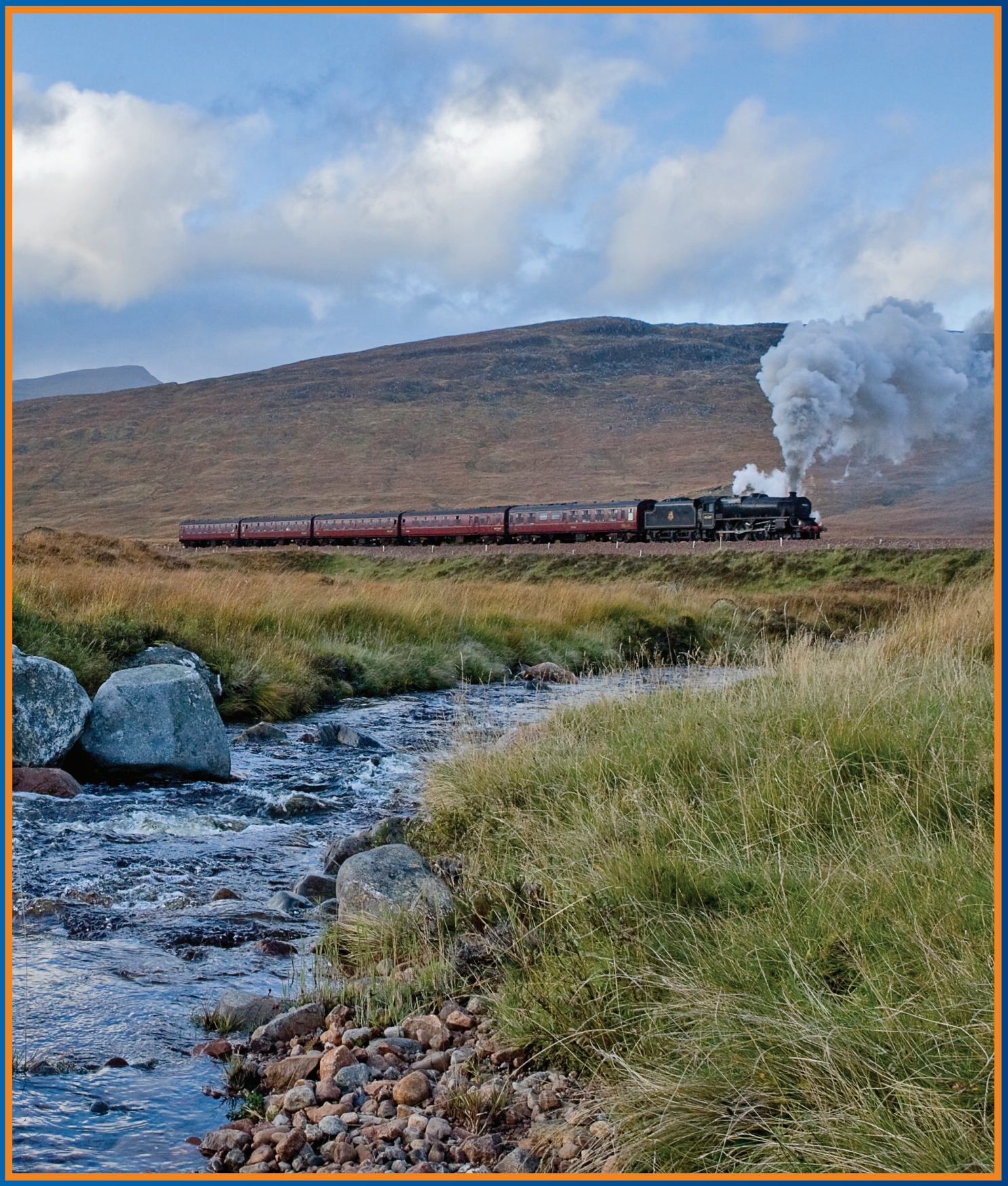
The Railway Herald



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Front Cover

Ian Riley's LMS 'Black 5' makes its mark on the lonely and desolate Rannoch Moor during the annual photographers charter in Scotland on 11th October. **David Gibson**

Rear Cover

Making a most unusual sight on Southeastern metals, Class 442 'Wessex Electric' No (44)2403 passes through Bickley on 6th October, forming the 10.04 ECS working from Chart Leacon to Lovers Walk, Brighton. **Brian Morrison**

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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.

www.railwayherald.co.uk

National Rail Timetable

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

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

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

Newsdesk

▲ ***The current terminus of the London City (soon to be Woolwich) branch at King George V is the setting for new Bombardier cars 109 and 104 on 18th October. In February 2009 the new terminus at Woolwich Arsenal is due to open on the other side of the River Thames.*** **William Turvill**

Stirling bridge opening delayed until 2009

The November opening of a £6 million bridge to link Stirling city centre with the new 40-acre Forthside waterfront development has been delayed.

The pedestrian bridge, which will stand 6-metres above the ground and span the city's train station, will now open sometime next year.

Seemingly the complex and unique nature of the bridge design requires stressing of the main stays, which has taken longer than anticipated has required adjustment to the structure's support system. When complete, the bridge will be open 24 hours a day and include lifts for the disabled.

Critics, however, maintain that the structure is not in keeping with the station architecture.

Moorgate Thameslink to close permanently

The Moorgate and Barbican Thameslink branch from Bedford is to close permanently from March next year.

The closure will leave many commuters travelling in and out of the Square Mile facing a transfer to the Tube, a bus or a walk from Farringdon. The move is being forced by a £5.5 billion upgrade of the existing Thameslink route between Bedford and Brighton. Under the plans, services are to be increased and trains extended to 12 carriages to ease the current overcrowding. This involves extending platforms at Farringdon, but space is so limited that they will have to be built over the junction for the Moorgate terminus. It is said that there is no available space in which to shift the junction, so the reluctant decision has been taken to close the branch line.

Commuters have been told they will not have to pay extra Tube or bus fares for two years because of the closure. Main line tickets will be accepted for passengers to complete journeys between Farringdon and Central London. Elaine Holt, Managing Director of First Capital Connect has said that the expansion will be of major and lasting benefit for passengers but that there will be "pain before gain". A publicity campaign explaining the closure of the branch line and detailing alternative methods of travel starts tomorrow.

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Plans to return passenger service to Levenmouth

A £45 million project to reopen the Levenmouth railway link and reintroduce passenger services to the area is to have plans drawn up by next summer.

Following the results of an initial feasibility study released earlier this year which indicated there was a strong case for reinstating the link, another study is now under way to consider the details of the project. Initial findings include the recommendation that the existing line, which is disused but has in the past carried freight trains, should be reopened instead of another route being built. The study also outlines two options for running services to Leven, extending the hourly Edinburgh to Kirkcaldy service, or extending both the Edinburgh to Kirkcaldy and Edinburgh to Cowdenbeath services, to provide half-hourly trains to Leven. The latter option would also provide an improved service to Thornton. Levenmouth is the largest urban conurbation in the whole of Scotland without direct access to a railway station.

▲ *Seldom seen solo, three-car Class 375/3 Electrostar No. 375307 approaches Tonbridge on 8th October, forming the 10.24 Southeastern service from Tunbridge Wells. Southeastern has a fleet of 10 three-car Class 375 EMUs, which are more normally seen working in a 'paired' formation with one of the more common four-car Class 375 sets. In addition to the Class 375/3s, there are 30 Class 375/6s, 15 Class 375/7s, 30 Class 375/8s and 27 Class 375/9s, all of which are four-car units. The differences between the sub-classes being a variety of features and facilities, including traction collection and seating arrangements.* **Brian Morrison**

New platform for Halifax station?

Calderdale Council and the West Yorkshire Passenger Transport Authority have drawn up plans to improve stations in the Calderdale area that includes the reopening of a third platform at Halifax and a new bus interchange.

The platform, which is currently in a state of disrepair, would run beside the Eureka children's museum car park and the bus centre would be built next to the car park. The third platform and the track bed already exist, and if it was reopened it would create a loop enabling passengers to get on and off trains without having to negotiate the bridge, steps or a lift. Also Halifax station is said to be close to capacity in terms of the number of trains it can handle.

New 'Safer Travel' scheme from National Express East Anglia

National Express East Anglia (NXEA) has introduced a 'Safer Travel' scheme for passengers travelling on services between Shenfield and Maryland, via Romford and Ilford, with officers patrolling the trains.

They will wear head cams that can be operated to provide footage, rather like CCTV coverage. The new team will focus on the enforcement of Railway Byelaws with a view to curbing anti-social behaviour, fare evasion and vandalism, making travelling on the route more pleasant. The scheme is also intended to act as a positive visible deterrent for those who seek to commit acts of anti-social behaviour, as well as providing reassurance to travellers. The scheme has been launched after the successful introduction of a similar scheme on the NXEA Colchester to Clacton route earlier this year.

❖ The Channel Tunnel is not set to fully reopen until mid-February next year after the fire in September. Eurotunnel has agreed contracts for the repairs to the north tunnel, and preparatory work has now begun and is expected to cost the incredible sum of nearly £47 million!

❖ Two people have been arrested after a wheelie bin was pushed onto the track at Trowbridge station, causing it to become wedged under the locomotive of an EWS freight travelling towards Bath. The incident happened at 05.00 on 14th October. The line was eventually reopened but between 06.00 and 09.30 six trains had to be cancelled and 16 others were partially delayed on the line. British Transport Police have arrested a 19-year-old man and 17-year-old girl on suspicion of endangering the safety of persons upon the railway. The two, who are believed to be local, remain in custody as they help police with their enquiries.

❖ East Midlands Trains has secured an additional powercar for its HST fleet. Class 43 No. 43089, on lease from Porterbrook, will increase the fleet to 26 from the start of December. In addition to securing this new powercar, which will help support the fleet and improve reliability, EMT are also in the process of installing new engines in the HSTs, and will be embarking on a range of interior improvements to the coaches early in the new year. The powercar has recently returned from deployment on the successful Hayabusa project.

❖ Cups and saucers are not to be used anymore on East Coast Main Line National Express trains. Apparently passengers in First Class dining cars complain about the noise of spoons rattling about in their saucers, so mugs are replacing cups and saucers. The new-style drinking vessels are designated as 'quiet mugs', and although still made of china, have undergone extensive testing, both with trains going at speed, passing other trains travelling in the opposite direction and rounding curves. National Express has sold the traditional cups and saucers to a catering company. The new crockery will not be used by Standard Class passengers, however, who will still be served out of cardboard cups! The first cup and saucer appeared on a British train on the trial run of a dining car by the Great Northern Railway between London and Peterborough in 1879, which means they could not have received many complaints over the ensuing 129 years.

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Unprecedented growth at Hunmanby station over last twelve months

The latest yearly figures published by the Office of Rail Regulation show that passenger numbers have increased by an unprecedented 42% in 12 months at Hunmanby station, one of the highest growth rates on the national rail network.

Nick Harvey, who lives in Hunmanby, said: "In 2005, I realised that there was very little awareness of our unstaffed village station, it was a rather 'unloved' place to wait for a train that runs to Scarborough and Hull just nine times a day. The only timetable was at the railway station, which is a good walk from most properties and the village centre. There were no details promoting the good value fares available to Scarborough and Bridlington by train, and the railway line was never featured in the local newspaper. In spring 2006, I obtained 500 rail timetables and distributed them to local shops, pubs, takeaways, libraries and post offices. I also personally funded and arranged printing of a combined bus and train timetable for the village, listing both train times and bus departures as well as contact details for local taxi firms. The public transport leaflet also drew attention to the station phone on the Scarborough platform, which enables free calls to Northern Rail Control for example if a train is delayed as well as enhancing station security. This has helped allay prospective passengers concerns over waiting for a train where gaps between services can be as much as two hours at a remote unstaffed location. These timetables have been delivered door-to-door twice a year since spring 2006 to over 2,000 households, including separate editions for outlying villages of Muston, Speeton, Reighton, Folkton & Flixton.

At the same time the local 'Hunmanby In Bloom' were keen to brighten up extra sites in the village and the railway station was an ideal place being a 'gateway' to the village. Permission was obtained in spring 2006 from the train operators to create a flowerbed from an area of weeds on the approach to the Scarborough-bound platform. The railway company part-financed the new flowers and each season the flowerbed has been extended. This year saw a heritage 'turnip cutter' installed as a feature linking with Hunmanby's agricultural heritage. A change of ownership of the old station house, a period Georgian building retaining many original features, saw the new owners develop the old waiting rooms into self catering accommodation and take on the role of voluntary station adopters. Each year they have extended the flower display and even installed Christmas Lights for the festive season, further enhancing the station environment as a pleasant place to await the train.

In promoting the station by the community, approaching 100 local people have been involved ranging from businesses premises displaying rail timetables to volunteers managing the flowers and distributing the door-to-door timetables. From this involvement a real sense of 'community ownership' has developed with the local residents and visitors alike aiming to use the train more and give support to the local rural rail service".

Passenger journeys for 2006-7 were 18,976, an increase of 5,577 from the previous period.

▲ *The failure of Class 87 No. 87002* **Royal Sovereign** *at Polmadie Depot before working the return leg of the 'Electric Scot Tribute' charter on 15th October, led to Class 57/6 No. 57601 powering the return working throughout. Having run-round, the '57' is pictured awaiting departure from Birmingham International with the ECS working to Crewe in the early hours of 16th October.* **Steve Madden**

▼ *Class 73/1 No. 73109* **Battle of Britain 50th Anniversary** *arrives at Weymouth from Bournemouth on 13th October hauling slam-door EMUs 4VEP No. 3417 and 3COP No. 1497, in connection with overnight braking tests on an Alstom Class 458.* **Alan Costello**

First Great Western promotes local steam lines

In a promotion with heritage railway centres in the south and west, First Great Western stations are displaying posters and issuing leaflets on trains and at tourist information centres throughout the company's operating area.

Daisy Coleman, First Great Western Marketing Executive says:" In the south and west we are very fortunate to have such a generous range of heritage railway centres just waiting to be enjoyed time and time again. Where we offer a combined ticket for travel and entry, we make it easy for our customers and it shows how we can work together with a visitor attraction for their benefit. Our leaflet gives details of the different sites, explains how to get there, including directions from the nearest station; details bus links where appropriate, and offers prices and booking details."

The Heritage railway destinations for First Great Western include the Bodmin and Wenford Railway, West Somerset Railway, STEAM - Museum of the Great Western Railway (Swindon), Paignton & Dartmouth Steam Railway , South Devon Railway, Swindon and Cricklade Railway, Didcot Railway Centre, Gloucestershire Warwickshire Steam Railway

Information can also be found at the company's dedicated website www.firstgreatwestern.co.uk/heritage or by clicking here.

▲ *East Midlands Trains-liveried Class 222 'Meridian' No. 222013 departs from Ely with the 13.04 Norwich-Nottingham test working on 11th October. This was the first visit of the class to Norwich and also to Lincoln, where the unit visited later the same day.* **Thomas Blampied**

More morning peak hour services into London

The new National timetable being introduced from 14th December will provide an increase of seats into London during weekday morning peak periods of more than 10%.

Most of the increase will be achieved by the extension of Gatwick Express services, which will run from and to Brighton during the weekday morning and evening peak periods. Southern Managing Director, Chris Burchell, said: "This timetable change is the most comprehensive we've had to make over the past seven years of this franchise. It will deliver more seats for our customers and where they are needed most – into and out of London in the busy peak periods. I am sure our customers will appreciate all the planning and hard work that has gone into delivering more capacity across the network."

In addition to extending the Gatwick Express route to Brighton at peak times, the main highlights of the changes include an additional 08:17 non-stop Gatwick Express service from Gatwick to Victoria on Mondays to Fridays, more services between Brighton and London and more seats and services between Redhill and London Bridge. There is also to be a new service from Hassocks and Preston Park to London Victoria, improved services between Horsham/Chichester and Victoria and the change in services between Tonbridge and Redhill, with Southern taking over the route from Southeastern, including the management of five Southeastern stations.

There will also be a direct service from Reigate to Charing Cross, the withdrawal of the Watford Junction to Brighton service, the addition of a Milton Keynes to East Croydon service from January 2009 and an additional morning peak train from East Grinstead to Victoria. There will also be extra evening peak time trains from London Bridge to east Coastway stations and faster journey times between Brighton and Victoria on Sundays

Second Class 180 'Adelante' set moves north

▼ *With three Class 180 DMUs having now been allocated to Northern Rail, based at Newton Heath depot, the second unit, No. 180106 passes through Manchester Victoria on 17th October with an ECS working from Wolverhampton Oxley. The set has joined classmate No. 180103 at Northern Rail's Manchester depot.* **Peter Heppenstall**

❖ It is reported that the Department for Transport has decided that in future a train will not be classed as overcrowded unless it is carrying at least 130 passengers for every 100 seats, the previous number being 110!.

❖ Radley station has received a £1 million makeover, the completion of work being commemorated by representatives from First Great Western, Oxfordshire County Council and villagers from the Friends of Radley Station group when a plaque was unveiled on 15th October. Together with Network Rail, the improvements made include a larger and resurfaced car park, twice the number of secure cycle parking spaces, a new footbridge and new vandal-resistant waiting shelters. There are also new signs and information on the platform, one reported to be pointing to Abington instead of Abingdon! To deter vandalism, overgrown hedges have been removed to make the station more visible from the road and new lights have been installed. The station has been adopted by local people, who will help to keep it looking smart by planting flowers and shrubs.

❖ Class 47/4 No. 47810, which has been languishing at Barrow Hill for a while, returned to the mainline on 17th October, working north to Heaton with Class 47/3 No. 47375. No. 47810 then worked south with Class 57/0 No. 57006 on the Stockton to Cardiff Tidal scrap working the following day.

▲ *Wood Lane, the first new station on an existing and unextended London Underground line for more than 70 years, opened on 12th October. Four days later a Hammersmith & City line service calls at the station.* **William Turvill**

Wood Lane station opens to passengers

A new London Underground station, Wood Lane, opened at White City on the Hammersmith & City route on 14th October.

The station provides a new link for the local community and will be one of the stations providing access to the new Westfield London retail and leisure centre, just 200 metres away. The project has been a part of the £200 million transport upgrade that is financed by the developer Westfield in partnership with Transport for London (TfL). Another having been the previously reported opening of Shepherd's Bush on the West London line. The new step-free access station means local residents and businesses will have easy connections to Hammersmith, King's Cross, St Pancras International, the City and East London.

The station combines old and new with old viaduct arches incorporated into the modern stainless steel and glass structure to create a striking and spacious ticket hall, and boasts innovations such as an intelligent zonal public address system and energy efficient lighting that reacts to where people are on the platform or particular parts of the station. The system makes announcements louder at busy times, while the lights go into energy-saving mode when no-one is around.

Richard Parry, London Underground's Strategy and Service Development Director, said: "This is a stunning new station that is spacious enough to cope with large capacity crowds especially with football matches at Queens Park Rangers Football Club and the large numbers of people expected to use the new shopping centre."

According to Transport for London this is the first time that a new station on the Underground network has been given the name of a disused station. Wood Lane has a long connection with the Tube: two Underground stations with the name Wood Lane both opened in May 1908, one on the Central line and the other on the Hammersmith and City line.

Success for Liverpool South Parkway as passenger number grow

Merseytravel's new Liverpool South Parkway transport interchange is being used by more than 26,000 passengers a week, compared with a combined total of around 10,000 a week at Garston and Allerton stations, which the interchange replaced.

From December, there will be additional train services calling at the station each hour, one from Manchester Piccadilly and the East Midlands and an additional service to and from Birmingham. This will result in nine trains every hour to Liverpool (four to Liverpool Central, five to Liverpool Lime Street); three trains per hour to Manchester and two to Crewe and Birmingham.

The sustainability elements of Liverpool South Parkway are also continuing to provide rewards; the giant rainwater harvesting system is saving some 700, 000 litres of mains water a year; the enhanced roof insulation has saved 3.4 tonnes of CO_2; the geo thermal heat pumps have exceeded targets by saving more than 33 tonnes of CO_2 a year, and the solar photovoltaic cells on the south facing windows have saved some 1.5 tonnes of CO_2 by providing an electricity supply to the building.

Falmouth branch to be improved after £7.8 million investment

Falmouth is to be given a £7.8 million improvement scheme enabling double the number of train services on the branch line from spring 2009.

A 400 metre-long loop to enable two trains per hour on the line at peak periods is being laid at Penryn station, the work being due for completion on 24th October. It is anticipated that the new loop line will alleviate the parking problem in Penryn brought about by the increased number of students at the university and give a boost to Falmouth's tourist industry.

Over the past 10 years, the number of journeys made on the line has increased by 67% with 261,000 journeys made in 2007 alone. Passenger demand is expected to grow further as Truro, Penryn and Falmouth continue to develop.

The project is jointly funded by the European Regional Development Fund, Cornwall County Council and Network Rail, and should enable trains to be fully operational in time for First Great Western's new train timetable in the spring.

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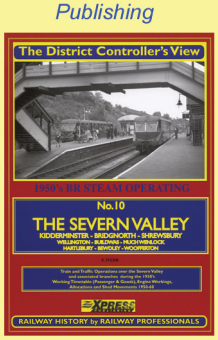

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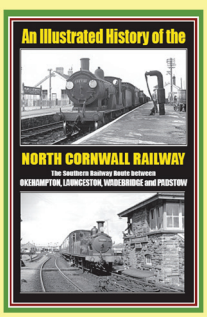

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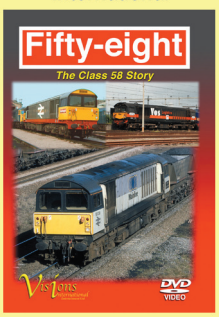

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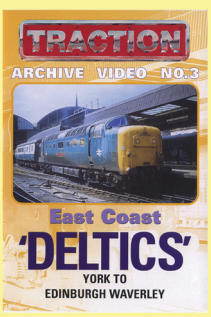

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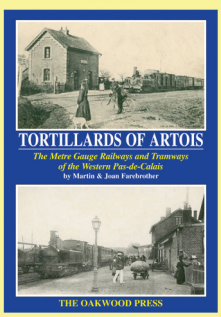

▲ *'King Arthur' Class 4-6-0 No. 30777* **Sir Lamiel** *heads the 'Cathedrals Express' away from Kings Sutton towards Stratford-upon-Avon on 15th October. The British weather yet again, providing a challenge to photographers!* **Alastair Wood**

▼ *Technically and compositionally one of the best images the* **Railway Herald** *team has seen in recent months. No. 30777* **Sir Lamiel** *is silhouetted against the evening sky as it climbs the incline at Standish Junction and is about to join the single line to Kemble on a Gloucester to London Waterloo Steam Dreams 'Cathedrals Express' special on 11th October.* **Jack Boskett**

❖ We are pleased to provide advance notice of a charter on 3rd January 2009, sponsored by The Class Forty Preservation Society (CFPS), which will feature its own locomotive No. 40145 *East Lancashire Railway* from the East Lancashire Railway to Edinburgh. Rawtenstall is the start point of this epic trip, which also picks up at Ramsbottom, Bury Bolton Street and Heywood on the ELR, plus Rochdale, Oldham and Manchester Victoria on the National system. The train will then proceed north via Shap, Carlisle, Beattock and Carstairs for a minimum three hour break in Edinburgh. An added bonus is that the outward leg from Rawtenstall to Heywood is booked for double-headed Class 40s, with CFPS No. D335 also joining in on the occasion. Fares range from Standard Class £57 (juniors £36.10) and First Class £83.00 (£55), but all bookings prior to 31st October will attract a discount of 5%. Go to the Class 40 Preservation Society website at www.cfps.co.uk for more information. Bookings are to be sent to Mr. J. Stephens, CFPS Bookings, 38 Watkins Drive, Prestwich, Manchester M25 0DS

❖ Spitfire seems to have hit an unfortunate seam of locomotive problems, following the loss of the booked Class 56 on the 30th September tour to Edinburgh due to Fastline not having any operational locomotives, and a small battery fire on No. 87002 *Royal Sovereign* at Polmadie last Wednesday, which meant that the return working of the 'Electric Scot Tribute' (operated jointly with Rail-Blue Charters) had to be diesel-hauled. Looking ahead, the 'Capital Deltic' booked for 15th November will now be 'The Capital Whistler' featuring No. 40145 *East Lancashire Railway* from Preston to King's Cross. No. 55022 *Royal Scots Grey* has been withdrawn from the tour due to an engine coolant problem. For the same reason, it is believed that Rail-Blue Charters 6th December working to Lincoln from Shrewsbury will also now be handled by No. 40145.

❖ The situation with Kingfisher Railtours remains unclear. It is believed that the two remaining tours being advertised, to Pwllheli with Class 33s on 25th October and York and Scarborough from Carnforth with No. 5690 *Leander*, have both been cancelled. However, the latter working remains on its website at the time of writing. Clarification is being sought.

Coronation re-run for Steam Dreams in 2009

Steam Dreams, conscious of the huge demand for seats on its 'Coronation' working last June, plans to operate another train in May 2009.

Final details are awaited, but it can be confirmed that the train is due to operate over three days from 16th-18th May.

The outline plan is that Class A4s will again feature strongly, with No. 60019 *Bittern* having the first leg from London King's Cross to York, where No. 60007 *Sir Nigel Gresley* will then take over for the remainder of the journey to Edinburgh. The return on 18th May is scheduled to feature No. 60009 *Union of South Africa* from Edinburgh to York, at which point the 'A4's' lose control of the train as the last leg back to King's Cross should feature the new A1 Pacific No. 60163 *Tornado*.

It will certainly not have escaped the notice of readers that there will be two 'A4's' spare in Edinburgh on 17th May, and it is understood that they are not going to be left hanging around doing nothing!

Steam Dreams is busy scheming, so watch this space. For more details of 'The Coronation', telephone 01483 209888 quoting this issue of *Railway Herald*.

▲ ***Tyseley's Class 47/7 No. 47773 passes the site of the former Finedon station with the 'Waverley Paddle Steam Cruise' tour on 11th October. The charter should have found 'large logo'-liveried Class 47/4 No. 47560 on the rear, however technical problems with the loco delayed it working its first mainline charter since preservation.*** **Steve Madden**

▼ ***Following a successful light engine mainline test between Tyseley and Stratford upon Avon on 16th October, recently overhauled 'Castle' No. 5043* Earl of Mount Edgcumbe *returned to mainline action for the first time in 45 years on 19th October with two scheduled Birmingham Snow Hill to Stratford upon Avon 'Shakespeare Expresses'. Unfortunately, after a good run outwards, a hot axle box was identified on the return and the train was terminated at Tyseley station as a precaution. No. 5043 was removed to the nearby Tyseley Locomotive Works and the second working of the day operated with Class 47 No. 47773 at the helm. The problem is likely to be resolved within a few days, but due to the need of a further mainline test next weeks tour from Birmingham Snow Hill to Didcot has been postponed, although the locomotive is expected to take part in the open day at Tyseley planned for 26 October. The 'Castle' is seen approaching Tyseley on the return.*** **John Whitehouse**

'Electric Scot Tribute'

▲ *Rail-Blue Charters, in association with Spitfire Railtours, ran the 'Electric Scot Tribute' charter on 15th October. The train, powered by Class 87 No. 87002* **Royal Sovereign** *worked north from Birmingham to Glasgow and is seen here passing Winsford station. Unfortunately, a small fire on the locomotive's battery charger resulted in the return working commencing at Motherwell and being hauled by Class 57/6 No. 57601.* **Steve Morris**

▼ *The charter, with a rake of Cargo-D Mk2 and Mk3 vehicles in tow all complete in blue and grey livery, travels at speed through Crawford, bound for Glasgow, as storm clouds gather overhead.* **Michael Dalgleish**

UK Steam & Modern Traction Railtour Listings

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

		20th October
Royal Scotsman	2xWCRC 47	**Classic Tour - (Day 1)** Edinburgh-Montrose-Aberdeen-Keith
UK Railtours	2x EWS 67	**Autumn Highlander (Day 4)** Inverness-Edinburgh-London KX
		21st October
Royal Scotsman	2xWCRC 47	**Classic Tour - (Day 2)** Keith-Inverness-Dingwall-Kyle of Lochalsh
		22nd October
Royal Scotsman	2xWCRC 47	**Classic Tour - (Day 3)** Kyle of Lochalsh-Aviemore-Boat of Garten
		23rd October
Royal Scotsman	2xWCRC 47	**Classic Tour - (Day 4)** Boat of Garten-Blair Atholl-Dundee
		24th October
Royal Scotsman	2xWCRC 47	**Classic Tour - (Day 5)** Dundee- North Queensferry-Edinburgh
Royal Scotsman	2xWCRC 47	**Classic Tour - (Day 1)** Edinburgh- Dundee-Aberdeen-Keith
		25th October
Compass Tours	2xRiveria 47	Tame Bridge Parkway-Penkridge-Stafford-Stone-Stoke on Trent-Kidsgrove-Congleton- Bolton-Blackburn-Hellifield-S&C-Carlisle-Shap-Preston-Bolton & return
Past Time rail	45407 or 76079	Manchester Victoria Staylebridge-Huddersfield-Hebden Bridge-Copy Pit-Blackburn (break)-Darwen-Bolton-Manchester Victoria
Past Time Rail	6024	Hereford-Abergavenney-Chepstow)-Gloucester-Stroud-Kemble-Swindon-Reading-London Paddington (& return) **Cancelled**
Royal Scotsman	2xWCRC 47	**Classic Tour - (Day 2)** Keith-Inverness-Dingwall-Kyle of Lochalsh
Vintage Trains	5043	Birmingham (tba)- Didcot & return **Provisional**
		26th October
Royal Scotsman	2xWCRC 47	**Classic Tour - (Day 3)** Kyle of Lochalsh-Aviemore-Boat of Garten
		27th October
Royal Scotsman	2xWCRC 47	**Classic Tour - (Day 4)** Boat of Garten-Blair Atholl-Dundee
		28th October
Royal Scotsman	2xWCRC 47	**Classic Tour - (Day 5)** Dundee- North Queensferry-Edinburgh
		8th November
Vintage Trains	4965 & 5043	Solihull-Dorridge-Banbury- Gloucester (break/rev) & return
		15th November
Spitfire Railtours	40145	**The Capital Whistler** Preston-Bolton-Manchester Victoria-Huddersfield-Leeds-Doncaster- London KX and return
		22th November
Compass Tours	2xRiviera 47	Llandudno Jct-Colwyn Bay-Rhyl-Flint-Chester-Helsby-Frodsham-Preston-Shap-Carlisle-Carstairs-Edinburgh (break/rev) & return
Past Time rail	45407/76079	**The Cotton Mill Express** Manchester Victoria Stalybridge-Huddersfield-Hebden Bridge-Copy Pit-Blackburn (break)-Darwen-Bolton-Manchester Victoria
Vintage Trains	4965	**Rood Ashton Hall Farewell** Tyseley Warwick Road-Walsall-Wolverhampton-Stafford- Crewe Chester & return
		23rd November
Past Time Rail	tbc	Manchester Victoria- Bolton-Entwhistle-Blackburn-Clitheroe-Hellifield-Wennington-Carnforth-Lancaster-Preston-Bolton-Manchester Victoria
		27th November
UK Railtours	2x EWS 67	London kings cross-Potters Bar-Stevenage- Leicester-Nuneaton-Bromsgrove-Worcester Shrub Hill (break/rev) & return
		29th November
Compass Tours	2xRiviera 47	Liverpool South Pky-Mossley Hill-Liverpool Lime Street-Rainhill-St. Helens Jct-Newton le Willows-Manchester Victoria-Stockport-Stratford upon Avon (break/rev) & return
NENTA Traintours	2xCR Cl47	North Walsham-Wroxham & Hoveton-Norwich-Wymondham-Attleborough-Ely (pu & coach connection from Ipswich, Stowmarket, Bury St.Edmunds & train connection from Cambridge)-March-Peterborough- Keighley-Skipton (break/rev) & return
UK Railtours	2x EWS 67	London KX-Potters Bar-Stevenage-Peterborough- Skipton & return

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
19-24 Oct	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool
26 Oct	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool
28-29 Oct	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool
1-2 Nov	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.

The Week Ahead

A quiet weekend for railtours, exacerbated with the late postponement of Pathfinders' 'Andover Fist' due to access problems at Merehead Quarry and Waterloo International. A new date is awaited.

Meanwhile, Carlisle, via the Settle and Carlisle route, is the feature of Compass Tours 'Autumn Fellsman', which is booked for Riviera Class 47 haulage from Tame Bridge Parkway, picking up also at Wolverhampton, Penkridge, Stafford, Stone, Stoke-on-Trent, Kidsgrove and Congleton, before travelling via the Manchester area to Bolton and Blackburn, onwards to the S&C and Carlisle. The return working is via Shap and the WCML.

Two steam tours also feature, with Past Times' 'Cotton Mill Express' having a route change due to engineering work. It now operates from Manchester Victoria to Bolton, Blackburn (water), Clitheroe, Hellifield, Wennington, Carnforth, Preston (water), Wigan North Western, and then back to Manchester Victoria via Bolton. Traction will be either (or both) Nos. 45407 and 76079.

Also in action is Tyseley's new steed, 'Castle' No. 5043 *Earl of Mount Edgcumbe*, which is booked to head a Vintage Trains working from Birmingham Snow Hill to Didcot and back.

The Railway Herald

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Steam Dreams motive power changes

Motive power for Steam Dreams' Christmas programme has now been revised, and is shared between three locomotives.

The revised diagrams find workings for Battle of Britain Pacific No. 34067 *Tangmere* (on trains to Chester (29th Nov), Lincoln (5th Dec), Ely (7th Dec), Chichester (13th Dec), Winchester (16th Dec) and the 'White Cliffs Luncheon' (22nd Dec) and 'A4' Pacific No. 60007 *Sir Nigel Gresley* (which will head workings to York (27th Nov), Bath and Bristol (3rd Dec), Oxford (11th Dec) and Norwich (20th Dec)) plus the National Railway Museum's 'King Arthur' 4-6-0 No. 30777 *Sir Lamiel* (to Salisbury (9th Dec) and Sherborne (18th Dec).

Tour listing notes

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.

Useful Weblinks

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

▼ *A pleasant scene in Cornwall as Colas Rail Class 47/7s Nos. 47727 and 47749 'top and tail' an RHTT working from Par to Paignton on 12th October. Here No. 47749 leads down Dainton Bank en route to Tavistock, having already visited the Paignton Branch.* **Stacey Thew**

RHTT Season sprays into action

▲ *EWS has recently been undertaking testing using an RHTT set marshalled between EWS Executive-liveried Mk3 DVT No. 82146 and Class 67 No. 67029* **Royal Diamond.** *The tests have proved successful and on 8th October, the '67', at the rear of the train, works from Toton to Acton Yard and passes through Wellingborough.* **Steve Madden**

▼ *A busy scene at Stainforth & Hatfield as Class 20/3 No. 20301 Max Joule 1958-1999 leads classmate No. 20303 on a Grimsby Town - York Works train, while Class 66/0 No. 66118 approaches on the slow line with 10.10 Immingham CPL-Ferrybridge power station coal service.* **Ian Tunstall**

Tonbridge Tales

▲ *Windhoff MPV Master & Slave Nos. DR98925 and DR 98975 approach Tonbridge on 8th October, where the vehicles reversed and headed for Tunbridge Wells.*

▼ *Class 508/2 No 508203 approaches Tonbridge on 8th October, forming the 07.55 service from Strood to London Bridge. The future for the Class 508s is rather uncertain at present. With Southern taking over Southeastern's Tonbridge - Redhill route, the requirements for the '508s' ceases to exist. It is likely that the 12 sets will either go into store or possibly transferred back to Merseyside.* **Both: Brian Morrison**

Tornado moves to York for next series of tests

On 20th October, the new A1 class Pacific No. 60163 *Tornado* left the Great Central Railway (GCR) and moved to the National Railway Museum (NRM) in York.

After spending almost two months on trials at the GCR, the locomotive will arrive at the NRM on 21st October to take pride of place in the NRM's Great Hall on 23rd October for the annual NRM dinner, prior to having final preparations for the main line, where it will be tested at speeds of up to 75mph during November in readiness for its Network Rail passenger début in the New Year.

The test runs will take place on 4th November (locomotive and support coach from York to Scarborough and return), 6th November (locomotive and train to 60mph from York to Barrow Hill, Chesterfield and return) and 18th November (locomotive and train to 75mph from York to Newcastle and return). It will then enter the NRM's paint shop where it will lose grey livery in favour of LNER green.

The Trust is now looking to the public to help get *Tornado* on to main line passenger service by making donations, sponsoring a component, taking part in the covenant scheme and/or the £500,000 bond issue.

Next star guest for GCR is ... *City of Truro*

GWR City class 4-4-0 No. 3440 City Of Truro is the Great Central Railway's last visitor for the 'Year of the Express Engines' event.

It is arriving slightly ahead of schedule, enabling the railway to pair it with departing guest, LMS 'Jubilee' 4-6-0 No. 5690 *Leander*. The extra 'mini gala' is taking place on 25th/26th October. Lynn Hill of the GCR said: "We hope people will join us for the chance to see *City of Truro* and *Leander* together in action on the double track. We know it's short notice, but sometimes these opportunities come around without warning".

The railway will be operating its normal hourly departures from Loughborough and Leicester and normal fares will apply.

The Great Central is also to stage a national event of commemoration and thanksgiving to mark the service and sacrifice of the members of the Territorial Army in its centenary year. The highlight of the event will be the renaming and renumbering of 'Britannia' Pacific No. 70013 *Oliver Cromwell* by HRH The Duke of Gloucester.

'Britannia' No. 70048 was named *Territorial Army 1908-1958* by the then Duke of Norfolk 50 years ago. The TA, the National Railway Museum and the Great Central Railway are teaming up to arrange the temporary renaming and renumbering of *Oliver Cromwell*, the NRM having given permission for this to take place.

The event, which is open to the public, takes place on 8th November at Quorn and Woodhouse station and the site will open to the public at 10.00. The VIP party will join ex-servicemen, civilian employers and others paying respects to the fallen with a two-minute silence. Then the temporary new nameplate will be unveiled. The engine will also carry its temporary new number 70048. It is hoped that a special Travelling Post Office train will run carrying a first day cover marking the occasion.

After the ceremony the VIPs will be invited on-board the GCR's First Class dining train.

Somerset & Dorset comes to the Bluebell line!

◀ ***The Bluebell Railway's Autumn Steam Gala over 17th-19th October took the form of a 'Somerset & Dorset' theme. Joining the resident engines were S&D 7F No. 53809 from the Midland Railway, Butterley, and LMS 'Jinty' 0-6-0T No. 47493 from the Spa Valley Railway. Unfortunately, the latter locomotive failed before the event and was replaced by GWR 'Prairie' No. 5199. Here, No. 53809 blasts out of Sharpthorne tunnel on 17th October.*** **Stuart Chapman**

Frames ordered for *The Unknown Warrior*

The LMS-Patriot Project, the charitable organisation behind the first LMS new build locomotive project, has made significant progress with the ordering of two frame plates from Corus Steel.

Cut from steel measuring 39' in length, around 4' high, and 1 1/8" thick, the two new frame plates will form the backbone of the new 'Patriot' 4-6-0 *The Unknown Warrior*, as well as giving the locomotive its number 45551 for the first time, this being the next number to the last 'Patriot' that was built.

The two main frame plates will require cutting, machining and drilling before being delivered to the Llangollen Railway Works for assembly to commence. Plasma cutting will be used to make the frames the correct shape and they will then be machined around the axle box cut outs before the horn guides are fitted.

The frames are expected to be on display at the 'Steel, Steam & Stars II' Gala at Llangollen on 17th – 25th April 2009, organised by the 'Betton Grange Society'.

Over £30,000 has been raised towards the frames, and the LMS-Patriot Project is now appealing for the final push to reach the £48,000 appeal target. This will allow other new frame components to be manufactured, including stretchers, drag boxes and a buffer beam.

Cheques should be made payable to: The LMS-Patriot Co. Ltd. and sent with completed Gift Aid form (for UK taxpayers) to the address below, to which written requests for membership application forms may also be sent: The LMS-Patriot Co. Ltd, PO Box 3118, Hixon, Stafford, ST16 9JL. Readers can email lms-patriot@hotmail.co.uk for further information or visit the website www.lms-patriot.org.uk to download donation and membership Forms.

‘Dukedog’ bonanza

▲ *Following the successful SVR Autumn Gala at the end of September, a series of charters were organised, one of which saw ‘Dukedog’ 4-4-0 No. 9017 Earl of Berkeley operating on 9th October. During the charter No. 9017 enters Arley station with its rake of GWR-liveried stock.*

▼ *Later the same day, the locomotive is pictured on other work, this time arriving at Bewdley with a demonstration freight service.* **Both: Fred Kerr**

Bodmin Bagnall to Pontypool

Bagnall 0-4-0ST No. 19, built in 1950 at Stafford and owned by the Bodmin & Wenford Railway (B&WR), has been hired by the Pontypool and Blaenavon Railway (P&BR) until 31st December 2009, and was delivered there on 3rd October.

No. 19 was the last steam engine to be built for use in HM Devonport Dockyard in Plymouth, where, ironically, it spent 19 years shunting around the docks. The late owner of No. 19 bought it from the dockyard as a souvenir for a lifetime of work there as a plumber.

The saddle tank left Devonport in 1969 and moved to Bodmin General station under the care of the South West Group of the Great Western Society, where it was returned to working condition. Since 1992 the engine has made a number of visits to other heritage lines, including the South Devon and West Somerset Railways. With most passenger trains on the B&WR now loading to between three and five coaches, No 19 is not now used on normal timetabled services. However, it is ideal for train operations on the P&BR.

M&GN Society's 'B12' overhaul starts

Chatham Steam Ltd is undertaking the boiler overhaul of the M&GN Society's flagship loco, the 1928 Holden-designed B12 class 4-6-0 No. 61572.

Target date for completion is late spring 2009, when the boiler is scheduled to be returned to the loco's home, the North Norfolk Railway. Meanwhile work on the rolling chassis and tender will be carried out at the Railway's Weybourne workshops.

David Harris, M&GN Society chairman, said: Our aim is to get the 'B12' back in traffic next year, the 50th anniversary of the closure of most of the M&GN system. The loco is to be outshopped in LNER apple green livery, which it last carried immediately after its overhaul some 14 years ago."

The total cost of returning the loco to traffic is estimated at around £150,000. The greater part of this sum has already been raised, and the Society's B12 appeal aims not only to complete the funding but also to create a pot for future maintenance.

Donation pledges and cheques (payable to M&GN Joint Railway Society) should be sent to the B12 Appeal, PO Box 2795, Romford, Essex RM7 1EU.

Class 58 group looks towards sponsorship opportunities

With the uncertain future that the Class 58s are facing, the Class 58 Locomotive Group is looking at ways to raise more funds in order that the Group is in a suitable position to seriously think about purchasing spare components and ultimately a locomotive as and when the opportunity arises.

As a result a new sponsorship scheme is being introduced whereby both members and non-members are able to 'sponsor' individual parts of a locomotive. Everything on a Class 58 – from the main engine block to the power handles and the nuts and bolts that hold the whole thing together, have been accounted for and all one-thousand items have been allocated a hypothetical cost of £58 (or a multiple thereof for larger items).

If the Group is able to be successful in getting all the components sponsored, £58,000 will have been raised, an ideal amount of money to be in a great position to be able to buy any spare parts and possibly a locomotive when the time comes. There is no limit on which parts anyone wishes to sponsor and everyone who sponsors an item(s) will receive a certificate detailing their sponsorship.

Obviously, parts such as the power handles are expected to be the most popular items for sponsorship, so sponsors are asked to identify a number of items they wish to sponsor in order of preference. A table of items is provided on website www.c58lg.co.uk and constant updates will be made to it, enabling everyone to keep track of which items are still available.

For a copy of the '£58k for a 58' prospectus, either write to the C58LG at 107 Woolaston Avenue, Cardiff, CF23 6EW, email info@c58lg.co.uk or view online at http://www.c58lg.co.uk/html/58k_project.html

Exeter returns to the main line

▼ *Class 50 No. D444* **Exeter** *made a return to the main line on 18th October when it was paired with classmate No. 50049* **Defiance** *on Rail-Blue Charters Manchester - Minehead working, seen here departing Taunton.* **Steve Andrews**

Cornish 'Park Royal' Class 103 started

▼ *Class 103 Driving Car No. 50413 idles in Trevarno station after being started up for the first time in seven years on 12th October.* **Conner Nolan**

▼ *Once again, hardy photographers braved the elements for a weekend of photography in the West Highlands, which this year featured Ian Riley's pairing of 'Black 5' No. 45407 (masquerading as ex-Fort William No. 45487) and BR Standard Class 4MT 2-6-0 No. 76079 (running as ex-Fort William based No. 76001). On 11th October opportunities were offered with each locomotive between Tulloch and Rannoch, while the following day the 'Pocket Rocket' held sway on the 'extension' between Fort William and Mallaig. Ex-Fort William 'Black 5' No. 45487 (alias 45407) expresses some impatience as its safety valves lift while awaiting the Glasgow-Fort William sprinter at Tulloch on 11th October. The lonely station of Corrour was it's next destination.* **John Whitehouse**

▲ *LMS 'Black 5' No. 45407 climbs along the banks of Loch Trieg, seen from high above shortly after the train departed Tulloch on the long climb up to Corrour in the afternoon of 11th October.* **Ben Collier**

▼ *Suitably grimy, No. 45407 whistles as it powers a photo run-past, around a mile to the north west of Corrour on 11th October.* **David Gibson**

▲ *The other locomotive involved in the photo charter was the second half of the Ian Riley pairing, BR Standard 4MT 2-6-0 No. 76079, renumbered temporarily as Fort William resident No. 76001. Here, the Standard 4, looking equally as grimy as the 'Black 5', climbs across Rannoch Moor shortly after departing Rannoch towards Corrour.* **John Whitehouse**

▼ *With the charter over and the 'Jacobite' season complete, the two locomotives powered the empty stock back to Carnforth on 13th August. With the late afternoon sun causing a glint off the train, the two engines round the curve after Abington and head towards Crawford and Beattock.* **Ben Collier**

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.

20th October 2008
LCGB (Dorking Branch)
Pethick-Lawrence House, 85 South Street, Dorking, Surrey. 'Fabulous Railways of Eritrea' by John Scrace. Starts 19.30

The Great Central Railway Society (Spinkhill branch)
The Angel Hotel, College Road, Spinkhill. 'William Stanier's Jubilees' by Mick Hayes. Starts 19.30.

21st October 2008
RCTS (Cheltenham Area)
Victory Club, Burlington House, Lypiatt Road, Cheltenham GL50 2SY. 'Rails to Infinity' by Terry Nichols. Starts 19.30.

Stephenson Loco Society
Fox Covert Inn, High Leven, Nr Yarm, Teeside. 'Preserved Steam in Australia and New Zealand' by Brian Lewis. Starts 19.30. Contact 01642 321205 for details.

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 - Aviemore' by Dr. Ann Glen. Starts 19.30. Contact Fred Landery, 01698 457777 for details.

24th October 2008
Shropshire Railway Society
The Gateway, Chester Road, Shrewsbury. 'A to Z of Railways in 49 countries' by Les Nixon. Starts 19.30. Contact Colin Hatch on 01691 650985 for further details.

27th October 2008
Permanent Way Institution (Ashford)
The Elwick Club, Church Road, Ashford (10mins from Ashford Station) 'Surveying and Tamping on the Isle of Wight Steam Railway' by Dave Walker and Dennis Rapley. Starts 18.30. Contact Ted Hamer on 01227 711897 or e-mail Teditorial@aol.com 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.

LCGB (Croydon Branch)
United Reformed Church Hall, Addiscombe Grove, East Croydon. 'A Personal Selection' by Dave Soggee.

31st October 2008
Stephenson Locomotive Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. Members' Evening. Meeting commences at 19.00. Contact the local secretary on 01434 6888946 for details.

1st November 2008
Stephenson Locomotive Society
The Friends Meeting House, Mount Street, Manchester. 'Over the High Alps - the Rhaetian Railway's World Heritage Line' by Dr Michael Bailey. Starts at 1400. Contact the local secretary on 0161 928 2461 for further details.

3rd November 2008
RCTS (East Croydon)
Small Hall, Croydon Reformed Church Hall, Addiscombe Grove. 'Brunel's Timber Trestle Bridges' by Brian Lewis. Meeting commences at 19.30.

RCTS (Port Sunlight)
The Lever Club, Greendale Road. 'The Railways of Saltney' by Geoff Pickard. Meeting commences at 19.45.

4th November 2008
Locomotive & Carriage Institution
London Underground Limited HQ, St. James Park Station, London. To be advised. Starts 18.00.

Permanent Way Institution (Croydon & Brighton)
Matt MacDonald House, Sydenham Road, Croydon CR0 2EE 'East London Line Extension' by Mark Eaden and Matt MacDonald. 17.30 for 17.45 start. Contact Martin Creswell on 020 8663 5427 for further details or e-mail martin.creswell@atkinsglobal.com.

Permanent Way Institution (Darlington & North East)
Railway Athletic Club, Brinkburn Road, Darlington. 'Haltwhistle Embankment Works' by Paul Fairburn, Network Rail. Meeting commences at 19.00. Contact Dave Lugsden on 01904 389838 for details or e-mail David.Lugsden@networkrail.co.uk.

Permanent Way Institution (Edinburgh)
The Scots Guards Club, 2 Clifton Terrace, Opposite Haymarket Station, Edinburgh. 'Gretna to Annan Redoubling' by Kevin Clough, Network Rail. Starts 18.00. Contact Nicola Topping on 0141 555 4290 for details or e-mail nicola.topping@networkrail.co.uk.

Permanent Way Institution(Wessex Section)
The Rose amd Crown, Columbo Street, Waterloo, London. 'Basingstoke Resignalling' by Mark Somers, Network Rail. Meeting commences at 18.30. Contact Eddie Gosling on 01252 614558 or e-mail e.gosling@ntlworld.com.

RCTS (Watford)
St Thomas's United Reformed Church, Langley Road. 'London Steam on Shed' by Peter Groom. Meeting commences at 19.30.

Yeovil & Disctrict Railway Society
Yeovil Sports & Social Club, Johnson Park, Yeovil 'BR Rail: 1980's & 1990's' by Quentin Hawkes. Meeting commences at 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. Meeting commences at 19.30

Permanent Way Institution (Thames Valley)
Sussex House, Reading. 'Reopening of the Ebbw Vale Branch' by David Quintin, Amey and Simon Wheat, Arup. Meeting commences at 17.45. Contact Peter Simmons, e-mail peter181102@yahoo.co.uk for further details.

RCTS (Ipswich)
St Thomas Church, Back Room, Bramford Lane. 'The B17 Footballers' by Colin Briggs. Meeting commences at 19.30.

Stephenson Locomotive Society
Hayes Village Hall, Hayes Street, Hayes, Bromley. Members night. Meeting commences at at 19.30. Contact the local secretary on 0208 289 9935 for further details.

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 0114 254 0275 for further details.

Permanent Way Institution (York)
Park Inn, North Street, York. 'Modular S&C on Network Rail' by Geoff South and Kevin Percival, Network Rail. Doors open at 17.30 for 18.00 start. Contact Martin Fairbrother on 01904 611922. mobile 07802 657839 or e-mail m.fairbrother@btinternet.com for further details.

RCTS (North East Branch)
The Scout Building, Widdowfield Street. 'Pre-War LNER Steam from the W.B.Greenfield Collection' by David Whitfield. Meeting commences at 14.00.

RCTS (Milton Keynes)
CIU Workingmen's Club, London Road, Stony Stratford. 'A Silk Purse for a Sows Ear@ by Lers Nixon. Meeting commences at 19.30.

Stephenson Locomotive Society
St John Ambulance Centre, Sandes Avenue, Kendal. 'Fortieth Anniversary of the End of Steam' by Peter Fitton. Meeting commences at 19.15. Contact the local secretary on 01539 720706 or 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. Meeting commences at 19.30, Contact 01823 334188 for details.

▲ *Class 67s Nos. 67017 and 67021 head the 05.30 Newcastle - Kensington Olympia 'Northern Belle' through Sandy on 8th October, the train being double-headed to handle the King's Cross Incline.* **Paul Townsend**

RCTS(Bristol)
St Peters Church Hall, Church Road, Filton. 'London Steam on Shed in the1960's' by Peter Groom. Meeting commences at 19.30.

Stephenson Locomotive Society
Settlement Centre, Union Street, Middlesbrough. 'Memories of the Consett Line' by Steve Shields and John Metcalf. Meeting commences at 19.00. Contact local secretary on 01642 321205 for details.

8th November 2008

Bournemouth Railway Club
All Purpose Room, Winton Methodist Community Centre, Bournmouth. 'The Metre Gauge Railways of Northern Spain' by David Soggee. Meeting commences at 14.30. Entrance £2 to members and non-members. Contact the club secretary Martyn Tresh on 01202 742099 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.

RCTS (West Riding Branch)
'Day out to London by Rail'. Contact Malcolm Riley on 01274 589499 or mobile 0788 7908501 for details.

Stephenson Locomotive Society
Kidderminster Railway Museum, Kidderminster.
'A Walk Past the Brickworks' by John New. Meeting commences at 14.15. Contact the local secretary on 01242 582152 for further details.

9th November 2008

RCTS (West Riding Branch)
'Visit to Crewe LNWR 10.00 hrs & Basford Hall 12.00 hrs'. Contact Malcolm Riley on mobile 07887 908501 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 for further details.

Permanent Way Institution (London)
10th Floor Restaurant, 55 Broadway (LUL HQ), London 'European High Speed Switch Reliability' by Tony Fifield. Doors open at 17.30 for 18.00 start. Contact Paul Gammage by e-mail on pjgammage@aol.com for further details.

RCTS (Northampton)
St Crispin Social Club, Berrywood Road, Duston.
'Quiz v LCGB Bedford for the Ashes Trophy' Meeting commences at 19.30.

Stephenson Locomotive Society
New Trinity Parish Hall, Saltcoats, Ayrshire.
'The Remarkably Consistent Ardrossan MPD (67D) Locomotive Allocation' by Hamish Stevenson. Meeting commences at 19.30. Contact local secretary on 01294 822303 for further details.

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. Meeting commences at 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.

Permanent Way Institution (Solent)
HMS Sultan, Gosport.
'21st Century Tamping' by Martyn Tilford, Colas Rail. Meeting commences at 17.30.

RCTS (North West Branch)
'Observation at Chesterfield 08.30 - 19.30.' Contact Geoff Morris on 01244 376808 or e-mail geoffreymorris@tiscali.co.uk for further details.

Internet Links
Further contact details for the clubs and societies listed can be obtained from our website by clicking here.

Should your club or society event be listed here? If so then please e-mail the Editor with the appropriate details, which should include the name of the society or group, postal address of the location that the event is being held, starting or opening times, speaker and talk title or attractions and publishable contact details.

RCTS (Nottingham)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'Around Nottingham in the 1950's and 60's' by Bill Chapman. Meeting commences at 19.30.

Scottish Railway Preservation Society (Lanarkshire Area)
Vestry Hall, Holy Trinity Church, Avon Street, Motherwell. 'From the Algarve to the Artic Circle - 25 Years of European Rail Travel' by Robin Ralston. Starts 19.30. Contact 01698 457777 for details.

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