The Railway Herald

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Front Cover

Visiting 2800 Class 2-8-0 No. 3802 climbs away from Oakworth on the Keighley & Worth Valley Railway on 13th October with the 12.20 Keighley - Oxenhope service. **Nick Wise**

Rear Cover

A good eye for a photograph is still a key skill in the photographers armoury. Here a Pendolino set heads through the industrialised setting of Manchester. **Paul Bigland**

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.

Newsdesk

▲ ***The demolition of the EWS Temple Mills depot, which itself operationally replaced the Great Eastern Railway depot at Stratford just a few years ago, has begun. This was the scene on 15th October.*** **Steven Northcott**

Bombardier unveils new Hybrid multiple unit

Champagne-Ardenne regional and transportation authorities and Bombardier Transportation inaugurated the first dual-mode and dual-voltage Autorail Grande Capacite (AGC) railcar on 9th October.

The company says that the Hybrid AGC combines certain operating features for the first time ever in a train. Dual-mode (electrical and diesel) and dual-voltage (1500 and 25000 V) technology enables the Hybrid AGC to traverse the railway network negating infrastructure constraints and the need for passengers to change trains.

The Hybrid AGC design also dovetails with the sustainable-mobility agenda, enabling operators to streamline vehicle management, enhance service quality and protect the environment. The latest variant in the range is at the cutting edge of railway technology.

Currently 21 French regions have ordered and/or operate 698 AGC regional express trains and SNCF plans to operate the new trains on Champagne-Ardenne lines between Paris - Troyes - Culmont and between Culmont - Saint-Didier - Vitry.

The company says that French and foreign VIP guests travelling on Hybrid AGCs from Paris and Dijon to the presentation ceremony in Troyes had an opportunity to enjoy this train's top-quality features and efficiency, in particular the imperceptible switches from electric to non-electrified tracks.

▲ ***The attractive livery on the side of the Hybrid AGC unit.*** **Bombardier**

The Railway 2007 Census

We need YOUR help with written and pictorial submissions to the 2007 Railway Census

Click here for details!

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Targets set for Arriva Cross-Country to maintain!

Virgin's CrossCountry franchise has recorded its best ever train performance. In the four weeks ending 13th October, 90.6% of services arrived on time at their destination, beating the previous record of 90.5% recorded in April 2006.

The latest performance is the highest figure for the September/October period since Virgin took over running the CrossCountry franchise in January 1997 and represents a 24.4% increase from the 66.2% performance recorded in the same period five years ago. The moving annual average performance measure now stands at 84.4%, its highest level in 10 years.

Since taking over the CrossCountry services, Virgin has doubled the number of passengers from 12 million to 24 million a year, replaced the entire train fleet and enhanced train service frequencies, and the company's Managing Director, Chris Gibb, has paid tribute to all the staff whose commitment to the business remains at the highest level, the majority of whom will now transfer to Arriva from 11th November.

However, over 200 staff on the Birmingham-Preston-Scotland route, some Class 221 Voyagers and Chris Gibb himself all transfer to Virgin West Coast.

▲ ***The EWS Class 37/4 pool has increased to four locomotives in recent days with the addition of 'celebrities' Nos. 37411 and 37425. On 17th October, another member of the pool No. 37417* Richard Trevithick *departs from Kingsbury with a short rake of wagons from Birch Coppice to Bescot.*** **David Pagett**

◀ ***The AC Locomotive Group's Class 86/1 No. 86101* Sir William A. Stanier *is pictured passing Colton Junction on 12th October, having worked from Crewe via Edinburgh! The set is now stabled at Doncaster undergoing driver training for Hull Trains.*** **Steve Chapman**

New-look Fort William transport hub opens

A new-look Fort William station transport hub was opened on 17th October, following a £750,000 refurbishment programme.

The work undertaken is the result of a partnership between First ScotRail, Transport Scotland and HITRANS, the regional transport body for the Highlands and Islands. The investment has been used to provide passengers with a more modern station environment both internally and externally, along with improved facilities such as enhanced access, a complete overhaul of the toilets, improvements to the left luggage facilities and ticket office and the introduction of five new showers. Also, new flooring has been laid throughout, and lighting across the station has been enhanced.

As part of a wider station investment package, Transport Scotland provided further funding to invest in CCTV at the station to increase overall security. Thanks to a refurbishment programme currently underway funded by Transport Scotland, the Class 156 units that operate to and from Fort William are being improved with the replacement and upgrade of the luggage racks, new lighting, an interior repaint and new floor and wall carpets, along with brand new table tops, creating brighter and more modern interiors.

▶ Following a test run on 11th October from Tyseley to Oxford and back, Vintage Train's own Class 47/7 No. 47773 worked the diesel-hauled legs of a Birmingham to Ravenglass working on 13th October, the locomotive giving way to Carnforth LMS '8F' No. 48151 at Carnforth.

▶ First Great Western named Class 43 powercar No. 43070 *The Corps of Royal Electrical and Mechanical Engineers* on 16th October. The naming was undertaken by the Royal Electrical and Mechanical Engineers (REME) Colonel-in-Chief HRH The Duke of Edinburgh in a private ceremony at London Paddington. The powercar becomes the third locomotive to be named after the regiment, the first being LMS Rebuilt Patriot No. 45528 in 1958, the second in 1987 being Class 47/4 No. 47501 *Craftsman*, the rank of private soldiers in the REME.

▶ Virgin Trains have advised that the following Class 220 and 221 Voyager sets have now been de-named at Central Rivers. In most cases the nose-end Virgin brand badges have also been removed. Those sets now confirmed as being nameless are Nos. 220008 *Welsh Dragon*, 220014 *South Yorkshire Voyager*, 220018 *Dorset Voyager*, 220020 *Wessex Voyager*, 220025 *Severn Voyager*, 220026 *Stagecoach Voyage*, 220027 *Avon Voyager*, 221114 *Sir Francis Drake*, 221116 *David Livingstone*, 221121 *Charles Darwin*, 221122 *Doctor Who*, 221124 *Charles Lindbergh*, 221127 *Wright Brothers*, 221130 *Michael Palin*, 221133 *Alexander Selkirk*, 221139 *Leif Erikson* and 221140 *Vasco da Gama*.

▶ Network Rail's £350 million Trent Valley Four Tracking (TV4) project to widen the West Coast Main Line through Staffordshire reached a major milestone on 15th October when 1.5 miles of new railway at Armitage with Handsacre was used by trains for the first time.

▶ Services on the Cromer - Sheringham line were disrupted on 10th October after Class 156 No. 156418 on the 10.45 Norwich to Sheringham service collided with the buffer stops at Sheringham. Four slightly injured passengers were treated by emergency service staff. 'one' Railway said services between Cromer and Sheringham would be disrupted until further notice while an investigation was carried out, with buses replacing trains between Cromer and Sheringham.

▲ *As a result of the recent postal strikes, extra rail services have operated on the West Coast Main Line to move the backlog. Here Class 325 Postal EMUs Nos. 325009, 325006 and 325015 head northwards with one of the extra workings at Winwick, north of Warrington, on 15th October.* **Andrew Appleton**

Leaf fall timetable for Silverlink

From 22nd October until 7th December, Silverlink County is introducing a revised weekday morning timetable in an attempt to minimise service delays during the leaf fall period.

Some trains will depart from stations earlier than is shown in the current timetable and passengers are urged to check the autumn timetable for any changes to their regular service. From 22nd October, some Silverlink County trains arriving at Euston between 06.29 and 09.55 will depart from their originating stations between one and four minutes earlier, and will leave intermediate stations two to four minutes earlier than normal. The special autumn timetable has been included in the timetable booklets now available from Silverlink County stations or online at www.silverlink-trains.com

Station revamps on the cards

Network Rail has announced that stations and other rail facilities across London and the South East are set to be revamped as the company begins the search for a development partner for brownfield sites.

Those places initially earmarked for development are Enfield Town station, Epsom, Guildford, Maidstone East, Paddington Enterprise House, Twickenham, Walthamstow Central and Wembley cutting. It is maintained that sustainable development at these locations will boost local communities as well as the railway and is aimed at expediting real improvements to stations and facilities. The project is to be undertaken working closely with train operating companies and the proposed schemes will also receive wide community consultation.

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Virtuality: ATOC loses Network Rail vote
Milestone reached at Heathrow Terminal 5: first look at London 's newest tube station

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▲ *Making what is thought to be the first visit of the NMT to Gainsborough and believed to be the first visit of an HST set to the Retford - Gainsborough route, Network Rail's New Measurement Train (with Class 43 powercar No. 43062 John Armitt leading and No. 43013 on the rear) approaches West Burton Power Station on 16th October with a Derby RTC - Derby RTC working via Hull, Sheffield, Gainsborough and Mansfield.* **Richard Tuplin**

HST Formations - Part 3

In the final part of the HST Formations section (apologies for the slight delay with Part 3) *Railway Herald* provides a listing of all the production powercars and their current operators.

The three powercars listed as 'Withdrawn' have all been cut-up following accidents at Ufton Nervet, Southall and Ladbrook Grove, while the four powercars which do not currently have operator codes are all currently off-lease, but are expected to go to Arriva for the Cross-Country franchise, once the handover from Virgin Trains is complete. RN specifies the vehicle has been renumbered.

43002	FGW	43044	MML	43086	FGW	43128	FGW	43170	FGW
43003	FGW	43045	MML	43087	FGW	43129	FGW	43171	FGW
43004	FGW	43046	MML	43088	FGW	43130	FGW	43172	FGW
43005	FGW	43047	MML	43089	NR	43131	FGW	43173	Withdrawn
43006	GNER	43048	MML	43090	RN.43290	43132	FGW	43174	FGW
43007	MML	43049	MML	43091	FGW	43133	FGW	43175	FGW
43008	RN.43208	43050	MML	43092	FGW	43134	FGW	43176	FGW
43009	FGW	43051	GNER	43093	FGW	43135	FGW	43177	FGW
43010	FGW	43052	MML	43094	FGW	43136	FGW	43178	MML
43011	Withdrawn	43053	GNER	43095	GNER	43137	FGW	43179	FGW
43012	FGW	43054	MML	43096	RN.43296	43138	FGW	43180	FGW
43013	NR	43055	MML	43097	FGW	43139	FGW	43181	FGW
43014	NR	43056	GNER	43098	FGW	43140	FGW	43182	FGW
43015	FGW	43057	GNER	43099	GNER	43141	FGW	43183	FGW
43016	FGW	43058	MML	43100	RN.43300	43142	FGW	43184	MML
43017	FGW	43059	MML	43101		43143	FGW	43185	FGW
43018	FGW	43060	MML	43102	GNER	43144	FGW	43186	FGW
43019	Withdrawn	43061	MML	43103		43145	FGW	43187	FGW
43020	FGW	43062	NR	43104	MML	43146	FGW	43188	FGW
43021	FGW	43063	FGW	43105	MML	43147	FGW	43189	FGW
43022	FGW	43064	MML	43106	RN.43306	43148	FGW	43190	FGW
43023	FGW	43065	GC	43107	GNER	43149	FGW	43191	FGW
43024	FGW	43066	MML	43108	GNER	43150	FGW	43192	FGW
43025	FGW	43067	GC	43109	RN.43309	43151	FGW	43193	FGW
43026	FGW	43068	GC	43110	GNER	43152	FGW	43194	FGW
43027	FGW	43069	FGW	43111	GNER	43153	FGW	43195	FGW
43028	FGW	43070	FGW	43112	GNER	43154	FGW	43196	FGW
43029	FGW	43071	FGW	43113	GNER	43155	FGW	43197	FGW
43030	FGW	43072	MML	43114	RN.43314	43156	FGW	43198	FGW
43031	FGW	43073	MML	43115	GNER	43157		43208	GNER
43032	FGW	43074	MML	43116	RN.43316	43158	FGW	43238	GNER
43033	FGW	43075	MML	43117	GNER	43159	FGW	43290	GNER
43034	FGW	43076	MML	43118	RN.43318	43160	FGW	43296	GNER
43035	FGW	43077	GNER	43119	GNER	43161	FGW	43300	GNER
43036	FGW	43078	RN.43278	43120	RN.43320	43162	FGW	43306	GNER
43037	FGW	43079	GNER	43121		43163	FGW	43309	GNER
43038	RN.43238	43080	GC	43122	FGW	43164	FGW	43314	GNER
43039	GNER	43081	MML	43123	GC	43165	FGW	43316	GNER
43040	FGW	43082	MML	43124	FGW	43166	MML	43318	GNER
43041	FGW	43083	MML	43125	FGW	43167	RN.43367	43320	GNER
43042	FGW	43084	GC	43126	FGW	43168	FGW	43367	GNER
43043	MML	43085	MML	43127	FGW	43169	FGW		

▶ Pathfinder's 'Atomic Harbour Master' will now feature a pair of Riviera Class 47s on the Crewe to London Euston and Willesden to Crewe sections of the tour on 20th October to Folkestone Harbour and the Dungeness branch. While it is anticipated that the booked locomotive, No. 86101 *Sir William A. Stanier,* will be available, Victa Westlink which will be operating the train are unable to supply drivers with Class 86/1 traction knowledge.

▶ Last Saturday's Compass Railtours' charter from Codsall to Carlisle, via the Cumbrian Coast line, was cancelled at quite late notice due to the inability of Victa Westlink to source drivers with the required route knowledge to operate the train. In a statement Neil Sime, Managing Director of Victa Westlink, apologised for the short notice given to passengers of the cancellation, adding that the situation had been identified earlier in the week, but "despite our best efforts, we have not been able to secure any firm guarantee from any other Train Operating Company to cover the vacancies thrown up by this situation." He added that "this left only one driver of our own to cover the entire operation, a length of time covering some 18 hours, which is well beyond the legal maximum time on duty". Due to the sheer scale of coverage undertaken by charters it is normal for train operating companies to hire in drivers to cover specific duties. Compass Railtours confirm that full refunds have been posted to their passengers.

▶ The return to mainline action of No. 6024 *King Edward I* has been delayed with a consequential effect on two tours. Past Time has cancelled the 'Torbay Express' on 21st October, while Kingfisher has postponed its 'Great Western Envoy' from Paddington to Salisbury until a later date. The company is anxious to obtain a revised date as soon as possible, with an early December operation being sought.

Tour operators combine to save tour cancellation

Due to resourcing issues, it was appearing that that both Steamy Affairs and Hertfordshire Rail Tours would lose their respective tours from Ashford to Chester and Lincoln respectively on 20th October.

The issue with the Steamy Affairs trip being due to locomotive availability at Cotswold Rail and Hertfordshire problems a result of manning issues at Victa Westlink.

However, as we closed for press, it looked likely that a novel resolution to the problem was on the cards: the two tours will be combined and will operate between Ashford and Lincoln. As both trains were due to start at Ashford this makes sense. The plan is to offer Steamy Affairs passengers the option of going to Lincoln, which has the additional benefit of an off-train excursion to Burghley House, and the train will become a combined Hertfordshire/ Steamy affairs operation.

Traction will be 'topped and tailed' Class 47's, one from Cotswold Rail and the other probably Victa Westlink's No. 47832, utilising Cotswold Rail's Blue Pullman set with the train being operated by a combination of Cotswold and Victa Westlink crews.

Hopefully this plan will succeed and as a consequence will provide a trainload of satisified passengers with an enjoyable day out, instead of the prospect of numerous complaints from those passengers who did not get the day out they were looking forward to. Well done to all involved for actively seeking a positive solution.

Spitfire Railtours announce Class 87 'Farewell' trip

It is looking increasingly likely that the two 'celebrity' GBRf Class 87s will come off lease at the end of the year.

Railway Herald understands that the main reason is that they have been operating under a temporary exemption allowing the locomotives to run without the installation of On-board Train Monitoring & Recording equipment. Derogation is believed to expire on 31st December, when it is expected that both Nos. 87022 and 87028 will be handed back to Porterbrook Leasing.

To mark the end of this chapter in their mainline career, Spitfire Railtours plans to operate 'The Electric Scots Farewell' on 29th December, which will be Class 87-hauled throughout between Birmingham International and Glasgow Central. The train will additionally pick up at Birmingham New Street, Wolverhampton, Stafford, Crewe, Warrington Bank Quay and Preston. For more details visit the company's website or telephone 0870 879 3675

After the problems of the first proposed tour featuring No. 55022 *Royal Scots Grey* between London King's Cross and Newcastle that was postponed and re-dated twice due to the locomotive being unavailable, before finally being cancelled, 'The Electric Scot Farewell' will be the company's inaugural tour. Additionally, it has a provisional booking for No. 55022 between London King's Cross and Edinburgh on 2nd February 2008 and the company is seeking to operate one tour per month thereafter. Spitfire aim to feature heritage traction on routes with which they are well known, such as a proposal to take D1015 *Western Champion* from Paddington through to Penzance later in 2008.

▶ On 4th October, West Coast Railway Company operated a private Hellifield - Armathwaite charter service, the ECS movement from Carnforth being routed via the Little North Western line to Skipton, where a run-round took place before heading north on the Settle & Carlisle. The return ECS from Carlisle followed the same route. Here, Class 57/6 No. 57601, which was Class 47/4 No. 47825* Thomas Telford *before conversion into the pioneer Class 57/6 sub-class member, passes London Road Junction, Carlisle, bound for Carnforth with the return empty coaching stock working.
Mark Bearton

▲ *LMS Pacific No. 6201* **Princess Elizabeth** *breezes through Craven Arms on 13th October with the returning Kingfisher charter from Shrewsbury to Eastleigh, which was steam hauled to Bristol Temple Meads. Clearing the charter is Class 153 No. 153303, which has just come off the Central Wales line with a Swansea to Shrewsbury train.* **John Whitehouse**

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.

		20th October	
Kingfisher Railtours	76079&45407	Blackpool North-Preston-Bolton-Manchester Victoria-Peak Forest-Buxton (break/rev)-Whaley Bridge-Manchester Victoria and return	
Hertfordshire/Steamy Affairs	2xClass 47	Ashford - Lincoln - Ashford	**Provisional**
Pathfinder Tours	2x47s/2xEPS37	Crewe-London Euston-East Croydon-Ashford Int-Folkestone Harbour-Dungeness-Hastings-Willesden-via WCML-Crewe	
PMR Tours	48151	(Leicester-Stoke-Carnforth)-Carnforth-Ravenglass-Carnforth-(and rtn)	
Railway Touring Company	6024	London Paddington-Stratford upon Avon	**Postponed**
Railtourer	2xWCRC Cl47	Huntingdon-via ECML-Doncaster-Whitby and return	
SRPS	60009	Glenrothes-Carlisle (break/rev) and return	**Cancelled**
		21st October	
Past Time Rail	6024	Bristol TM-Kingswear and return	**Cancelled**
		24th October	
Steam Dreams	30777	London Victoria-Bromley South-Canterbury and return	
UK Railtours	EWS Class 67	London Euston-Northampton-Castleton-Rawtenstall and return	
		27th October	
Kingfisher Railtours	6024	London Paddington-Reading-Salisbury & return	**Postponed**
Past Time Rail	D1015	Paddington-Bristol Pkway-Cardiff Central-Milford Haven and return	
Railway Touring Company	34067 & Cl.37	London Victoria-East Croydon-Norwood (rev)-Horsham-Littlehampton and return	
Railtourer	2xWCRC Cl47	Skegness-Sleaford-Grantham-via Skipton-Morecambe and return	
Vintage Trains	4965	Tyseley Warwick Road-Chester and return	**Postponed**
		28th October	
Steam Dreams	30777	London Waterloo-Salisbury-Exeter-Westbury-London Waterloo	
		1st November	
Vintage Trains	9466	Shirley-Stratford upon Avon-Shirley	
		3rd November	
Kingfisher Railtours	6201	(Cardiff-Newport-Severn Tunnel Jct-Patchway-Filton Abbey Wood-Bristol TM)-Bristol TM-Bath Spa-Swindon-London Paddington (break)-Westbury-Bath Spa-Bristol TM (& return)	

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
BLUE Provisional excursion

(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.

The Week Ahead

Steam Dreams return to action after a short lay-off, with the highlight being the return of No. 30777 *Sir Lamiel* following a six-month absence due to the need for essential repairs.

It is due to head a train from London Victoria to Exeter on 28th October, outwards via Yeovil Junction and returning via Westbury. Four days earlier, the company has No. 34067 *Tangmere* on a 'Cathedrals Express' to Canterbury. *Tangmere* is also in action for the Railway Touring Company on 27th October, which features the first steam-hauled train along the Oxted line to Uckfield for many a long year. The train is drawn back to Norwood by a Class 37, before proceeding steam-hauled to Littlehampton.

Also on 27th October, No. D1015 *Western Champion* returns to old haunts in West Wales for Past Time, with a through working from Paddington via Cardiff and Clarbeston Road to Milford Haven. Meanwhile, Railtourer head for a rarely visited destination for charters nowadays, Morecambe. The train originates at Skegness and runs via Leeds, Skipton, Wennington and Carnforth. West Coast 47s should feature. And finally there is a farewell with the last UK Railtours' working from Euston via Stoke on Trent to Bury on the East Lancashire Railway (ELR). The tour operates on 24th October and should feature Class 67 haulage throughout, which includes the entire length of the ELR through to Rawtenstall. John Farrow set up the business following the demise of FM Rail, but he is now back in the fold with Victa Westlink, who are undoubtedly benefiting from his skills and expertise. It goes without saying that most UK Railtour operations ran fully booked!

Regular Steam Workings

Regular steam operations are a familiar part of the Railtour Listings, especially during the summer season.

In the North East, the North Yorkshire Moors Railway's through operation to **Whitby** runs on Sunday 21st October. The next steam-hauled dates for Whitby being Tuesday-Thursday 23rd to 25th October, as part of the railway's LNER Festival. The final dates for Whitby running in 2007 are the post-Christmas services between Goathland/Grosmont and Whitby on 27th-30th December.

▲ *The North Eastern Locomotive Preservation Group's LNER 'K1' 2-6-0 No. 62005 heads for Fort William on 30th September, as it climbs away from the eastern side of Glenfinnan Viaduct, which can be seen on the left.*

▼ *In a rare patch of Autumnal sunshine and in a truly spectacular setting, LNER K1 No. 62005 races towards the eastern side of Loch Eilt on the Mallaig extension on the same day.* **Both: David Gibson**

▲ *On 12th October while moving from Bescot to Warrington, EWS Class 37/4s Nos. 37425* **Pride of the Valleys** *and 37411* **Caerphilly Castle** *were used to work a ballast train from Crewe Basford Hall to Liverpool Edge Hill. The pair are seen powering through Winsford.* **David Mulligan**

▼ *Having worked the morning 'Enterprise' trip from Warrington Arpley, the two celebrity Class 37/4s are pictured at Blackburn on 15th October, prior to departure with the return service. The Type 3s had arrived with eight loaded 'Cargowaggons', but had only this small load on the return.* **Ian Tunstall**

▲ *On a dull morning, passengers prepare to board the 07.33 Birmingham New Street-Chester Arriva Trains Wales service at Gobowen on 29th September. It is interesting to note that much of the original Great Western Railway station here is still in use.* **John Stretton**

▼ *Ex-First TransPennine Class 158/0 No. 158767, still carrying the livery of its previous operator, is pictured during a booked station call at Kemble on 10th October while working the 13.46 Cheltenham Spa - Swindon First Great Western service.* **Ken Brunt**

▲ *First GBRf Class 66/7 No. 66725* **Sunderland**, *adorned with the 'Bristol Bluebirds' headboard, heads the 10.00 Derby Litchurch Lane - Plymouth Laira HST refurbished stock move on 17th October through Bankers Bridge just south of Bromsgrove station.* **Roger Cutts**

▼ *The North London Line sees the daily appearance of a Rail Head Treatment Train 'out-and-back' working between London Fields and Richmond. On 13th October, No. 66172* **Paul Melleny** *and classmate No. 66082 approach Gospal Oak running some two hours early with the return run.* **Richard Tuplin**

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Why would you want to create a computer simulation of something that has such wonderful physical characteristics -sounds, sights, smells - as a train?

Well, our research shows that there are many reasons; for some the dream of actually driving a train will always remain just that, a dream; for some, the challenge of meeting particularly demanding operational targets is something they will repeatedly practice so that they can achieve absolute perfection; and for others, the rail routes that they cherish may simply no longer exist in the 'real' world.

As personal computers have become increasingly powerful, they have increased their ability to provide accurate simulations – both through the increased graphic quality of the artificial world presented and also in the realism of the behaviour of the elements modelled in the virtual world. We are now at the point where a relatively inexpensive PC can provide a high degree of realism and this experience is the goal that we have used as our mantra in creating our new title, Rail Simulator.

Of course, technology alone will not produce an accurate simulation; one must also obtain detailed information for the areas that are to be modelled, then build accurate computer models of the rolling-stock, plus create mathematical representations of how bodies move and set up realistic scenarios of how all of the entities interact. In creating Rail Simulator, we have been most fortunate in obtaining support from a number of organisations in creating the game. For example, our historic route, set in the steam age on the now abandoned Somerset and Dorset line, was only possible with extensive help from members of the Somerset & Dorset Railway Heritage Trust. We were able to verify our models of the steam trains and record their various sounds by visiting the preserved trains at the Severn Valley and West Somerset Railways for the 'Black 5' and Class 7F 2-8-0 respectively. For our more up-to-date routes, we have worked with First Great Western and created an accurate simulation of the route between Oxford and Paddington. Deutsche Bahn was exceptionally generous in its support and even provided the services of an engine and driver for us to create the German Hagen to Siegen route.

By providing a mixture of trains – steam, diesel and electric, together with environments ranging from the 1950s through to the present day, we believe that we have provided a simulator that can capture the imagination of the widest range of rail enthusiasts. In all, we have 10 trains available, and each of these may be controlled in one of three levels of difficulty. In 'easy' mode, trains can be driven using a simple start/stop keyboard combination – perfect to provide the casual player with an instant pick-up and play experience. In contrast, 'expert' mode requires every significant control on a train to be used in the correct manner - this means managing fuel, ensuring enough water on a steam locomotive, correct use of brakes, observing speed limits, etc. In 'expert' mode, you are driving like a professional and so you had better make sure you close the fire box door before entering a tunnel or it will be 'game over!'.

For each of the four environments in the game, we include a set of scenarios, or missions, to test the enthusiasts' skill. These scenarios range from simple 'get the train to its destination on time' missions taking 20 or 30 minutes to complete, through to difficult freight marshalling operations taking three or more hours. Each scenario is set in a specific season, while weather effects and simulation of time of day add up to provide a highly realistic experience.

We also provide a 'free roam' mode, which is actually a very simple open-ended scenario, to allow casual players to explore a route at their leisure. This experience is further enhanced by the ability to watch the action from a number of different viewpoints including in-cab, a trackside view and a passenger perspective.

Of course, railway enthusiasts tend to be dedicated to their own special routes and so we knew that we could not hope to please everyone in our choice of four. We therefore decided early on to build extensibility into the game. Key to our design was the idea that users could both create their own chosen routes and also edit the ones we provide. This means that if you wish to enhance the scenery or try out new arrangements of tracks, you are free to stop the simulation, make the changes and then resume the game. Some examples of the possibilities this creates include the potential to completely change the look of the simulated environments or to make a historic route appear up to date.

One particularly important group of users that we wished to satisfy is the professional 'add-on' developer. These highly specialised companies extend the game by providing additional routes, rolling-stock and extra scenarios for users to play. We are already working with a number of these suppliers and expect additional content for Rail Simulator to start appearing in the next three months.

So, we hope that you will try the Rail Simulator experience. However, for Rail Simulator Developments Limited, we see this as just the start. This version of Rail Simulator is the first iteration of a title that can expand and grow to embrace an ever-widening audience. Initially we have two objectives. The first is a constant requirement to make the simulation more convincing. Obviously as computer hardware becomes more capable, we will make use of this in the simulation. Similarly, as better simulation techniques become available, these will also be incorporated. However, the second objective, equally as important to our target market, is the ability to create, share and review contributions from other users. One user's contribution might be as simple as creating a movie of a particularly delightful section of track, or it may be a painstaking recreation of a lost railway route that can provide hours of additional game-play.

We believe that it is the cumulative contributions of all of our players that will make the simulation experience compelling. To this end we have established an online facility at www.railsimulator.com to engender the creation and sharing of content. This site will, we are certain, be complemented by other sites focusing on regional content or other special interest areas and we will be delighted to encourage the formation of these groups.

We look forward to welcoming you on board.

Worth Valley Autumn Steam Gala

▲ *The start of what, for railway staff, will be a long day! The locomotive fleet for the day's gala service raises steam on Haworth Shed, shortly after 07.00 on 13th October. From left to right are Class 08 No. 08266, GWR 2800 Class 2-8-0 No. 3802 (visiting from the Llangollen Railway), Taff Vale Railway 0-6-2T No. No.85, BR Standard 4MT 2-6-4T No. 80002, BR 2MT 2-6-2T No. 41241, WD 2-8-0 No. No.90733 and Lancashire & Yorkshire Railway 0-6-0 No. 957*

▶ *Under a very stormy sky, a brief spell of sunshine catches WD 2-8-0 No. 90733 as it climbs up the grade out of Keighley on 12th October with the 15.40 Keighley - Oxenhope demonstration freight working.*
Both: Nick Wise

▲ *LMS Ivatt 2-6-2T No. 41241 climbs away from Keighley with the breakdown train during the gala weekend on 14th October. Banking hard at the rear was Taff Vale Railway 0-6-0ST No. 85.* **Phil Sanderson**

▼ *Taff Vale Railway 0-6-0ST No. 85 leads LMS 'Jinty' 0-6-0T No. 47279 away from Haworth, with the line's vintage coaches in tow, working the 11.30 Keighley - Oxenhope service on the same day.* **Richard Tuplin**

Successful diesel event for Severn Valley

The Severn Valley Railway held a busy and successful diesel gala event on 12th/13th October.

Passenger services were limited to the Kidderminster - Bewdley section of the route as the remainder of the railway is still out of action following the devastating flood damage earlier in the year. Despite this however, the event saw a variety of traction in use on the line from visiting Class 20s and a Class 73 to the resident Class 08s and Class 37/9. The line's shunters were engaged in operating a shuttle from Bewdley to Northwood Lane, the current northern limit of operations.

▼ Railfreight red-stripe liveried Class 20 No. 20227 and classmate No. D8188, still in the remains of its Waterman Railways colours, power the 12.50 Kidderminster - Bewdley service out of Foley Park tunnel on 12th October, during the Severn Valley Railway's diesel event. **Tom Mctee**

▶ On the 24th November, the MIddleton Railway is holding a Railbus day with services operated by the Wickham Railbus No. DB999507 and the Drewry car No. DB998901. It is likely that the Drewry car will be used on the 11.00, 11.40 and 12.20 departures from Moor Road and the Wickham unit on the 13.00, 13.40, 14.20, 15.00, 15.40 and 16.20 departures. Normal fares will apply.

▶ The Spa Valley Railway, based at Royal Tunbridge Wells in Kent, will be holding its Autumn Diesel Gala weekend on 20th/21st October. The event will feature the final runs of visiting Class 25 No. D7612, prior to it returning to Buckfastleigh. The resident pair of Class 33/0s Nos. 33063 and 33065 will also be in traffic alongside Class 73 No. 73140. A regular timetable will be in operation throughout the weekend, a copy of which can be downloaded by clicking here. Most trains will have a Real Ale bar available and a Fish & Chip supper train (advance booking required) and brake van rides will be in operation.

▶ The South Devon Railway's annual 'Gronk Aid' event will take place on 3rd November, featuring a variety of diesel traction. For further details see next weeks issue

Track alterations at Matlock

The building of a new road and Sainsbury's store near to Matlock station has resulted in alterations to the layout to the north.

The previous arrangement was for a train coming 'down' the branch from Ambergate to move north out of the platform into a run-round loop and be 'locked in', allowing another train to come 'down' the branch. The other end of the loop connected to Peak Rail's line, thus allowing rolling stock to be delivered by rail and charter services to work through.

The building work meant the track had to be severed at the north end of Matlock platform, while roads and bridges were put in place. Network Rail is now relaying the loop and headshunt north of the mainline station that in the future will include the connection with Peak Rail.

However, the final track panel will not be relayed until negotiations on the lease, enabling the heritage railway to run into the second platform at the National Network station have been concluded. Once this panel is restored, then charter services will also be able to work though to Rowsley South.

▼ The situation on 4th October at the north end of Matlock (National Network) station. **Richard Buckby**

Railway Herald needs your help and your input for ...

The 2007 Railway Census

21st - 27th October 2007

***Railway Herald* magazine is looking to its readers for their help and assistance with a major project coming up next week.**

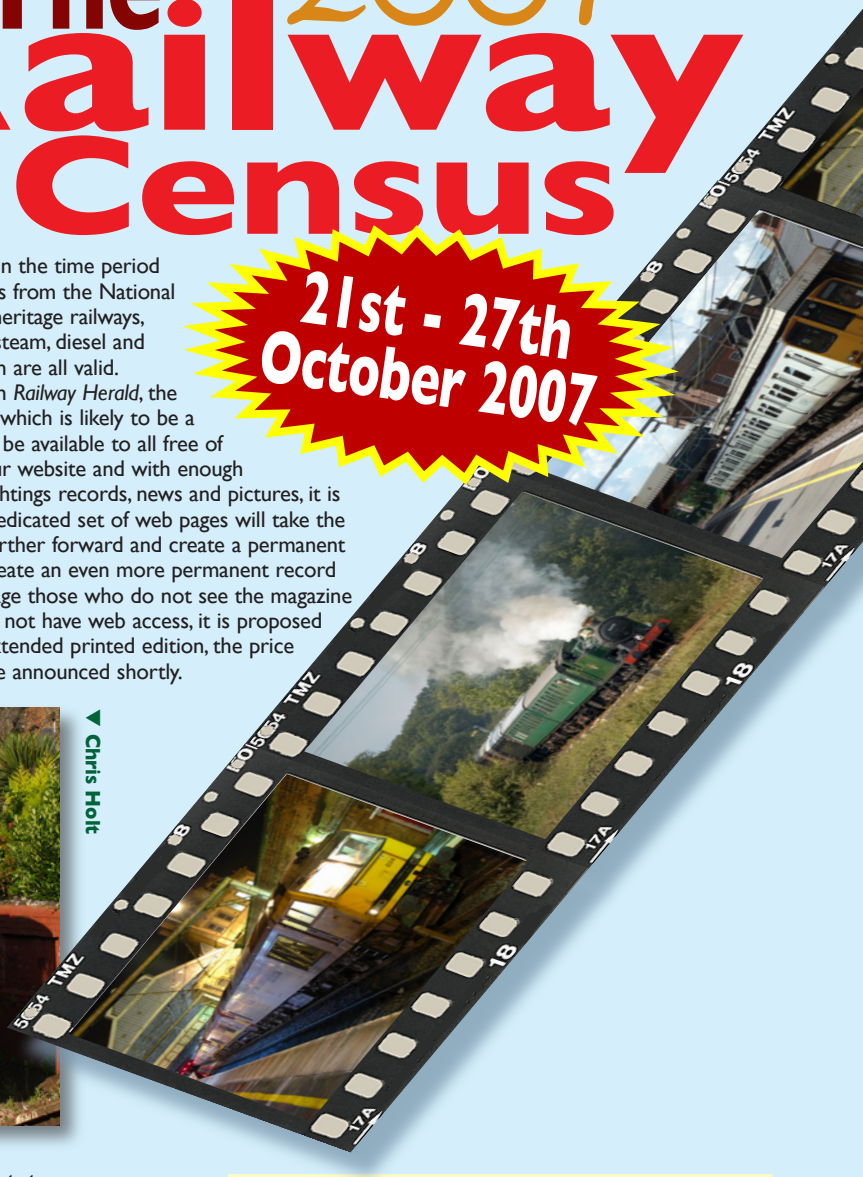
November marks the next major change in the UK railway network with the loss of Central Trains, Midland Mainline, Silverlink and Virgin Cross-Country, all of which will be taken over by the three new franchises, Arriva Cross-Country, East Midlands Trains and London Midland. In addition, from early December, the GNER branding will start to disappear as National Express introduces its own mark onto the East Coast network.

As a result, we have decided to try and document, in-depth, Britain's railway network just before the franchise changes. The aim is to bring together, in a special edition of *Railway Herald*, a complete view of the railway and its operations from the enthusiasts perspective. But to do this, we need **YOUR** help.

Reports on problems, incidents, operational issues are all needed, along with sightings of locomotives, multiple units, coaches and wagons in both a written and pictorial format all compiled and taken within the time period covered. Entries from the National Network and heritage railways, together with steam, diesel and electric traction are all valid.

As usual with *Railway Herald*, the special edition, which is likely to be a large issue, will be available to all free of charge from our website and with enough information, sightings records, news and pictures, it is hoped that a dedicated set of web pages will take the project even further forward and create a permanent resource. To create an even more permanent record and to encourage those who do not see the magazine regularly or do not have web access, it is proposed to create an extended printed edition, the price of which will be announced shortly.

▼ Chris Holt



Electronic submissions should be sent to:

railwaycensus@railwayherald.co.uk

Postal submissions (notes, photographs and CDs/DVDs) to:
Census 2007, PO Box 252, Scunthorpe, North Lincolnshire. DN17 2WY
remember to include a SAE for the return of submissions.

Can I contribute and how?

Most definitely! Without the help of the UK's enthusiasts who make up a significant part of our readership, the project will fail.

Anyone, whether they read *Railway Herald* regularly or not, can help. As the project aims to provide an in-depth view of the network, pictures and details of locomotives, multiple units and even wagons and track machines are welcome. There are two forms of submissions for the project - written and pictorial.

Written Submissions

These can take the form of sightings, be it one train or several hours at different locations. Train formations, details about a problem that may have occurred ... it is all helpful and goes towards providing an insight into how the railway operates.

Pictorial Submissions

Everyone who owns a camera, be it a conventional SLR or compact or even a mobile phone can submit images. and for this project, that includes those still using traditional film, slide or medium format cameras. Even if you have never had pictures published before, we need your help and input.

A list of valid subjects is on the next page.

For answers to any other questions you may have, check out our dedicated FAQ page by clicking here!

Subjects for photographing!

A number of people have already asked what subjects do we need photographs of. Basically everything that moves on the railway from the common Class 142 DMU through to charter operations and images of the different wagon types, no matter how rare or common.

The following list is intended to be a guide to photographers, but is by no means definitive!

- Locomotives - Steam, diesel and electric, both stabled and on trains covering classes 03-92.
- Diesel & Electric Multiple Units - both stabled and in service.
- Coaches - showing the different coach types and liveries, both stabled and on trains.
- Wagons - showing the different types currently in and out of use, both stabled in yards and on trains. Also including any views of vehicles or trains in an industrial setting.
- Loco-hauled test trains and shots of the NMT - stabled and in action.
- Individual photographs of all test train coaches including Mk1, Mk2 and Mk3 vehicles
- Track Machines - stabled and in operation/on the move.
- Behind-the-scenes views - anything is accepted as long as it is taken with permission and photographers **DO NOT** trespass to get the image.
- Night shots as well as daytime workings.
- Engineering work - taken from public vantage points, **DO NOT** trespass.
- Passenger and freight workings across the country.
- Underground trains operating on joint LUL/Network Rail metals.
- Tyne & Wear Metro trains operating on joint T&W/Network Rail metals around Sunderland.
- All of the Rail Head Treatment Trains (both loco-hauled and MPV units) across the country as there will be a dedicated section on these.
- Locomotive and Multiple Unit nameplates.
- Railway vehicles being moved by road haulage.
- Heritage Railways in action, both steam and diesel views, including locomotives stabled and photographs taken on normal operating days as well as any gala weekends that are taking place over the period covered.
- Railway locations *not* normally seen in the railway magazines, as well as those commonly featured of course!

This list is also available on our census website that can be accessed by clicking here. Remember that whenever you submit images, please provide **as much detail** as you can, especially date and time, location and vehicle numbers. Please also ensure that images are of a standard that can be reproduced, for example there is space around the train, the back or front of the train is not cut off and the picture is reasonably level.

Contributing guidelines

Like all major projects, in an attempt to get the best result we possibly can. The following guidelines have been laid down:

- All submissions, written or pictorial, must be taken between 21st and 27th October 2007. Deadline for submissions is 10th November 2007.
- Images from mobile phones and low-end digital cameras are accepted, but only from 3MP cameras and upwards please.
- If submitting prints, slides or medium format pictures, please ensure that your name and address/contact telephone number is clearly marked on the surround or back of all images.
- For written reports please include as much information as possible, i.e. time of report (or time period), a direction of travel if you do not know the specific details and a filename if the sighting has an associated digital picture.
- Digital images can be submitted on CD-ROM/DVD through our postal address.
- Any railway related image is valid, whether it is a rare loco-hauled working or day-to-day DMU service. It is all part of the scene and there to be recorded.
- The only non-UK contributions accepted are EWS Class 66s/92s in France.
- Please act responsibly and follow the laid down photographer's guidelines when on stations and **DO NOT** trespass.

How to submit your contributions

The easiest way for all contributions to be submitted is via email.

A special email address has been set up: **railwaycensus@railwayherald.co.uk**

For friends or colleagues wishing to contribute who do not have internet access, written notes (neatly in black ink please!), together with any 35mm slides, prints or medium format images should be submitted via post, including a stamped self-addressed enveloped, to:

2007 Survey, PO Box 252, Scunthorpe, North Lincolnshire. DN17 2WY

Please note, especially where pictures are concerned, a stamped SAE must be included for their return. ***Without this*** *we are unable to return submissions.*

For any queries, please call the Railway Census line on **0844 870 0835**. Calls cost 5p per minute from BT landlines, other operators may charge more.

Timing information for special trains and unusual workings operating during the week will be available from our website as information reaches us.

The special train timings pages are being constantly updated, so if you are out photographing or providing sightings information during the week, do keep an eye on our website, by clicking here!

2007 Railway Census Prize Draw

As a thank you to everybody who contributes information to the 2007 Railway Census, *Railway Herald* **has arranged a prize draw.**

Those people who submit information from the week will be automatically entered into the prize draw, the prizes of which are detailed below. The winners will be picked at random in mid-November, after all submissions have been received. Winners will be notified by email or telephone and printed in the following issue of *Railway Herald* magazine.

FIVE copies of EA games brand new Rail Simulator, which has just been released and created in association with First Great Western

A copy of the Double DVD 'Traction Decade' from Locomaster Profiles.

A signed copy of Railway Herald's 2006 Year in Review book

A Family 'Day Rover' ticket (covering two adults and up to four children) for travel at anytime during 2008 on the North Yorkshire Moors Railway.

A copy of Just Trains' newly released Trainz Railways simulator for a Windows PC

Our grateful thanks go to Electronic Arts, Just Trains, Locomaster Profiles and NYMR for their assistance.

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.

19th October 2007
Great Central Railway Society (London Branch)
The Exmouth Arms, Starcross Street, Euston. 'Travelling around Brtiain' Video evening with Richard Butler. Starts 7.30pm.

Scarborough Railway Society
Public Library, Vernon Road, Scarborough. 'A passion for steam - journey from Abergavenny to Merthyr Tydfil' by David Edge Starts 19.30. Visitors welcome

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 is requested.

D. J. Fairs Ltd
National Exhibition Cente, Birmingham. 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

21st-27th October 2007
Railway Herald Magazine
2007 Railway Census - click here for details or visit our website!

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" slideshow by Hugh Gould.
Start 7.30pm. Small donation requested.

Scottish Rly Preservation Society (Perth Branch)
Museum & Art Gallery, George Street, Perth. 'Mainly Scottish Steam' by Ken Falconer. Starts 7.30pm, contact Alex R. Forsyth on 01738 622187 for further details.

26th October 2007
Cambridge University Railway Club
Andrew Room, Sidney Sussex College, Cambridge. 'The role of BRT systems in tomorrow's Britain' a debate involving Christian Hoskins and Tim Philips. Starts 8.30pm, non-members welcome.

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

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

Churnet Valley Railway
Ghost Train.

27th-28th October 2007
East Lancashire Railway
Autumn Steam and Nightrider.

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), by Richard Pelham. Starts 19.30, Adults £2, Concessions £1.

1st November 2007
Great Central Railway Society (Rotherham Branch)
The Three Horseshoes, Bawtry Road, Wickersley, Rotherham. 'Around and About' by Ken Horan.. Starts 7.30pm

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

Scottish Rly Preservation Society (Edinburgh Branch)
Quaker Meeting House, 7 Victoria Terrace, Edinburgh. 'Switzerland by Rail and Steamer by Dr. Ann Glen. Starts 7.30pm, contact Dr. Peter Howell on 0131 334 5232.

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

Gloucestershire Warwickshire Railway (Birmingham Area Group)
Northfield Library, Church Road, Northfield. 'A Railway Miscellany' by Ian Boskett. Starts 19.30.

Scarborough Railway Society
Public Library, Vernon Road, Scarborough. 'Does S&T sometimes mean Signal & Telepathy' by David Mclean Starts 19.30. Visitors welcome

3rd November 2007
East Lancashire Railway
Diesel Running Day - Class 55 No. 55022 in operation on the diesel diagram.

South Devon Railway
Autumn Diesel Gala.

Railfuture (East Anglian Branch)
National Rail Users Conference, The Maltings, Ely. 10.45-17.00 Members £10, Non-members £12.50. Speakers include Bob Breakwell Director, First Great Western, Dave Wetzel Vice Chairman, Transport for London and Guy Dangerfield, Passenger Focus. Booking forms available from http://www.railfuture.org.uk

3rd-4th November 2007
Gloucestershire Warwickshire Railway
Diesel Gala Weekend

4th November 2007
D. J. Fairs Ltd
Donnington Park Exhibition Centre.. Toy & Train Fair. 10.30-15.30. Adults £3, Children £1.

RCTS (West Riding Branch)
Minibus excursion to Crewe Basford Hall. Non-members welcome if seats are available - contact Mr. M. Riley (01274) 589488 for details - £5 charge for charity

5th November 2007
Stafford Railway Society
St. Leonard's Sport & Social Club, St. Leonard's Avenue, Stafford. "30 Years of BR Steam 1938-1968" PLUS pre-preservation days on the SVR by Clive Smith. Starts 19.30, Adults £2, Concessions £1.
RCTS (Port Sunlight)
The Lever Club, Greendale Road, Port Sunlight. "Online Transport Archives" by Charles Robert. Start 7.45pm.

6th November 2007
North Wales Railway Circle
Railway Institute, Euston Road, Bangor (above the Post Office, Sorting Office.) "Video show" by Brian Bollington Starts 19.30, Entrance fee £1.50.

RCTS (Watford)
St. Thomas's United Reformed Church, Langley Road. "Railway Archive Films" by Frank Banfield. Start 7.30pm.

7th November 2007
RCTS (Ipswich)
Castle Hill Community Centre (Room 3), Highfield Road, Ipswich. "Longmoor Military Railway and Shoeburyness Military Tramway" by Mike Walshaw. Start 7.30pm.

Scottish Railway Preservation Society (Motherwell)
Conference Room, St. Mary's Church, Avon Street. Motherwell. 'SRPS Grand Challenge Quiz'. Starts 7.30pm, contact Alistair Maclean on 01698 263814 for further details.

8th November 2007
RCTS (Newcastle)
The Brunswick Methodist Hall, Newcastle. "Peregrinations with a Pentax" by Steve Batty. Start 7.30pm.

9th November 2007
Altrincham Electric Railway Preservation Society
Altrincham Methodist Church Hall, Barrington Road, Altrincham. '40 Years of Steam in Yugoslavia' by John Sloane. Start 19.30, Non-members £3.00

Cambridge University Railway Club
Andrew Room, Sidney Sussex College, Cambridge. "High Level Output Strategy" by Chistian Wolmar. Starts 8.30pm for 9pm, non-members welcome.

10th November 2007
East Lancashire Railway
Sulzer Diesel Theme Day

RCTS (Exeter)
Conference Room, Richmond House, YMCA, 39-41 St. Davids Hill. "The Magnificent Hydraulics" by Bernard Mills. Start 7.00pm.

Toy & Train Collectors' Fair
Exeter Hall, Oxford Road, Kidlinton, Oxford. Toy & Train Fair. 11.00-16.00.

10th-11th November 2007
Barrow Hill Roundhouse, Chesterfield
Steam Gala - LNER Theme Event, with visiting K1, K4, A4 locomotives and others.

Lakeside & Haverthwaite Railway
Diesel Gala Weekend.

11th November 2007
East Lancashire Railway
Sulzer Diesel & Steam operating day.

12th November 2007
RCTS (Sheffield)
St. Mathews Church Rooms, Carver Street, Sheffield. "Steam around Sheffield" by Mike Haynes. Start 7.30pm.

York Railway Circle
Archbishop Holgate's School, Drama Studio, Hull Road, York. 'Running a Heritage Railway by Philip Benham, General Manager of NYMR. Starts 19.30. Membership available. Non-Members £2

13th November 2007
8E Railway Association
The Gladstone Club, Station Road, Northwich. 'Rail Tour of Glorious Devon' by Stephen Gay. Starts 7.45pm

Great Western Society (Bristol Group)
Room 7, BAWA. 589 Southmead Road, Filton, BRISTOL, BS34 7RG. Contact: 0117 987 3244. "Aspects of the GWR" talk by Peter Lugg. Starts 19.30 for 19.45. Non-members welcome.

RCTS (Nottingham)
Nottingham Mechanics, 3 North Sherwood Street. "All aboard the Pines Express Part 2" by Chris Youett. Start 7.30pm.

14th November 2007
Bromsgrove Railway Club
St. Godwalds Church Hall, Aston Fields, Bromsgrove. 'Darjeeling & Himalayan update by David BarrieArrive 19.15 for 19.45 start. New members welcome

Grimsby & Cleethorpes Railway Group
Royal Air Force Club, Alexandra Road, Cleethorpes. 'More of my favourite steam slides' by Tony Othen. Starts 7.30pm

RCTS (Hitchin)
Hitchin Christian Centre, Bedford Road. "Leighton Buzzard Railway" by Colin Bassett. Start 7.30pm.

15th November 2007
Marlow & District Railway Society
Garden Room, Liston Hall, Liston Road, Marlow. 'More from Colour Rail' by Ron White. Starts 7.45pm for 8pm, Non-members £2.

Monmouthshire Rly Society
Room A28, UWCN, Allt-Yr-Yn Ave, Newport, Gwenty. The Railways of Colonel Stephens by Mr. T. Ward. Starts 19.30, Non-members £3

RCTS (Pudsey)
The Fulneck Room, Pudsey Civic Hall. "Development of Leeds Station" by Ron Rocket. Start 7.30pm.

16th November 2007
Locomotive Club of Great Britain, Central London Branch
Main Hall, Model Railway Club, Keen House, 4 Calshot Street. "BR Branch Lines" by Dave Soggee Starts 19.15, Donation of £2.

Scarborough Railway Society
Public Library, Vernon Road, Scarborough. '20th Century Steam' Film Evening by Ian Wolstencroft. Starts 19.30. Visitors welcome

17th November 2007
East Lancashire Railway
Diesel Running Day - Class 24 No. D5054 in operation

17th-18th November 2007
Bassetlaw (North Notts) Railway Society
Town Hall, Market Square, Retford. Model Railway Exhibition. Sat 10.00-17.00, Sun 10.00-16.00. At least 12 layouts 'N' to 'O' gauge, incl Oldham King Street (O), Bassetfield (OO), Barnaby Junction (009) and Westwood (TT) plus 8 trade stands and video show. Adults £3, Seniors £2, Child £1.

Bluebell Railway
1920s Weekend

Locomotion
Cab It Weekend

18th November 2007
Cholsey & Wallingford Railway
Diesel Running Day

The Model Railway Club
Keen House, 4 Calshot Street, London. N1 9DA. "Infrastructure work out on the main line" an illustrated talk by John Stretton.

19th November 2007
RCTS (Chester)
The Town Crier, City Road/Station Road (opposite railway station entrance). "BR in the 1980s" by Bob Casselden. Start 7.45pm.

RCTS (Coventry)
Hylands Hotel, Warwick Road. "Travels with the New Measurement Train" by Andrew Royal. Start 7.30pm.

RCTS (Northampton)
Dunston Conservative Club, Meeting Lane, Main Road, Dunston. "Quiz Night" Start 7.30pm.

RCTS (Oxford)
West Oxford Democrats Club, 1 North Street, Osney. "The South Western since Privatisation" by Brian Denton. Start 7.30pm.

Stafford Railway Society
St. Leonard's Sport & Social Club, St. Leonard's Avenue, Stafford. "Member's Slide Competition", judged by Mark Brayford. Starts 19.30, Adults £2, Concessions £1.

20th November 2007
North Wales Railway Circle
Railway Institute, Euston Road, Bangor (above the Post Office, Sorting Office. "Talk on the Ashover Light Railway, Derbyshire." Starts 19.30, Entrance fee £1.50.

Peak Rail Association (Chesterfield Branch)
Upstairs function room, New Inn, 229 Mansfield Road, Hasland. "The Somerset & Dorset Joint Railway" slide evening by Mick Hayes. Start 7.30pm. Administion free.

RCTS (Cambridge)
Abbey Meadows Community Wing, Community Primary School, Galfrid Road. "BR Steam Miscellany" by David Barham. Start 7.30pm.

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

▼ ***A livery that will start to disappear from November with the abolishment of the brand as part of the new London Midland franchise is that of Silverlink. On 13th October, one of the three Silverlink Class 508/3 EMUs, No. 508303, is seen on the approach to South Kenton station with the 14.01 Watford Junction - London Euston service. The Metropolitain LUL line can be seen crossing the WCML in the background.*** **Richard Tuplin**

DUKES
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CASTLE STREET
BRIDGE