

# The Railway Herald



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## Front Cover

**On 2nd October, a Crewe to Carlisle test train ran, using Cargo-D stock hauled by Class 86 No. 86101 Sir William Stanier FRS. The northbound service was delayed by signalling failures, with the consequence that on the southbound run it was diverted onto the freight line through the Preston area as seen at Euxton, allowing a Virgin Voyager to pass on the fast line.**  
**Fred Kerr**

## Rear Cover

**LMS 'Black 5' No. 45211 Sherwood Forester waits to come 'off-shed' at Grosmont on 28th September, prior to working Esk Valley services during the day.**  
**David Pagett**

## Publication

The *Railway Herald* is published every Monday and is available on e-mail subscription or from our website at [www.railwayherald.co.uk](http://www.railwayherald.co.uk)

## Submissions

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

## 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](#).

## Ebbsfleet route safeguard proposals put forward

**The Government has begun a consultation on proposals to safeguard the alignment of an extension to the London Crossrail route from Abbey Wood to Ebbsfleet.**

Tom Harris, the Under Secretary of State for Transport, announced in a written statement in February that the Department for Transport (DfT) was considering updating the safeguarded route to Ebbsfleet and would continue to discuss the matter with Cross London Rail Links, the organisation that is undertaking the Crossrail project, and the relevant local planning authorities.

The DfT now proposes to issue formal Safeguarding Directions for the Abbey Wood to Gravesend and Hoo Junction route and is seeking views on exactly which pieces of land these should apply to. Current proposals draw together a series of studies conducted over the past decade.

Safeguarding Directions for Crossrail came into

force in November 1990 concerning the route between Old Oak Common and Mile End and at Stratford. These directions, for the main Crossrail route have been revised several times over the years, most recently by new directions made in January this year. However, a separate safeguarding direction was issued in February 2005 by the Secretary of State for Transport for the proposed route from Abbey Wood to Hoo Junction. It is this direction that the latest consultation concerns.

The DfT has already announced plans to safeguard the route of a western extension of the Crossrail route from Maidenhead to Reading, and this latest consultation aims to complete the safeguarding process by formalising plans to allow a future eastern extension of Crossrail to provide an interchange with the High Speed 1 line at Ebbsfleet.

At present there is no Government commitment or funding to build either extension.

▼ **Virgin Class 57/3 'Thunderbird' locomotives have found employment with Cargo-D Mk2 and Mk3 vehicles over the past week, on driver training duties in preparation for the forthcoming proposed Holyhead-Cardiff Arriva Trains Wales service. Here, No. 57301 Scott Tracy passes Stafford on 25th September.**  
**Hayden James**



## Northern issues 'Invitation to Tender' for Tram-Train

**Northern Rail has issued an Invitation to Tender for the supply and maintenance of lightweight tram-train vehicles to operate on the Sheffield-Barnsley-Penistone-Huddersfield line during a two-year trial period sponsored by the DfT.**

Northern is looking to acquire a minimum of five vehicles to operate the 60km route. Due to start in late 2010, the trial is intended to test the suitability of

lightweight vehicles for operation on the UK rail network, including the potential to reduce the operating costs of secondary lines, the project being structured as a partnership between DfT, Northern and Network Rail.

The Government is providing £9 million to support the first phase of the trials. Network Rail is undertaking preparatory work on the route, including changes to the track and stations, as well as changes to the operating rules and

legal requirements to permit the vehicles onto the network.

Although the first stage of the trial will restrict the vehicles to a non-electrified rural railway, the project includes an option for a second phase, which would look at genuine tram-train operation with through running onto the Sheffield Supertram network. This would allow the vehicles running between Rotherham and Sheffield to assess the additional benefits of extending services into the city centre.

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## Belgium industrial action suspends Eurostar

**Due to industrial action in Belgium, Eurostar will be unable to operate any services between London and Brussels today, 6th October.**

A 24-hour general strike in Belgium commenced at 22.00 (CET) yesterday, 5th October 2008, meaning that Brussels Midi station and the rest of the Belgian rail network will be shut down. This also means that there will be no services operating between Lille and Brussels and no high-speed onward rail connections on Thalys or ICE from Brussels

to destinations in France, the Netherlands and Germany.

Because of the constraints of the amended timetable due to the Channel Tunnel fire in September, Eurostar will also not be able to operate a service to and from Lille on 6th October. All passengers to Brussels or Lille are advised to change their travel plans, and exchange their tickets for alternative dates, or obtain refunds by contacting their original point of sale.

On 5th October, the 19.30 departure from London to

Brussels terminated at Lille and on 6th October, only the 19.30 service from London will operate through to Brussels via Lille, on the assumption that the Belgian high-speed line does reopen at 22.00 (CET). The availability of tickets on this train is naturally very limited. Eurostar expects to resume a full service immediately the industrial action has ended.

For more information visit [www.eurostar.com](http://www.eurostar.com) or contact the company's Ashford Contact Centre on 08705 186 186.

## Revised Timetable for Eurostar introduced

**Following the fire, Eurotunnel has brought interval four of the Channel Tunnel, the middle section of the North Tunnel, back into service.**

Following the restart of services in the South Tunnel on 13th September, then the re-introduction of the first part of the North Tunnel on 22nd September, five out of the six intervals that make up the tunnel are now operational.

This news has enabled an increase in traffic, notably by stepping up departure frequency and by raising capacity, from 170 trains per 24-hour period to 210 from 1st October. With between 55 and 58 paths provided per day, according to its requirements, over 90% of normal capacity is now available to Eurostar. The number of truck shuttles have now increased to 98 per day during the week, and 34 per day at weekends, the equivalent to a transport capacity of approximately 17,000 trucks per week. Passenger car shuttles will increase to 30 per day during the week and 52 per day at weekends, equivalent to a transport capacity of approximately 41,000 cars per week. Freight trains will use the tunnel at night.

Eurotunnel staff have worked hard and have brought a maximum of available infrastructure into

service for customers, bringing rail capacity as close as possible to normal.

As a result of this, Eurostar has introduced a new timetable to make best use of the available capacity through the Channel Tunnel. From 1st October, there are now nine trains on a weekday between London and Brussels, and 16 between London and Paris, compared with 10 and 17 respectively before the fire on 11th September.

The new timetable represents 93% of Eurostar seat capacity before the incident and is expected to continue in force for some months – into the first half of 2009 – before Eurotunnel is able to restore full access to both tunnels under the sea.

Journey times are on average 20 minutes longer than normal in order to take account of the partial closure of one of the two running tunnels. Temporary check-in procedures will continue to operate for some weeks. All travellers are strongly advised to check in as early as possible, ahead of Eurostar's minimum check-in times, to help station staff ensure that they catch their trains. Eurostar has achieved an average of 93% punctuality during the first two full weeks of operations following the tunnel incident.

▼ **Colas Rail Class 47/7 No. 47727 Rebecca passes Standish Junction on the 14.14 Long Marston to Bristol Stoke Gifford yard on 3rd October. The four HXA wagons have come off repair at Long Marston and will be attached to other vehicles at Stoke Gifford for loading at Portbury Docks, destined for Rugeley Power Station. Richard Davies**



❖ As previously reported in *Railway Herald*, it is planned for a part of the currently disused Waterloo International station to be available for use by South West Trains (SWT) by the end of this year. Work is to take place on Platform 20 to create a new access for passengers between Platforms 19 & 20 and to install new ticket gates. Funded by the Department for Transport with Network Rail, a further project is now to be developed to meet future growth at Waterloo by converting the entire ex-Eurostar terminal for domestic operations. SWT welcome the plans but point out that such a capacity increase will need more trains..

❖ Colas Rail Class 47/7 No. 47739 has been named *Robin of Templecombe* at Templecombe station by Colas driver Robin Gould, who started on the Somerset & Dorset Railway in 1955 and is the last ex-S&D driver still working on the mainline. As well as his name, the plates carry Somerset & Dorset crests.

❖ Southern has had a further 11 stations added to its complement of Secure Stations. This brings the TOC's total up to 113 out of its 162 stations with the award. As a result, almost 96% of Southern's passengers use stations that are accredited with the award and 70% of Southern's stations now have been accredited, more than any other train operator. The stations that have recently been awarded Secure Station status are: Ham Street, Pevensey & Westham, Berwick, Lingfield, Kingswood, Smitham, Whyteleafe South, Purley Oaks, Ashted, Mitcham Junction and Bosham. Stations receive the award under the Secure Stations scheme, managed by the Department for Transport in partnership with the British Transport Police. Crime figures on Southern stations in 2007 were half those published in 2003.

❖ South West Trains and its community rail partners, Isle of Wight, Lymington and Three Rivers, has been declared Overall Winner of the Community Rail Awards 2008. The judges commented: "Recognising just one winner is not an easy task, but SWT and its partners have come from nowhere to challenge successfully the previous North of England dominance". SWT and the Lymington Line Community Rail Partnership (CPR) also took first place in the marketing category for their two-day Dream Train costume event. National Express East Anglia's Wymondham station was awarded the Best Station Ticket Office and Retail Outlet and Sudbury had the Best Station Garden.

## Track sharing scheme for Midland Metro?

**A joint study by West Midlands Passenger Transport Authority, Centro and Network Rail into sharing the planned extension of the Midlands Metro tram system with freight trains is reported to be showing positive results.**

Proposals are to utilise innovative technology to eliminate the need for a separate freight line alongside the new Wednesbury to Brierley Hill tram tracks, saving some 20% of construction costs, and opening the possibility of further extensions of the Metro to Stourbridge and Stourbridge Junction.

A number of cities in Germany, France and Holland already operate such track sharing schemes successfully. EWS has indicated an interest in the scheme and is keen to participate in the next stage of the study due to begin this month.

The loop, which will link the existing St George's terminus to the new £140 million Wolverhampton rail and bus interchange, is planned to run via Princess Street, Lichfield Street and Pipers Row, with a spur from Lichfield Street to the station and on through to Sun Street.

## Award finalist for steam driver

**Juliet Walker, who recently qualified as the first female steam driver on the Bure Valley Railway, is a finalist in the 'Train Driver of the Year' section of the 'RailStaff' Awards.**

Juliet is the only representative from all the heritage railways in this year's final. The winner will be announced at the RailStaff awards party on 1st November at the Birmingham ICC.

## First GBRf reminds its rivals of their competition!

**First GBRf has claimed an industry first by driving a 20ft x 10ft advertising van across the north and midlands of England to promote its services at some rather unusual and rather cheeky locations!**

The van, which carried a double-sided display advertisement in First GBRf's distinctive colours, featured a giant Union Jack flag and carried the strap line 'First GBRf – the best of British', travelled over 300 miles over two days.

The company used the occasion to "remind its rivals of their competition" by parking outside their headquarters for a photo opportunity. Starting out at the EWS offices in Doncaster, some of the van's

many 'pit stops' included Ratcliffe-on-Soar Power Station, Aggregates Industries' quarry in Croft and the peak and quarries of Mam Tor.

Managing Director John Smith said: "We are extremely proud of what we have achieved as an organisation over the past 12 months, which has enabled us to become the largest British-owned rail freight company in the country. This was made possible by the fresh approach we take to rail freight practices and our ability to do things differently. We therefore wanted to celebrate and let those in the industry know just how successful we have become in a distinctive and memorable way."



## Hitachi celebrates 12 months at Ashford

**The Hitachi Rail Group has celebrated the first anniversary of its Ashford Train Maintenance Centre, which was opened 12 months ago on 2nd September 2007 by the ex- under Secretary of State for Transport, Ruth Kelly.**

Over the past year the centre has attracted over 3,500 visitors from the UK, Europe and Japan's rail industry and has so far created 47 jobs for local employees. The facility will be the home of the Class 395 Javelin high-speed Hitachi trains operating on HSI between Kent and St Pancras International from December 2009, the new trains having been designed to cut current journey times by as much as one hour.

The 12-month milestone marks a successful year for Hitachi, with a programme of testing and

maintenance well underway for the first four Javelin units to be delivered. A total of 31,000 miles of testing has been completed to date on a combination of HSI and domestic rail track. In addition to the high-speed trains, Hitachi has also won the replacement contract for the power and traction systems on the Class 465 Networkers. This project is going ahead as planned and a prototype unit is currently undergoing testing, with full production scheduled to start early next year. Meanwhile, Ashford has also been servicing Class 375 Electrostars and Class 465s for Southeastern.

▲ **Class 395 Javelin No. 395001 inside the new Hitachi Depot at Ashford on its opening day, 2nd October 2007.**  
**Brian Morrison**

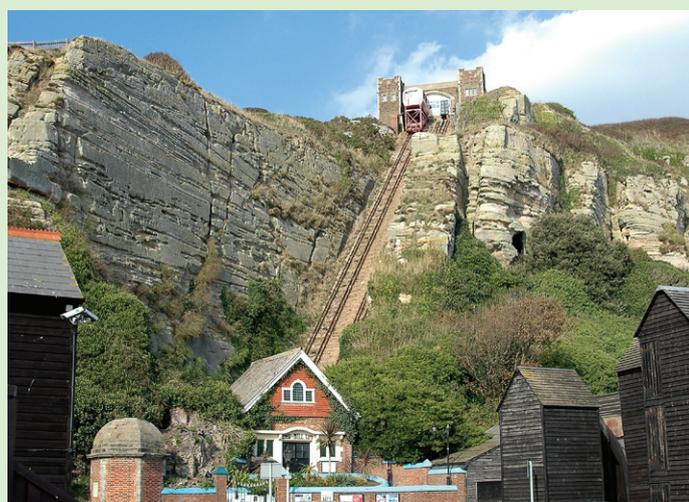


▲ **As part of its advertising campaign, First GBRf's advertising hoarding was parked outside the EWS offices in Doncaster for a short period! First GBRf**

## New look HST from CrossCountry takes to the rails!



▲ CrossCountry's first refurbished High Speed Train entered service on 29th September, the HST being the first of five to be introduced this year. As well as having the new attractive CrossCountry livery, the refurbishment programme includes a redesign of both First Class and Standard coaches, providing extra capacity that will provide each set with 542 seats spread between its eight vehicles, with new seating, tables, carpets and curtains, refreshed toilet facilities and enhanced lighting and power sockets throughout. The refurbishment also delivers significantly more space for luggage. The power cars are fitted with the new MTU engines to increase reliability, improve fuel efficiency and produce lower emissions. **CrossCountry**



### Up, up and up at Hastings!

Hastings has two cliff railways at the west and east ends of the town respectively. The West Hill Lift (▶) includes a 363ft tunnel and was opened on 28th August 1891. It became bankrupt in 1894 and was then operated by a newly formed lift company until 1947, when Hastings Borough Council paid £4,500 for the total concern.

The West Hill Lift is in George Street, a part of The Old Town. It rises through a tunnel ending up at West Hill, from which there are some fine views. The total length is 152 metres, the gradient is 1 in 3 and the gauge is 1,829mm. Two cars operate.

The East Hill lift (▲) opened on 9th April 1903 and is currently Britain's steepest railway at 1 in 1.128, but is currently out of use awaiting refurbishment by Hastings Council. The first phase of this work will see the replacement of the existing fibreglass carriages with wooden ones that closely match the originals, replacement of the electric control and safety systems and repairs to the concrete trackbed. The second phase of work will consider the provision of a small cafe at the upper terminus.

Work is due for completion in 2009. When in operation it enables tourists to visit the Hastings Country Park. The total length is 81 metres with a gauge of 1,524mm. **Both: William Turvill**





▲ Diverted due to engineering work on the East Coast Main Line, Class 43/2 No. 43238 leads a National Express liveried HST set (with classmate No. 43306 on the rear) into Carlisle on 27th September, with the 10.30 London King's Cross to Inverness service. **Malcolm Brown**

## Modified Voyager enters traffic with Virgin West Coast

Virgin is currently modifying its Voyager fleet in preparation for the introduction of the High Frequency timetable in December, which will see an hourly service to Chester.

To provide additional First Class seating on the Holyhead to Euston route, Coach D with the shop has now been positioned next to Coach A. The seats in Coach D have been modified for First Class, with all seats now at a table.

However, when on the Birmingham to Glasgow route, this coach is used as a Standard Class vehicle, as only one First Class coach is required.

Class 221 No. 221106 *Willem Barents* has been modified, and can be identified by a blue stripe on the Delner coupler.

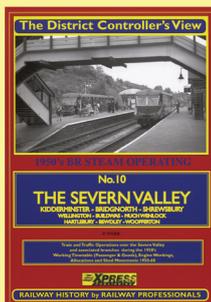
◀ The new Coach D interior on Class 221 'Super Voyager' No. 221106. **Nathan Williamson**



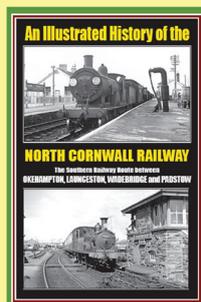
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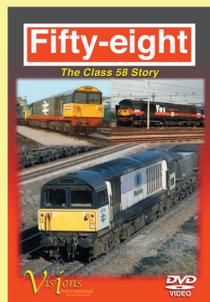
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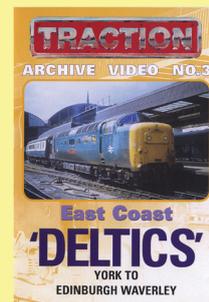
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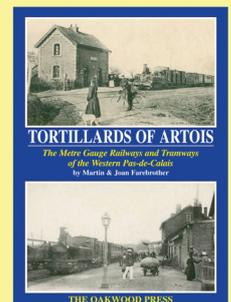
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▲ On 24th September, BR 'Britannia' Pacific No. 70013 Oliver Cromwell, had charge of Steam Dreams' 'Cathedrals Express' charter from London Victoria to Canterbury West. Here the train is pictured near Ashford on the outward journey. **David Heeney**

▼ Having completed a test run from Carnforth to Hellifield on 29th September, in the company of classmate No. 47851 Traction Magazine and Class 57/6 No. 57601, No. 47786 Roy Castle OBE worked its first WCRC charter on 4th October. Having worked the ECS from Carnforth to Norwich, the locomotive is pictured at Carlisle on the rear of the 05.04 Norwich-Carlisle NENTA TrainTours charter. No. 47851 was providing power at the front. **Darren Armstrong**



## 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.

6th October		
Royal Scotsman	2xWCRC 47	Classic Tour (Day 4) Boat of Garten-Blair Atholl-Perth-Dundee
7th October		
Royal Scotsman	2xWCRC 47	Classic Tour (Day 5) Dundee-North Queensferry-Edinburgh
8th October		
Royal Scotsman	2xWCRC 47	Highland Tour (Day 1) Edinburgh-Aviemore-Boat of Garten
9th October		
Railway Touring Company	6233	(London Euston-Rugby-Nuneaton-Lichfield TV-Crewe)-Preston-Carnforth-Shap-Carlisle (break/rev) and return
Royal Scotsman	2xWCRC 47	Highland Tour (Day 2) Boat of Garten Inverness-Nairn-Dundee
UK Railtours	EWS 67 (pair)	London KX-Potters Bar-Stevenage-Peterborough-Northallerton(rev)-Bedale-Leyburn (break)-Redmire (rev) and return
10th October		
Royal Scotsman	2xWCRC 47	Highland Tour (Day 2) Dundee-Edinburgh
11th October		
Compass Tours	Riveria 47	Manchester Victoria-Bolton-Westhoughton-Wigan North Western-Euxton Belshaw Lane-Lancaster-Arnside-Grange over Sands-Dalton-Barrow in Furness-Carlisle(break)-Carlisle-S&C-Hellifield-Skipton-Healey Mills-Todmorden-Manchester Victoria and return
Steam Dreams	30777	London Waterloo- Swindon-Stroud-Gloucester and return
UK Railtours	EWS 67 (pair)	London Euston-Crewe-Chester-Llandudno Jn-Holyhead and return
Vintage Trains	47773	Tyseley Warwick Road-Nuneaton-Narborough-Market Harborough-Kettering- Luton-Barking-Southend Central (break/rev) & return
13th October		
Royal Scotsman	2xWCRC 47	<b>Highland Tour - (Day 1)</b> Edinburgh-Aviemore-Boat of Garten
14th October		
Royal Scotsman	2xWCRC 47	<b>Highland Tour - (Day 2)</b> Boat of Garten-Nairn-Dundee
15th October		
Royal Scotsman	2xWCRC 47	<b>Highland Tour - (Day 3)</b> Dundee Edinburgh
Royal Scotsman	2xWCRC 47	<b>Classic Tour - (Day 1)</b> Edinburgh-Montrose-Aberdeen-Keith
Spitfire Railtours	87002	Birmingham International-Preston-Shap-Glasgow Central & return
Steam Dreams	30777	London Waterloo- Oxford-Warwick-Stratford upon Avon and return
16th October		
Royal Scotsman	2xWCRC 47	<b>Classic Tour - (Day 2)</b> Keith-Tain (rev)-Kyle of Lochalsh
17th October		
Royal Scotsman	2xWCRC 47	<b>Classic Tour - (Day 3)</b> Kyle of Lochalsh-Aviemore-Boat of Garten
UK Railtours	2xEWS 67	<b>Autumn Highlander (Day 1)</b> London KX- York-Edinburgh-Inverness
18th October		
Compass Tours	2xRiveria 47	Codsall-Telford Central-Wellington-Shrewsbury-Wem-Whitchurch-Nantwich-Crewe-Preston-Shap-Beattock-Glasgow Central & return (Sheffield-Chesterfield-Alfreton)-Toton Centre-Nottingham-Grantham-Peterborough- London KX and return
PMR Tours	6233	Manchester Piccadilly-Stockport-Wilmslow-Crewe-Shrewsbury-via Abergavenny & Severn Tunnel to Bristol TM-Minehead (WSR)
Rail-Blue Charters	50049 & 50044	Cleethorpes-Scunthorpe-London KX and return <b>POSTPONED</b>
Railway Touring Company	60019	<b>Classic Tour - (Day 4)</b> Boat of Garten-Blair Atholl-Perth-Dundee
Royal Scotsman	2xWCRC 47	Dundee-Perth-Dunblane-Stirling-Larbert-Cumbernauld-Motherwell-Lockerbie- Carlisle-S&C-Skipton-Keighley (break/rev) and return
SRPS	tbc	<b>Autumn Highlander (Day 2)</b> Inverness-Kyle of Lochalsh & return
UK Railtours	2xEWS 37	
19th October		
Royal Scotsman	2xWCRC 47	<b>Classic Tour - (Day 5)</b> Dundee-North Queensferry-Edinburgh
UK Railtours	2xEWS 37	<b>Autumn Highlander (Day 3)</b> Inverness-Dunrobin Castle-Wick-Thurso-Inverness
Vintage Trains	5043	Birmingham Snow Hill-Stratford upon Avon & return (two trips)

## Regular Scheduled Steam Operations

Services detailed below, do not appear in the main listings above, being regular itinery operations.

Dates	Operator	Train	Route	Loco Pool
6-10 Oct	WCRC	Jacobite	Fort William-Mallaig and return	45407 or 76079
7-9 Oct	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool
11-12 Oct	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool
14-16 Oct	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool
19-24 Oct	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool

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

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

## The Week Ahead

Following the lack of charters last week, this week gets off the mark with two classic mid-week tours, and one cannot get more 'classic' than a Crewe to Carlisle return working with a 'Duchess'.

'The Royal Scot' is scheduled to be operated by the Railway Touring Company on 9th October (re-dated from 13th September) from London Euston and features No. 6233 *Duchess of Sutherland* from Crewe, working via Shap in both directions.

On the same day, UK Railtours also head north to visit the Wensleydale Railway. This train departs from London King's Cross and runs ECML throughout to Northallerton, where it will reverse to gain access to the Wensleydale line, which in fact is still considered part of the national network. A break will be taken at Leyburn, as well as going through to Redmire. UK Railtours also has a train on 11th September from Euston through to Llandudno Junction and Holyhead, which offers a number of off-train opportunities.

Steam on 11th October is restricted to one working for Steam Dreams from London Waterloo to Gloucester with No. 30777 *Sir Lamiel* making a welcome return to workings in the south-east. The train will run via Swindon and Stroud.

A Thames cruise on the *MV Waverley* is the attraction of a Vintage Trains' charter, which runs to Southend Central from Tyseley Warwick Road, via Kettering and Bedford, with Class 47/7 No. 47773 for traction. Meanwhile Compass has its 'Pennine Fellsman' from Manchester Victoria, which follows a circular route via the Cumbrian Coast, Settle & Carlisle and Calder Valley with West Coast Class 47s.

And finally, remember that this is the last week of West Coast's 2008 'Jacobite' season, with the final working on 10th October. The 'Fort William' pool of Nos. 76079 and 45407 are due to work back to Carnforth with the 'Jacobite' stock on 13th October.

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# Minehead & West Somerset **Rail-Blue Charters**

**Saturday, October 18th**

The charter train will be hauled by 2 x Class 50 locomotives throughout. 50044 Exeter will be making a welcome return to the mainline after OTMR fitment and will be partnered by 50049 Defiance. This machine will then be stood down for a bogie and wheelset overhaul. This presents a great opportunity to travel behind a pair of Class 50 locomotives. Thanks are due to the Class 50 Alliance for providing the locomotives.

Come with us for a jaunt down to Somerset and a meander along the beautifully picturesque West Somerset Railway. This picture postcard railway boasts immaculate stations, wonderful scenery and adds to the whole day out by emphasising what an easy day it will be.

We depart from Manchester Piccadilly and pick up at Stockport, Wilmslow, Crewe and Shrewsbury before heading down through the Welsh Borders along the Welsh Marches route via Ludlow and Hereford to Newport. Then the train passes under the Severn Estuary through the longest tunnel on the mainland rail network, the Severn Tunnel. Calling at Bristol Temple Meads for those who wish to alight here, we carry on to Taunton and onto the West Somerset Railway to our destination, Minehead.

Finally, for those of you who want to 'ride the trains' we can offer tickets to use the WSR at the discounted rate of £6.80. WSR are happy to sell these on our train before we get to WSR, so you can alight at Bishop's Lydeard or wherever you

wish on the line and travel on WSR trains!

We have Standard, First and First Premier Dining seats available. There will also be a buffet for first and standard class passengers serving hot and cold meals and snacks. We also have a bar selling a range of alcoholic and non-alcoholic drinks.

## Expected Timings:

Manchester Piccadilly	d. 06.30	a. 22.35
Stockport	d. 06.45	a. 22.00
Wilmslow	d. 07.10	a. 21.55
Crewe	d. 07.30	a. 21.35
Shrewsbury	d. 08.05	a. 21.00
Bristol Temple Meads	d. 10.30	a. 18.30
Minehead	d. 12.00	a. 17.00

Timings, which are presently provisional, will be confirmed when travel tickets are dispatched, approximately two weeks prior to travel.

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[www.rail-bluecharters.co.uk/tour\\_list](http://www.rail-bluecharters.co.uk/tour_list)

# Weekly Pictorial



▲ On 2nd October, autumn tints are beginning to appear as Class 60 No. 60048 Eastern heads south past Abbotswood Junction with empty coil carriers from Corby to Margam. **David Pagett**

▼ Still looking immaculate from its recent clean-up for the Clitheroe Castle Cement open weekend Class 60 No. 60029 Clitheroe Caste powers away from Embsay with a Leeds Hunslet to Rylstone empty aggregate services. **Ian Tunstall**





▲ Class 37/6 No. 37611 stands at Honeybourne with the second of two trains from Long Marston to Eastleigh on 22nd September. The Arriva stock is to be used on the forthcoming Cardiff - Holyhead services. **Peter Tandy**

▼ Class 37/4 No. 37401 thrashes through Pershore, Worcestershire, on a rake of 13 'Cargowaggon' vans working a Bescot-Long Marston trip on 1st October. Sources have suggested that this was likely to be the loco's final working before going into store at Eastleigh. **Jack Boskett**



# Weekly Pictorial

*Carrying the latest London Midland colours, Class 323/3s Nos. 323203 and 323215 arrive at Barnt Green with a Birmingham Cross-City service from Four Oaks to Redditch.*  
**David Pagett**





▲ As previously mentioned, two trains operated from Long Marston to Eastleigh on 22nd September with Arriva Mk2 stock. The first of these, powered by DRS Class 37/6 No. 37602, passes Norton Junction. **David Pagett**

▼ The train worked northwards to Birmingham, before heading south along the cross-country route through Oxford and joining the Western main line to Reading and then southwards to Eastleigh. Here, No. 37602 passes Lower Basildon. **Ken Brunt**



# Preservation View



▲ Recently moved from the Swanage Railway to Peak Rail, Class 47/6 No. 47635, now reunited with its Jimmy Milne nameplates, and Regional Railway's liveried Class 31/1 No. 31270 bring up the rear of a Rowsley-Matlock Riverside service as they pass Darley Dale during the Peak Rail Diesel Gala on 20th September. Class 44 No. D8 Penyghent was providing motive power at the head of the train.

▼ The driver of Class 44 No. D8 Penyghent exchanges tokens with the signalman at Church Lane Crossing, while working a Matlock to Rowsley service later the same day. Both: **Chris Booth**



## New owner required for Wickham Railbus

Due to a change in personal circumstances for the owner, the Wickham Railbus, based on the Middleton Railway, is being offered for sale.

The vehicle was restored a few years ago to a high standard and carries 28 passengers. The original Meadows engine has undergone an extensive rebuild with three new cylinder-liners being manufactured and fitted and is in excellent running order. Externally it was recently repainted into BR Research red and blue livery and its last use in service was at Middleton on 20th September. The vehicle is in full working order.

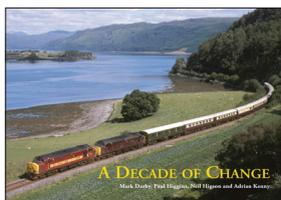
A quantity of original manufacturers' drawings are included as a part of the sale and some spare seat frames and cushions are also available.

Expressions of interest and any other queries can be sent to [info@wickham-railbus.org.uk](mailto:info@wickham-railbus.org.uk). Closing date for expressions of interest is 31st October.

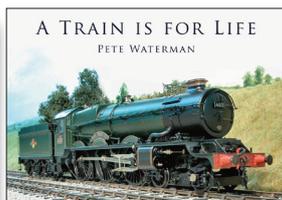


▲ A farewell weekend to Class 55 'Deltic' No. D9016 Gordon Highlander took place at Peak Rail on 27th/28th September. The locomotive has been sold by its owner to Harry Needle and is expected to leave Peak Rail shortly. With commemorative headboard, the loco runs round its train at Rowsley on 27th September. David Wragg

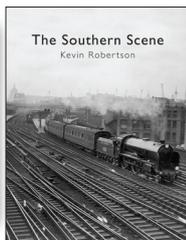
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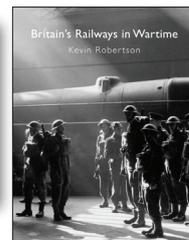
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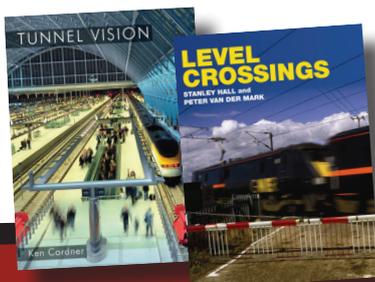


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# Preservation View



▲ The recent gala on the Severn Valley Railway brought a pair of Great Western 4-4-0s in the form of 'Dukedog' No. 9017 Earl of Berkeley from the Bluebell Railway and 'City' No. 3440 City of Truro from the NRM. This subsequently provided an opportunity for a series of photo charters, using either one or both locomotives on a variety of stock. On 1st October Don Bishop organised a charter, using both engines on a rake of GWR-liveried coaches, which were recorded climbing Eardington Bank on a runpast. **David Gibson**

▼ On 2nd October, another photographic charter was operated using just No. 9017 Earl of Berkeley. Here, forming a perfect scene, the locomotive coasts through Bewdley station with the charter freight train. **David Pagett**





▲ Again on 1st October, No. 9017 Earl of Berkeley and No. 3440 City of Truro head the photographic charter past Chelmarsh.

▼ On the same day the two locomotives create an interesting picture with Great Western coaches, the forest background and the well-known iron bridge, as they climb away from Victoria Bridge at Arley. **Both: Fred Kerr**



# Preservation View



▲ Rebuilt West Country Class No. 34046 Braunton and unrebuilt West Country No. 34007 Wadebridge double-head the 11.30 service from Bishops Lydeard to Minehead past Woolston during the West Somerset Railway Autumn Gala on 4th October. [Roger Marsh](#)

▼ The recently installed turntable at Minehead was in use during the gala weekend. Here, GWR 'Prairie' Tank No. 4160 is seen being turned, prior to undertaking its next working on 2nd October. [Les Gibbs](#)



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

Products for inclusion within this section, should be sent to the editorial address or contact the editor (via email on [editor@railwayherald.co.uk](mailto:editor@railwayherald.co.uk) or phone 0844 870 0735) for further details.

## Craven Arms to Wellington

An addition to the ever-expanding 'Ultimate Rail Encyclopedia' from Middleton takes us on a trip north from Craven Arms to Wellington, via Buildwas and the Horsehay & Dawley 'branch'.

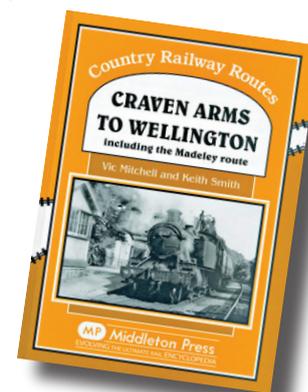
The layout and ethos of the book are as its predecessors, with the geographical setting, historical background and a look at passenger services (along with timetables) all set out before the 'journey' begins.

Close to being the hub for a number of routes, north and south, the station boasted a variety of motive power and train types over the years and, at its height, boasted two large running-in boards, showing the opportunities for changing passengers. South and West Wales routes joined here, with lines to Shrewsbury and Buildwas. It is this latter that is the feature of the book and, as usual with this series, the views are from many periods over the past century.

This is the third book with photographs at Craven Arms and, consequently, the number of illustrations here is limited. They still give a flavour of what the station once looked like, not least when it enjoyed the grander name of Craven Arms and Stokesay, to publicise the proximity of nearby Stokesay Castle and at one time had 46 station staff! The branch to

Buildwas was distinctly rural, but with some attractive station architecture, but like many such branches throughout Great Britain, much has disappeared over the years although there are still a few highlights such as the preserved station house at Longville. There are names to conjure with, such as Much Wenlock, which is blessed with no fewer than twelve pages), Buildwas, which has nine and Coalbrookdale which, although only covering four pages, has a fine photo selection. Part of the northern stretch of the route now enjoys new life as the Telford Steam Railway and this is briefly examined.

As usual in the series, maps accompany the locations and they are both pertinent and occasionally fascinating, such as the extensive railway presence in Wellington. This station has a deserved 12 pages, with the single modern image eminently displaying how poor is the vista compared to former days. Possibly because of the early closure of much of this route, the images presented, by and large, look rather flat and lacking in contrast, but this has been a complaint about former Middleton books before. A fascinating book for those interested in the lines, but otherwise, the limited captions do not altogether hold the reader's attention. **MJS**



**Author:** Vic Mitchell & Keith Smith  
**Publisher:** Middleton Press, Easebourne Lane, Midhurst, West Sussex. GU29 9AZ  
**ISBN:** 978 1 906008 33  
**Number of pages:** 96  
**Price:** £14.95

## A Train Is For Life

When I was presented with this book to review, I have to admit to not quite knowing what to expect. The well-known railway character that is Pete Waterman (not forgetting his equally interesting music side) has many facets to his hobby and businesses from full-size mainline steam locomotives to models of varying scales.

The book surprised me in many ways as the dedication of its content is to the last 50 years that the author has been involved in railway modelling, and for those expecting to see recollections of his firing days and an insight into his involvement with the standard gauge steam locomotives will be disappointed. But for those with an open-mind or an interest in history or railway modelling, settle back for a title that is an excellent read with a very high standard of photography that will entertain for hours.

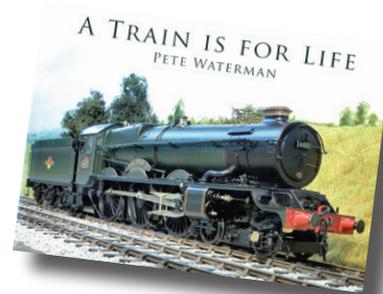
The book aims to capture the best of the collection, giving an enjoyable historical background to different engines and classes, but also telling the story through images of the models, both static and on Pete's own 'O' gauge layout – Leamington Spa. In many ways, the book forms a photo album of the author's modelling interests but with enough written

content to keep the reader more than interested.

As an example, the four pages on the GWR '5600' class 0-6-2T fleet provides the reader with the background as to how the fleet came about in real-life, where they worked and how the '5600' class came into being. Additionally, there are six superb images of two examples of the class, all taken on the Leamington layout. Superb steam and diesel examples are included, and locomotives from all 'Big Four' companies feature, although there is a distinct Great Western bias - hardly surprising given the author's background and the layout being Leamington Spa!

As previously commented, the quality of the photography is nothing short of exemplary and of the highest possible standard, although readers that have previously seen his work will expect nothing less from Tony Wright, who has illustrated most of the book.

An unusual volume that provides an interesting and enjoyable read and that manages to bridge the gap between real life and modelling in an impressive way. Full marks to the author and, in your reviewer's opinion, a valued addition to any reader's book collection. **RT**



**Author:** Pete Waterman  
**Publisher:** Ian Allan Publishing, Riverdene Business Park, Hershaw, Surrey. KT12 4RG  
**ISBN:** 978 0 7110 3329 0  
**Number of pages:** 160  
**Price:** £19.99

## A Decade Of Change

Considering the authors involved in this title, the expectation for the book was high and it is pleasing to note that the expectation was lived up to!

Thinking back over the last 10 years, some 'key' events will stick in people's minds, but reading a book that aims to highlight just some of those events and changes brings to light the vast amount of change that has taken place. In many respects the turn of the 21st Century could be interpreted as the modern day 1960s!

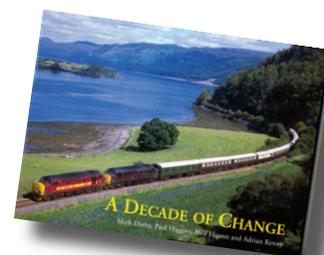
Every page in the book highlights a different aspect of the railway scene that has changed, including highlighting the loss of the Class 31s, 47s, 56s and 58s and the introduction of the ubiquitous Class 66 fleet. The majority of the book remains with the diesel and electric locomotive classes, but the occasional multiple unit creeps in to provide a more complete overview of the modern day network.

In general, the quality of the images is very high, although occasionally this reviewer felt that grain

on a couple of the images didn't give the sharpness and definition of the majority, but this is a very 'nit-picking' point and certainly one that does not detract from the product as a whole.

Occasional pages feature two images to a page, but the majority are single page pictures, with the usual excellent reproduction that one has come to expect from Ian Allan Publishing. One aspect of the book that your reviewer enjoyed immensely was the style of photography, there is not one picture in the entire book that is just the train or locomotive. Instead, each image 'locates' the train in its surroundings or in some cases, like the cover, in the landscape. This works very well and should give the book an appeal to a variety of readers. Indeed, it is a style of photography that we would like to see more of within the pages of this magazine.

An interesting title on an unusual subject, and one that will make almost all readers remember the 'good' traction of the past! Certainly of excellent value. **RT**



**Author:** Kevin Robertson  
**Publisher:** Ian Allan Publishing, Mail Order Department, Watling Drive, Hinckley, Leicestershire. LE10 4EY  
**ISBN:** 978 0 7110 3328 3  
**Number of pages:** 80  
**Price:** 14.99

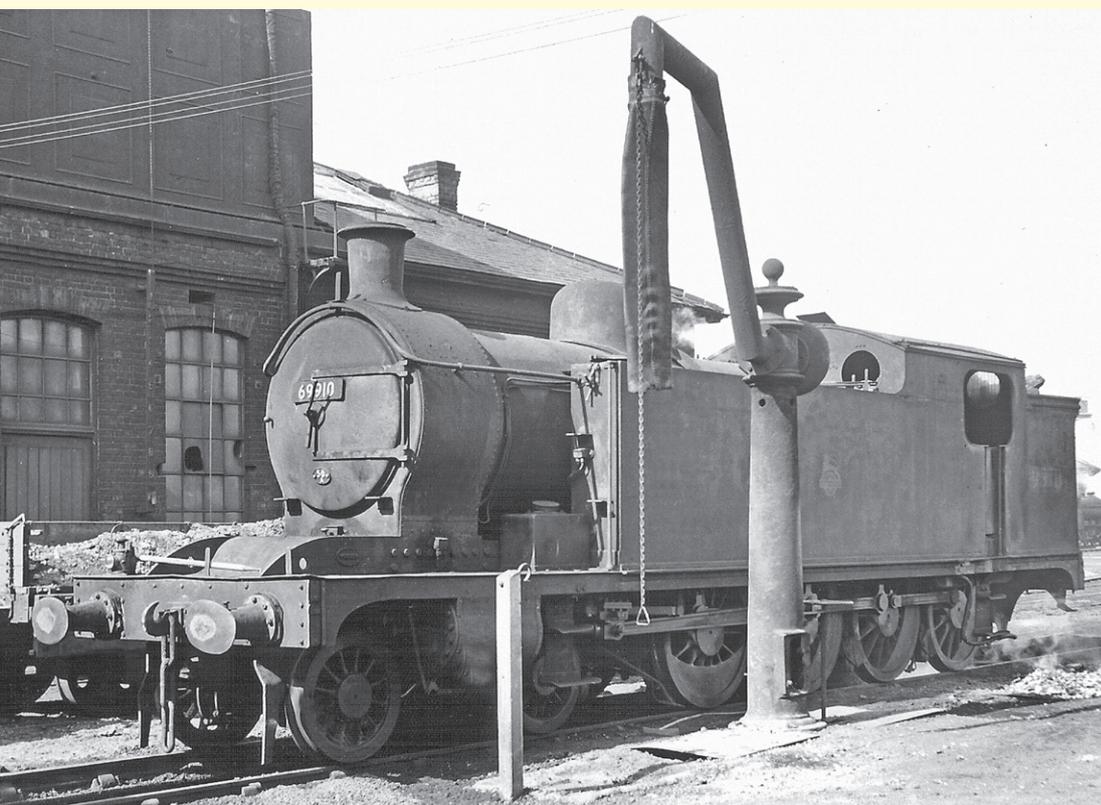
# Turning the clock back



## TURNING THE CLOCK BACK

Selby, North Yorkshire, in May 1959

**Brian Morrison looks back to the era when steam traction was still king and the advent of mass dieselisation was only on the horizon**



▲ *The King's Cross-bound 'Talisman' express from Edinburgh Waverley passes Selby after a signal check on 23rd May 1959, headed by A2 class Pacific No. 60539 Bronzino. The 'Talisman' was the post-war version of the 'Coronation'.*

◀ *Having just had its ashes deposited in the yard of the delapidated-looking Selby shed, 1909-built Worsell North Eastern Railway T1 class 4-8-0T No. 69910 awaits a return to its home shed of York (50A).  
All pictures by the author*

**The surrounding area of Selby today, bears little resemblance from that of almost 50 years ago.**

Selby is no longer on the main line from London to Scotland and the yards surrounding the station have long gone.

When spending two half days in Selby on 22nd/23rd May 1959, the station was then on the East Coast Main Line between Doncaster and York, with all express workings from King's Cross to York, Newcastle and

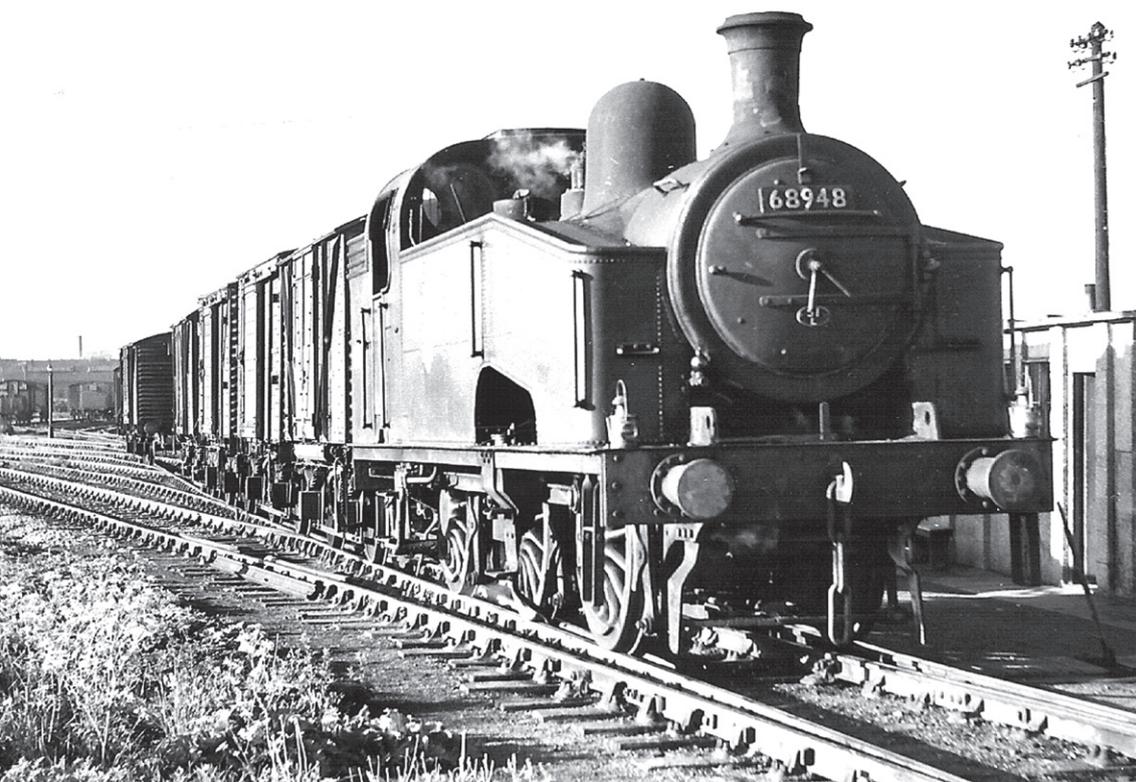
## Turning the clock back

Edinburgh either stopping or passing through.

Due to subsidence from new Selby mine works in the Vale of York, the main line in the early 1980s was diverted south of the station at Temple Hirst Junction on a new 14-mile stretch of railway to Colton Junction, south of York, leaving Selby as a secondary route served mainly by trains between Hull, Leeds and Manchester Piccadilly, although the town does still have direct services to London thanks to the advent of Hull Trains and the sole early morning outward, early evening return National Express East Coast service.

◀ *Shunting Selby yard on 22nd May 1959 is Class J50/3 0-6-0T No. 68948, carrying a then new Thornaby 51L shedplate. Why a locomotive allocated to Thornaby should have been shunting at Selby is unknown, Selby (50C) being a sub-shed of York, not Darlington!*

▼ *On the same day, A4 class Pacific No. 60025 Falcon approaches Selby with the northbound afternoon 'Talisman' express from King's Cross to Edinburgh Waverley.*



# Turning the clock back



▲ The 18.25 fish vans from Outward Yard to Manchester rounds the curve away from Selby, behind K3 class Mogul No. 61902, a Hull Dairycoates (53A)-allocated engine.

▼ Non-stop through Selby, with home and distant signals favourable, A4 class Pacific No. 60017 Silver Fox powers an express from Newcastle to London King's Cross.



## Turning the clock back



▲ Class K1 Mogul No. 62056 leaves Selby on 22nd May 1959, with a northbound working consisting mainly of vans.

▼ An express from Hull to Liverpool Central draws away from Selby the following day, hauled by B1 class 4-6-0 No. 61237 Geoffrey H. Kitson.



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](mailto: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.

## 7th October 2008

### Locomotive & Carriage Institution

London Underground Ltd HQ, St. James Park Station, London. Presentation by Doug Lindsay on 'Pullman Coaches Pt 2'. Starts 18.00

### Permanent Way Institution (Darlington & North East)

Railway Athletic Club, Brinkburn Road, Darlington. 'Rail/Wheel Interface Issues' by Mark Burstow, Network Rail. Meeting opens at 18.30 for an 19.00 start.

### Permanent Way Institution (Edinburgh)

The Scots Guards Club, 2 Clifton Terrace, Opposite Haymarket Station, Edinburgh. 'The Upper Forth Crossing' by John Osborne, MVJV. Meeting commences 18.00.

### Southern Electric Group (South Hampshire Branch)

Eastleigh Railway Institute in Romsey Road, Eastleigh. 'The tramways of Bournemouth and Poole' by Richard Pennell. Meeting commences at 19.30.

### Permanent Way Institution (Wessex)

The Rose and Crown, Columbo Street, Blackfriars, London. 'Reading Remodelling' by Nick Millington, Network Rail. Meeting commences 18.30.

### Yeovil & District Rly Society

Yeovil Sports & Social Club, Johnson Park, Yeovil. 'Castleman's Corkscrew: The First Railway in Dorset' by Brian Jackson. Starts 19.30. Contact Roger Marsh on 01935 814367 for details.

### West Lancashire Light Railway

Narrow gauge gala weekend with all locomotives in steam, - see the website <http://www.westlancs.org> for further details.

## 8th October 2008

### Basingstoke & District Railway Society

Wote St. Club, New Road, Basingstoke. 'Kent & East Sussex Railway' by Graham Baldwin. Starts 20.00 Contact the secretary on 01256 326096 for further details.

### Grimsby & Cleethorpes Railway Group

RAF Association Club, Alexandra Road, Cleethorpes. 'Trainspotters' Memories' by Geoff Beacroft and David Cowell. Meeting commences at 19.30. Contact 01724 341358 for further details.

### Swiss Railways Society (London Branch)

The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross station) Show title to be confirmed. Presented by Martin Fisher. Meetings commence at 19.00, Refreshments available. A £2 donation is requested. Contact Ron Dawes (0208 660 3532) for further details.

## 9th October 2008

### Continental Railway Circle

St. Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. A talk on 'Germany - the changin scene' by Brian Garvin. Admission £2, Meeting starts at 19.15. Contact Adrian Palmer on 01932 850624 for details.

## 10th October 2008

### Shropshire Railway Society

The Gateway, Chester Road, Shrewsbury. 'Steam on shed' and illustrated presentation by Alan Ashurst. Admission £3 for non-members Meeting commences at 19.30. Contact Colin Hatch on [colin.hatch531@btinternet.com](mailto:colin.hatch531@btinternet.com) for further details.

### Altrincham Electric Railway Preservation Society

Altrincham Methodist Church Hall, Barrington Road, Altrincham, Cheshire. 'Moseley Collection 1937-1946 and Railways around World War II by Robin Mathams Meeting commences at 19.30. Contact Andrew Macfarlane on 0161 928 9394 for details.

## 11th October 2008

### Bournemouth Railway Club

All Purpose Room, Winton Methodist Community Centre, Bournemouth. 'Members' colour slides. Meeting commences at 14.30. Entrance £2 to all. Contact Martyn Tresh on 01202 742099 for further details.

### Cornwall Railway Society

The Community Centre, Foundry Row, Redruth. 'Steam in South West Wales 1958-2002' by Martin Davies. Meeting commences at 18.30. Contact the club secretary Derek Buttivant on 01637 860627 for further details.

## 13th October 2008

### Lincoln Railway Society

St Hugh's Church Hall, North Hykeham, Lincoln 'Steaming around in 2006/2007' by Alex Hurd. Meeting commences at 20.00. Please contact the secretary on 01522 705365 for details.

### York Railway Society

Archbishop Holgate's School, Drama Studio, Hull Road, York 'Sir Vincent Raven', last CME of the North Eastern Railway an illustrated talk by Andrew Everett. Meeting starts 19.30. Contact Robin Patrick on 01904 412232 for details. Visitors £2 entrance fee.

## 14th October 2008

### Abergavenny & District Steam Society

Upper Room at 'The Hen and Chickens', Flannel Street, Abergavenny. 'Men of the Mechanicals' (Lickey Incline Memories) by Neville Billington. Meeting commences at 20.00.

### Permanent Way Institution (Croydon & Brighton Branch)

Croydon College, Room B110. 'The Gautrain Project - South Africa's New Railway' by Michael Grounell and Mark Driscoll, Atkins Rail. Meeting opens at 17.30.

### RCTS Humberside Branch

The Star Public House, Rochdale Road, Ashby, Scunthorpe. 'Railways of the Peak District' by Les Nixon. Meeting starts at 19.30.

### Scottish Railway Preservation Society (Lanarkshire Area)

Vestry Hall, Holy Trinity Church, Avon Street, Motherwell. 'Steam in Switzerland and Eastern Europe' by Alistair Maclean. Meeting starts at 19.30. Contact Fred Landery, 01698 457777.

## 14th-22nd October 2008

### LCGB Overseas Tours

LTC to participate in steam charters in Etruria. Further details are available on [www.lcgb.org](http://www.lcgb.org). Please note that LCGB membership is compulsory due to insurance requirements.

## 15th October 2008

### Permanent Way Institution (Glasgow)

Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow. 'Destressing at RT60 S&C' by Mike McCormack, Network Rail, Bristol. Meeting commences 17.30.

## 16th October 2008

### Barrow Hill Engine Shed Society

Barrow Hill Roundhouse. Sheffield Victoria and the G.C. War Memorial. A presentation by Ken Grainger. A look back to the days of Sheffield Victoria in its heyday and the restoration and re-siting of the G.C. War Memorial.

### RCTS (West Riding) Branch

Saltire Methodist Chapel, Saltire Road, Shipley. 'Steam & Steel' by John Foreman. Starts 19.30.

### Locomotive Club of Great Britain (North West)

The Kirkfield Hotel, Church Street Newton-le-Willows, Merseyside. 'Robert Stephenson - the early years (including the Warrington and Newton Railway)' by Dr. Michael Bailey. Starts 19.30.

### Marlow & District Railway Society

British Red Cross Society, Victoria Road, Marlow. 'The Severn Valley Railway' by Dave Baker. Starts 19.45 for 20.00 Non-members entry £2.

## 17th October 2008

### Great Western Society (Taunton Group)

Stoke St. Mary Village Hall, near Taunton. 'India by Rail - a Family Evening' by Peter Tickner. Starts 19.30. Contact Peter Triggs on 01823 334188 for details.

## 20th October 2008

### The Great Central Railway Society (Spinkhill branch)

The Angel Hotel, College Road, Spinkhill. 'William Stanier's Jubilees' by Mick Hayes. Starts 19.30. Contact 01909 473927 for details.

## 21st October 2008

### RCTS (Cheltenham Area)

Victory Club, Burlington House, Lypiatt Road, Cheltenham GL50 2SY. 'Rails to Infinity' by Terry Nichols. Starts 19.30.

## 22nd October 2008

### Basingstoke & District Railway Society

Wote St. Club, New Road, Basingstoke. 'Members photo competition'. Commences 20.00 Contact 01256 326096 for details.

## 23rd October 2008

### Mid-Hants Railway Preservation Society (Thames Valley Group)

Church House, Church Street, Caversham, Reading. 'Mid-Hants Railway signalling' by Mike Ball. Meeting commences at 19.30.

### Scottish Railway Preservation Society (Tayside Area)

Museum and Art Gallery, George Street, Perth. 'Memories of the 1948 Locomotive Exchanges, Perth - Avimore' by Dr. Ann Glen. Starts 19.30. Contact Fred Landery, 01698 457777, for details.



#### 24th October 2008

##### **Altrincham Electric Railway Preservation Society**

Altrincham Methodist Church Hall, Barrington Road, Altrincham, Cheshire. 'A to Z of Railways in 49 countries' by Les Nixon. Starts 19.30. Contact 0161 928 9394 for details.

#### 28th October 2008

##### **RCTS (West Riding) Branch**

Saltaire Methodist Chapel, Saltaire Road, Shipley. '30 years back' by John Holroyd. Commences 19.30.

#### 30th October-16th November 2008

##### **LCGB Overseas Tours**

Tour to Broad and Narrow Gauge railways in Argentina. Further details on [www.lcgb.org.com](http://www.lcgb.org.com).

#### 4th November 2008

##### **Locomotive & Carriage Institution**

London Underground Limited HQ, St. James Park Station, London. To be advised. Starts 18.00.

##### **Yeovil & District Railway Society**

Yeovil Sports & Social Club, Johnson Park, Yeovil 'BR Rail: 1980's & 1990's' by Quentin Hawkes. Starts 19.30. Contact Roger Marsh on 01935 814367 for details.

#### 5th November 2008

##### **Burton Railway Society**

Marston's Social Club, Shobnall Road, Burton-upon-Trent. 'Railways in the Peak District' by Les Nixon. Contact Mark Ratcliffe on 01283 221537. Starts 19.30

#### 6th November 2008

##### **Great Central Railway Society (Rotherham)**

The Three Horseshoes, Bawtry Road, Wickersley. 'The GCR class 2 / LNER class D7 New Build Project' by Mike Fairburn. Meeting commences at 19.30. Contact the society secretary on 0114 254 0275 for further details.

#### 7th November 2008

##### **Gloucestershire Warwickshire Railway (Birmingham Area)**

Northfield Library, Church Road, Northfield, Birmingham. 'More Steam in the 1960s' by Steve Bach. Doors open 19.00 for 19.30 start.

##### **Great Western Society (Taunton Group)**

Rockwell Green School, Brooklands Road, Rockwell Green, Wellington, Somerset. TA21 9DJ. 'Trains in the Countryside' by Peter Triggs. Starts 19.30, Contact 01823 334188 for details.

#### 8th November 2008

##### **Bournemouth Railway Club**

All Purpose Room, Winton Methodist Community Centre, Bournemouth. 'The Metre Gauge Railways of Northern Spain' by David Soggee. Starts 14.30. Entrance £2 to members and non-members. Contact the club secretary Martyn Tresh on 01202 742099 or email [martyn.thresh@ntlworld.com](mailto:martyn.thresh@ntlworld.com) for further details.

#### Cornwall Railway Society

The Community Centre, Foundry Row, Redruth. 'Northern Electrics - the development of variety' by John Glover. Meeting commences at 18.30. Contact Derek Buttivant on 01637 860627 for further details.

#### 10th November 2008

##### **Lincoln Railway Society**

St Hugh's Church Hall, North Hykeham, Lincoln AGM & Photo Competition. Meeting commences at 20.00. Contact 01522 705365.

#### York Railway Society

Archbishop Holgate's School, Drama Studio, Hull Road, York. 'Favourite preserved steam around the UK in the last 20 years' by Robert Falcolner. Starts 19.30. Contact Robin Patrick on 01904 412232 for details. Visitors £2.

#### 11th November 2008

##### **Abergavenny & District Steam Society**

Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny. 'European Steam' by Colin Bradling. Meeting commences at 20.00.

##### **Scottish Railway Preservation Society (Lanarkshire Area)**

Vestry Hall, Holy Trinity Church, Avon Street, Motherwell. 'From the Algarve to the Arctic Circle - 25 Years of European Rail Travel' by Robin Ralston. Starts 19.30. Contact 01698 457777 for details.

▲ *Class 31/6 No. 31601 Gauge 'O' Guild 1956-2006 and Class 31/1 No. 31285 'top and tail' a late running 10.00 Derby RTC - Ilford workings through St Neots on the ECML.*  
Paul Townsend

#### Internet Links

Further contact details for the clubs and societies list in this column can be obtained from our website by [clicking here](#).

**A full update of this column will take place over the next 10 days.**

**Should your club or society event be listed here? If so then please e-mail the Editor with the appropriate details, including the name of the society or group, venue and meeting details.**

#### 12th November 2008

##### **Basingstoke & District Railway Society**

Wote St. Club, New Road, Basingstoke. 'Basingstoke etc.. in the 1960s' by Simon Foote. Starts 20.00 Contact 01256 326096 for details. Visitors welcome.

##### **Grimsby & Cleethorpes Railway Group**

RAF Association Club, Alexandra Road, Cleethorpes. 'The GN(!): A Rhapsody in Blue' by Ken Grainger. Meeting commences at 19.30. Contact the society secretary on 01724 341358 for further details.

