The Railway Herald

www.railwayherald.co.uk

Issue 107 - 2 November 07
ISSN 1751-8091

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Front Cover

The maize of lines on the approach to Manchester Piccadilly. Class 185 No. 185147 arrives with the 15.39 Hull - Manchester Piccadilly First TransPennine service, while alongside No. 156420 approaches its destination with a late-running 16.24 Northern service from Sheffield. **Richard Tuplin**

Rear Cover

DRS Class 66/4 Nos. 66420 and 66424 catch the light as they 'top and tail' the Tuesdays and Thursdays-only Carlisle-Carlisle RHTT service. The pair pause at Settle Junction box to discuss the reversal movement with the signalman to gain a northward path on the S&C. **Fred Kerr**

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.

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

▲ *GWR Class 9400 0-6-0PT No. 9466 awaits time at Stratford-upon-Avon prior to departure on it's mainline test run. This appeared to go well and included a spirited assault of Wilmcote bank on the return.* **John Whitehouse**

The 2007 Railway Census

21st - 27th October 2007

All contributions must be in by 10th November!

May we start by thanking all our readers who have contributed to the Railway Census project so far (and, of course, those who are still in the process of contributing) for all their help, support and submissions.

Towards the end of the week especially, we have been inundated with information and photographs, so much so that on the Thursday our email system went down for around an hour, due to the volume of mail going through it!

Hopefully this small technical issue hasn't stopped anyone from submitting. If it did, then please do send them through again! Although we currently have mountains of information to wade through, if you are still to send details or photographs, please do so as this will give us the most accurate picture of the week.

As we said originally, the interim version of the Census will be published in a freely-available PDF file from our website. A more in-depth version of the Census title, together with a full run-down of passenger and freight operators, a behind-the-scenes look at how the control centres keep the railway moving, how First Great Western's Long Rock depot at Penzance and Alstom's Manchester Longsight depot keep the trains rolling, and the best photographs from across the week will all be published in a special 96 page 'Railway Census' full-colour book, which we expect will retail for around £9.95 (price to be confirmed.) The book, which is non-profit making, will be available direct from *Railway Herald* and through an online book store.

We will keep you up to date with both of these developments as we wade through the information and pictures.

Keep them coming!

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Railway Herald is produced by Railway Herald Ltd (Registered as company number 05837609 in England)

Registered office: Hobarn House, 12 Brompton Road, Northallerton, North Yorkshire, DL6 1DY

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No plans for German Railways to operate international services to London St Pancras

The state-owned railway operator Deutsche Bahn (DB) has denied speculation in the British media that it has applied to operate through services between Germany and the UK.

Stories abounded in several UK papers that the German operator had applied to the European Union (EU) for permission to start a through rail service from Frankfurt to London St Pancras International, travelling via the Channel Tunnel and High Speed 1.

However, DB says that it has made no application to the EU for any through services from Germany to London St Pancras International. Although interested in the UK travel market, a spokesman for the company told *Railway Herald* that current co-operation with the Railteam alliance (of which Eurostar and SNCF are also members) covers around 80-90% of the UK to German travel trade and at the present point in time, DB considers a continuation of that partnership to be a better value, both operationally and to the travelling public.

Major gains in journey times will be achieved with the official opening of High Speed 1 and St Pancras International from 14th November, and the resulting improvements in the timetables will provide better and faster connections into Germany.

Had it been true, the application would have had to be referred to the Department for Transport, as such a move would break the British/French Government-backed Eurostar monopoly that currently holds the sole concession on running all trains though the Tunnel. The initial story was seemingly a logical one as the EU has agreed to free-up its policies relating to the railways to allow trains to fully roam the continent, thus greatly expanding travel across Europe.

Deutsche Bahn also makes the point that any consideration of an international service to England could not be entertained without considering the considerable investment that would be needed in German infrastructure to allow the operation and introduction of such a service. A new international border point at the German destination would be just one of the investments needed, in addition to the rolling stock.

The Eurotunnel has strict standards on the trains which can use the Channel Tunnel and both the German ICE and French TGV sets do not currently meet those standards in a number of areas, specifically that of fire regulation.

Eurostars are the only passenger trains permitted to traverse the tunnel section.

Grit to Brierley Hill

▲ ***The week commencing 29th October had daily consignments of grit stone delivered from Croft Quarry in Leicestershire to Brierley Hill in the West Midlands. A set of 18 MEA box wagons was used, each morning the empty wagons being taken from Toton to Croft for loading before working south via Nuneaton. On 31st October, EWS Class 66/0 No. 66015 passes south of Bromsgrove on the approach to Stoke Works Junction, the journey being undertaken via Droitwich to Worcester Yard where the locomotive ran round for the final leg of the journey for unloading at the Black Country terminal.*** **Don Gatehouse**

Government provides funding for gauge enhancements

The Government has given the go-ahead for several important freight upgrades to allow for line clearance in respect of 9ft 6in containers.

The announcement relates to the route from Southampton to Birmingham and the West Coast Main Line; currently a third of containers passing through Southampton are 9ft 6ins high and this proportion is expected to reach 50% by 2012. As they cannot be transported from the port on standard rail wagons, up to 500 more lorry moves per day would be expected by 2012, as the ever-increasing numbers of the containers would be forced onto the roads without such clearance.

Gauge clearance from Peterborough to Nuneaton (receiving £80 million of funding) is also included to join up with the route from Felixstowe to Peterborough, providing an alternative from Felixstowe to the West Midlands, North West and Scotland. This is the first stage of the required upgrade to this route that will allow some growth from Felixstowe to be routed away from London.

In light of the recent CrossRail announcement, this decision demonstrates joined up thinking, and is a step closer to establishing a nationwide rail network capable of carrying the higher containers.

£8 million of funding was also awarded to increase capacity on the link between the Humber Ports of Hull and Immingham and the East Coast Main Line, including routes to the power stations in the Aire and Trent Valleys, while a further £1.7 million is being provided to improve access between the West Coast Main Line and Liverpool Docks (see separate story) by reinstating a new section of track and enhancing the gauge on two rail routes.

▶ Passengers at Carrbridge are seeing a much brighter and more colourful station environment, due to a partnership between First ScotRail, the Highland Rail Partnership and members of the 'Friends of Carrbridge Station', the Friends having planted half-barrels, supplied by First ScotRail, which date from the opening of the line in 1892. The station has recently benefited from a number of improvements including the introduction of 'Invernet', a morning commuter service to Inverness, rebuilt platforms, more lighting and the building having a fresh coat of paint. Speyside Heather Centre supplied the peat-free compost and plants.

▶ Church dignitaries from Norfolk and Suffolk churches joined 'one' railway and the Bittern Line & Wherry Lines Community Rail Partnerships (CRPs) at Norwich station on 29th October to start a new 'ChurchRail Trail', a way to visit the region's array of churches by train. Norfolk has 659 medieval churches - the largest concentration in the world, and the Diocese of Norwich, which includes part of Suffolk covered by the Wherry Line, is also a resource for many old church buildings. Together with the CRPs, 'one' is introducing an informative 'ChurchRail' brochure, designed to encourage both visitors and local residents to visit over 20 churches that are situated close to railway stations on the Bittern and Wherry CRP routes. Visitors can win rail tickets depending on the number of visits, by accumulating stamps when visiting a church on the trail.

▶ Merseytravel has paid tribute to the history of Rainhill station in Merseyside, following completion of a series of works to improve access to the building. The work undertaken includes level access to the Liverpool-bound platform, road improvements around the station, tactile paving and new 'blue-badge' parking spaces for passengers. A plaque detailing the rich history of the station, including the famous Rainhill Trials of 1829, which were an important competition between early steam locomotives that probably brought about the emergence of the steam railway across the world, has been unveiled. George and Robert Stephenson's *Rocket* was the only locomotive to complete the trials, averaging 12mph and achieving a top speed of 30mph hauling 13 tons. The Stephensons were accordingly given the contract to produce locomotives for the Liverpool & Manchester Railway.

▶ Passengers in Darlington should see the benefits of new signalling arrangements. Around 1,800 minutes of delay to services occur each year in Darlington because of restrictions on train movements caused by the signalling layout. With an investment of £1 million from Network Rail's enhancements budget, engineers have been able to come up with a signalling solution that removes the delay without any impact on the smooth running of the station.

▶ The Docklands Light Railway station at West India Quay has received a major refurbishment to give passengers better protection from the elements. The station has had its previous canopy replaced with a new bright glass one, which is stronger, bigger, and easier to clean. The work began in March and has been funded by Transport for London at a cost of £1.85 million.

▶ It is understood that agreement has been reached by Porterbrook Leasing to sell several Class 87 locomotives to Bulgaria, following the initial sale and exporting of celebrity Nos. 87012 and 87019 earlier in the year. Precise details were not available as we went to press, but it is thought that around 24 locomotives are involved in the deal. No comment was available from Porterbrook.

Investment for Liverpool Docks and North West

New funding to improve the infrastructure between the Port of Liverpool and the rail network, allowing an increase in rail freight through the port, has been announced by Minister of State for Transport Rosie Winterton during a visit to Liverpool.

The Olive Mount Chord scheme, which will receive £1.7 million Government funding, will reinstate an important section of track between the main Liverpool to Manchester rail line and the rail freight route to Liverpool Docks. It will also enhance the loading gauge for two routes between the West Coast Main Line and the port of Liverpool, enabling larger 'high cube' freight containers to travel by rail, reducing the impact freight travel has locally on congestion and the environment.

In a separate visit, the Parliamentary Under Secretary of State for Transport, Tom Harris, paid a visit to Manchester Airport on 30th October to see the work underway to build a third platform at the station. The £15 million project is being jointly funded by Greater Manchester PTA, Network Rail and Northern Way. The station at Manchester Airport opened in 1993 and is now part of a ground transport interchange. The interchange makes it easy to reach the airport by bus, coach or train. The new rail platform is due to open in December 2008.

Croydon tram named after enthusiastic supporter

On 20th October, Croydon Tramlink tram No. 2535 was officially named *Stephen Parascandolo* by Roger Harding, General Manager of Tramlink.

This is the first Croydon Tramlink tram to be given a name. Stephen Parascandolo, creator of the Unofficial Tramlink Website, died following a head-on crash in Hitchin, Hertfordshire, on 7th February.

A sizeable crowd of family, friends and enthusiasts attended the event at Beckenham Junction to see the freshly-cleaned tram unveiled with its new nameplate. In the ceremony, held on what would have been Stephen's 27th birthday, Roger Harding paid tribute to the Brunel University graduate, and outlined Stephen's achievements around Tramlink, including many fascinating anecdotes about his influence on the service.

He said the board had been unanimous in wanting to remember Stephen, and the contribution his innovative, knowledgeable and influential website - http://www.croydon-tramlink.co.uk - had made in "capturing the imagination of everyone" involved with the project. During this speech, the tram formally received its new name, and a replica of the nameplate was presented to Stephen's parents.

▶ ***Croydon Tramlink vehicle No. 2535 is pictured at Beckenham Junction shortly after being named on 20th October.*** **J. Gulliford**

The Railway Herald

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Simpler pricing promotes Channel Tunnel freight increases

Eurotunnel has introduced a new rail freight pricing structure within an Open Access framework, with a notable reduction in fees levied compared to current costings, and in line with the environmental protection objectives now put in place by both the British and French Governments.

There is now to be a single pricing structure for all rail freight operators, both existing and new entrants, and a simplified pricing per train, which irrespective of load will be charged a toll of £3,000 for each journey, compared to the 2007 average single train cost of £5,300,

Since the Channel Tunnel was opened in 1994, freight traffic grew to three million tonnes in 1997 and then stagnated until 2000, before declining to just over one million tonnes this year. These figures should be compared to the original design capacity for the Tunnel of 10 million tonnes per annum! The main reason for the decline is said to have been the growing lack of competitiveness compared to road transport, arising as a result of the fixed costs of frontier infrastructure, including security constraints.

For Eurotunnel, this development represents an opportunity to tap into new markets with considerable potential, notably through intermodal and trainload services. The new conditions are expected to lead to a reversal of the downward trend in cross-Channel railfreight, followed by a rapid return to 1997 levels, with a development target of six million tonnes in the not too distant future. It will also lead to an increase in freight on both British and French national rail networks, which will equally improve their revenues.

Hunslet-Barclay goes into administration

Despite being on track to increase its turnover by more than 10% in the current financial year, Hunslet-Barclay, which specialises in the refurbishment and repair of rail vehicles, has been forced to call in the administrators with the loss of 16 of its 138 staff.

The reasons for what has happened follows a series of management changes and a restructuring programme put into place by the company, but it is understood that a lack of cash, either in the company itself or from Hunslet's parent company, the Austrian-owned Waagner Biro group, is the prime factor.

The appointed administrators have said that they are confident that a new buyer would be found for the company, which has a long history and has recently undertaken work for First Group and the Glasgow Underground.

It is understood by *Railway Herald* that several 'Desiro' vehicles are currently in the works for collision repair and at least one Class 318 EMU for First ScotRail is still to be refurbished under the contract.

The remaining staff will continue to assist the administrators in realising the maximum value from the business and its assets in order to put it into the right shape for a sale.

Work underway on Bathgate route upgrade

Work is now in process to upgrade the existing railway from Bathgate to Edinburgh, with ground excavations at Livingston North in preparation for the reinstatement of double-track alignment that will restore the line to its former status and is part of the wider Airdrie-Bathgate Rail Link project to re-open the route.

This involves re-opening the railway between Drumgelloch and Bathgate, the on-going up-grade of the existing rail line between Bathgate and Edinburgh, and between Airdrie and Drumgelloch.

There are to be new stations at Caldercruix and Armadale, re-located stations at Bathgate and Drumgelloch and upgraded stations at Airdrie, Livingston North and Uphall, to allow four passenger services each hour between Glasgow and Edinburgh in each direction.

The ground works also take into consideration the needs of cyclists and includes provision for a new relocated cycle track between Airdrie and Bathgate.

▼ ***A First ScotRail Class 170/4 Turbostar on a Bathgate service passes the ground excavations near Livingston North on 31st October. The work is in preparation for laying a double-track alignment.*** **Chris Dixon**

Up, up and away from Glasgow Central!

The Glasgow Airport Rail Link appears to be on track to be up and running within the next three years.

The project to provide a 15-minute train service between the airport and the city centre has been given a major boost by councillors, with vital engineering works being approved by Renfrewshire Council's Planning and Economic Development Policy Board.

At the next meeting this month, it is expected that plans for a rail bridge to be build over the M8 Motorway and approval for new changing rooms at the St. James' football pitches in Paisley, which need to be moved, will be agreed.

The scheme, which will cost around £200 million, will result in 5.4 miles of existing track being upgraded between Shields Junction and Paisley Gilmour Street station as well as 1.2 miles of new track laid between Paisley St James station and the airport.

There will also be a new dedicated platform at Glasgow Central Station.

Lottery cash for new Alloa archive book

Lottery cash is to be used to fund a new book on the Stirling-Alloa railway, the publication being written by local journalist David Bytheway in conjunction with the Clackmannanshire Field Studies Society.

The society has been given £4,750 from 'Awards For All' for the book, which will trace the history of the line from the early wagon-ways in the 1760s to the present day.

If any reader has a memory of the railway, the author would be keen to hear from you. Contact him on 01259 752947 or by e-mail at DavidTryst@AOL.com.

▶ Rumours abound within the industry of major changes at Victa Westlink Rail (VWR). Managing Director, Neil Sime confirmed to *Railway Herald* that as part of the merger between Westbury Property Fund Limited and the Eddie Stobart Group, there was an ongoing review of the company, covering both the freight and passenger operations of VWR. Further details on the outcome are expected next week.

▶ Direct Rail Services latest Class 47, No. 47790 worked 'light engine' from Carlisle Kingmoor Depot to York Works on 1st November, although it encountered technical issues enroute and had to be rescued by Class 67 No. 67003. The loco is expected to be the back-up engine to the four Class 20s already based there - Nos. 20301-20304, No. 20305 having been returned to Crewe after recently failing.

▶ Northern Rail has named Class 158/9 No 158910 *William Wilberforce* to mark the 200th year of the passing of the Parliamentary Bill that led to the abolition of the slave trade by one of Hull's most famous residents. The Lord Mayor of Kingston-upon-Hull unveiled the unit at Hull Paragon Station on 18th October. The name is also carried by EWS Class 60 No. 60046.

Debranded trains roam the network

▲ ***With the joint Silverlink/Central Trains pool of Class 350 'Desiro' sets, trains without any company brandings have been a feature of the National Rail Network for a couple of years. Recent weeks have seen a large increase in the number of other classes which have been debranded. While Virgin Trains' Class 220 and 221 fleets are probably the most noticeable, having lost nose-end badges, side logos and nameplates, a number of Central Trains Class 150 and 170 DMUs are also reported as having the company identity removed. Caught in glorious autumn sunshine on 24th October, an unbranded Class 221 Voyager roars through Ashchurch station, with the 07.30 Penzance-Glasgow Central service. Of note is the ex-Midland Railway water tank that is still in situ on the left.*** **John Stretton**

Grand Central, almost ready to roll...

The long awaited launch of Britain's newest open access passenger operator could finally be on the horizon.

The company has confirmed to *Railway Herald* that three power cars, Nos. 43067, 43080 and 43084 have now been delivered to Heaton Depot, with the fourth expected in early November. The first set of stock has now received engineering approval sign-off, with just Vehicle Acceptance Body sign-off awaited, following which trial running in the booked Grand Central passenger paths between Sunderland and London will commence. Static testing of the stock has now been completed.

It is likely that No. 43080 will have to be re-vinyled on one side following a heavy graffiti attack at the end of October.

Gatwick Express adopts a modified livery as Delta brandings go

▲ ***The seven Class 460 EMUs presently used exclusively on the Gatwick Express service from London Victoria have all lost their Delta Airlines advertising vinyls as the contract has expired. The sets have returned to the previous colour scheme, with two slight differences; all the passenger doors now have the 'Gatwick Express' branding on them in white at the top and a solid blue section to the lower part of the door. Running without a front cowl on one end, Class 460 No (4600)01 approaches Gatwick Airport on 27th October, forming the 12.30 Gatwick Express from London Victoria.*** **Brian Morrison**

Identity crisis for *Western Champion*

▲ ***During Past Time Rail's 'Pembroke Coast Express' charter, the Diesel Traction Group's Class 52 'Western' No. D1015* Western Champion *carried the identities of long withdrawn classmates Nos. D1016* Western Gladiator *on one side and D1021* Western Cavalier *on the other!. The train is pictured at Reading on 27th October during the outbound run to Milford Haven, having originated at London Paddington.*** **Ron Cover**

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.

	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)
Past Time Rail	45407 & 76079	Manchester Victoria-Huddersfield-Copy Pit-Blackburn-Manchester
Pathfinder Tours	2xEWS Cl. 37	Euston-DC lines-Watford Junction-Tring-Barking-Clapham-Bletchley-Bedford-Northampton-London Euston
Railway Touring Company	60019	London Paddington-Exeter SD-London Paddington **Cancelled**
Railway Touring Company	tbc	East Croydon-Hove-Worthing-Chichester-Bath-Bristol & return
Vintage Trains	9466	Tyseley Warwick Rd-Walsall-Wolverhampton-Ironbridge and return
	4th November	
VSOE British Pullman	35028	London Victoria-Woking-Westbury(-Bristol-Westbury)-London
	7th November	
VSOE British Pullman	35028	London Victoria-Woking-Westbury(-Bristol-Westbury)-London
	9th November	
Past Time Rail	61994/62005	Middlesborough - York Barrow Hill (and return)
	10th November	
Hertfordshire (MM)	2xRiviera 47	London King's Cross-Barrow Hill-Deepcar and return
Kingfisher Railtours	6201	(Preston-Warrington BQ-Frodsham-Helsby-Chester-Shrewsbury-Bristol TM (break-rev))-Bristol TM-Hereford-Crewe-(and return)
Past Time Rail	61994/62005	Middlesborough-York-Barrow Hill (now operates on 9 November)
Pathfinder Tours	EWS Cl.37/Cl.50	Euston-dc lines-Watford Jct-Tring (rev)-Barking (rev)-Clapham Jct-Bletchley-Bedford (rev)-Bletchley-Northampton-London Euston
Railway Touring Company	7607945407	(Kettering-)Leicester-Derby-Chesterfield-Peak Forest-Buxton (break/rev)-Whaley Bridge-Stockport-Hope Valley and return
	17th November	
Railway Touring Company	60019	London Victoria-Chichester-Portsmouth Harbour (break/rev)-Fareham-Southampton-Salisbury-Reading-Guildford-London Victoria
Railway Touring Company	60009	Cleethorpes-Scunthorpe-Sheffield-Stockport-Altrincham-Chester & rtn
Vintage Trains	4965	Tyseley Warwick Road-Nuneaton-Nottingham-Lincoln and return
VSOE	35028	'VSOE Luncheon': London Victoria-Guildford-London Victoria

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.

Useful Weblinks

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

The Week Ahead

Despite the onset of 'dark nights', the coming week has a number of excellent tours in prospect, none more so than Past Times' 'Tees-Don Express', scheduled to operate on 9th November, featuring 'K1' No. 62005 and 'K4' No. 61994 *The Great Marquess* in tandem from Middlesborough via Eaglescliffe and York, to Barrow Hill for the depot's LNER Gala Weekend. Class 55 No. 55022 *Royal Scots Grey* will head the return working.

The following day, Hertfordshire, under its 'Merrymaker' banner, will also be visiting Barrow Hill with a charter from London King's Cross, which picks up at Potters Bar, Stevenage and Peterborough and works through to the platform within the Barrow Hill complex. After a break to enjoy the gala the train then continues via Sheffield Victoria along the remnants of the old Great Central route to Deepcar.

On 10th November the Railway Touring Company is set to operate the second steam charter into Buxton in less than a month, originating at Kettering. With Ian Riley's classic pairing of LMS 'Black 5' 4-6-0 No. 45407 and BR Standard 4MT 2-6-0 No. 76079 at the helm from Leicester, the train traverses the Midland Mainline and Hope Valley routes to reach Buxton via Peak Forest. The return will run via Whaley Bridge, Stockport and the Hope Valley with steam coming off at Derby and diesel haulage forward to Kettering.

Also operating on 10th November is Kingfisher's 'Welsh Marches Express', which features LMS 'Princess Royal' Pacific No. 6201 *Princess Elizabeth* from Bristol Temple Meads via Hereford to Shrewsbury, and now onwards to Crewe, where steam gives way to diesel for the return to Preston.

Pathfinder will be operating their second 'Silverlink Swansong' on 10th November, which this week is due to feature an EWS Class 37 'topped and tailed' with Class 50 No. 50049 *Defiance*. The route should be the same as the previous week's train, covering the Silverlink network from Euston to Tring, back to Barking and then via Barnes and Kensington Olympia to Bletchley, Bedford, Bletchley and Northampton before returning to Euston. The franchise is due to be handed back on 11 November at which point GoVia's London Midland franchise will take over.

▶ We are pleased to confirm that our comment in last week's report that Vintage Trains 3rd November working from Tyseley to Ironbridge was 'unlikely' to visit Birch Coppice on the outward trip has been proved incorrect. It has been confirmed that the tour will become the first steam-hauled working along the branch line. The gradient from Kingsbury through to Birch Coppice should prove quite a test for 'Large Pannier No. 9466.

▶ The Railway Touring Company (RTC) has not been able to resource a replacement locomotive for its Bath and Bristol charter this weekend, so it has therefore been postponed until 29th December when the traction will be provided by either West Country Pacific No. 34067 *Tangmere* or Gresley A4 No. 60019 *Bittern*. It should be noted that engineering work has stopped the company's 2nd December outing scheduled for No. 6024 *King Edward I* from Paddington to Worcester via Sapperton, which is now cancelled.

▶ It appears that all the paperwork issues and engineering niggles surrounding 'A4' No. 60019 *Bittern* have now been sorted out and its mainline career should recommence on 17th November with a trip to Portsmouth for RTC, followed a week later heading a tour to Bath and Bristol, then on 1st December a return to the ECML on a King's Cross to York charter.

Oliver Cromwell programme announced for 2008 charter season

The overhaul of No. 70013 *Oliver Cromwell* at the Great Central Railway (GCR) is proceeding well, according to a letter to contributors to the restoration project, and it is planned for running-in to commence on the GCR during April next year. Contributions are still welcome as the locomotive needs a new chimney at a cost of £2,500.

Details of the proposed railtour activity next year are also provided, with Steam Dreams leading the way with five tours, including two on successive weekends featuring the locomotive working throughout between London Liverpool Street and Norwich on 11th and 13th June. The trains will follow the direct route via Colchester and Ipswich and carry the names of 'The Norfolkman' and 'The East Anglian' respectively, evoking strong memories of when the class were regular performers on that route. Later, in September, the company has tours planned to Bath and Bristol (11th), Exeter (14th) and Canterbury West (24th).

The Railway Touring Company (RTC) also features strongly, commencing a Cleethorpes to London (one-way) working on 7th June and a King's Lynn to Liverpool Street return working on 21st June. On 12th July RTC has a Norwich to York one-way working, which will position *Oliver Cromwell* for use on its 2008 'Scarborough Spa Express' programme.

The 5305 Locomotive Association, which is one of the partners in the restoration project, will be operating No. 70013's mainline return scheduled for 24th May between Tyseley and York, which will return diesel-hauled. Later, the association also has a booking for a 'Cumbrian Mountain Express' on 16th August, some six-days after the locomotive is due be to one of the participants in West Coast Railway Company's 'End of BR steam anniversary' charter from Liverpool Lime Street to Carlisle and back.

It is pleasing to see yet another newcomer return to National Rail metals to supplement the main line steam fleet. However, it should be noted that the above dates all remain provisional.

Possible 'five-figure loss' for King Society

It is often said that it never rains but it pours which is probably how members of the 6024 Preservation Society feel at the moment!

With the locomotive sidelined for repairs, which caused it to lose several mainline bookings, comes the news that the chairman and engineering manager Steve Underhill has tendered his resignation.

The Society's Management Board has issued a statement indicating that it was left "with no choice but to accept his written resignation", which was due to conflicts of interest that had arisen between his employment and his role and obligations as a Management Board member and Trustee of the Society.

The board states that the conflict has "constituted a very serious breach of the Society's Rules and did not involve an inadvertent infringement that could have been overlooked." Initial investigations are said to reveal a possible 'substantial five-figure loss' as a consequence. Support from the working members for the decision by the board is stated as 'overwhelming', following disclosure of the facts. They add that Mr. Underhill had previously been offered the option of considering a permanent paid employment by the Society, but had declined.

The Board also states it is seeking further consultations with working members "to decide how best to proceed towards repairing the locomotive and returning it to mainline activities" and an announcement will be made shortly. No. 6024 is currently at Barton Hill depot in Bristol, where it will remain pending completion of the repairs and re-assembly of the inside motion.

Hopefully the Society will be able to minimise the impact on getting No. 6024 *King Edward I* back on the mainline. Its next booking is for Kingfisher on its re-dated 'Great Western Envoy' on 8 December.

LMS 'Black 5' steams through to Uckfield

▲ ***Standing in for West Country Pacific No. 34067 Tangmere, Ian Riley's LMS 'Black 5' 4-6-0 No 45407 blasts up the incline towards Oxted on 27th October, powering the 08.25 charter from London Victoria to Uckfield and Bognor Regis. EWS Class 37/4 No 37417 is idling on the rear.*** **Brian Morrison**

▲ *The 'Atomic Harbour Master' charter from Crewe to Euston, Folkestone Harbour and Dungeness ran on 20th October. The train employed Class 86 No. 86101 Sir William A. Stanier from Crewe to London, where a pair of EPS 37s took over. No. 37601 leads the train near Ashford.* **James Welham**

▼ *Arriving at Folkestone Harbour the tour was 'topped and tailed' by EPS Class 37/6s Nos 37601 and 37603. The train had a short layover here before returning to London. This image was taken from the top of the Grand Burstin Hotel, Folkestone, by kind permission of the hotel management.* **Brian Morrison**

▲ *DRS Class 66/4 No. 66422 is currently on loan to Freightliner Heavy Haul. The loco worked 'light engine' from Crewe Basford Hall to Luton Crescent Road on 29th October, before working an aggregate service to Mountsorrel. The train is pictured at Luton Crescent Road on 30th October.* **Steve Madden**

▼ *DRS Class 37/6 No. 37605 passes Hatton North Junction on 29th October with a pair of EMU Mk1 translator vehicles in tow. The train was bound for Eastleigh having originated at Derby Litchurch Lane.* **Peter Tandy**

▲ *In preparation for the Dartmoor Railway gala, Class 45 'Peak' No. 45112* **The Royal Army Ordance Corps** *departs from Exeter St Davids for Okehampton on 15th October, with Class 31/4s Nos. 31454 and 31452 in tow.* **Steve Thompson**

◀ *EWS encountered problems on 30th October following an engineering possession. As a result, First GBRf's Class 66/7 No. 66725* **Sunderland** *was 'borrowed' from Plymouth Laira to work the EWS service from Goodrington Sidings at Paignton to Westbury. Here, the train passes through Torquay station with No. 66012 on the rear.* **Phil Bellamy**

▼ *The evening Virgin Trains loco-hauled diagram was worked by First ScotRail-liveried Class 90 No. 90021 on 1st October, shown awaiting departure from Birmingham New Street with the return service to London.* **John Glover**

Sponsorship for Wensleydale Railway

The Wensleydale Railway has received sponsorship from a major rail industry company.

Corus Railway Infrastructure Services (CRIS), is to sponsor the surveying and engineering design work for a new-build section of the railway.

The line re-opened to passengers in 2003 and is rail-connected to the ECML, so trains can access the private railway. However, the nearest Wensleydale station to the mainline is Leeming Bar, as the short section of track linking the line into the station at Northallerton was removed several years ago.

The CRIS sponsorship package offers its staff's time on a voluntary basis, with access to any company resources needed. It will be a great project for CRIS staff, particularly the younger members, giving them a first-hand feel for the challenges involved in planning, financing, designing, building, operating and maintaining a railway.

Making the connection between Northallerton station and the Wensleydale line will open up many new journey possibilities as it will bring WR's remaining five miles of line between Leeming Bar and Northallerton into regular use.

It will also make the railway more accessible with easy connections from TransPennine Express and GNER services through Northallerton.

▲ *Class 47/0 No. 47205 in unbranded grey livery with Class 27 No. D5401 on the rear, approaches Pitsford & Brampton station during the Northampton & Lamport Railway's Diesel Gala on 20th October.* **Chris Holt**

▼ *Railfreight red-stripe Class 56 No. 56098 awaits its next duty at Pitsford on 21st October.* **Daniel Adkins**

Historic buffet car takes shape at Porthmadog workshops

Restoration of the original Welsh Highland Buffet Car has taken a major step forward with the assembly of the wooden body framework.

The historic carriage dates from 1893, and is now in the care of the Welsh Highland Railway (Porthmadog). The vehicle was the first-ever refreshment carriage on a narrow gauge railway in Britain.

The Buffet Car was converted from an Ashbury 1st/3rd composite carriage in 1927, and its celebrity status began during its working life. Tom Rolt, who went on to become one of the pioneers of railway restoration, rode in it and commented on how hard it was to keep his coffee in the cup! When the railway closed, it was sold off, cut in half and ended its days as a summer house.

The carriage was donated to the WHR(P) in the late 1980s, and restoration work began in 2005, with the help of a grant from the Museums, Libraries and Archives Council PRISM Fund. Work on the underframe was completed in 2006, and restoration has now moved to the bodywork.

Over the weekend of 13th/14th October, the main framework of the carriage was assembled. It follows several months of careful restoration, using specialist joints to integrate new sections of timber into the original sections of bodywork.

Specialist restoration work has been carried out by Magnay & Yates, a joinery firm from Haltwhistle in Northumberland. Peter Magnay, one of the team working on the carriage, said: "Restoring the original bodywork has been a time-consuming, and highly frustrating task. Not only have we had to cope with rot and damage but things have been made even more complicated because sections which were supposedly the same had been finished with hand tools, and so were in fact different thicknesses. Joining it all together has been a complicated job, but the results are impressive, even at this early stage."

▲ *The completed framework for the original WHR Buffet Car stands inside the shed at Gelerts Farm Works, the engineering base for the southern end of the line. Restoration of the original timber to this stage has been a slow and painstaking job.* **WHR (Porthmadog)**

The Buffet Car restoration will continue over the coming months. The carriage is scheduled to be completed by February 2009.

▲ *With the recent return to steam of North Eastern Railway 'Q6' 0-8-0 No. 63395, and 'B1' No. 61264 currently being based on the line, alongside 'A4' No. 60007 Sir Nigel Gresley, the NYMR is rapidly taking the role of THE LNER line once again. On 20th October, the 'Q6' passes Moorgates with the 12.50 Grosmont to Pickering 'Moorlander' service.* **Dave Maloney**

NYMR becomes *THE* LNER line as 'A2' Pacific *Blue Peter* is set to come home

The unique LNER-designed 'A2' Pacific No. 60532 *Blue Peter* has not hauled a train since 2003, but now looks as if a comeback may be on the cards.

For some time the locomotive's owners, the Drury family, have been examining ways to secure the long-term future role of the engine and fund *Blue Peter's* forthcoming overhaul and return to steam.

On 17th October, Rupert and Ben Drury reached a basic understanding with representatives of both the North Yorkshire Moors Railway (NYMR) and the North Eastern Locomotive Preservation Group (NELPG) about the locomotive's future. This should realise the long-held dream of seeing *Blue Peter* back in steam on both the NYMR and the main line - the latter under the auspices of NELPG.

Finding the best way of going forward has proved challenging. However, a deal has now been identified by NYMR, which will involve a national appeal to finance the overhaul of the 'A2', and that will hopefully engage new enthusiasts of all ages.

There is still more detailed work to be done before the final arrangements can be announced, but with the dream line-up of 'A1', 'A2', 'A3', 'A4' Pacifics very much at the back of everyone's minds, there is an encouraging sense of urgency by all parties to make this happen as soon as possible.

'Valley Aid'

On 2nd-4th November, the North Yorkshire Moors Railway is holding an event to raise financial support for the flood-stricken Severn Valley Railway. The event, dubbed by volunteers as 'Valley Aid', is to be a mixed traffic event over three days. No less than $^{2}/_{3}$rds of the proceeds will be donated to the SVR's Flood Damage Appeal.

'Valley Aid' will be a celebration of steam and diesel heritage, with a packed programme for enthusiasts, with something for everyone. Many loco owners are donating engines free of hire charges, and the railway offers its warm thanks to the National Railway Museum, Deltic Preservation Society, John Cameron, A4 Locomotive Society, Thompson B1 Locomotive Trust, Class 50 Alliance and the 50027 Project.

VALLEY AID

Raising money for the Severn Valley Railway Flood Damage Appeal*

2nd - 4th November 2007

Class 50 'Defiance' 50049, Class 37 D6700
K4 61994 'The Great Marquess' & B1 61264
Class A4 'Sir Nigel Gresley'
Class 55 'Alycidon' D9009
Class 25 D7628, Class 50 50027 'Lion'

*at least 2/3rds of the profits will go directly towards the Severn Valley Railway Flood Damage Appeal

All Locomotives running appear Free of hire charge.
With thanks to following owning groups:
National Railway Museum, Deltic Preservation Society, John Cameron, A4 Preservation Society, Class 50 Alliance and 50 027 Project

NORTH YORKSHIRE MOORS RAILWAY

Pickering • Levisham • Goathland • Grosmont • Whitby

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

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.

3rd November 2007

East Lancashire Railway
Diesel Running Day - No. 55022.

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

Glouc-Warks 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)
Minibus excursion to Crewe Basford Hall. Non-members welcome if seats 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 North Yorkshire Moors Railway. 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. Admission free.

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

RCTS (Scunthorpe)
Kinsley Labour Club, Cole Street, Scunthorpe. "Steaming through Britain" by Graham Briggs. Start 7.30pm.

21st November 2007
RCTS (Eastleigh)/S&D Trust
Eastleigh Railway Institute, Romsey Road, Eastleigh. "Working on the Somerset & Dorest in BR Days" by Keith Barrett. Start 7.45pm.

22nd November 2007
RCTS (Sussex Branch)
Brighthelm Church & Community Centre, North Road, Brighton. "Military Port No1 & The Faslane Military Railway" by Mike Walshaw. Start 7.30pm. £1.50 donation.

23rd November 2007
Cambridge University Railway Club
Andrew Room, Sidney Sussex College, Cambridge. 'The Silk Railway' a talk by Stuart Baker. Starts 8.30pm for 9pm, Non-members welcome.

24th November 2007
East Lancashire Railway
Diesel Running Day - Class 40 No. D335 in operation

Dartmoor Railway
Class 47 operating weekend, with services working over the full 13 miles of line between Okehampton and Coleford Junction.

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

24th-25th November 2007
Swanage Railway
1940s Weekend.

26th November 2007
RCTS (Sheffield)
St. Mathews Church Rooms, Carver Street, Sheffield. "O Winson Link & North & Western" by Bob Gellately. Start 7.30pm.

27th November 2007
RCTS (Nottingham)
Nottingham Mechanics. "BR in the Early 1960s" by Hugh Gould. Start 7.30pm.

RCTS (Welwyn Garden City)
The Methodist Church, Cole Green Lane, Ludwick Green. "Bringing B1 61264 back to Life" by Mike Coley. Start 7.30pm.

28th November 2007
RCTS (Chichester)
Council Meeting Room 1, County Hall, West Street, Chichester "Steam in Camera" by Graham Stacey. Start 7.30pm.

29th November 2007
RCTS (Preston)
Claremont Hotel, Blackpool Road, Preston. "Steam in the 1960s" by Hugh Ballantyne - non-members welcome. Start 7.30pm.

30th November 2007
Scarborough Railway Society
Public Library, Vernon Road, Scarborough. 'Society Members Digital Evening. Starts 19.30.

2nd December 2007
D. J. Fairs Ltd
Yorkshire Event Centre, Harrogate. Toy & Train Fair. 10.30-15.30. Adults £3, Children £1.

3rd December 2007
Stafford Railway Society
St. Leonard's Sport & Social Club, St. Leonard's Aven, Stafford. "Peak Forest to Limerick via Teeside" (Modern Traction mid-90s to present) by John Catterson. Starts 19.30, Adults £2, Concessions £1.

4th December 2007
Great Western Society (Bristol Group)
Room 7, BAWA. 589 Southmead Road, Filton, BRISTOL, BS34 7RG. Contact: 0117 987 3244. "The Harzer Schmalspurbahnen: Narrow Gauge Super Power in the Mountains of Germany" talk by David Brabner, Robert Heron and Dave Winter. Starts 19.30 for 19.45. Non-members welcome.

North Wales Railway Circle
Railway Institute, Euston Road, Bangor (above the Post Office, Sorting Office. British Transport Police Safety and illustrated talk on "The Railways of New Zealand" by Bill Rogerston. Starts 19.30, Entrance fee £1.50.

5th December 2007
Scottish Railway Preservation Society (Motherwell)
Conference Room, St. Mary's Church, Avon Street. Motherwell. 'Railways North and West of Stirling' by Mike Jodeluk. Starts 7.30pm, contact Alistair Maclean on 01698 263814 for further details.

6th December 2007
Scottish Railway Preservation Society (Edinburgh)
Quaker Meeting House, 7 Victoria Terrace, Edinburgh. 'Members Slide Evening'. Starts 7.30pm, contact Dr. Peter Howell on 0131 334 5232 for further details.

7th December 2007
Gloucestershire Warwickshire Rly (Birmingham Area Group)
Northfield Library, Church Road, Northfield. Evening Slide show by Phil Darlaston. Starts 19.30.

10th December 2007
York Railway Circle
Archbishop Holgate's School, Drama Studio, Hull Road, York. 'Mainline Steam in 2007' DVD/ Stereo large screen presentation by Karl Jauncey & Dave Richards of PSOV. Sales Stand. Starts 19.30. Membership available. Non-Members £2

12th December 2007
Bromsgrove Railway Club
St. Godwalds Church Hall, Aston Fields, Bromsgrove. 'Club AGM, Members Slides, Photographic Competition and more!' Arrive 19.15 for 19.45 start. New members welcome

14th December 2007
Altrincham Electric Railway Preservation Society
Altrincham Methodist Church Hall, Barrington Road, Altrincham. 'Manchester and the Llandudno & Colwyn Bay Tramway Then and Now' by Keith Chadbourne. Start 19.30, Non-members £3.00

16th December 2007
D. J. Fairs Ltd
National Exhibition Centre, Birmingham. Toy & Train Fair. 10.30-16.00. Adults £5, Children £2.

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

▼ ***The DRS Class 37/6 fleet continues to roam the network powering services for Serco, although with the first of the ex-Anglia Mk2 DBSOs approaching completion at Derby, how much longer the 'top and tail' operation will continue remains to be seen. Here, Nos. 37607 and 37606 (rear) power past the camera near Leigh-on-Sea with a test working on 1st November.*** **Charlie Robbins**