response was 'why not build a level crossing'!

A positive response followed from meetings with Network Rail, County Highways and HMRI, although a potential road traffic problem would sink the scheme had a traditional level crossing been proposed. Instead, an 'occasional use-tramway style' crossing would present no problem.

All the necessary preparatory work was completed during 2008, including obtaining the necessary permissions, approval of design work and acceptance of the scheme by a public meeting. The latter's only caveat was that the Christmas tree on Ottendorf Green, whose traditional position is now occupied by the four-foot of the level crossings tracks, would remain an annual feature. This was readily agreed to by the NNR. Some services were to be affected, and the estimated £400,000 cost of any changes could have scuppered the project. However, a deal with British Telecom eased the situation significantly and it was only necessary to reposition some electricity cables, which reduced the financial impact and did not endanger the viability of the project.

Fundraising followed, with a total of around £140,000 to find to complete the project. Help from the county and district councils put £30,000 into the kitty and by early 2010 the target had been reached, with any surplus being directed towards the erection of a canopy on Platform 2 of the NNR's Sheringham station.

Work started on 9th January to slew the NNR head shunt into line with the Network Rail alignment, and the main weekend's work being concentrated over 20th/21st February, with the temporary closure of Station Road to permit the National Network to join again with North Norfolk metals.

It all represents a new chapter in the development of the NNR and of Sheringham itself. The economic benefit to the neighbourhood of a heritage railway has now been established beyond any doubt, and the new level crossing will benefit Sheringham as well as the heritage railway with the arrival of main line charters bringing hundreds of visitors to the town.

A Spitfire charter will operate on 24th April, featuring DRS Class 37s, however, the crossing will not be a hive of activity, as by its nature as a 'tramway' (i.e. unfenced railway) it will be restricted to little more than half a dozen workings per year.

◀ **With a crowd of onlookers, estimated by local police to number over 5,000, BR Standard 7P No. 70013** *Oliver Cromwell* **crosses the main road at Sheringham on 11th March, with the first through passenger train since January 1967.**
Steve Allen

▼ **'The Broadsman' charter from London King's Cross to the North Norfolk Railway terminus of Holt on 11th March, the first charter to use the reinstated level crossing at Sheringham, departs from Cromer on the return run to Liverpool Street headed by 'Britannia' Pacific No 70013** *Oliver Cromwell* **with West Coast Class 37/5 No 37516 on the rear.**
Brian Morrison

'Quirks and Curiosities' for Ffestiniog

The big occasion on the Ffestiniog Railway this year is the three-day 'Quirks and Curiosities' event to be held over the May Day Bank Holiday weekend.

The Railway is well known for having an impressive collection of unusual rolling stock, most of which is rarely seen in public. Items such as Spooner's Boat, which will be seen sailing along the rails across the Cob, the newly restored 4-wheel Open Observation carriage with leather aprons and canopy, which will be marshalled into passenger trains and Busta, the high-speed World War I platelayers trolley with a vintage motorbike engine, will all be in action.

Visiting curiosities such as a two-foot gauge Model T Ford will be put through their paces too. Early risers will be able to catch a recreation of a quarryman's train to travel to Ddualllt, where they will be able to watch the spectacle of a gravity slate train rounding the only spiral on Britain's railways.

Ffestiniog General Manager, Paul Lewin said: "This promises to be the fun event of the year. We are lining up a large number of special trains in the way that only the Ffestiniog can, and having more unusual stock on site will really add to the fun. With the added attraction of the Porthmadog Model Railway Exhibition and special events also taking place at the Welsh Highland Heritage Railway, the Bank Holiday promises to have something for everyone".

The event will also see the first public steaming of the Lynton and Barnstaple Railway replica locomotive *Lyd*, built at Boston Lodge Works, and a farewell to *Prince*, as the oldest working steam locomotive in the world enters the works for its 10-year overhaul.

Alongside the rail mounted quirks & curiosities, the *William Riley*, a 100-year-old rowing lifeboat, will be on display in the harbour. Weather permitting, trips will be available, enabling the public to head seaward for an hour or so while enjoying some healthy exercise! On Saturday morning, there will be the opportunity to row around to the sea off the Cob to observe the trains passing at high tide. The height of the tide could allow paralleling the Cob and even racing the trains, along with the chance to take a few photos from a very unusual viewpoint. The boat can carry up to 10 people per trip and there will be no charge, although donations to cover transport costs would be welcomed. Prospective 'sailors' should contact Harbour Station Booking Office for details.

Prior to the May Bank Holiday, the First Class Pullman observation car, built for the Welsh Highland Railway at the Ffestiniog's Boston Lodge Works, is set to be the star attraction at a major travel show at London's Olympia later this month. The Best of Britain & Ireland (BOBI) exhibition is open to the travel trade and the public and is the main event of the year showcasing the tourist attractions of the U.K. The observation car will travel to Olympia by road and will take pride of place on the railway's stand, shared with North Wales Tourism. During the course of the show, celebrity guests will visit the carriage and talk to the press and public, and Pete Waterman will be there explaining his innovative apprentice scheme aimed at teaching young people essential engineering skills, one of the scheme's first major projects being the rebuilding of a 60-ton Beyer Garratt locomotive for use on the Welsh Highland Railway.

▲ BR Standard 4MT No. 80104 traverses the ungated crossing on the Swanage Railway's as yet unopened northen extension at Norden, with an engineers train on 5th March. **Gary Packer**

▼ Diesel-hydraulic Class 14s Nos. D9516 and D9523 depart from Orton Mere on 7th March with the 09.30 service to Wansford during the Nene Valley Railway's diesel gala weekend. **Jamie Course**

▲ Leaving a pleasing, arcing trail in its wake, GWR 5600 class 0-6-2T No. 6695 gathers speed away from Highley with the 11.15 shuttle for Bewdley, on 7th March during the Severn Valley Railway's 'Spring Steam Reunion Gala'. **John Stretton**

▶ USA 0-6-0T No. 30075 climbs towards Ropley with the 11.31 Alresford to Ropley 'shuttle' at the Mid Hants Railway 'Great Spring Steam Gala' on 5th March. **David Ives**

▼ LNER K4 class No. 61994 *The Great Marquess* departs from Bridgnorth during the gala weekend on 6th March with a service for Kidderminster. **Michael Jackson**

Getting smart at the GCR

The Great Central Railway (GCR) is fighting back against scrap metal thieves.

The railway's signalling system, including metal work, cables and historic items, are now protected by a forensic liquid called SmartWater, which has been applied to components along the length of the line. SmartWater works by assigning metals and other items of property with their own chemical code, which is virtually impossible to remove. The invisible liquid can only be seen using UV light, allowing it to be easily identified by the police and then traced back to their owner. It also allows police to link criminals with a particular crime scene.

Open days and a diesel gala in South Wales

Two of the smaller heritage railways in South Wales have announced that they are to hold public events in the coming months.

The Garw Valley Railway is to hold an open day at Pontycymer shed on Good Friday 2nd April and Easter Saturday 3rd April between the hours of 13.00 and 16.00. The miniature railway will be in operation, the shed will be open for viewing restoration progress and rolling stock, and a small model railway display will be on show. Light refreshments will be available and a small admission fee applies.

Meanwhile, a two day event will take place at the Gwili Railway over the the weekend of 14th/15th August. An intensive timetable is being prepared, which will feature the line's resident Class 03 No. D2178 and Class 117 DMU on service trains. Negotiations are also well advanced for at least one visiting ex-BR locomotive that will also be used on the passenger trains.

Other attractions being planned for the event include brake van rides, photo charters, a real ale train, evening services and the launch of a major new illustrated book on the modern railways of Wales. There will also be vintage bus shuttles to and from Carmarthen railway station for the event. In addition, the railway's DMU set will be working services on 31st July and 7th and 21st August.

← Contents Page

▲ **The East Lancashire Railway Diesel Gala over the weekend of 6th/7th March featured the return to service of Hanson Traction's Class 50 No. 50008, which despite heat exchanger problems that were solved by the donation of a spare unit obtained overnight from the Renown / Repulse Group, performed well. Time had defeated the restoration team, which were unable to complete the repaint, but the loco looked resplendent in its new blue coat, reminiscent of its final days at Plymouth Laira. On 6th March, the 'Hoover' (in 'top and tail' mode with Class 55 No. 55022** *Royal Scots Grey*) **crosses Burrs Common with the 13.05 Heywood - Rawtenstall service. Fred Kerr**

▼ **Class 37/9 No. 37901** *Mirrlees Pioneer* **and Class 37/0 No. 37109 double-head the 11.15 Heywood to Rawtenstall service as they arrive at Irwell Vale on 7th March. Jonathan Stevenson**

◀ The evening sun highlights WCRC Class 47/7 No. 47786 *Roy Castle OBE* as it sits under the impressive roof of Hull Paragon station after arriving with an empty coaching stock working from Crewe on 4th March. Class 47/4 No. 47804 was at the other end, and the train would depart the following morning with a Railtourer weekend charter to Fort William. **Richard Young**

▼ An unidentified Class 92 hauls equally unidentifiable members of Classes 90 and 66 south through Ledburn on the West Coast Main Line on 6th March. **Ted Robinson**

FirstGBRf/Metronet-liveried Class 66/7 No. 66719 *Metroland* passes Brantham foot crossing on 4th March with the 14.37 North Walsham to Harwich Parkeston Quay condensate tanks. Antony Guppy

Eurostar Class 373 Nos. (37)3209 and (37)3210 arrive at St Pancras International on 6th March with a service from Brussels Midi. **Robert Jefferys**

80 Glorious Years - Brian Morrison becomes an octogenarian

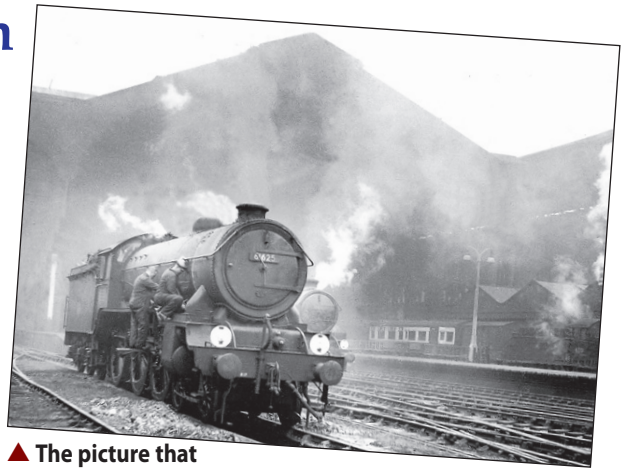
On 7th March, *Railway Herald's* **Contributing Editor, Brian Morrison, celebrated his 80th birthday with a small number of family and friends. Six days later however, and Brian was the guest of honour at a surprise party at the Buckinghamshire Railway Centre at Quainton Road.**

The advent of Brian's 80th birthday, together with 59 years of railway photography, proved the ideal opportunity to celebrate his achievements and around 50 family, friends, industry colleagues and fellow photographers from his personal, railway and ten-pin bowling years gathered together. In an industry where trying to keep anything a secret is almost impossible, it was quite remarkable that having been in the area with his long-time friend Ken Brunt photographing trains, Brian was kept in the dark about the event and arrived in complete bewilderment and total surprise!

Born in 1930, Brian grew up in South London and, with the exception of his army service has remained in the area ever since. In 80 years, his list of achievements include playing the saxophone with the Teddy Joyce Juvenile Band on BBC Radio's Workers Playtime when he was just 11. During his teenage years he continued to perform with the Teddy Joyce Band until joining the Frank Weir Orchestra at 16.

Other achievements included undertaking National Service which included a spell in Shropshire, and joining the Railway Passenger Assurance Company, a move that he thought would get him into the railways, but in fact landed him firmly with the Commercial Union Insurance Company! As time marched on, Brian's interest in railway photography developed and in 1951 on leaving the Army he used his demob money to buy a camera, rushing straight over to Liverpool Street station to take his first picture. Despite the year, he has always been quite proud of the fact that his first published picture in the October 1951 edition of *The Railway Magazine*, was of a diesel! Little could he have know that almost 60 years later that first photograph would have grown to a collection of over 170,000.

The day was a celebration of a much-loved and admired photographer and two presentations were made, which symbolised his commitment and dedication to railway photography and the railway press - and long may it continue!



▲ **The picture that started it all. LNER B17/1 Sandringham 4-6-0 No. 61625** *Raby Castle* **is serviced in the yard at London Liverpool Street on 7th March 1951. Brian Morrison**

◀ **Around 50 friends and colleagues, plus family members, were present at the event, including many well-known faces from the railway publishing world. Jack Boskett**

▼ **Brian was presented with an award, signed by all the railway press editors, for his achievements, as well as a mock front cover of** *Modern Railways* **magazine! Chris Dixon**

15th March 2010

Great Central Railway (Spinkhill)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB. 'The Fall and Rise of the Chesterfield Canal' by John Lower. Starts 19.30. Contact the Secretary, Frank Greaves on 01909 473927 for further details.

RCTS (Chester)
The Town Crier, City Road/Station Road, Chester. 'The Fall and Rise of BR Steam 1955-2009' by Berwyn Stephens. Starts 19.45. Contact the Secretary at geoffreymorris@tiscali.com for further details.

RCTS (Coventry)
Maudslay Hotel, 190 Allesley Old Road, Coventry. 'The Welsh Highland' by Dave Kent. Meeting commences at 19.30.

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

RCTS (Oxford)
West Oxford Democrats Club, 1 North Street, Osney. 'Railways of the Isle of Man' by Geoff Brockett. Starts 19.30. Contact murraylewis@hotmail.co.uk for further details.

RCTS (Shenfield)
Shenfield Parish Hall, 80 Hutton Road, Shenfield. 'An Insight into Route Planning' by Tim Havill. Meeting commences at 19.30.

16th March 2010

Permanent Way Institution (West Yorkshire)
The Pullman Room, The Cosmopolitan Hotel, 2 Low Briggate, Leeds LS1 4AE. 'Railway Surveying - Which Way Now' by Chris Preston. Starts 18.00. Contact Martin Wooff on 07747 160949 for further details.

RCTS (Cheltenham)
Victory Club, Burlington House, Lypiatt Road, Cheltenham. 'The Wantage Tramway and the Bishop's Castle Railway' by Tony Ward. Starts 19.30. Contact the Secretary at paulandpauline@gearey.fslife.co.uk for further details.

RCTS (Hull)
Upstairs, The Highway Public House, Willerby Road, Hull. '40 Years on the Railways' by David Barraclough. Meeting commences at 19.30. Contact the Secretary at richardh@dibroady.co.uk for further details.

Stephenson Locomotive Society
Fox Covert Inn, High Leven, Nr Yarm. 'Charles Hesterman Merz (1874-1940), the Bringer of Electricity' by Andrew Everett. Meeting commences at 19.30. Contact the Secretary on 01642 321205 for further details.

Tewkesbury Railway Society
YMCA, Church Street, Tewkesbury. 'The Colour Rail Collection' by Paul Chancellor. Meeting commences at 19.45.

17th March 2010

Permanent Way Institution (Bristol & West of England)
Arup Auditorium, 63 St Thomas Street, Bristol. 'Modular S & C - The Signalling Challenge' by Darren Wells and John Alexander. Meeting commences at 18.00. Contact the Secretary, Phil Harrison on 0117 976 5432 or at philip.harrison@arup.com for further details.

Permanent Way Institution (Glasgow)
Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow. 'Stressing of S&C Layouts' by John McNamara. Meeting commences at 17.30. Contact the Secretary, Jack Scott on 07789 765291 or at jack.scott1@btinternet.com for further details.

RCTS (Eastleigh)
Eastleigh Railway Insitute, Romsey Road, Eastleigh. 'The Swanage Railway' by Mike Stolery. Meeting commences at 19.45.

Severn Valley Railway (South East)
Wenlock Arms, 26 Wenlock Road, Islington, London N1 7TA. 'B & W Slides from Around the UK' by Peter Groom. Meeting starts 19.30.

17th - 25th March 2010

Locomotive Club of Great Britain
Overseas Study Tour - 'Copper Canyon'.

Permanent Way Institution (Nottingham & Derby)
Hallmark Midland Hotel, adjacent to Derby Station. 'Forth Bridge Refurbishment' by Duncan Sooman. Meeting commences at 18.30. Contact the Secretary, Colin Cowey on 07946 482343 or at colin.cowey@talk21.com for further details.

18th March 2010

Barrow Hill Engine Shed Society
Roundhouse Lecture Theatre, Barrow Hill, Chesterfield. 'Preserved Steam on Video Mainline 2009'. Meeting commences at 19.30. Admission £1.50 members, £2 non members. Contact the Secretary at beardspaul@aol.com for details.

Breconshire Railway Society
R.A.F.A.Club, The Struet, Brecon. 'Steam in the late 60s including the Somerset and Dorset Line' by Malcolm James. Starts 19.30. Members only. Contact Arthur Robinson on 01982 560219 for details.

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 'New Zealand Railway Encounters' by Ray Puddy. Meeting starts 19.45. Contact the Secretary, Roger Hart on 01474 833320 for further details.

Locomotive Club of Gt Britain (North West)
St. Davids Social Club, Wargrave Road, Newton-le-Willows. 'My 200 Favourite Slides'by John Field. Meeting commences at 19.30. ** NOTE THE CORRECT ADDRESS **

Monmouthshire Railway Society
Room LL1, UWCN, Allt-Yr-Yn Ave, Newport, South Wales. '1960s UK Steam in Stills and Video', J.Clemmens Coll. by M.Clemmens. Starts 19.30. Admission £3.

Permanent Way Institution (York)
Park Inn, North Street, York 'Rail/Wheel Interface Issues' by Dr Mark Burstow. Starts 18.00. Contact Martin Fairbrother on 07802 657839 for further details.

RCTS (Darlington)
The Scout Building, Widdowfield Street, Darlington. 'Out and About in the Past Year' by Hugh Gould. Meeting commences at 19.00. Contact the Secretary at jimbrick@fsmail.net for further details.

Stephenson Loco Society
United Reform Church Hall, Mowbray Road, New Barnet. 'Colour Derailed' by Ron White. Meeting commences at 19.30. Contact the Secretary on 0208 368 6200 for further details.

19th March 2010

Great Western Society (Taunton)
Village Hall, Stoke St Mary, Nr Taunton. 'Narrow Gauge' by Richard Pelham. Starts 19.30. Contact the Secretary on 01823 334188 for details.

Locomotive Club of Gt. Britain (Central London)
Keen House, Calshot Street, London N1. 'Wartime Posters; Military Permanent Way & Signalling' by Mike Walshaw. Meeting starts 19.00.

Purbeck Railway Circle
Catholic Church Hall, Rempstone Road, Swanage. 'The Didcot Story' by Michael Baker. Starts 19.30. Contact Mike Walshaw on 01929 421913.

RCTS (Edinburgh)
Quakers Meeting House, 7 Victoria Street, Edinburgh. 'Highways and Byways of Scotland' by Douglas Blades. Starts 19.30. Contact evenwilliams@talktalk.net for details.

Stephenson Locomotive Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'UK Railway Travelling Post Offices - A Retrospective Tribute' by Alan Clothier. Starts 19.00. Contact the Secretary on 01434 688946 for details.

20th March 2010

Caledonian Railway Association
Lakes Court Hotel, Carlisle. (opposite the Station entrance) AGM. Presentations are open to all with an interest. Starts 14.00. Contact the Treasure, William S.Cooper on 01357 521540 for further details.

Great Western Society (South West)
Parish Centre, Church End Road, Kingskerswell, Torbay. '65 Years of Railway Photography' by Philip Kelly. Starts 18.30. Contact the Secretary on 01803 336329 for further details.

Should your society information be listed on this page?

If so, then please email the details to the editor, remembering to include the date, starting time and location, together with details of the event, speaker and entrance charges if applicable. It is not necessary, but helpful to people, if you can also include a contact name and phone number/email address that can be published.

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

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

▼ **Network Rail's New Measurement Train powers north through Dursley, Gloucestershire, with a northbound test working on 5th March. Edward Gleed**

Stephenson Locomotive Society
The Friends Meeting House, Mount Street, Manchester.
'The Darjeeling Himalaya Railway' by Peter Jordan. Meeting commences at 14.00. Contact the Secretary on 0161 928 2461 for further details.

22nd March 2010
Locomotive Club of Great Britain (Brighton)
Brighton Model Railway Club Room, BR London Road Station, Shaftsbury Place, Brighton.
'On the Narrow Gauge Since 2000' by David Vaughan. Meeting commences at 19.30.

RCTS (Brighton)
Brighton Railway Model Club Room, London Road Station, Shaftesbury Place, Brighton.
'On the Narrow Gauge since 2000' by David Vaughan. Meeting commences at 19.30.

RCTS (Maidenhead)
Cox Green Community Centre, Highfield Lane, Cox Green.
'Modern Traction in the Deltic Era 1961-1981' by Hugh Ballantyne. Meeting commences at 19.30.

RCTS (Sheffield)
St Matthews Church Rooms, Carver Street, Sheffield.
'The Jubilees' by R. Goodman. Meeting commences at 19.30.

23rd March 2010
RCTS (Nottingham)
Nottingham Mechanics, Ground Floor, 3 North Sherwood Street, Nottingham. 'Picture Postcard Railway Rambles' by Stephen Gay. Meeting commences at 19.30.

RCTS (Woking)
The Wheatsheaf Ember Inn, Chobham Road, Woking.
'Docklands Light Railway - Expansions and the Challenge of 2012' by Ralph Harding. Starts 19.30.

Tewkesbury Rly Society
YMCA, Church Street, Tewkesbury.
Members Slides/Digi Evening/ Meeting commences at 19.45.

24th March 2010
RCTS (Chichester)
Council Meeting Room 2, County Hall, West Street, Chichester.
'An Evening with Chris Green' Meeting commences at 19.30.

25th March 2010
Locomotive Club of Great Britain (Croydon)
United Reform Church Hall, Addiscombe Grove, East Croydon.
AGM & Members Photos. Meeting commences at 19.15.

RCTS (Newcastle)
The Brunswick Methodist Hall, Newcastle:'Reedy's Railway Rambles' by Gordon Reed. Starts 13.30. Contact the Secretary at jimbrick@fsmail.net for further details.

RCTS (Preston)
Claremont Hotel, Blackpool Road, Preston. 'Steam since 1968 - Main Lines, Heritage Lines and in Industrial Use' by Geoff Monks. Meeting commences at 19.30.

RCTS (Pudsey)
The Fulneck Room, Pudsey Civic Hall, Pudsey.
'Branch AGM followed by Members' Slides'. Meeting commences at 19.30. Contact the Secretary at bigmal.w.b.r.rcts@talk21.com for further details.

26th March 2010
Great Western Society (North West)
St Hilda's Clubroom, Slater Street, Latchford, Warrington.
'Narrow Gauge Railways of North & Mid Wales' by Dave Southern. Meeting commences at 19.30.

Great Western Society (Oxford)
Pauling Human Sciences Centre, 58 Banbury Road, Oxford.
'1950s & 1960s Steam in Sussex & Surrey' by John Manners. Meeting commences at 19.30.

Shropshire Railway Society
The Gateway Arts and Education Centre, Chester Road, Shrewsbury.
'Engine Sheds, part 6' by Chris Banks. Meeting commences at 19.30. Guests - minimum donation of £3 requested.

29th March 2010
RCTS (Northampton)
St Crispin Social Club, Berrywood Road, Duston.
'The Basic History of the Signal Box' by Andy Grimmett. Meeting commences at 19.30.

30th March 2010
RCTS (Welwyn Garden City)
The Methodist Church, Junction of Ludwick Way and Colegreen Lane, Welwyn Garden City.
'Through Kirton Tunnell' by Stephen Gay. Meeting commences at 14.15.

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

1st April 2010
RCTS (Milton Keynes)
The Crown Public House, Market Square, Stony Stratford.
'That Was the Year that Was - 1973' by Geoff Plumb. Meeting commences at 19.30. Contact the Secretary at dexter-skiddaw@tiscali.co.uk for further details.

2nd April 2010
RCTS (Camforth)
Committee Room, Royal Station Hotel, Camforth. 'Early Miniature Railways' by Peter Van Zellar. Meeting commences at 19.30.

5th April 2010
Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB.
'Revisiting Gravesent Central' by David Larkin. Meeting commences at 19.45. Contact the Secretary, Roger Hart on 01474 833320 for further details.

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

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

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

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

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

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

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

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

7th April 2010
Permanent Way Institution (Edinburgh)
The Scots Guards Club, 2 Clifton Terrace, opposite Haymarket Station, Edinburgh. 'Rail Welding' by Bill Mosley. Meeting commences at 18.00. Contact the Secretary, Alan Morrison on 07834 507497 or at alan.morrison@atkinsglobal.com for further details.

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

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

8th April 2010
Continental Railway Circle(London & The Home Counties)
St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ
'East African Railways' by Hugh Ballantyne. Meeting commences at 19.15. Admission £2.00. Contact Adrian Palmer on 01932 850624 or at akpalmer@talktalk.net for details

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Rear Cover Caption

Class 357/0 No. 357035 passes Shadwell on 6th March, sporting the new National Express livery being applied to the c2c fleet.
Robert Jefferys

Magazine Information

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