The Railway Herald

100 not out!

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Front Cover

On 1st September, No. 6233 Duchess of Sutherland powers through Dorridge with the return leg of the Bristolian. **Denis Chick**

Rear Cover

A sight that will soon be history. The 08.07 service from Paris Nord rounds the curve on the classic line between Bromley South and Shortlands on 10 August, powered by half-sets Nos. (37)3017 and (37)3018. **Brian Morrison**

Submissions

We welcome submissions from all readers, especially digital photographs. Pictures should be sent to the editor at editor@railwayherald.co.uk

Good quality scans of colour slides and prints are also acceptable. Currently there is no financial payment made for photographs published in *Railway Herald*. Where possible we always try to use news photographs taken within the production week of the publication date.

Publication

The Railway Herald is due to be published every Friday and is available on e-mail subscription or from our website at www.railwayherald.co.uk

Website

Our website contains all the back issues of the magazine together with a host of new features which will be online soon!

www.railwayherald.co.uk

National Rail Timetable

The entire UK National Rail Timetable is now available as a PDF download from the Network Rail website.

Produced in the same fashion as the printed version and ordered by table number, the current timetable is available by clicking here.

The railway by-laws and information for enthusiasts are also available online from the Network Rail website, by clicking here.

From the editor

Welcome to Issue 100!

It is very rare that we include an Editorial within *Railway Herald*, mainly because we feel that readers are more interested in this week's news and images than they are listening to the editor waffle on!

However, it was felt that the achievement of 100 issues was worth a few words. It has taken a little over two-and-a-half years to reach the magical 100 mark, and the development of the magazine in that time really has changed out of all recognition. Some missed weeks in the early stages of the magazine have pushed the 100th issue back somewhat, but it is pleasing to note that for well over a year now, the three-man team behind the publication has continually brought you the latest news and events every week (with the odd exception where we gained time off for good behaviour!).

In 100 issues and with the help of 21st century technology, we've managed to bring the latest railway news to readers on a weekly basis, no matter where you are in the world. The nearest equivalents before the birth of *Railway Herald* were a particular printed magazine which appears fortnightly, or the now withdrawn weekly, *Steam Railway News* newspaper. While our immediacy and professionalism has displeased some printed magazine editors over the past two years, most have accepted the onward march of technology and the vast majority of the railway press, both editors and journalists, continue to be very good friends, exactly how it should be.

It was the development of *Railway Herald* using PDF technology that caused the monthly *Rail Manager* magazine publishers to re-evaluate the market and realise, like us, that the readers could be better served by moving to an electronic weekly publication. Today, *Railway Herald* and *Rail Manager on line* have an excellent working relationship and the two publications compliment each other well, between them covering both the enthusiast and industry perspectives.

Railway Herald

How it all began, back with Issue 1 on 18th February 2005. At that time, on average, each issue contained around five pages!

The more observant of you will notice a change to the look and style with this issue. The feel of the magazine has not altered significantly since Issue 10 and it was felt that we were long overdue for something of a revamp. Hopefully, what has developed is a fresh new look, with sharp text and a cleaner layout. Following the feedback from our trial format in Issue 96, of which more in a moment, a number of people raised the issue of scrolling up and down the pages on screen to read news stories. Hopefully the new design that we are now using will reduce that. The suggestion of a landscape format was raised by a number of readers, although after much discussion and thought by the team, it has been ruled out - mainly because of the effect it would have on the design of advertisements.

We were genuinely amazed by the response to the trial format of Issue 96. Over 1,200 readers voiced their opinions, some for, some against, but almost all responses were constructive. That feedback has been invaluable to us in reaching a decision on how we move forward with the magazine. In percentage terms 64.7% of you preferred the PDF format, while 35.3% preferred the 'digital edition' format. The trial also raised issues about the readability of the magazine to those users who use screen reader software to 'speak' the pages, something that is achievable now without any extra work in what is an already intensive production week.

As a result, it has been decided to stay with the PDF format for the foreseeable future. With the planned expansion of the magazine, and the resulting increase in pages, something will need to be amended in order to provide a reasonable file size for readers, no matter whether your internet connection is dial-up or broadband.

Whatever the outcome, we'll continue to keep you informed and to ask for your opinion. *Railway Herald* always has been your magazine and as such your opinion counts.

There are a number of improvements planned to reach fruition over the next few months, and with our centenary edition, we're launching the first of them. A weekly, two-page **Events Diary** which can be found at the back of this issue, providing a round-up of everything from heritage line special events and diesel running days, to society and club slideshows and talk evenings. If your club or society isn't listed then please ask your fixtures secretary to send the details across to the editor, either via email (preferred) or post.

To all of our 25,000 plus readers in over 30 different countries, thank you for continuing to read and support the magazine and a very major vote of thanks to our ever-growing band of news and photographic contributors. It is pleasing to see new names appearing every month and we hope that this trend will continue, allowing us to bring you the best photographic coverage of the railway scene.

As Editor, my thanks also go to my colleagues Brian Morrison and John Whitehouse, without whom the magazine would definitely not be at the stage it is today.

So here is Issue 100, a major achievement, that some said couldn't be done. With the festivites out of the way, it is time to start work on Issue 101 ... now, what did I tell you about production schedules!

We always welcome your comments and suggestions and hope you continue to enjoy the magazine.

Editor

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FGW Sleeper stock to be refurbished

Alongside the on-going refurbishment of its HST fleet, First Great Western has unveiled plans to update the rolling stock used on its 'Night Riviera' sleeper service between London and Penzance.

The £200 million upgrade has been awarded to Railcare at Wolverton. Michael Rodber, who has worked for Porsche and Eurostar and was responsible for designing the interiors of First Great Western's new look HSTs, has been tasked with creating a refreshed interior that is more akin to a hotel room than a train carriage. Work has already started on upgrading the first of 17 coaches and is expected to be completed by March 2008.

The colour scheme and lighting will be updated to give the carriages a more relaxed feel, re-upholstered First Class style seating will be introduced and the toilets have been redesigned. The exterior of the carriages will also be re-liveried to reflect the new corporate branding that is being introduced on First Great Western's fleet of High Speed Trains (HSTs). In addition to replacing fixtures such as carpets, taps and blinds, FGW will also be investing in better quality bed linen and towels.

The company says it has worked closely with a number of focus groups formed of regular sleeper customers and staff to discuss what changes passengers would like to see. A number of these suggestions including the availability of a range of toiletries, eye masks and earplugs, will be incorporated into the service and available from the buffet. It is hoped that online booking of sleeper berths will be available by Spring 2008.

Sandite season approaches

As evidenced by this weeks pictorial pages, Network Rail is beginning to put trainsets in place for the annual leaf-fall season.

A number of people have enquired with *Railway Herald* if it is possible to provide timings for the trains in particular areas of the country, as the services are due to start next week.

Unfortunately, due to the large number of trains involved and different operations on different days, it is not feasible to print the full timings.

However, enthusiasts and photographers wishing to follow the Rail Head Treatment Trains (RHTT) are advised to visit http://rhtt-2007.blogspot.com where timings for all of the UK operations can be found.

Teenager drives back and forth over crossing as train approaches

A teenage driver from Coventry, who laughed as he used a U-turn to drive backwards and forwards over a level crossing as a train approached, has been fined a total of £280 at court and gained six points on his licence

On 15th February, Leigh Sephton (19) drove a Ford Fiesta over the level crossing just as the barriers were closing and the red lights were flashing, overtaking a stationary vehicle at the stop line and driving across the crossing on the wrong side of the road.

He then drove some 25 metres, carried out a U-turn manoeuvre and accelerated back towards the crossing, nearing it as the red light sequence was illuminated and the first set of barriers were virtually down to road level. Undeterred, he again drove on to the wrong side of the road across the central double white lines and under the second set of barriers as they were closing. He then stopped just after the now closed level crossing where he was seen laughing and showing off to another motorist.

In a separate incident at 17.55 on 24th April, at Hawkesbury Lane, Coventry, BTP Officers observed Nathan Jones (19) drive a green Toyota Litace towards the level crossing. Despite level crossing signals flashing red to indicate the approach of a train, Nathan Jones accelerated across the tracks. Upon further investigation, BTP officers discovered that the boy's father had lent him the car, despite knowing that his son had neither a licence nor insurance. Both received fines and six penalty points at court.

▼ *Class 373 Eurostar half-sets Nos. (37)3310 and (37)3311 approach the new tunnel section under London at Dagenham on the new section of High Speed 1, with a test train heading for St Pancras International. Passenger services are due to start over this section of the route from 14th November.* **Paul Bigland**

▶ Eurostar services between England, France and Belgium were disrupted on 12th September when the 14.59 Brussels Midi to London Waterloo International service hit a person on the track, while travelling through France between Lille and Calais. Passengers were transferred to another London-bound Eurostar service, but delays of up to two hours to Eurostar and French TGV services were experienced.

▶ Guests attending the official opening of the new £340 million Westfield Shopping Centre in Derby are to arrive in style on 9th October, on-board the VSOE British Pullman! BBC TV personality Tess Daly will perform the official opening.

▶ The annual National Rail Awards ceremony was held on 5 September. Eddie Stobart, Tesco & DRS won the Freight Achievement of the Year award, while outgoing franchise operator GNER was joint winner with Network Rail, Rail Safety & Standards Board, Serco and Deltarail Group in the Innovation of the Year award. Chiltern Railways was announced as the Passenger Operator of the Year. In the station of the year awards, Newcastle Central won Best Large Station and Best Overall Station. Best Major Station went to London Euston, Best Medium Station was won by Penrith and Castle Cary achieved top place in the Best Small Station.

▶ A 1930s railway poster produced by the LNER to promote Bury St. Edmunds was one of six auctioned at Christies on 13th September.

▶ First Great Western has decided to remove the bilingual signs at Southall, which for the past 12 years have appeared in English and Punjabi. The issue arose after ethnic groups in the local area "raised issues with the use of station signage in one specific language other than English". As a result, the signs have reverted to English only until a suitable solution can be reached.

▶ RAIB is investigating an incident at Aylesbury on 27th August, when the 10.10 Aylesbury - Quainton Road shuttle was allowed on to the single line already occupied by a freight service, which was involved in a run-round procedure at Aylesbury North loop. The locomotive was static as the Bubblecar approached and came to halt 500 meters apart.

Houses to be built on UKs original passenger route?

Plans have been drawn up to build 65 new houses and flats on the former site of the Stockton to Darlington railway line.

Sidings, an embankment and the rails were all removed and the land was levelled over 30 years ago when the route closed in 1974. A derelict engine shed is all that remains and the rest of the site is now open fields.

Preston-based developer Salya Homes Ltd has submitted an planning application for outline permission to Darlington Borough Council to build 19 houses and 46 flats on the land.

▲ *On 10th September, still carrying its 1960s BR green-livery, Class 31/1 No. 31190 passes Brock, north of Preston, on the West Coast Main Line in late afternoon sun, with a Derby to Polmadie test working. On the rear was Class 31/1 No. 31106.* **Mark Bearton**

Major resignalling programme for Tyseley to Dorridge route

Network Rail starts the next phase of a £75 million programme to improve the railway between Birmingham Snow Hill, Solihull and Warwick this autumn.

The project will see the old signalling renewed with modern state-of-the-art equipment along 23 miles of railway, and improvements to the track at Tyseley.

To enable the project to be completed, the line will be closed and buses will replace trains between Birmingham Snow Hill station and Dorridge and Shirley on Saturdays between 15th September and 27th October and on Sundays from 16th September to 2nd December.

A special shuttle train service will operate between Shirley and Stratford-upon-Avon.

The present linespeed over Tyseley Junction is 20mph, which hinders the fast services and can cause delays. Network Rail is building two new junctions either side of Tyseley station, which will increase the linespeed to 60mph. This will allow non-stopping trains to pass through the station more quickly, improving journey times for Central, Chiltern and Cross Country services and improve operational flexibility for train operators by increasing the capacity of the line.

To enable the project to be completed, the railway between Birmingham and Leamington and Stratford-upon-Avon will be closed from 7th-18th February next year while engineers test and 'switch on' the new signalling equipment. Once the Birmingham – Warwick project is completed in February 2008, signalling operations will transfer to Network Rail's new West Midlands Signalling Centre at Saltley. As part of the project, Bentley Heath signal box (near Dorridge) will close with the level crossing converted to CCTV control from the West Midlands Signalling Centre.

The project is part of Network Rail's £350m investment programme to renew signalling across the West Midlands over the next seven years. It is one of the first 'Type A' projects directly managed by Network Rail using a 'Hub Model'. This enables Network Rail to reduce costs and directly manage its relationships with contractors.

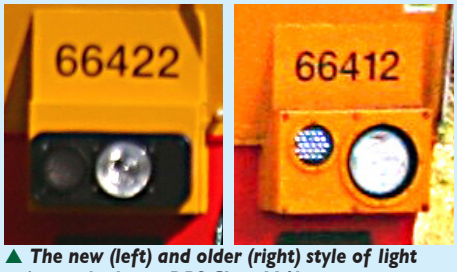
▼ *After two years of operation, the contract with Freightliner Heavy Haul to move scrap from Beeston to South Wales was not renewed and EWS has retaken the contract. On 11th September, the first of the 'new' thrice-weekly 6Z97 services passes Barrow-upon-Trent behind No. 66136 bound for Cardiff. Note the first eight MBAs have not been loaded, with only the rear 16 wagons carrying the first shipment of scrap.* **Don Gatehouse**

Latest batch of Direct Rail Services Class 66/4s arrive at Newport Docks

Direct Rail Services took delivery of its latest batch of Class 66/4 locomotives at Newport Docks on 10th/11th September.

The new locos, Nos. 66421-66427 arrived in the country onboard the *MV Fairpartner*, one of Jumbo Shipping's largest ships.

After unloading, railing and initial dockside checks the seven new locomotives were moved north to Carlisle in two rakes by classmates Nos. 66404 and 66412. In a further design change the new DRS locos in the same way as the latest batch of Freightliner Class 66/5s are fitted with the newer Group Standard light units as illustrated opposite.



▲ *The new (left) and older (right) style of light units on the latest DRS Class 66/4s*

▲ *The first batch of the new Class 66/4s Nos. 66422, 66423 and 66427 are hauled over the flyover at Bishton, near Newport, by classmate No. 66404, heading for Carlisle Kingmoor on 10th September.*

▼ *The second and final batch of locos departed Newport the following day behind No. 66412. Here Nos. 66421, 66425, 66424 and 66426 pass through Undy on the Great Western mainline heading north.* **All: Jamie Squibbs**

Metro & Light Rail

▶ The Bury Metrolink line reopened on 13th September, following a multi-million pound project to replace worn-out track. Greater Manchester Passenger Transport Executive (GMPTE) has invested over £100 million on improvements to the network, which will also include extra trams, stop upgrades and new ticket machines. This summer's work to upgrade the Metrolink network has been carried out by Carillion plc, using the EWS Class 08/9 fleet of cut-down height locomotives and nearly 20 miles of track on the Bury and Altrincham lines have been replaced, along with 60,000 tonnes of stone and 40,000 sleepers on the Bury and Altrincham lines during the summer. Engineers have also renovated the Metrolink bridge over the M60 at Besses o' th' Barn and replaced a road bridge over the Metrolink line in Radcliffe. One of the Class 08/9s also gained the name *Spirit of Innovation* while based at Buckley Wells during the work, the plate being in the same style as the locomotive's previous name, *Gwendraeth*, carried while working in South Wales.

▲ *The Spirit of Innovation nameplate now carried on Class 08/9 No. 08994.* **Ian Tunstall**

▶ The London Cross-River Tram will link Euston and Waterloo, with branches to Camden Town and King`s Cross in the north, and Brixton and Peckham in the south. It is proposed to open to users in 2016 and a public consulation on various route options has taken place. A decision on the preferred route will follow a technical review and assessment of funding. Of the 5,000 people questioned, 77% provided a positive response on the route between Euston and Waterloo. 55% supported the second route option from Euston to King's Cross via Somerstown, while 65% supported trams running along Camden High Street to reach Camden Town. In the south, 52% of people were in favour of Waterloo to Oval via Elephant & Castle, 47% preferred a route from Oval to Brixton via Brixton Road and 53% of those surveyed said the best route in Brixton town centre was looping around St Michael's Church.

Newton Heath open day

Northern Rail is holding an open day at Newton Heath Depot in Manchester this coming weekend.

The event takes place on 16th September when the depot will open its doors to the local community and enthusiasts alike, with the opportunity to see behind the scenes. A number of DRS diesel locomotives should be on show, alongside Northern Rail DMUs and BR Standard 4MT 2-6-0 No. 76079 from the East Lancashire Railway. In addition there will be sales stands and organised tours of the depot.

Admission is £5 at the gate, with all proceeds going to a nominated charity. A photographers preview commences at 08.30 with tickets costing £10.

A shuttle service, originally planned to be steam hauled but now diesel operated, will run from Manchester Victoria to Dean Lane station between 10.00 and 16.20. Services depart from Manchester at xx.02 every hour and return from Dean Lane at xx.20. The Pathfinder charter from Bristol on 16th September, which should have called at Manchester on its way to Colne has been cancelled, as No. 55022 could not be made ready in time following its repairs.

▲ *On 11th September, Class 221 No. 221111* **Roald Amundsen** *heads along the Weston-super-Mare avoiding line with a Glasgow Central to Penzance working. This is one of the sets which will retain its Virgin branding and colour scheme when it transfers to Virgin West Coast in December.* **Chris Perkins**

Virgin begins debranding its Voyager fleet

Virgin Trains has started the debranding process in preparation for the handover of the Cross Country franchise to Arriva.

The company is removing the 'Virgin' brand from the exterior of the sets, in addition to removing the badges off the nose-ends and all nameplates. Inside, the 'Explorer' plaques will also be removed from the Class 221s and other internal branding and on notices will either be removed or covered over The first such unit to be dealt with is Class 220 No. 220008 *Draig Gymreig/Welsh Dragon*, which was de-named at Central Rivers on 27th August.

From the franchise change in November, the Class 220 and 221 sets transfer to the new operator, Arriva Cross Country, with the exception of 16 units ('Super Voyagers' Nos. 221101-221113 along with Nos. 222142-221144) that remain with Virgin West Coast.

However, for the first four weeks, due to the timetable operation, the entire fleet will be generally shared, with the separation occuring from the December timetable change. This will provide Arriva Cross Country with sufficient sets to operate the new franchise services, which excludes the present Birmingham and Manchester to Scotland trains.

From December 2008, five Super Voyager sets (Nos. 221114-221118) are to be transferred back to Virgin West Coast from, providing the West Coast operator with a fleet of 21 sets.

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About the industry: for the industry

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Time for a *different* kind of number?

Metronet collapses after PPP Arbiter refuses most of costs claim

'Business as usual as usual at LUL, promises Mayor

RMT threatens action if Metronet jobs are lost

Tories call for probe by National Audit Office

Tom Laing to sell Chiltern Railways and its stake in London Overground

Watchdog urges government to consider terminating First Great Western

Work on EARL to be suspended during review

Eurostar's full high speed timetable won't arrive until December

TfL gets new rail powers outside London area

Virtuality: ATOC loses Network Rail vote

Milestone reached at Heathrow Terminal 5: first look at London 's newest tube station

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▲ *Forming what could well be the very last GNER liveried HST set in Somerset and into Devon, Class 43 powercars Nos. 43108 (leading) and 43039 lean into the reverse curves after emerging from Whiteball Tunnel with the last Newquay - Newcastle HST service of the summer timetable.* **Tom Curtis**

HST Formations - Part 1 (GNER & Midland Mainline)

The HST fleet in the UK is today operated by three, soon to become four, companies - First Great Western (FGW), Great North Eastern Railway (GNER) and Midland Mainline (MML) and this article looks at the latter two.

Arriva CrossCountry has expressed an interest in HSTs for the new franchise operation and Grand Central currently has powercars and loco-hauled Mk3 trailers going through works. As these two organisations are not presently operating services, they have been excluded from this formation review.

The GNER fleet is allocated to Edinburgh Craigentinny, while the MML fleet is based at Leeds Neville Hill. As powercars follow a different maintenance regime and can vary day-to-day, the formations shown to the right concentrate purely on the trailer vehicles.

To provide the complete picture on the current HST situation, the powercar allocations for Grand Central, GNER, Midland Mainline and Network Rail are also listed below.

Part two of this article, listing the formations of First Great Western HST sets, including details of which have been refurbished, together with details of FGW powercars and those currently off-lease will appear in next week's issue.

Great North Eastern Railway

EC51	41120	41150	40748	42215	42091	42146	42150	42154	44094
EC52	41039	41040	40735	42323	42189	42057	42058	42059	44019
EC53	41090	41044	40737	42340	42127	42063	42064	42065	44045
EC54	41087	41088	40706	42104	42171	42172	42219		44056
EC55	41091	41092	40704	42179	42188	42180	42181	42106	44058
EC56	41170	41118	40720	42241	42363	42242	42243		44088
EC57	41151	41152	40740	42226	42128	42182	42186	42190	44080
EC58	41097	41098	40750	42158	42238	42191	42192	42193	44061
EC59	41099	41100	40711	42235	42239	42240	42198	42199	44063
EC60	41066	41164	40705	42122	42116	42354	42134		44077
EC61	41115	41165	40805	42117	42159	42160	42109	42110	44057
EC62	41185	41095	40811	42306	42326	42330	42237	42307	44075
EC63	41083	41080	40708	42163	42286	42164	42165	42228	44050
EC64	41153	41058	40804	42101	42294	42147	42102	42352	44083

Midland Mainline

NL01	41057	41084	40746	42335	42111	42112	42113	44041
NL02	41112	41067	40749	42194	42229	42227	42225	44027
NL03	41061	41155	40756	42337	42119	42124	42121	44054
NL05	41062	41036	40741	42327	42123	42205	42210	44073
NL06	41156	41041	40730	42331	42131	42132	43133	44046
NL07	41111	41070	40751	42339	42135	42136	42137	44044
NL08	41071	41072	40728	42329	42139	42140	42141	44048
NL11	41117	41078	41046	40753	42220	42152	42230	44051
NL12	41079	41069	40700	42155	42156	42157	42100	44070
NL15	41035	41064	40754	42342	42051	42052	42053	44017
NL16	41063	41025	40723	42097	42037	42125	42036	44012
NL20	41026	41068	40702	42324	42038	42120		44071

Great North Eastern Railway

Powercars in pool IECP as of 28th August

43006, 43051, 43053, 43056, 43057, 43077, 43089, 43095, 43099, 43107, 43108, 43110, 43111, 43112, 43113, 43115, 43117, 43119, 43208, 43238, 43290, 43296, 43300, 43306, 43309, 43314, 43316, 43318, 43320, 43367

Midland Mainline

Powercars in pool IMLP as of 28th August

43007, 43043, 43044, 43045, 43046, 43047, 43048, 43049, 43050, 43052, 43054, 43055, 43058, 43059, 43060, 43061, 43064, 43066, 43072, 43073, 43074, 43075, 43076, 43081, 43082, 43083, 43085, 43105, 43166, 43178, 43184

Network Rail (NMT)

Powercars in pool QCAR as of 28th August

43013, 43014, 43062

Grand Central Rail

Powercars in pool QCAR as of 28th August

43065, 43067, 43068, 43080, 43084, 43123

▲ *Following the withdrawal of BR Pacific No. 71000* **Duke of Gloucester**, *the issues surrounding 'A4' No. 60019* **Bittern** *and then the unavailablity of 'A4' No. 60009* **Union of South Africa**, *the Railway Touring Company's 'The Hadrian' charter operated on 8th September behind LMS 'Duchess' Pacific No. 6233* **Duchess of Sutherland**. *The train, complete with a 'Royal Scot' headboard, was steam-hauled from York to Carlisle, travelling out via Hexham and back via the S&C. No. 6233 is pictured steaming through the Tyne Valley near Gilsland.* **Peter Kellett**

▶ The loss of No. 850 *Lord Nelson* to tour operators is already causing a ripple effect, with Kingfisher re-dating its remaining two charters to Folkestone Harbour. The train booked for 6th October from Derby will now operate on 10th November and the 24th November working from Coventry has been put back seven days to 1st December. This means that both trains will still operate with classic Southern traction in the shape of No. 34067 *Tangmere*. Both will perform a dummy departure from Folkestone Harbour up the 1-in-30 gradient to Folkestone East.

▶ In just over 10 days since Steam Dreams announced plans to run 'The Coronation' in 2008, featuring all three working 'A4' Pacifics over a weekend charter between London King's Cross and Edinburgh Waverley, the tour is almost a sell out with only a handful of seats remaining as *Railway Herald* went to press. Any readers thinking of booking for the train are advised to contact Steam Dreams urgently to try and secure a seat! The tour includes a preservation first - the line of all four surviving UK 'A4s' at the National Railway Museum in York.

▶ Following the publication of the article '2007 - The year we needed more steam than we had' in the last issue, we acknowledge the fact that *Tangmere's* overhaul was completed on time and did not over run. Our apologies to all parties concerned for the mis-information.

Bittern fails on mainline test run to Bristol

Following the breaking news comment last issue, it has now been confirmed that 'A4' No. 60019 *Bittern* ran a hot middle big-end while on a mainline test on 7th September.

The train was terminated at Bristol, where the locomotive was removed for examination. It is not currently known how long it will be out of action, although the Railway Touring Company (RTC) has cancelled its 'Coronation' special from London King's Cross to York and Scarborough and return, which was due to be *Bittern's* inaugural mainline outing. It was not to be third time lucky for RTC, as the tour had previously been postponed twice due to the loco's incomplete overhaul.

As a precaution, LMS 'Princess Royal' Pacific No. 6201 *Princess Elizabeth* is on stand-by to cover the company's 'The White Rose' from London King's Cross to York on 29th September.

At the time of writing the fate of the A1 Steam Locomotive Trust's 'Talisman' on 22nd September, booked for No. 60019 from Grantham to Newcastle and back has yet to be decided.

▼ *The well-known location of Cowley Bridge Junction on the northern approaches to Exeter St. Davids, is another of the photographic locations that are becoming over-run by lineside vegetation. On 9th September, Battle of Britain No. 34067* **Tangmere** *coasts past the camera as the crew prepare to stop at Exeter with the final southbound 'Torbay Express' of the 2007 season.* **David Godley**

▲*The West Coast Railway Company operated its own charter, 'The Lune Habitat' on 8th September using LMS '8F' 2-8-0 No. 48151 from Carnforth to York. The train is pictured approaching Skipton on the outward journey.* **Phil Sanderson**

UK Steam & Modern Traction Railtour Listings

The following table details the latest information available on steam, diesel and electric railtours for the forthcoming weeks from the date of publication. Information is understood to be correct at the time of going to press.

		15th September	
Hertfordshire (MM)	2xRiveria Cl47	Nottingham-Birmingham NS-Minehead	**Cancelled**
Past Time Rail	40145 & WCRC 37	B'ham International-Manchester Piccadilly-Hazel Grove-Buxton-Peak Forest-Sheffield-Leeds-Bradford Interchange-Preston-Morecambe-Heysham Port-Preston	
Past Time Rail	6201	(Bham NS-Bristol TM (pu-rev))-Hereford-Shrewsbury (& return)	
Railway Touring Company	34067	Waterloo-Salisbury-Yeovil Junction-Exeter (break)-(Exeter-Yeovil Junction)-Yeovil Junction-Waterloo	
Railway Touring Company	60019	London KX-York-Scarborough and return	**Cancelled**
Steam Dreams	tbc	London (tba)-Peterborough-Lincoln and return	**Postponed**
Steamy Affairs	2xCR Cl47	Ashford-Kensington Olympia-Oxenholme and return	
		16th September	
Pathfinder Tours	55022	Bristol TM-Colne (rev)-Manchester Victoria	**Cancelled**
		19th September	
Hertfordshire Railtours	2xRiveria Cl47	Stevenage-Potters Bar-Bournemouth and return	
		22nd September	
A1 Steam Loco Trust	60019	(London KX-Grantham)-Newcastle-Grantham-(and return)	
Heartland Rail	2xCR Cl47	TBC-Brighton and return	**Provisional**
Hertfordshire Railtours	2xRiveria Cl47	London Paddington-Slough-Reading-Paignton and return	
Kingfisher Railtours	2xEWS Cl37	Reading-Stroud-Cheltenham Spa-Birmingham NS-Aberystwyth and rtn	
Past Time Rail	6201	(Paddington-Taunton)-Penzance (rev & return)	**Cancelled**
Pathfinder Tours	2xCl31	Leicester-Sheffield-Preston-Workington and return	**Postponed**
Railway Touring Company	34067	East Croydon-Worthing-Chichester-Bath-Bristol TM and return	
SRPS	40145	Linlithgow-Inverness-Aberdeen-Dundee-Tay & Forth Bridges-Linlithgow	
		26th September	
Hertfordshire Railtours	tbc	London Euston-Cumbrian Coast-Carlisle and return (via Shap)	
		27th September	
Railway Touring Company	34067	East Croydon-Worthing-Chichester-Bath-Bristol TM and return	
		29th September	
Hertfordshire Railtours	tbc	London KX-Peterborough-Durham-Newcastle and return	
Hertfordshire (MM)	Class 31	Minehead-Taunton-Kensington Olympia-Canterbury West and rtn	
Past Time Rail	6201	(Gloucester-Penzance)-Taunton-(and return)	**Cancelled**
Pathfinder Tours	2xEWS Cl37	Worcester SH-Shrewsbury-Chester-Carnforth-Cumbrian Coast-Carlisle-Shap-Carnforth & return	
Railway Touring Company	60019 or 6201	London KX-Peterborough-York (break/rev) and return	
Steam Dreams	34067	London (tba)-Gloucester and return	
Steamy Affairs	2xCR Cl47	Colchester-Shenfield-Romford-Stratford-Oxenholme and return	
Vintage Trains	4965	Tyseley Warwick Road-P'boro-Wansford and return	**Cancelled**

Key to tour listings:

BLACK Charters expected to operate as booked.
GREEN Tours postponed to a future date by the operator
MM Merrymaker from Hertfordshire Rail Tours
RED Tours cancelled by the operator
WCRC West Coast Railway Company

(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

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

Useful Weblinks

- Online railtour listings
- Tour operators contact details
- Current fire-risk status info
- Email the railtours editor

The Week Ahead

Despite the high profile cancellations of the Railway Touring Company's (RTC) 'The Coronation' due to *Bittern's* middle big-end problem and Past Time's 'The Princess Limited' due to *Princess Elizabeth* being out of gauge at Hayle there is still a feast of charters happening during the 15th/16th September weekend.

For quality mileage, perhaps the SRPS has the winner with Class 40 No. 40145 *East Lancashire Railway* throughout on a circular itinerary from Linlithgow, north via Perth to Inverness, where the train reverses for Elgin, Aberdeen and Dundee, and returns to Linlithgow via both the Tay and Forth Bridges. Kingfisher, too, has English Electric traction in the shape of two EWS Class 37/4s from Reading and Swindon, via Cheltenham and Birmingham New Street to Aberystwyth.

Hertfordshire has two tours operating, one on 22nd September from Paddington to Paignton and return, followed by a trip north on 26 September from Euston to Carlisle via Shap, which returns via the highly scenic Cumbrian Coast route. Riviera Class 47's should provide the traction.

There are fewer steam-hauled tours than of late with the highlight being two return workings on each day between Birmingham Snow Hill, Kidderminster and Bewdley by the Tyseley 'Halls' in support of the Severn Valley Steam Gala, which this year has been truncated due to the recent devastating flood damage to the line. On both 22nd and 23rd September the first train will leave Birmingham Snow Hill around 10.15 for Kidderminster where it will terminate. It will then run ECS to Bewdley to form the 12.45 to Birmingham Snow Hill. The locomotive will then proceed to Tyseley to turn, before forming the 14.15 to Kidderminster, followed again by an ECS move to Bewdley to form the 18.45 return to Birmingham. The first train in the morning and the last train at night should be hauled by No. 4965 *Rood Ashton Hall*, and the middle of the day trains will be shared by No. 4936 *Kinlet Hall* or No. 4953 *Pitchford Hall* (one each day). The fares are £10 adult and £5 child for each single journey, and passengers must also be in possession of a SVR Day Rover ticket for departures from Bewdley. For more information and to book tickets contact the SVR on 01299 403816. The trains will utilise Vintage Trains stock and it is understood that the locomotive hire fees for the event will be donated to the SVR Flood Disaster Appeal, which has now passed the £400,000 mark.

Also operating on 22nd September for RTC is No. 34067 *Tangmere* throughout from East Croydon via Haywards Heath, Hove and Worthing to Bath and Bristol.

Regular Steam Workings

Regular steam operations are now a familiar part of the railtour listings.

In Scotland the **Jacobite** season is now back to its Mondays to Fridays operation until 12th October. Motive power is supplied by either LMS 'Black 5' No. 45407 or LNER 'K1' No. 62005. Further south, the North Yorkshire Moors Railway's through operation to **Whitby** continues on Sundays and Tuesdays to Thursdays. The next operations being 16th September, then the 18th-20th, 23rd, 25th-27th and finally the 29th and 30th September. The latter two dates form part of the line's steam gala with a two-train operation between Whitby and Battersby. The summer **Shakespeare Express** to Stratford-upon-Avon and **Cambrian Coast Express** to Porthmadog have now finished for the season, as has the Sundays-only, **Torbay Express** workings.

▲ *Battle of Britain No. 34067* **Tangmere** *stands on the blocks at Waterloo with Steam Dreams 'Waterloo Sunrise' on 12th September. The train, which should have run on 9th July but was postponed at the last minute due to non-availability of the stock following the failure the previous day of No. 850* **Lord Nelson**, *had been given a challenging set of timings on the outward run to commemorate the end of Southern steam in July 1967. On the day, a three-minute late start from Waterloo was converted into a one-minute early arrival at Salisbury. Fast running was to be the order of the day, especially between Salisbury and Yeovil Junction. Graeme Bunker, Managing Director of Steam Dreams, paid tribute to both Network Rail and South West Trains for their valuable support in enabling the train to run fast-line throughout from Waterloo to Worting Junction and meet the 1967 'Atlantic Coast Express' schedules.*

▼ *On 8 September, LMS 'Princess Coronation' No. 6233* **Duchess of Sutherland** *darkens the skyline through Armathwaite with the Railway Touring Company's 'The Hadrian'. This is likely to be the last charter over the Settle & Carlisle for sometime, as from next week it will be closed each weekend for ongoing engineering work. The date for the completion of this work is still to be confirmed. The 'up' line at this location has already been relaid with concrete sleepers to accommodate the increasing number of heavy freight trains using the line each day. As most are loaded southbound coal trains from Ayrshire to the South Yorkshire power stations, it is the 'up' line which takes the brunt of this traffic. The 'down' side remains with steel sleepers, as it is mainly empty services returning north that use this track.* **Both: John Whitehouse**

▲ *Refurbished and reliveried, Southeastern Class 508/2 No 508205 departs from London Bridge on 13 September, forming the 16.55 service to Tonbridge via Redhill.* **Brian Morrison**

▼ *Class 67 No. 67021 passes Brondesbury with the 10:00 Gillingham EMUD - Doncaster West Yard EMU drag. The EMU concerned is Connex South Central-liveried Class 508 No. 508210.* **James Welham**

Cumbrian Coast Interlude

▲ *With a sparkling Class 20/3 No. 20307 leading classmate No. 20310 on the Seaton to Sellafield flasks, the pair approach Workington in the late summer evening sunshine of 3rd September.*

▼ *WCRC Class 57/6 No. 57601 passes Sellafield on 4th September with the 07.48 Preston to Buxton, via Workington and Settle, inspection special, hauling saloon No. 999506* Amanda. **Both: Nathan Williamson**

▲ *The regular First GBRf freight flow from Harwich Parkeston Quay to Aberdeen, conveying mud oil, made use of recently named Class 66/7 No. 66725* **Sunderland** *on 4th September. The locomotive returned the tanks southbound on 7th September and is pictured passing Burn on the East Coast Main Line, north of Doncaster.* **Richard Tuplin**

▶ *A rare move using the larger type of flask vehicle took place on 6th September. DRS Class 66/4 No. 66412 heads north through Aller Junction with the Devonport Dockyard to Crewe working.* **Stacey Thew**

▼ *Freightliner Heavy Haul Class 66/6 No. 66612* **Forth Raider** *continues to operate around the country minus its Freightliner branding! On 31st August, the locomotive passes Hall Dene with an Earles Sidings - Seaham cement working.* **Ken Short**

▲ *The penultimate NSE-liveried Class 465/1 'Networker' set No. 465192 is pictured at Shortlands on 7th September, its final day in traffic. The following morning saw the set transferred to Stewarts Lane depot for relivery into the current Southeastern colours.* **Patrick Seale**

▼ *The very last operational unit in NSE livery, Class 465/1 Networker No 465193 approaches London Bridge on 13 September, leading the 17.12 Southeastern service from Orpington to Charing Cross. The set is expected to be sent for relivery on 15 September.* **Brian Morrison**

RHTT season preparations underway

▲ *The preparations for the annual season of Rail Head Treatment Trains (RHTTs) has begun with the first RHTT sets being moved out of storage at York to the various locations around the country. DRS was entrusted with the first of the moves, providing Class 47/0 No. 47237 to work four sets from York to Stowmarket on 10th September. Here the train passes Eaton Lane, south of Retford, while on the climb to Stoke Bank.* **Richard Tuplin**

▶ *Two days later and a further DRS move occurred when Class 66/4 No. 66404 was in charge of a York Works to Crewe Gresty Lane movement, conveying seven RHTTs sets. The train is pictured on the 'S-bends' around Deighton in West Yorkshire.* **James Rose**

▲ *On the Weardale Railway, Intercity-liveried Class 73/1 No. 73134 is pictured at Stanhope, awaiting departure with the 11.45 service to Wolsingham. Following store at Meldon Quarry in Devon, the locomotive moved to the north-east, via Tyseley, arriving on the Weardale line during August.* **Ian Midgley**

New life for Park Royal at Helston

The Helston branch in Cornwall has taken delivery of the two-car Park Royal DMU.

The set, as previously reported, has been moved from Gwinear Road station, being the first train to arrive at Helston since 1964.

The Helston Railway Preservation Company, which has been restoring the track, have also taken delivery of a Ruston-built diesel shunter, which was bought by the volunteers from Northampton Ironstone Railway.

When the services start running, the Park Royal unit will be used as a hauled set until its engines are operational again.

Royal Scots Grey fit to return to mainline service

Following load bank testing at Barrow Hill in recent days, the engine replacement on Class 55 'Deltic' No. 55022 *Royal Scots Grey* has been deemed a success, following the positive outcome of tests.

The loco should be leaving Barrow Hill 'light engine' for Bury on 20th September, where it will collect Class 20 No. D8020, Class 26 No. D5310 and Class 37 No. 37175, before heading to Bo'ness, via Carnforth, to collect Class 40 No. 40145. The latter is heading north for a charter with the SRPS the following day. The 'Deltic' will then be in operation at the Bo'ness & Kinneil Railway's diesel gala on the 29th/30th September, before leaving for Old Oak Common in preparation for working the 'Autumn Highlander' charter the following week.

Green Arrow in action at NVR

The National Railway Museum has agreed to an extension of the visit to the Nene Valley Railway of 'V2' No. 4771 *Green Arrow*

As a result of this, the locomotive will be in steam at the railway over the forthcoming weekend of 15/16 September, rather than the previously advertised pannier tank.

AUTUMN STEAM GALA

28th, 29th & 30th September

NORTH YORKSHIRE MOORS RAILWAY

Pickering • Levisham • Goathland • Grosmont • Whitby

Info: 01751 472508 email: info@nymr.co.uk website: www.nymr.co.uk

▲ *On 12th September, John Cameron's 'K4' No. 61994* **The Great Marquess** *left its Thornton base bound for Crewe Heritage Centre, from where it will continue at a later date to the NYMR. In addition to its support coach the movement also conveyed three WCR carriages that were to be returned to Carnforth. The 'K4' passes Cartland, climbing towards Craigenhill summit on the WCML north of Carstairs, running about 15 minutes early.* **Peter Kellett**

NYMR holds week-long LNER week in October

The North Yorkshire Moors Railway is to continue its celebration of LNER heritage by holding an LNER week from 20th-27th October.

The line-up will see 'A4' Pacific No. 60007 *Sir Nigel Gresley*, 'B1' No. 61264, 'K4' No. 61994 *The Great Marquess*, 'K1' No. 62005 and 'Q6' No. 63395 all in traffic. The owners of No. 62005, the North Eastern Locomotive Preservation Group, have kindly agreed to return the 'K1' to its NYMR base for the event, rather than going to Carnforth on the loco's return from its summer 'Jacobite' season.

No. 62005's return will see it re-united on the Whitby to Pickering line with *The Great Marquess* for the first time since the two locos double-headed the Whitby Moors Railtour in March 1965, performing the 'last rites' on many of the rail routes around Whitby, including marking the closure of the Grosmont, Pickering, Rillington Junction line. A highlight of the week will be the re-enactment on 20th and 21st October of this tour, using these two original locomotives.

Trains will run to the NYMR's peak timetable from 20th to 26th October, with two through trains a day between Pickering and Whitby, although passengers should note that the first train through is diesel-hauled between Pickering and Grosmont.

The event will also act as an appetiser for a larger LNER celebration being planned for 2008. NYMR General Manager Philip Benham said: "It is a long time since so much LNER steam power was in regular use - a foretaste, we hope, of next year's LNER festival - a demonstration that NYMR is the LNER line and much, much more".

Elsewhere on the line, the expansion of services to Whitby has allowed the railway to add a further string to its bow, with a permanent presence on Network Rail's Whitby Town station for the first time from mid-September.

The railway has taken a lease on one of the shop units in the terminus, facing onto the popular Endeavour Wharf area. As well as selling NYMR tickets and retail items, the railway will also take over the role of National Rail ticket agents, selling tickets for any National Rail services, but especially the Northern Rail service from Whitby to Middlesbrough. Previous agents Arriva buses ceased to sell National Rail tickets at the end of August.

Since NYMR operations started into Whitby in 2005, the company has sold tickets from the Esk Valley Railway Development Company (EVR) office in the Arriva travel centre. The NYMR is very grateful to the EVRDCo for use of this facility, but felt it needed a larger area than could be made available by EVR to develop its presence in Whitby further. As well as selling its own and National Rail tickets, the NYMR will also be managing the station car park for local operator, Northern Rail.

Braunton ruled out of West Somerset gala plans

Over 42 years since the locomotive last steamed, West Country Pacific *Braunton* made its first test run in preservation on 19 August.

The locomotive has been restored at the West Somerset Railway's Willition base and following the operation of the last passenger service, worked 'light engine' from Williton up the six-mile climb to Crowcombe.

Several stops were made en route to check bearings etc and generally all was well. On the return run however, disaster struck when the smell of hot axleboxes was detected. After a full examination on arrival back at Williton, it was revealed that three axleboxes had run hot, two having melted the white metal, which revealed a fault with the axlebox pads. The motion was subsequently dismantled and the engine has been lifted off its wheels.

During examination a longitudinal crack was discovered in the left-hand trailing axle journal not previously apparent, and of such a depth that a new axle is now required to ensure main line certification.

The crack did not cause the overheating, but was exposed by it, and is considered to have existed in the axle since it was originally forged. The cause of the overheating boxes may be inadequate lubrication, but this is still under investigation.

As a result, No 34046 has now been totally ruled out of making its preservation debut at the railway's Autumn Steam Gala in early October, and following the discovery of these problems, it is not expected that the West Country will be back in action until early 2008.

▶ Great Western Steam Railways is the title of a major new marketing initative from three heritage lines, aimed at boosting local tourism and creating a greater profile of the steam railways across the UK and abroad. The scheme has been created by the South Devon Railway, the West Somerset Railway and the Bodmin & Wenford Railway, with the Dartmoor Railway as an associate member. The four lines have a combined turnover of around £5 million a year and between them they carry more than 400,000 passengers annually through delightful countryside. Other parts of the scheme encourage members to source supplies locally wherever possible and serve West Country products on their trains, along with teaming up with local accommodation providers. The group will operate in a similar way to the 'Great Little Trains of Wales' which has been running successfully now for over 25 years promoting narrow gauge railways in the principality.

▶ The South Devon Railway will be holding its Transport Festival over 15th/16th September, featuring 0-6-0PTs Nos. 1369 and 5786, Prairie No. 5526 and 2800 Class No. 3803. A highlight will be the double-heading of GWR green-liviered Nos. 1369 and 5786. For the diesel enthusiasts, Class 20 No. 20118 and Class 31 No. 31108 will be in action.

▶ The North Yorkshire Moors Railway is to assist the rebuild of the Severn Valley Railway by lending the line its Track Gopher, which digs contaminated ballast out from beneath the sleepers without having to lift track. In addition, the railway is to hold a special 'Mixed Traffic' event in November featuring steam and diesel traction, with two-thirds of the proceeds being donated to the SVR's Appeal fund. The two railways have strong links with each other. A number of volunteers from each railway assist on the other line and SVR members have recently been helping with the re-signalling project at Grosmont, which is now enter its final stages.

▶ The West Somerset Railway has announced that following the disappointment that West Country *Braunton* will not now be appearing at the Autumn Steam Gala, agreement has been reached with the Severn Valley Railway and the Stanier Mogul Fund for LMS Stanier 5MT 2-6-0 No. 42968 to visit Somerset and appear at the gala.

We aim to make the product reviews section of the magazine a regular feature for the benefit of readers, covering a wide variety of products from books and DVDs to railway-based computer simulations and audio CDs.

Products for inclusion within this section, should be sent to the editorial address or contact the editor (via email on editor@railwayherald.co.uk or phone 0870 28 56041) for further details.

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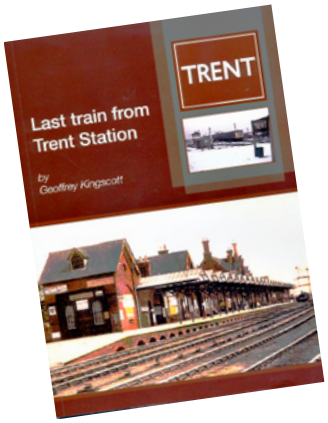

Author: Geoffrey Kingscott
Publisher: Geoffrey Kingscott Consultants Ltd, *23 Shaftesbury Avenue, Long Eaton, Nottingham. NG10 3FG*
ISBN: 978 0 9555016 0 9
Number of pages: 96
Price: £12.00

Trent was a station unique in England, confusing, and often very draughty, but used by countless thousands over its 100+ years of service and beloved by enthusiasts throughout the East Midlands.

Named after a river, serving no locality and almost inaccessible except by rail, it was against all the odds, incredibly busy right up to the end. This was due to its position at the conflux of north-south and east-west routes, roughly mid-way between Derby and Nottingham. There was a constant bustle of passengers changing trains and almost equal confusion at times, as trains could be leaving for the same destination on adjacent platforms but going in opposite directions, due to the arrangement of lines around the station!

The book has been born out of research for a talk by the author to a local historical society and mirrors the station's quirkiness, in that the author is not a rail aficionado and although he used the station in his formative years, he had no knowledge of it before that research. However, he has been incredibly diligent in composing the story and digging for nuggets in both text and illustration. This latter must have caused him some heartache as the station was only really accessible for photographs from the platforms and, therefore, these views will have been limited in scope and not greatly helped through the years as the station was so little altered. Only the type of motive power was to change. However, he has mined well and compensated for any possible lack of variety by including all manner of illustrations, including platform indicators, a cup and coffee pot from the refreshment room and a tombstone for a former station foreman.

The history of the station, its legacy of lines through the years, with all the additions of lines clearly shown in diagrams, is meticulously presented as would be expected from an historical approach, but the story is well told, easily readable, clear and not weighed down by extraneous minutiae; and the author has obviously developed a great love for his subject. The photographs, especially those by Brian Amos, are pertinent, telling, fascinating and poignant, especially the series showing closure and demolition. Closure was announced by the British Railway Board - who counted the number of tickets sold rather than the number of bodies actually using the station - and proceeded inexorably to conclusion. Today, there is no sign of a facility ever having been there.

The book is extremely well put together and will provide both information and entertainment for others, especially those interested in the less well documented areas of our railway history. Recommended. **MJS**

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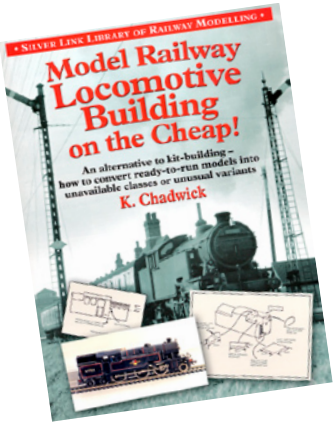


Author: K. Chadwick
Publisher: Silver Link Publishing Limited, *The Trundle, Ringstead Road, Great Addington, Kettering, Northants. NN14 4BW*
ISBN: 978 1 85794 289 7
Number of pages: 128
Price: £17.99

Firstly - forget the main book title! The sub-title is a much better guide to the thrust and content of the publication - "An alternative to kit-building - how to convert ready-to-run models into unavailable classes or unusual variants."

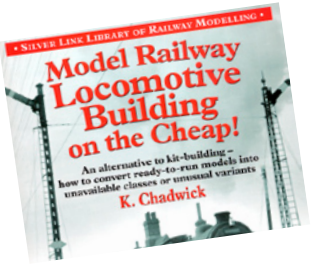
Basically, what this is, is an 'idiot's guide' (for the likes of your reviewer!); a detailed step-by-step journey through the necessary processes, with appropriate requirements (such as which locos to start with), tips (buy a chassis first) and even admissions (e.g. having to accept just four boiler bands instead of the proper five on the 'new' K4 The Great Marquess, and why).

To some extent the main title is a misnomer, as the process is not truly cheap, as you have to purchase the ready-to-run models to start with, unless, of course you are prepared to sacrifice some of what you already have! But if you are into a more extended modelling than 'straight out of the box' and want to reach the stage espoused by the author, then you would probably be prepared to do that - and then have parts of locomotives left over ready for the next project. There are, however, a few hints within the book as to how you could reduce the costs, and in addition there is an exhaustive list of possible useful contacts.

A quick look through the pages reveals that there is a distinct bias as to types covered and the author explains this. He felt there was: " 'Great Western overkill, with the LMS not far behind!" Thus he has here concentrated on LNER (nine projects) and SR (four), with LMS (two), GWR (one) and BR (one) bringing up the rear. The last item is the only diesel element to create 204hp shunter No. 11177 (later No. D2400) from Hornby '06' and Dapol 'Terrier'. An interesting 'diversion' is the creation of what Bulleid's 0-6-4 tank version of the Q1 would have looked like (and numbered 38002 here)! A brief historical background is given for each type, plus a photograph of the real thing and the finished model. Each chapter then contains precise drawings, measurements, clear and detailed step-by-step routines and photographs of work in progress. He does not assume too much inherited knowledge or skill levels and he is to be congratulated on this. Thus, the plans in here could be followed by the vast majority of modellers, even those new to the hobby.

This is an interesting slant, away from the vast majority of other modelling books and it is to be welcomed for that; and akthough the 17 projects herein contained may not be to everyone's taste, they will certainly give food for thought for anyone who has felt a disappointment that their pet locomotive is not currently available. **MJS**

Diesels of BR - Audio CD



Producer: Nick Green
Publisher: Energy Audio, *18 St. Martins Road, North Leverton, Redford, Nottinghamshire. DN22 0AU*
Format: CD-ROM
Number of tracks: 55
Price: £8.95

This is the third CD-ROM from Energy Audio that Railway Herald has reviewed and it is pleasing to report that the standard of the audio recording has remained consistantly high.

As the title suggests, the content is mostly diesel locomotive sounds dating back to 1999, but with three tracks taking the listener back to mid-1983 and a further three tracks featuring LNER steam action around northern Nottinghamshire.

As already stated, the audio quality of the recordings is to a very high standard, with each track being crisp and clear and with no distortion or miscellaneous noises appearing. The bulk of the 55 tracks covers the 1999-2007 period and an amazing variety of motive power is to be heard, mainly working on the National Network but including some from the heritage railways. Two particular favourite tracks of the reviewer are the departure of Class 37/0s Nos. 37055 and 37116 *Sister Dora* from Sheffield in November 2001 with a 'Sandite' working, the departure of the Class Forty Preservation Society's No. 40145 from Newark on a clear still night in January 2005, and finally, a truly atmospheric track of a Metro-Cammell Class 101 DMU departing Sheffield in September 1999 with a Hope Valley service, together with the usual accompaniment of the light rain!

The variety of the recordings provide constant interest for the listener, with many being from the lineside, some from on-board the train and even including the odd track recorded from within the locomotive cab or engine room. Classes feature include 09s, 20s, 25s, 31s, 37s, 40s, 43s, 47s, 50s, 55s, 56s, 58s and even a Class 60, plus the aforementioned LNER A3 and A4 class locomotives. All in all, a good value audio CD, especially for the enthusiast who loves the sound of 'classic' tracion! **RT**

Freight Focus
CATHIRON, Nr. Rugby

Of all the mainlines through the United Kingdom, the West Coast Main Line (WCML) linking London with the North West, Cumbria and the South Western corner of Scotland, is without doubt, the busiest freight artery for inter-regional traffic.

The route was originally the London, Midland & Scottish Railway following the grouping of 1923 and home to the powerful Stanier-designed pacifics of the Princess Royal and Princess Coronation classes, while on the freight side the likes of the Stanier 'Black 5s' and '8Fs' worked around the older London & North Western designed 'Super Ds', together, of course, with many other classes.

Today the WCML freight activity is almost exclusively in the hands of Class 66s, 86s, 90s and 92s, with the occasional appearance made by Freightliner and DRS Class 47s, plus the popular DRS Class 37 fleet.

While there are many locations on the West Coast route that provide a variety of traffic and traction types, Cathiron, on the Trent Valley route is the subject of this article.

Rugby always has been a key junction on the rail network and the southern approaches to the town find the loop line via Northampton rejoin the main West Coast route. Just north of the station, the network divides again, this time with the route to Coventry, Birmingham New Street and Wolverhampton swinging away from the mainline to the north. It is the latter route that this article looks at - the Trent Valley Line - through Rugeley and Lichfield Trent Valley stations to Stafford.

The location of Cathiron is situated just a few miles north of Rugby on the four-track section of the Trent Valley line. Passenger traffic is almost entirely in the hands of Virgin West Coast's fleet of Class 390 'Pendolino' EMUs, but the interest of this Freight Focus article is, of course, the freight workings.

The route sees booked scheduled operations from all of the freight companies - Direct Rail Services, EWS, Freightliner Heavy Haul, Freightliner Intermodal, First GBRf and more recently Victa Westlink Rail, with the vast majority of trains being intermodal traffic operating from the East

▲ ***The five Metronet-liveried Class 66/7s are used as part of the normal traffic pool by First GBRf when not required for work on the London Underground system. Here No. 66720 Metronet Pathfinder approaches Cathiron with 4L22 14.15 Hams Hall - Felixstowe intermodal service.***

▼ ***DRS Class 37s are now regular motive power for the numerous test trains that criss-cross the country every week. On 4th September, No. 37069 (with classmate No. 37609 on the rear) powers through Cathiron with 1Q95 15.03 Derby RTC - London Euston test train, deputising for Network Rail's NMT HST set.*** **All: Jamie Squibbs**

▲ ***Freightliner's unique Class 86/5 locomotive, No. 86501, passes Cathiron on 4th September with 4M87 11.43 Felixstowe Docks - Trafford Park intermodal, on this occasion being very well loaded. Of note is that the consist of the train includes a number of the taller 9ft 6ins containers, the difference in height to the 8ft 6ins variety being particularly noticeable.***

RUGBY (Trent Valley Junction) FREIGHT TIMETABLE

Booked Southbound Workings - Autumn 2007

Mondays - Fridays

Pass	Days	Code	Dep	Route	Arr		
06.47	MO	6B46	05.30	Washwood Heath - Rugby Up Sidings	06.58	EWS	Industrial Coal
06.53	MO	4L89	05.14	Crewe Basford Hall - Felixstowe Docks	13.44	FLI	Intermodal
06.57	SX	6A77	06.08	Hams Hall - Wembley Yard	10.15	EWS	Intermodal
07.01	MO	0L41	05.35	Crewe Basford Hall - Daventry	07.15	FLI	Light Engine
08.57	MO	4O86	08.15	Hams Hall - Grain	13.35	FLI	Intermodal
09.45	MO	4L97	08.13	Crewe Basford Hall - Felixstowe Docks	15.43	FLI	Intermodal
10.53	MThO	0A36	09.02	Crewe IEMD - Wembley Yard	12.48	EWS	Light Engine
10.57	MO	4L93	10.08	Birmingham Lawley St - Felixstowe Docks	17.16	FLI	Intermodal
11.17	MO	4M30	21.51	Grangemouth - Daventry	11.32	DRS	Intermodal
12.31	SX	4B57	11.36	Birmingham Lawley St - Daventry	12.45	FLI	Intermodal
13.23	MO	4L75	11.44	Crewe Basford Hall - Felixstowe Docks	21.44	FLI	Intermodal
13.42	SX	4Z39	05.00	Coatbridge FLT - Daventry	13.57	DRS	Intermodal
14.07	SX	4L46	11.18	Ditton - Purfleet	17.53	EWS	Intermodal
14.41	SX	4A10	12.02	Trafford Park - Wembley Yard	16.25	EWS	Intermodal
15.08	SX	4L22	14.15	Hams Hall - Felixstowe Docks	22.47	GBRf	Intermodal
15.40	SX	4L90	14.44	Hams Hall - Felixstowe Docks	23.54	FLI	Intermodal
15.55	SX	0F47	14.28	Croft Quarry - Rugby	16.07	FHH	Light Engine
16.15	SX	4M44	08.21	Mossend - Daventry	16.31	DRS	Intermodal
16.41	SX	6B30	12.54	Moutnsorrel - Northampton FD	17.22	EWS	Aggregate
16.44	SX	4O69	14.02	Trafford Park - Dollands Moor	21.47	EWS	International
17.23	SX	4L92	14.03	Ditton - Felixstowe Docks	00.11	FLI	Intermodal
17.37	SX	0V87	16.34	Washwood Heath - Rugby	17.49	EWS	Light Engine
18.25	SX	4L84	17.40	Hams Hall - Tilbury	22.23	FLI	Intermodal
18.39	SX	6L48	15.25	Garston - Dagenham Dock	23.06	EWS	Automotive
18.53	SX	0M54	16.47	Bardon Quarry - Rugby	19.05	FHH	Light Engine
19.19	SX	4L76	18.37	Hams Hall - Tilbury	23.50	EWS	Intermodal
19.39	FSX	4L96	16.35	Trafford Park - Felixstowe Docks	02.06	FLI	Intermodal
19.52	FSX	4L73	18.55	Birmingham Lawley St - Felixstowe Docks	01.26	FLI	Intermodal
20.09	FSX	6A78	19.13	Washwood Heath - Wembley Yard	21.55	EWS	Industrial Coal
20.33	SX	4L43	19.35	Birmingham Lawley St - Tilbury	23.55	FLI	Intermodal
20.46	SX	0B79	18.59	Bardon Hill Quarry - Rugby	21.01	FHH	Light Engine
21.08	SX	4B24	20.19	Hams Hall - Daventry	21.20	GBRf	Intermodal
21.14	MO	4O23	18.03	Trafford Park - Dollands Moor	03.58	EWS	Intermodal
21.39	MO	4L71	18.59	Diton - Felixstowe Docks	04.34	FLI	Intermodal

Saturdays

Pass	Days	Code	Dep	Route	Arr		
06.11	SO	6B30	03.31	Mountsorrel - Northampton FD	06.51	EWS	Aggregate
10.42	SO	4O69	09.45	Hams Hall - Dollands Moor	16.16	EWS	International
19.15	SO	0M54	16.17	Bardon Hill Quarry - Rugby	19.19	FHH	Light Engine

Anglian ports of Felixstowe and Tilbury along with Thamesport on the Isle of Grain in North Kent. The latter intermodal services are usually in the hands of Class 66 traction, especially south of Crewe, while most, but not all, East Anglian workings are electrically hauled, mainly by Class 90s, although single and double-headed Class 86 combinations are booked for a small number of workings.

The Direct Rail Services trains fall roughly into three categories, Intermodal, Nuclear and testing runs. The latter are operated by Serco Railtest on behalf of Network Rail and purely use DRS traction. The most high-profile test train currently operating is Network Rail's converted HST set, the New Measurement Train (NMT). This (or its loco-hauled equivalent at times of high workload or unavailability) is required to operate over the entire WCML from London to Glasgow twice a week.

The company's intermodal traffic comprises a train operated for Eddie Stobart and Tesco, 4M48 Grangemouth - Daventry and 4S43 return, and the remainder are worked from either Freightliner's Coatbridge terminal in Glasgow or WH Malcolm's Grangemouth depot to Daventry International Rail Freight Terminal for the Malcolm Group, several of which convey traffic for Asda Supermarkets.

Tied into the complex and busy timetable are a number of Enterprise and International services for EWS, which can see appearances by Class 60s, 66s, 67s, 90s or 92s, and the automotive traffic for Freightliner. A regular working for the Class 60s is the twice-weekly cement flow from Willesden to Peak Forest.

Two timetable panels have been provided for Cathiron, giving the passing times for 'light engines' and all booked WTT freight workings through Rugby (Trent Valley Junction), the nearest railway timing point to the location for Mondays to Saturdays. Each table lists booked services between the hours of 06.00 and 22.00 each day. There are no booked WTT freight services on a Sunday.

As usual, the lists are not definative and freight workings can run early or late, or not at all, depending on operational and customer requirements. In addition, there are regular Short Term Plan (STP) freight workings which operate on a week-to-week basis, rather than being booked for the entire timetable period. These can run in extra freight paths or can use part or all of a booked WTT freight path.

Additional STP freights can usually be found operating at weekends, comprising engineering and ballast operations working to and from possessions. This is especially true at the moment, with the Trent Valley Four-Tracking project on-going.

Timetable Notes:

DRS	Direct Rail Services
EWS	English, Welsh & Scottish Railway
FHH	Freightliner Heavy Haul
FLI	Freightliner Intermodal
GBRf	First GBRf
VWR	Victa Westlink Rail

▼ ***EWS Class 60 No. 60021 Star of the East powers through Cathiron on 4th September with the northbound Willesden - Tunstead cement working.***

RUGBY (Trent Valley Junction) FREIGHT TIMETABLE

Booked Northbound Workings - Autumn 2007

Mondays - Fridays

Pass	Days	Code	Dep	Route	Arr		
06.00	MSX	4M52	00.27	Felixstowe - Hams Hall	06.45	FLI	Intermodal
06.20	WSX	6F94	04.41	Wembley Yard - Warrington Arpley	09.50	EWS	Enterprise
06.22	WO	6S94	02.22	Dollands Moor - Mossend	17.08	EWS	International
06.49	SX	4S43	06.31	Daventry - Grangemouth	16.18	DRS	Intermodal
06.51	WSX	0M17	06.48	Rugby - Croft Quarry	08.13	FHH	Light Engine
07.31	MSX	4M76	03.33	Tilbury - Hams Hall	08.24	EWS	Intermodal
07.49	SX	0M46	07.33	Rugby Up Sidings - Washwood Heath	10.26	EWS	Light Engine
08.02	MSX	4M21	03.05	Felixstowe - Hams Hall	08.43	GBRf	Intermodal
08.15	MSX	4M14	02.40	Dollands Moor - Trafford Park	11.13	EWS	International
08.15	MO	4H34	05.32	Wembley Yard - Trafford Park	11.13	EWS	Intermodal
08.23	MO	4Z34	04.32	Ipswich Yard - Ditton	11.18	FLI	Intermodal
08.29	MSX	4M45	03.23	Felixstowe - Ditton	11.19	FLI	Intermodal
08.46	SX	4M86	04.47	Ipswich Yard - Birmingham Lawley St	10.38	FLI	Intermodal
08.51	SX	4M60	03.57	Grain - Crewe Basford Hall	10.47	FLI	Intermodal
09.17	MSX	4M18	03.11	Dollands Moors - Trafford Park	12.45	EWS	Intermodal
09.34	SX	6E11	09.30	Rugby Up Sidings - Immingham Recp. Sds	16.59	EWS	Industrial Coal
10.15	SX	4G16	08.31	Wembley Yard - Hams Hall	11.09	EWS	Intermodal
10.20	SX	6G87	10.09	Rugby Up Sidings - Washwood Heath	11.32	EWS	Industrial Coal
11.13	MO	0L22	08.57	Wembley TMD - Hams Hall	12.14	GBRf	Light Engine
11.13	MSX	6H55	10.03	Bletchley - Peak Forest	16.23	EWS	Aggregate
12.30	SX	4S44	12.12	Daventry - Coatbridge FLT	21.05	DRS	Intermodal
12.46	SX	4M94	07.30	Felixstowe Docks - Birmingham Lawley St	14.50	FLI	Intermodal
13.15	SX	4H24	11.31	Wembley Yard - Trafford Park	16.13	EWS	Intermodal
14.29	SX	4M81	08.14	Felixstowe Docks - Ditton	17.10	FLI	Intermodal
14.46	SX	4G51	14.25	Daventry - Birmingham Lawley St	15.36	FLI	Intermodal
14.49	SX	4M85	10.39	Grain - Crewe Basford Hall	16.16	FLI	Intermodal
15.16	TO	6H50	13.10	Willesden Euroterminal - Tunstead	20.10	EWS	Cement
15.32	SX	4M23	09.48	Felixstowe Docks - Hams Hall	16.12	GBRf	Intermodal
15.46	SX	4M88	09.00	Felixstowe Docks - Crewe Basford Hall	17.24	FLI	Intermodal
16.15	SX	4M89	12.45	Tilbury - Foundry Lane	18.57	VWR	Intermodal
16.46	SX	4M87	11.43	Felixstowe Docks - Trafford Park	19.39	FLI	Intermodal
16.49	SX	6X82	15.02	Wembley Yard - Washwood Heath	18.11	EWS	Automotive
17.18	SX	4M32	12.35	Dollands Moor - Trafford Park	20.31	EWS	International
17.53	SX	4M26	14.36	Dagenham Dock - Crewe Gresty Lane	20.23	FHH	Automotive
18.45	FSX	4S45	18.30	Daventry - Mossend Yard	02.55	DRS	Intermodal
19.03	FSX	4S47	18.45	Daventry - Coatbridge FLT	03.08	DRS	Intermodal
19.19	FSX	6X77	17.31	Wembley Yard - Mossend Yard	04.56	EWS	Enterprise
20.00	SX	0L18	19.57	Rugby - Bardon Hill Quarry	22.46	FLH	Light Engine
20.01	SX	6V87	19.36	Rugby Up Sidings - Washwood Heath	22.12	EWS	Industrial Coal
20.18	SX	4M93	14.13	Felixstowe - Birmingham Lawley St	22.13	FLI	Intermodal
21.05	MTWO	0L25	20.57	Rugby - Croft Quarry	22.08	FLH	Light Engine
21.17	SX	4S83	18.28	Tilbury - Coatbridge FLT	05.53	FLI	Intermodal
21.45	SX	4S88	16.07	Felixstowe Docks - Coatbridge FLT	04.31	FLI	Intermodal
21.50	FSX	4S49	21.36	Daventry - Grangemouth	05.43	DRS	Intermodal

Saturdays

07.48	SO	4M05	02.44	Felixstowe Docks - Trafford Park	12.07	EWS	Intermodal
09.40	SO	4M21	03.26	Felixstowe North - Hams Hall	10.48	GBRf	Intermodal
13.38	SO	6D30	13.08	Northampton FD - Mountsorrel	16.27	EWS	Departmental

The Blue & Grey Years

With the celebration of our 100th issue, comes the introduction of a new 'occasional' photographic feature.

A large number of readers have told us how much they enjoy the 'Turning the Clock Back' section and several of you have suggested a similar feature looking at the later part of the British Rail period before sectorisation.

So, **Chris Nevard** looks back to the mid-1980s in our first visit to the Blue & Grey years.

▲ ***In the days before high-intensity headlights, Class 47/0 No. 47121 powers away from Southampton Central with a down express in September 1984.***

▶ ***Class 50 No. 50042 Triumph crosses Hurstbourne Viaduct, a few miles east of Andover with an Exeter-bound train from Waterloo in February 1987.***

The Blue & Grey Years

▲ *Class 50 No. 50002 Superb approaches Redbridge with a diverted Exeter to Waterloo train in February 1985. The '50s' were regular performers on the South Western Main Line and on this occasion, engineering works would most likely be the cause of the diversion.*

▼ *Throughout the 1980s, the Class 33 'Cromptons' were a familiar sight on the cross-country route between Bristol and the South Coast. In August 1984, now preserved Class 33/1 No. 33108 nears Netley with a Bristol to Portsmouth service.*

Modern Day Irish Rail

▲ *The last style of rolling stock to be ordered before the policy switch to adopt a multiple-unit approach were these stylish Intercity trainsets, comprising eight coaches, classified as Mk4 and DVT. Interestingly, although the GM Class 201 fleet is equipped with Head End Power (HEP) (or electric train supply, ETS as its known in the UK) the on-board electrical systems of the stock are powered from a generator located within the DVT, as can be noted from the louvres. Mk4 DVT No. 4007 leads a Cork - Dublin service through Cherryville Junction, west of Kildare.* All Richard Tuplin, unless stated.

With the decreasing interest and variety in the UK railway scene, recent years have found enthusiasts visiting Northern Ireland and the Republic of Ireland to observe a railway network that to some may appear in a timewarp. However, as Richard Tuplin discovers, a major investment and upgrade policy is currently underway across the Emerald Isle.

For those unfamiliar with the Irish railway network it is one that, like most national railway systems, represents a wide variety of operations and infrastructure from the busy commuter routes and computerised signalling around Dublin, to the leafy backwaters which still feature steam-age equipment.

While Europe and the UK settled on the standard gauge of 4ft 8½ins, Ireland adopted a broader gauge of 5ft 3ins and this still survives today across the entire network in both Northern and Southern Ireland.

The key difference between the UK and European networks and that of Iarnród Éireann (Irish Rail) is privatisation. While across Europe, many companies are emerging and fulfilling the safety requirements to run their own trains, in Ireland the network is still government operated with open access and privatisation being a distant possibility.

The Network

The heart of the Irish Rail network is Dublin, Ireland's fast-growing capital city and from where a frequent passenger service operates that, like the city, has fast growing passenger figures. In the same way as the UK, the country still operates Intercity services across the province to other cities and towns, but unlike most of the UK, these are still loco-hauled – for the time being at least. From Dublin most of these services depart from Heuston station in the heart of the city. The Enterprise service, providing the connection between Northern and Southern Ireland, operates out of Connolly station on the opposite side of the city.

From Dublin the network stretches to the far reaches of the Emerald Isle and while some of it represents a modern double-track railway with colour light signals, other sections have an atmosphere of a bygone era with a single track mainline and semaphore signalling.

A major programme of resignalling is currently underway in various locations, one of which is Limerick, which will see the removal of the existing semaphore signals and eventually the entire rail network controlled from just one modern computerised signalling centre.

With one exception, the Irish Rail network is entirely worked by diesel traction, the exception being the DART or Dublin Area Rapid Transit, which is an electrified part of the Dublin commuter rail network. This runs from Malahide and Howth in the north through Dublin Connolly, to Bray and Graystones in the south, and is electrified using overhead equipment. Freight is one area of the Irish network that is not expanding. A large number of intermodal and container trains have ceased operations in recent years, leaving, on average just two trains running on two days each week. Cement, timber and the operation out of Tara Mines north of Dublin, remain the 'key' freight flows, although small pockets do remain in other places across the country.

A few miles outside of Dublin Heuston station is the Iarnród Éireann works at Inchicore, which itself has an amazing history. The buildings have a Gothic feel to them with an architecture that, if it could talk, could no doubt reveal an intricate and interesting past. But this is no museum piece; Inchicore is the Crewe Works of Ireland being a fully up-to-date railway works, capable of handling anything from a minor fault to a full locomotive rebuild.

The works covers a vast area and has a designated running shed, along with locomotive and coaching stock maintenance and overhaul buildings. Inchicore also provides storage and maintenance facilities for the Railway Preservation Society of Ireland (RPSI).

In July 2007, society members were working on the refurbishment of one of the group's vintage coaches, a Great Southern & Western Railway side-corridor First Class vehicle built at Inchicore in 1921. The coach, back at the location of its birth over 80 years later, was also being worked on by a former senior coach builder from Inchicore, George Dempsey, who has left retirement behind to lead the refurbishment project. The coach is expected to rejoin the RPSI operational set later this year after two-and-a-half years work.

Daily maintenance on the DMU commuter fleet is carried out at a modern purpose-built depot at Drogheda, situated just south of the border on the Dublin-Belfast route.

▲ ***The interior of Dublin Inchicore Works. The workshops here carry out the maintenance and overhauls on all of Irish Rail's Class 071, 141 and 201 locomotives, together with the Mk2 and Mk3 coaching stock fleets. Northern Ireland Railway-owned Class 201 No. 209 River Foyle is pictured at Inchicore in July this year undergoing an engine overhaul. This is one of four-locomotives to carry the purple 'Enterprise' livery for use on the Dublin-Belfast service.***

Rolling Stock

Dieselisation of the Irish Rail network took place in the early 1950s, using a fleet of 94 locomotives from Metropolitan-Vickers and a further 12 from Sulzer towards the end of the decade. Further diesel orders were placed in the 1960s with the introduction of three types of locomotive (Classes 121, 141 and 181), built by General Motors (GM) in the United States. The original 106 diesels have long been withdrawn and the remaining GM locos form the non-'201' fleet today, comprising the Class 071s (built in the mid-1970s) and Class 141s and 181s

Further investment came in the early 1990s when a joint order was placed by IE and NIR for 34 locomotives of Class 201. These are 3,200hp machines, owned by IE, with the exception of two locos (Nos. 208 and 209) owned by NIR. The first of the class was the subject of a high-profile delivery when it arrived in Ireland by air!

On the Class 201s, several locomotives carry the Enterprise dark grey and purple colour scheme. Although Irish Rail currently has the ability to use any of its '201' fleet on the Enterprise trains linking Dublin with Belfast, a fleet of five locomotives, those carrying the colour scheme, are dedicated to the route. In the near future that flexibility will disappear as Northern Ireland Railways introduce the TPWS safety system as used throughout the UK. As a result, a small fleet of five or six locomotives will be fitted with the equipment and will be dedicated to the service.

Ireland's coaching stock fleet previously consisted of a large number of Cravens-built vehicles, all of which are now withdrawn. The oldest working fleet in operation is the Mk2s, a design based on the British Rail air-conditioned design of Mk2s. The fleet was bolstered in the late 1990s, when the UK Gatwick Express operation received its new Alstom-built Class 460 EMUs, rendering its fleet of refurbished Mk2 stock redundant. Several of these vehicles were fitted with new bogies and moved to Ireland. Air conditioning and on-train electrics are provided by diesel-powered generator vans. The fleet has served Irish Rail well but it is generally accepted that these slam-door coaches are now reaching the end of their useful lives and will be some of the first vehicles to be replaced by the new Intercity Railcar fleet.

The Mk3 fleet was built across the 1980s and based on British Rail's Mk3 loco-hauled coaches, the most obvious difference (apart from the gauge) being the fitting of power operated swing-plug doors from new. Each set comprises a dining car, First Class coach, six Standard Class vehicles and a generator car. Unlike UK operating practice the Irish locomotives (except the '201s') are not equipped with Head End Power (HEP) or Electric Train Supply (ETS) as it is called in the UK.

Until recently, the final type of

▼ ***The running shed side of Inchicore nearest to the running lines handles the day-to-day maintenance and operation of the locomotive fleet. Most of the Classes 071 and 141 locomotives carry the familiar black and orange colour scheme, although several locomotives have now been repainted into a new black and silver livery. Class 141 No. 160 moves off shed in preparation for its next working, while classmate No. 162 awaits the call.***

◀ *The Irish Rail numbering scheme for coaching stock designs closely follows UK practice with the Mk2 and Mk3 sets both being based on the UK equivalents. The scheme differs with the Mk4s, which bear no resemblence to the GNER fleet! Here Class 201 No. 205* **Abhainn na Feoire/River Nore** *powers away from Kildare with an Intercity service comprising of Mk3 stock from Dublin Heuston.*

▼ *The architecture of Dublin Inchicore Works clearly shows the historical origins of the complex. In the foreground is the works turntable, still operational and used for turning steam locomotives when special workings operate.*
Both: Wilf Smith

passenger rolling stock used was to be found on the 'Enterprise' service linking Dublin in the Republic of Ireland with Belfast in Northern Ireland. These trains were built by De Dietrich in 1997 and comprise a dining vehicle, First Class carriages and a DVT. Unlike the rest of the Irish Rail stock, these trains do not employ generator cars, but take their power from HEP-equipped Class 201s. The Enterprise fleet is shared with Northern Ireland Railways and provides a total of 28 coaches across three service sets. In addition both IE and NIR have an additional 14-coaches each. To avoid duplicated accountability, the agreement is that NIR maintain the coaches while IE undertake the same work on the locomotives.

The latest vehicles, delivery of which was completed last year are the eight Spanish-built CAF Mk4 Intercity sets. Each one is operated in push-pull mode with a Class 201 locomotive and comprises eight passenger coaches plus a DVT, which itself is fitted with a generator vehicle. Each coach is equipped with the latest technology and passenger standards, including audio and visual passenger information systems and electronic route maps, while the First Class areas include adjustable seating, at-seat radio and music and table lamps.

The Intercity Rail Car Fleet

The new Intercity Railcar (ICR) fleet that is now being introduced onto the key services out of Dublin, linking with towns and cities across Ireland, is the result of a major change in procurement policy. Until recently, the construction of new-build multiple-units has been carried out on a 'bit-by-bit' basis, which has resulted in the network now having four small fleets of units, each with its own spares allocation, along with its own programme for driver training. The realisation is that by doing this, the network has created a mass of DMU types and not achieved the economies of scale that a larger order could have benefitted from. This has resulted in the current DMU fleet of 180 cars being split across four classes, while the EMU fleet used on the DART services comprises a total of 154 cars, again over four different classes.

As a result, the purchasing of the new ICR fleet has followed the latter style of thinking; the organisation has adopted a

framework style contract and procurement over the long-term providing a larger size of fleet, but one which shares a single spares programme, together with driving and handling styles, again reducing the costs of driver training.

The new units, designated Class 22000, have been designed to a specific tender from Irish Rail by contractor Mitsui Rail, a Japanese consortium. The vehicles themselves are of South Korean build by Rotem, running on bogies supplied by Tokyo Car. Despite the Far East origin, many of the components are from European manufacturers. The order from Irish Rail actually provides for 46 new units to take over Intercity operations. These units are formed of 31 three-car sets and 15 six-car sets, with five of the latter being fitted with a high-density seating layout and the remaining 10 being equipped with First Class areas and dining facilities. These sets will be used on the peak services such as those to Cork and Galway.

Irish Rail accept that there is a trade-off between the quiet ambiance of a locomotive-hauled saloon and the noiser environment of a powered DMU trailer. As such, a large amount of work has been placed into the Rotem units to dampen the noise in the saloons and ensure that the sound levels are as low as possible. The result is a very quiet and comfortable saloon.

The Rotem units also see a major shift in maintenance handling. Until now, coaching stock and locomotives for the Intercity routes have been maintained at Inchicore Works. However, the new ICR fleet has its own purpose-built maintenance depot at Portlaoise. Without doubt, this will have the effect of reducing the workload at Inchicore.

▲ ***Despite the reliance until recently on loco-hauled services for longer-distance trains, the new modern-looking Rotem DMUs sets are now beginning to arrive from South Korea. The units will bring a common standard of passenger comfort to the rail network as well as increased facilities on some routes.***

▼ ***Freight is one area of the Irish Rail network that is not on a par with any other European country. Its appearance, apart from occasional pockets of activity is scarce. One flow that is a regular operation however, and indeed forms the only container service left operating in the country is the Norfolk Line train between Ballina and Waterford. Here the northbound service from Waterford arrives at Kildare, where it will run-round before continuing its journey.***

The future for Irish Rail

As already described, the situation of the rail network requires a high degree of reliability to operate effectively and as such the business has taken the decision to move away from the locomotive-hauled approach. It was an issue that was raised during the planning for the new Intercity rolling stock, that eventually became the loco-hauled Mk4 fleet. One possibility was to adopt a HST-style train complete with powercars at either end of the sets. In the event, that scheme was discarded and repainted Class 201 locomotives with Mk4 DVTs were introduced.

With the financial backing of the Irish Government and the move to upgrade the country's railways, the question has once again been approached only this time the outcome will have a far-reaching effect on the existing locomotive and coaching stock fleets. Irish Rail has decided to move towards the rolling stock model now popular both within the UK and Continental Europe, that of a self contained multiple-unit train.

As Phil Verster, Chief Mechanical Engineer for Irish Rail explains, the reasoning behind this decision is partly based on reliability but also on operational requirements and passenger trends. The relative frequency and number of people travelling is such that, with the exception of the Dublin-Cork service, a smaller six-car type DMU service operating more frequently, is better suited to railway operation. That is the philosophy and reasoning behind the move, which provides an enhanced degree of reliability and flexibility that is not always possible with a loco-hauled operation.

So where does Irish Rail go in the future and how will the introduction of the new ICR fleet affect the current operations? The realisation is that the present rapid growth in passenger numbers on the Sligo-Rosslaire service will require more suitable rolling stock than the present Class 2900 series

▲ ***A sight that many people would like to see increase - containers being moved by the rail network, rather than a congested road network. Unfortunately, the container loading cranes at several locations have now been removed or de-activated. Class 071 No. 081 powers past Cherryville, between Monasterevin and Kildare, on the Cork route with the Ballina to Waterford container service.*** **Wilf Smith**

▼ ***The pioneer of the latest form of GM motive power, Class 201 No. 201*** **Abhainn na Sionnainne/River Shannon,** ***crosses the River Barrow at Monasterevin with a Dublin to Cork service.***

▲ ***The Dublin Area Rapid Transit (DART) carries thousands of commuters into Dublin from the north-east and south-east suburbs every day. The railway, which is also the mainline link from Dublin into Northern Ireland, is an intensive operation and the only section of Ireland's railway network to be electrified. A six-car DART service, formed of three Class 8100 two-car EMUs, vehicle Nos. 8321, 8121, 8333, 8133, 8304 and 8104, arrives at Portmarnock. Within the Class, built by Linke-Hofmann-Busch of Germany in the early 1980s, the 81xx vehicles are powered driving trailers, with the 83xx vehicles beng unpowered driving trailers. They are one of four classes of EMU used on the DART, all of which are maintained at Fairfield depot, just south of Clontarf Road station.***

DMUs. These are a high-capacity style train, akin to the Bombardier Class 375 or Siemens Desiro units used in the UK, and are not suited to the longer-distance Intercity route standards. As a result, these will be the first units to be displaced by the ICRs, bringing an increase in passenger comfort and facilities to the route. The displaced '2900s' will be moved to support the 'key' growth area in the Dublin vicinity, an area which is also more suited to the commuter DMUs.

With this objective achieved, attention then turns to the older Mk2 design, which will be the next rolling stock to be completely phased out in favour of the new railcars. With the Mk2 design having been withdrawn completely, the younger Mk3 sets will undergo a phased reduction in fleet size, although the CME admits that he sees a future for the Mk3 fleet, which still has many miles left in it with another operator, rather than being scrapped. The one coaching stock fleet that will not be touched in the ICR upgrade programme is the Intercity Mk4 sets, having only been introduced within the last two years, will be concentrated on the Dublin – Cork services where passenger numbers remain high and growing.

The key question from the enthusiast viewpoint is that a reduction in locomotive-hauled passenger trains is likely to bring a reduction in locomotives. It is inevitable that this will happen, most likely through a cascade style programme. The '201s' are the newest members of the fleet and as such will survive intact. Although the options for the locomotive fleet are still being considered, the most likely outcome is that some of the '201s' will find more use on the remaining rail freight activity within Ireland, displacing some of the GM Class 141 Bo-Bo. Most of the Mk2-hauled trains are currently in the hands of Class 071 locomotives and again these will be redeployed onto freight services. The fleet that is likely to be depleted is the GM Class 141s, currently the mainstay of shunting activites and civil engineers traffic. However, the '201s' will not lose all of their passenger work as the Mk4 will remain locomotive-hauled. Depending on how fuel consumption fairs in trials, the Mk4 sets could become double-headed with a pair of '201s' being provided on one-end of each train, retaining the DVT on the other. This would eliminate the current single point of failure as well as providing a higher acceleration. A final decision has not yet been taken, but Phil Verster admits that it is an option.

The developments taking place across Irish Rail are in some peoples eyes akin to those changes which affected the UK rail network in the late 1980s and 1990s. The replacement of locomotive-hauled trains with modern efficient multiple-units is an ongoing phenomena worldwide and one that Ireland is now joining. Like many national rail networks, Irish Rail may have suffered from years of under-investment, but the finance which has been made available for infrastructure improvements and rolling stock upgrades is beginning to correct that and provide a vastly improved rail service for an ever-growing public.

Railway Herald would like to thank Gregg Ryan, Heritage Officer, and Phil Verster, Chief Mechanical Engineer of Irish Rail, for all their help and assistance in the preparation of this article.

▼ ***Two of the older Mk2 design vehicles are pictured outside one of the coach servicing sheds within Inchicore Works. The coach nearest the camera is one of a special refurbished Mk2 set which ran in special livery to augment the Galway Cú na Mara intercity service. The link with the British Rail design of the same title is obvious.***

TURNING THE CLOCK BACK

Bickley Junction & Chislehurst in the 1950s

Brian Morrison looks back over a lifetime of railway photography to the Southern Region in the 1950s.

The complicated trackwork at Chislehurst and Bickley connecting the Charing Cross mainline with that from London Victoria in both directions is still extremely busy today, but with nothing like the diversity of motive power that was evident in the 1950s.

This was the era before electrification of the routes to the Kent Coast, which in those days necessitated steam haulage. Today, daylight freight workings are minimal and all passenger turns are in the ▶

▲ *Battle of Britain Pacific No. 34067* **Tangmere** *climbs the gradient from Bickley to Bickley Junction on 27th July 1955, powering the 'Kentish Belle' Pullman from London Victoria to Margate and Ramsgate.*

◀ *With a thin layer of snow on the ground, a Charing Cross- Hastings express passes Chislehurst at speed on 26th January 1952, powered by 'Schools' class 4-4-0 No. 30906* **Sherborne. All: Brian Morrison**

TURNING THE CLOCK BACK

▲ *In the heyday of the 'Golden Arrow' and before rebuilding completely changed the appearance of the Merchant Navy Pacifics, No. 35028* **Clan Line** *comes off the mainline onto the Bickley Loop on 7th April 1954 with the 'down' working. This photograph hung on the wall of the signalbox, seen in the background, for many years until the structure was eventually pulled down, and was also one of Valentines 'Real Trains' postcards of the times..*

▶ *In the days when 'Britannias' Nos. 70004 and 70014 were allocated to Stewarts Lane shed (73A) and worked the 'Golden Arrows', No 70004* **William Shakespeare** *rounds the Bickley Loop and approaches Petts Wood Junction with the 'down' working on 17th May 1952.*

▼ *Bulleid's 1951-introduced 1-Co-Co-1 diesel electrics were used on the 'Golden Arrow' for a period. Here, No. 10202, complete with headboard, rounds the Bickley Junction-Petts Wood Junction loop on 13th February 1954 with the outbound working of the train.*

▲ *War Department 2-8-0s only operated on Southern Region metals until the early 1950s and photographs of them in Kent are not common. Allocated at the time to Bricklayers Arms (73B), No. 90216 rounds the Chislehurst Loop towards St Mary Cray Junction on 12th July 1951, hauling ferry vans from Bricklayers Arms to Dover Marine.*

◀ *On the single line loop connection between St Mary Cray Junction and Chislehurst on a spring-like 20th February 1953, Class N Mogul No. 31404 hauls wooden-sided coal wagons from one of the Kent collieries towards London.*

◀ *Passing beneath the bridge carrying the Bickley-Petts Wood Loop, Schools class 4-4-0 No. 30922* **Marlborough** *provides the rare sight for the times of a member of the class on a freight working. Retaining the original single blastpipe and chimney, the loco is hauling fitted ferry vans to Dover, some or all of which could have contained bananas.*

▲ *A Maidstone East-London Victoria train passes Bickley Junction on 27th July 1955, formed of four two-car 2HAL EMU sets with No. 2657 leading. Many people forget that some of the pre-grouping companys that were to become the Southern Railway, employed electric traction as far back as 1909 and as such, the early EMUs were a familiar sight alongside steam locomotives.*

▶ *A parcels train from London Bridge to Dover passes Chislehurst on 20th February 1953, headed by Maunsell 'King Arthur' 4-6-0 No. 30802* **Sir Durnore.**

◀ hands of all five types of Networker and all five types of Class 375 Electrostar, with little else to see apart from Eurostars, which themselves are to disappear from the area in November.

Fifty years ago, freight was reasonably plentiful with haulage by Southern 2-6-0s, 4-4-0s, and 0-6-0s, and although slam-door compartment EMUs were plentiful, all Kent Coast trains to Dover, Hastings, Margate and Ramsgate, required steam haulage, usually involving Bulleid Light Pacifics, 'King Arthurs', 'Schools' and D1 and E1 4-4-0s.

Apart from multiple aspect signalling replacing signal boxes and their attendant semaphores and an additional loop being constructed between Bickley Junction and Hawkwood Junction, the infrastructure remains fairly similar today, although far more overgrown with many of the old locations now being impossible for photography. ■

Diary

The editor welcomes details of forthcoming events, talks, slide shows, conferences, model railway exhibitions and club meetings for inclusion within this section.

Details should be sent via email to ***editor@railwayherald.co.uk*** and should include a brief outline of the event, including the speakers name if appropriate, date, time and location, together with contact details (either telephone, web or email). *Railway Herald* cannot accept any responsibility for any inaccuracies or events which are amended, cancelled or postponed. Information, such as advance programmes and club meeting line-ups can also be sent through the post to the editorial address.

15th September 2007
Inverness & District MRC Exhibition 2007
Dr. Black Memorial Hall, Bank Street, Inverness. Open 10.00 - 17.00. Adults £2, Concessions £1.50. *Contact Jack Paterson on 01463 831361 (evenings only please)*

Boston MRC Exhibition 2007
Stickney Village Hall (north of Boston), Stickney, Boston, Lincolnshire. Adults £3, Children £1, Concessions £2.
Contact David Currie

East Lancashire Railway
Diesel Running Day - Class 26 No. 26024 in operation

15th-16th September 2007
Battlefield Railway
Autumn Diesel Gala - 31101, 31130, 33019, 33053, 37227, 47640 and 73114 in action!

Cholsey & Wallingford Railway
Guiness Weekend! Ex-Guiness Class 08s in action

Foxfield Railway
Diesel Gala Weekend. Visiting Class 25 locomotive.

Gloucestershire Warwickshire Railway
Churchward 150 Steam Gala - including 3440 *City of Truro*, 4160, 5542, 7903 *Foremarke Hall* and 92203 *Black Prince*

Great Central Railway
Diesel Gala Weekend - Last chance to ride behind D5401!

Llangollen Railway
September Steam Gala - including upto seven engines in steam!

North Norfolk Railway
1940s Weekend.

Ribble Steam Railway
First annual Steam Gala.

West Somerset Railway
Real Ale Festival.

16th September 2007
East Lancashire Railway
Diesel Running Day - Class 26 No. 26024 in operation

17th September 2007
Stafford Railway Society
St. Leonard's Sport & Social Club, St. Leonard's Avenue, Stafford. "BR Diesels in the 1970s & 1980s PLUS Industrial Steam in the late 60's Early 70's" by Les Tindall. Starts 19.30, Adults £2, Concessions £1.

18th September 2007
North Wales Railway Circle
Railway Institute, Euston Road, Bangor (above the Post Office, Sorting Office. "Steam thru the eyes of Dave Lindsay from the 1960s, including Scottish Railways." Starts 19.30, Entrance fee £1.50.

Peak Rail Association (Chesterfield Branch)
Upstairs function room, New Inn, 229 Mansfield Road, Hasland. "From Canklow to Cape Town" by Mike Eggenton. Start 7.30pm. Administion free, donations encouraged.

20th September 2007
Talyllyn Railway
Victorian Train

21st September 2007
Locomotive Club of Great Britain, Central London Branch
Main Hall, Model Railway Club, Keen House, 4 Calshot Street. "Rails into London", 8mm and 16mm film show by Dave Baker Starts 19.15, Donation of £2.

21st-23rd September 2007
Severn Valley Railway
Autumn Steam Gala - services operating between Kidderminster and Bewdley only - visiting engines, special timetable and special fares apply. Mainline shuttles from Birmingham Snow Hill

Mid Hants Railway
Steam Gala Weekend

22nd September 2007
East Lancashire Railway
Diesel Running Day - Warship No. D832 in operation

Barry Island Railway
DMU Running Day

22nd-23rd September 2007
Bodmin & Wenford Railway
Diesel Gala Weekend featuring 37142, 47306, 50042 and Class 108 DMU.

Locomotion
Steam Gala Weekend - B1 1306 *Mayflower*, Terrier 662 and 0-6-0ST 813 visiting the museum

Mid Norfolk Railway
Autumn Diesel Gala

Peak Rail
Diesel Gala Weekend.

23rd September 2007
East Lancashire Railway
Diesel Running Day - Warship No. D832 in operation

Gloucestershire Warwickshire Railway
Transport Nostalgia Days

Yeovil Railway Centre
Steam running day. Cuneo Fine Arts attending as well.

27th September 2007
RCTS (Sussex Branch)
Brighthelm Church & Community Centre, North Road, Brighton. "Sunset of Indian Steam" by Lawrie Marshall. Start 7.30pm. Donation of £1.50 is requested

28th-29th September 2007
Great Central Railway
Real Ale Festival

28th-30th September 2007
North Yorkshire Moors Railway
Autumn Steam Gala - including Battersby Bash on 30th September. Special Fares Apply. Adults £18, Children £9. Additional fares/ tickets available for Esk Valley operations.

29th September 2007
Dean Forest Railway
Diesel Running Day

East Lancashire Railway
Diesel Running Day - Class 20 No. 20087 in operation

Locomotion
Diesel Driver Experience wih NS663. Charge of £3.

National Tramway Museum
Enthusiasts Day - behind-the-scenes tours and works cars in action.

29th-30th September 2007
Boness & Kinneil Railway
Diesel Gala Weekend.

Churnet Valley Railway
DMU Gala Weekend

Dartmoor Railway
Autumn Diesel Gala Weekend

Didcot Railway Centre
Artists & Modellers Weekend. Includes signalling operating days and TPO demonstrations.

Nene Valley Railway
1940s Weekend

30th September 2007
East Lancashire Railway
Diesel Running Day - Class 20 No. 20087 in operation

Midland Railway - Butterley
Diesel & Steam Weekend

1st October 2007
Stafford Railway Society
St. Leonard's Sport & Social Club, St. Leonard's Avenue, Stafford. "Preston to Carlisle 1962-2007 (Steam, Diesels, Electrics & Specials)" by Peter Fitton. Starts 19.30, Adults £2, Concessions £1.

2nd October 2007
Great Western Society (Bristol Group)
Room 7, BAWA. 589 Southmead Road, Filton, BRISTOL, BS34 7RG. Contact: 0117 987 3244. "Dominion Dimensions' talk by Terry McCarthy. Starts 19.30 for 19.45. Non-members welcome.

North Wales Railway Circle
Railway Institute, Euston Road, Bangor (above the Post Office, Sorting Office. "West Coast Electrification - story of the great project." Starts 19.30, Entrance fee £1.50.

4th-7th October 2007
West Somerset Railway
Autumn Steam Gala.

5th-7th October 2007
Manchester Model Railway Society
New Century Hall, Corporation Street, Manchester. Model Railway Exhibition. Over 20 layouts and around 26 trade stands. Friday 17.00-21.00, Saturday 10.00-18.00 and Sunday 10.00-17.00, Adults £6, Children £3, Concessions £5, Family (2 Adults+2 Children) £15.

Nene Valley Railway
Autumn Diesel Gala

6th October 2007
North Yorkshire Moors Railway
Class 25 No. D7628 operating between Whitby and Battersby Junction. Pickering (0845) - Whitby (1020-1030), Battersby (1206-1224), Whitby (1340-1405), Goathland (1445-1630), Whitby (1710-1740) - Pickering (1910). Fare £30 - book through Rail Express magazine - 01780 470086.

Great Central Railway
Class 31 Golden Jubilee event - D5830 in action.

Leighton Buzzard Railway
Steam Gala - Night Photography

Ribble Steam Railway
Diesel running day.

Romney, Hythe & Dymchurch Railway
Double header day.

6th-7th October 2007
East Lancashire Railway
Thomas the Tank Engine : Diesel Running Day - Class 47 No. 47402

Kent & East Sussex Railway
Folk Festival.

7th October 2007
D. J. Fairs Ltd
Doncaster Racecourse, Doncaster. Toy & Train Fair. 10.30-15.30. Adults £3, Children £1.
East Anglia Railway Museum
Steam Running Day.

West Lancashire Light Railway
Autumn Steam Gala

11th October 2007
The Model Railway Club
Keen House, 4 Calshot Street, London. N1 9DA.
"The Development of the APT" an illustrated talk by Kit Spackman, the Development Engineer of the gas-turbine APT.

12th-13th October 2007
Severn Valley Railway
Diesel Gala - visiting engines between Kidderminster and Bewdley. Proposed shuttle service to Northwood Lane using shunters - special fares apply.

12th-14th October 2007
Keighley & Worth Valley Railway
Autumn Steam Gala. 3802 visiting the line..

North Yorkshire Moors Railway
Wartime Weekend. Special Fares Apply - Adults £18, Children £9

13th October 2007
East Lancashire Railway
Diesel Running Day - Class 40 No. D335 in operation

13th-14th October 2007
Bodmin & Wenford Railway
Branch Line Weekend

Boness & Kinneil Railway
Caledonian Railway Celebration.

Foxfield Railway
Harvest of Steam event.

Gloucestershire Warwickshire Railway
Autumn Steam and Vintage Rally

Great Central Railway
Steam Gala Weekend - 5643 and 45110 visiting.

14th October 2007
Severn Valley Railway
Classic car and bike day.

15th October 2007
Stafford Railway Society
St. Leonard's Sport & Social Club, St. Leonard's Avenue, Stafford. "The Percy Mosley Collection" part 1 (Digital images from the WWII period) by Robin Mathems. Starts 19.30, Adults £2, Concessions £1.

16th October 2007
North Wales Railway Circle
Railway Institute, Euston Road, Bangor (above the Post Office, Sorting Office. "More Historic Rail Colour Slides." by Norman Foster (Chairman of RPS Ireland) Starts 19.30, Entrance fee £1.50.

Peak Rail Association (Chesterfield Branch)
Upstairs function room, New Inn, 229 Mansfield Road, Hasland. "British Transport Films on a theme of infrastructure" by Nick Wheat. Start 7.30pm. Administion free, donations encouraged.

19th-21st October 2007
Bluebell Railway
Giants of Steam Gala Weekend - last steaming for Stepney

21st October 2007
Locomotive Club of Great Britain, Central London Branch
Main Hall, Model Railway Club, Keen House, 4 Calshot Street. "AGM plus themed Members slides - Railways by the sea and Trains in the Mountains". Starts 19.15 - *LCGB Members only BEFORE 20.00*, Donation of £2.

D. J. Fairs Ltd
National Exhibition Cente, Birminghham Toy & Train Fair. 10.30-16.00. Adults £5, Children £2.

20th October 2007
East Lancashire Railway
Diesel Running Day - Class 45 No. 45135 in operation

Julie & John Webb Toy Fairs
The International Hall, Brentwood Centre, Brentwood.

20th-21st October 2007
Spa Valley Railway
Autumn Diesel Gala

21st October 2007
Avon Valley Railway
Steam Operating Day - S&DJR 7F No. 53809 in operation

23rd October 2007
Avon Valley Railway
Steam Operating Day - S&DJR 7F No. 53809 in operation

24th October 2007
Avon Valley Railway
Steam Operating Day - S&DJR 7F No. 53809 in operation

Didcot Railway Centre
Didcot Half-Term Steamday.

25th October 2007
Avon Valley Railway
Steam Operating Day - S&DJR 7F No. 53809 in operation

RCTS (Sussex Branch)
Brighthelm Church & Community Centre, North Road, Brighton. "BR in the 1960s" by Hugh Gould. Start 7.30pm. Donation of £1.50 is requested

26th-28th October 2007
Keighley & Worth Valley Railway
Beer & Music Festival

27th October 2007
Bodmin & Wenford Railway
Diesel Running Day - 37142.

27th-28th October 2007
East Lancashire Railway
Autumn Steam Event with steam nightridger

Seaton Tramway
End of season gala weekend

West Somerset Railway
Diesel and Steam weekend.

28th October 2007
Avon Valley Railway
Steam Operating Day - S&DJR 7F No. 53809 in operation

D. J. Fairs Ltd
Exeter Westpoint Exhibition Centre. Toy & Train Fair. 10.30-15.30. Adults £3, Children £1.

East Anglia Railway Museum
Steam Running Day.

Julie & John Webb Toy Fairs
The Charter Hall (part of Colchester Leisure World), Cowdray Avenue, Colchester

29th October 2007
Stafford Railway Society
St. Leonard's Sport & Social Club, St. Leonard's Avenue, Stafford. "Long ago and far away" (steam from the Basil Roberts collection), presented by Richard Pelham. Starts 19.30, Adults £2, Concessions £1.

1st Noveber 2007
RCTS (Milton Keynes)
CIU Workingmen's Club, London Road, Stoney Stratford. "My Life and Times on the Railway" by Julian Worth. Start 7.30pm.

2nd Noveber 2007
RCTS (Bristol)
St. Peters Church Hall, Church Road, Filton. "Rails to Infinity" by Terry Nicholls. Start 7.30pm.

Internet Links
Click on the name of the group or society to visit their website.
- Great Western Society (Bristol)
- Locomotive Club of Great Britain
- Manchester Model Railway Society
- North Wales Railway Circle
- RCTS
- Stafford Railway Society

▼ ***One of the last ex-WAGN units still in revenue-earning service with one Great Eastern in its plain white livery, No. 315855 is pictured at Brentwood on 9th September, forming a London Liverpool Street to Shenfield service. This is one of the Class 315 EMUs still to be refurbished.*** **Craig Leaper**