Railway Herald

Issue 192 - 7th September 2009

The electronic journal for the railway enthusiast

Railway Herald

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7th September 2009

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Stuart Chapman

Upminster Depot celebrates 50th anniversary

This year marked the 50th anniversary of Upminster Depot and to celebrate, London Underground in partnership with the London Transport Museum, held an open weekend at the Depot over the weekend of 29th/30th August.

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Front Cover Caption:

Class 37s Nos. 37670 and 37401 head for Weymouth with the FGW loco-hauled service past Queen Camel, near Yeovil, on 5th September. Brian Garrett

Regenerating Blackfriars - construction work underway

Major work will soon begin on London's South Bank, as Network Rail builds the first new railway station in the area for over 120 years and gives passengers direct access to key attractions such as the Tate Modern and the Globe Theatre.

The new station entrance, part of the multi-million-pound re-development of Blackfriars station, will be located at the base of the rail bridge. It will feature a new glazed entrance area with shops and ticket facilities and entry to the new platforms. On completion, the new Blackfriars station will be the only one in Great Britain to span a river. It will play a key role in the £5.5 billion Thameslink programme, which is designed to provide better services for passengers, delivering more trains, more seats and helping to bring new direct journeys to and through the Capital.

Thameslink's Major Programme Director, said: "The creation of a new station entrance on the South Bank will not only make journeys easier for thousands of commuters who use Blackfriars every day, it will also provide easier access for visitors to some of London's leading attractions, such as the Tate Modern and the Globe Theatre. In the long term, we have no doubt the new station will bring many benefits to this area".

Construction of the new South Bank entrance will be complex, as in addition to the usual engineering challenges, the work will be carried out above a fast-flowing river and around an operational railway line. Although work has been planned to allow rail and river traffic to continue, for safety reasons it has been necessary to close a 100metre section of the Thames Pathway along the South Bank until late 2011. This closure is between the western gate, at the foot of Blackfriars Road Bridge and the end of the subway at the back of the Founders Arms public house. Where possible, and during peak periods such as summer 2010, a more direct route will be opened if it is proven to be safe.

The existing station on the North Bank will be completely redeveloped to create a spacious and airy entrance and concourse featuring improved interchange facilities with London Underground services. The London Underground station will also be significantly enhanced.

By the end of 2011, the station will be able to handle longer 12-car trains for the first time with significantly more trains stopping at the station every hour, and will provide the first direct National Rail access to the South Bank in over a century. Platforms 1, 2 & 3 at Blackfriars closed in March this year for building work, and currently all services operate from the through Platforms 4 & 5.

◀ With major work being undertaken on both sides of Blackfriars Bridge, the 11.37 Thameslink service from Brighton to Bedford crosses the River Thames, formed of Class 319/0 No. 319009 & Class 319/4 No. 319441. Upon completion, the new station platforms will straddle the complete bridge from north to south. Brian Morrison

Taking the longer-term view as industry and stakeholders start consultation

Marking the start of a three month consultation with key industry stakeholders, including passenger train and freight operators, passenger groups, Office of Rail Regulation, Department for Transport, local authorities and regional development agencies, a plan to provide more seats, more services and better journeys for rail users throughout the East Midlands has been introduced by Network Rail as a far-reaching strategy to boost capacity and shorten journey times.

Covering the route from St Pancras International to Derby, Leicester and Nottingham, as well as routes from Birmingham to Stansted Airport and Liverpool to Norwich, the East Midlands Route Utilisation Strategy (RUS) draft sets out how Network Rail hopes to deliver a railway capable of meeting the growing demand for rail services over the next 10 years.

The plan identifies a range of schemes to meet such growth – subject to funding availability - and to ease the pinch-points to improve journeys for passengers and freight users. Projects to improve rail services throughout the East Midlands and the mainline into London are already underway, such as the £5.5 billion Thameslink upgrade and the line speed improvements on the Midland Main Line to reduce long-distance journey times.

Demand for commuting into London and other cities such as Derby, Leicester and Nottingham has grown considerably in recent years, and this growth is expected to continue over the next decade. The Route Utilisation Strategy predicts a 28% increase in passenger demand across the East Midlands, while demand for services to and from Birmingham is set to increase by 40%.

Stirling goes high-tech for passenger info

New hi-tech equipment giving interactive travel services and real-time advice has gone live at Stirling station, the Smart Point terminal being the first to be installed in Scotland.

The facility includes a built-in printer and should play a major role in helping passengers plan their journeys in real time. It is part of a £650,000 investment at the station, funded by ScotRail and Transport Scotland.

Over the past three years, Stirling has benefited from the installation of ticket gates, three automatic ticket vending machines, variable height counters, automatic doors at the ticket office and a new shelter on Platforms 9 &10, all part of ScotRail's 'Station Investment Plan', which is scheduled to provide over £10 million of front line passenger improvements across the country by 2011.

Network Rail has also delivered a resurfaced car park with a revised layout and will complete the renewal of its Customer Information System by the end of this year.

Upminster Open Day celebrates 50th anniversary

This year marked the 50th anniversary of Upminster Depot and to celebrate, London Underground in partnership with the London Transport Museum, held an open weekend on 29th/30th August.

The event featured an array of Tube rolling stock representing the past, present and future of the District line, including the S Stock mock-up, a D Stock train and Q and R Stock carriages from the 1970s and 1980s that are now part of the LT Museum. The event was made possible because of planned engineering works on the District Line, which resulted in services being suspended between Barking and Upminster.

▶ **Visiting from the Spa Valley Railway, was ex-GWR Pannier No. 7715, previously London Underground L99, which was in light steam at Upminster. Jon Nye**

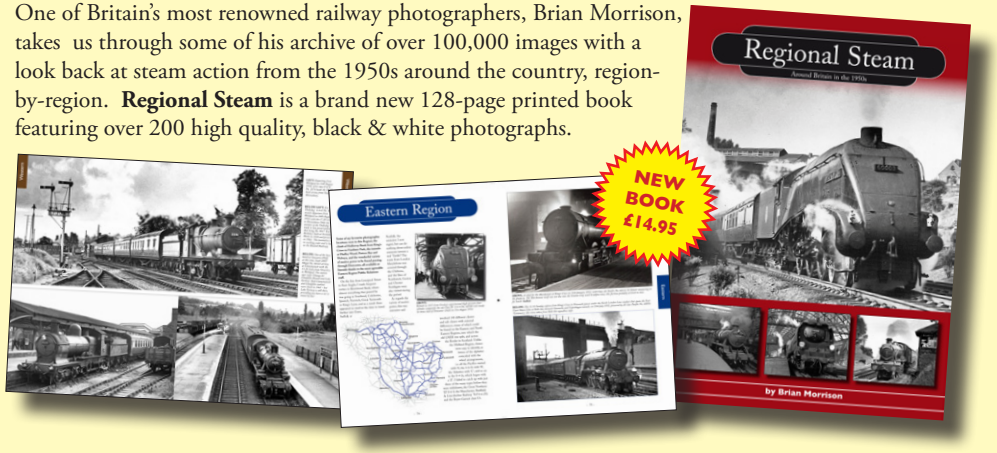
▶▶ **D Stock Set No. 8094-17094-7094 was being used to demonstrate bogie lifts. Robert Jefferys**

▼ **Representing the vintage side of the fleet, was this Q Stock Trailer Car No. 08063 from the LT Museum.**

▼▶ **Having been on show at the open day,** *Sarah Siddons* **plus a battery loco are seen at King's Cross St Pancras returning from Upminster to Ruslip Depot on 2nd September. Both: Kim Rennie**

From the days when steam was king and diesels were just a thought on the horizon...

One of Britain's most renowned railway photographers, Brian Morrison, takes us through some of his archive of over 100,000 images with a look back at steam action from the 1950s around the country, region-by-region. **Regional Steam** is a brand new 128-page printed book featuring over 200 high quality, black & white photographs.



To celebrate the 100th anniversary of Eastleigh Works comes this limited print run book

The railway town of Eastleigh has a fascinating history and this special 56-page printed book illustrates the years from the arrival of the railways and documents the growth of the town and its works over the past 100 years since the workshops first opened their doors. **Eastleigh 100** also features numerous black & white and colour images.

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▲ Class 66/0 No. 66156 departs from the Prologis branch at Three Spires Junction, near Coventry, on 1st September with the 11.40 service to Wembley, conveying empty cargowagons. **Ken Brunt**

First GBRf trials EMD air-conditioning condenser unit on Class 66 locomotive

Electro Motive Diesel Inc (EMD) has provided First GBRf with an air-conditioning condenser unit for trial in its Class 66 locomotives.

The trial started in August, will last for a three-month period, and if successful could be rolled out across the entire fleet. The unit provides powerful cooling at 5kW, which reduces the cab humidity by removing moisture from the air, and maintains the cab temperature at a comfortable level, which can be set by the driver to ensure that the cab is suitably cool on hot days.

The system is mounted under the locomotive, and has been designed to fit the tight constraints of both variants of the Class 66 cab. Features of the air conditioning units include a twin-fan speed, variable temperature setting, and adjustable louvers, which allow the cooled air to be directed at both the driver and second man's positions.

Bob Tiller, First GBRf Fleet Engineer, said:" The excellent working relationship between Porterbrook, EMD and First GBRf has made this trial possible. The installation has been extremely well organised and we are looking forward to a successful outcome during the trial period with our drivers experiencing a better working environment".

Metro and Light Rail News

Improvements to Sunderland in £7 million revamp

Work is now underway on the final phase of the £7 million revamp of Sunderland station, workers now being on site to update the platforms, waiting areas and lighting systems.

The overhaul is part of transport authority Nexus's £300 million improvement programme of the Tyne & Wear Metro network, but will also provide more comfortable and attractive surroundings for passengers arriving on Grand Central's direct service from London. The 140-metre platforms will be given new wall coverings, floors and ceilings, using tough, modern materials to create what promises to be a striking and unique new image. Improved lighting, passenger information and waiting areas are also major elements of the project, which is expected to take about nine months. The station will remain open while the major building work is carried out, but parts of the platform and access to them will be shut off in phases.

New flying junction operational on Docklands

A new Docklands Light Railway timetable came into use on 24th August and train frequencies for peak times have been increased between Lewisham and Bank and vice versa as a result of the construction.

The fly-under avoids a conflict with trains between Canary Wharf and Poplar and avoids West India Quay, going directly into Canary Wharf. It is only used Mondays to Fridays in the morning and evening peaks. Also Mudchute station bay platform is now fully signed and appears ready for use.

▼ A view of the new fly-under at West India Quay station, with unit No. 23 leading on a train from Bank to Lewisham. The image illustrates the shape of the lines from West India Quay to Bank (on the left) to/from Poplar (in the centre) and from Bank to Canary Wharf and Lewisham. Bill Turvill

£104 million upgrade of Essex rail system completed over Bank Holiday

The £104 million upgrade of the railway in east Essex was successfully completed over the Bank Holiday weekend, the last piece of the jigsaw including bi-directional signalling on the main line between Colchester and Marks Tey, enabling trains to travel in both directions on both lines.

Major upgrades have already been completed on the branch lines to Colchester Town, Clacton and Walton-on-the-Naze as part of the project. Obsolete searchlight signals, a throw back to the 1960s, have been replaced with 170 modern LED signals, and eight level crossings have been upgraded to full barrier crossings with CCTV control. Control of the branch lines has been handed over to the newly extended and modernised signal box at Colchester, where signallers now control the movement of trains and operate level crossings using state-of-the-art visual display units.

Tracklaying takes place on guided busway

▲ Probably the only time that a bus system will feature in *Railway Herald*! One of the most controversial transport projects of recent times has been the Cambridgeshire Guided Busway, connecting Cambridge to Huntingdon, St Ives and Somersham. The busway, which is scheduled to be handed over from construction firm Nutall at the end of October, after months of delay, is partly built on the trackbed of the Cambridge and Huntingdon railway. The route is expected to be operational by the end of the year. The special 'track-laying' machine used to lay the concrete track is pictured while sitting on the newly completed busway at Long Road, Cambridge on 28th August. Thomas Blampied

Tynemouth restoration?

Plans to restore Tynemouth station to its former glory have taken a major step forward after a 30 year campaign.

A planning application for a £10 million restoration has been lodged with North Tyneside Council by Station Developments, which owns the station. The structure is in urgent need of a makeover after years of decline, and also large areas are out of bounds because of its fragile state. The Grade II-listed Victorian structure is on the English Heritage 'Buildings at Risk' register. The scheme proposes the restoration of the ruinous canopies, the provision of a library, a shop, caretaker's office, public toilets, car parking, public meeting rooms and a tourist information centre.

Sizewell traffic resumes

◀ **Having not run for some years, 2009 has seen the recommencement of flask traffic from Sizewell Power Station in Suffolk. All trains so far this year have been in the hands of DRS Class 37s, but on 24th August, recently re-instated Class 20/3 No. 20302 along with Class 37/4 No. 37423 provided the motive power, seen heading through Marks Tey having just departed from the goods loop. Stuart Chapman**

UK News In Brief

■ DB Schenker Class 37/4 No. 37419 has moved to Crewe Diesel Depot for a 'B Exam' before returning to traffic. This should be one of the six locos forming the DB '37' pool.

■ Traders are moving out of Borough Market's Three Crown Square this week as Network Rail prepares to demolish part of the market to make way for the new railway viaduct being constructed as part of the Thameslink programme, which will increase capacity on the notorious railway bottleneck above the market and open up new north-south links across London. The scheme will involve the demolition of a number of listed buildings around The Borough and eventually a new glazed market hall will be constructed at the corner of Borough High Street and Bedale Street.

■ Plans to reopen the line from Blaenau Ffestiniog to Trawsfynydd to run a mixture of steam and heritage diesel trains for tourists and locals have been put forward by entrepreneur Colin Dale of Essex. He said: "The track already exists and only minor work is needed to bring it up to standard, unlike the massive and costly projects to renovate old railways like the Ffestiniog and Welsh Highland". Network Rail, however, said: "We are aware of Mr Dale's aspiration, but the feasibility of his idea needs to be explored further, especially in view of the rail industry's longer-term aspiration to reopen this line for freight use". The last train to Trawsfynydd ran in October 1998.

■ Following a successful campaign by the Rail for Folkestone Group, Southeastern has agreed to add an hourly service from Folkestone Central, Folkestone West, Sandling and Westenhanger into Charing Cross during the mornings, instead of all Class 395 'Javelins' terminating at St Pancras International, and there will also be a service from Folkestone to Cannon Street to serve City commuters. The new timetable will begin on 13th December with a preview service starting on 7th September. The Shepway area will now have the best of both worlds, with fast trains to St Pancras in under an hour and regular services to Charing Cross and Cannon Street throughout the day.

RH Statistical Information

Every month, *Railway Herald* receives numerous queries for information on how many copies of the magazine are downloaded and how popular is the website, so we have decided to publish the figures here, every week, subject to space.

Covering the period 18th-24th August

Last weeks Issue 191 was downloaded **0,000** times (0.0%) and a total of **0,000** copies of previous issues were also downloaded. The *RH* website has provided **000,000** (0.0%) web pages to users, an average of **0.0** pages every minute, seven days a week! *Railway Herald* now has a monthly average download of **118,185**, the figures in brackets being the percentage change from last week.

Why not join us on this tour to the Powder River Basin with its large payloads, long trains, multi-track main line?

Imagine the Scottish moors, with a four track main line across them – there will always be one train in view, usually two, often three and occasionally four. This is railroading as it should be - very photogenic!

In addition to Powder River, probably the most productive coalfield in the world, we'll take a look at the Joint Line, the Moffatt line and Sherman Hill. We'll also visit Crawford Hill, where the BNSF bring their coal south from Powder River and there's some superb scenery on the western side of Moffat tunnel. Once you've seen a train through Byers Canyon, you'll remember it forever! Add to that a visit to North Platte – the Union Pacific's main staging point between Chicago and Los Angeles.

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Upgrade proposals launched for the Western routes

Network Rail has published a 10-year strategy for the Great Western.

The proposals build upon the major committed schemes such as electrification and IEP. In the Thames Valley, Network Rail aim to have the ability to operate longer trains between Reading and Gatwick Airport and to continue development work on options to enhance infrastructure at Didcot North Junction.

In the West Country, longer trains are on the drawing board for services going into and out of Bristol Temple Meads on the Cardiff-Portsmouth, Cardiff-Taunton and Gloucester-Weymouth routes, along with additional cross-Bristol services throughout the day to provide hourly services between Bristol – Yate, Bristol-Bath and Westbury to Chippenham or Swindon. Further study is required for two additional signals between Swindon and Kemble and an improved service pattern between Paignton-Exmouth to half-hourly and Barnstaple to St. James Park to hourly. Also, a further study of capacity on the local and long-distance services into and out of Paignton during the consultation period and an additional platform at Westbury are needed, plus an extended passenger line from Bristol Temple Meads to Parson Street to remove the bottleneck, and to cut the journey time between Cardiff and Portsmouth and between Bristol Temple Meads and Bridgewater. A further study is also to be considered to improve line speed between Gloucester and Severn Tunnel Junction.

▼ **Believe it or not, this is not some remote branch or part of a heritage line, it is part of the double-track section of the Swindon to Kemble route! Class 150 No. 150238 heads a Swindon-bound service along the weed-infested main line. The trackgangs of the steam age would no doubt have something to say about the condition of the infrastructure - certainly not a candidate for 'best maintained stretch of operational railway'! Ken Brunt**

FCC recommences Class 319 fleet refurbishment programme

First Capital Connect (FCC) has resumed its programme to refresh the Class 319 Thameslink EMUs in a project worth approximately £4.5 million.

The continued late delivery of newly-built Class 377/5 Electrostars being introduced as part of the Thameslink Programme had forced the company to put the work on hold, but enough are now in service on the Brighton to Bedford route for the project to resume.

On 10th August, unit No. 319374 was delivered to RailCare at Wolverton, where over four weeks its interior will be stripped out and replaced with new and refurbished fittings covering everything from seating to toilets, flooring and lighting. In addition, known issues that affect reliability, such as the door operation, will be addressed and the set repainted.

At the end of this month, FCC also hopes to have enough new trains to restart its £2.6 million traction control reliability programme of the existing train fleet. It will also be able to accelerate the planned overhaul of the trains' traction motors.

The FCC Engineering and New Trains Director said: "The Thameslink Programme has delivered new routes and an additional 2,475 morning and evening rush hour seats, but we have only been able to maintain our timetable by suspending the important train refresh programme. It is great news that, despite the frustrations of the continued late delivery of our new Electrostars, we can now restart the refresh programme. This will give many more of our 20-year-old Class 319s vastly improved interiors, while at the same time improving reliability".

No. 319374 will be the 42nd unit to receive the makeover, which will take four weeks to complete. A second unit is planned to enter RailCare on 24th August. The programme had to be suspended in March because insufficient new Electrostars had been delivered to operate a new timetable introduced as part of the Thameslink Programme.

The March 2009 timetable was introduced as part of the £5.5 billion Thameslink Programme to transform the route and reduce overcrowding. The new timetable allowed Network Rail to start redeveloping Blackfriars station. The new routes the timetable created into Kent and south London demanded an additional 23 new Electrostars.

Only one had been delivered to FCC by the start of the March timetable, but there are now nine in service. Train operators Southern, Southeastern and London Midland have facilitated a rolling stock cascade to make additional trains available for FCC to operate the new timetable, and the company currently has four Southern Class 377/2s in operation on the Thameslink route. It is anticipated that the full fleet of 23 new Electrostars will be delivered in time for the new December 2009 timetable.

▼ **Engineering work on the Thameslink route has brought the return of Class 319s to London St Pancras at weekends. No. 319013 arrives at St Pancras International on 29th August, still sporting Southern livery, although now working for FCC. Robert Jefferys**

Station upgrade completed at Ewell West

Network Rail has completed a £1 million upgrade at Ewell West station to enhance platform accessibility, improve the overall appearance of station facilities and provide a better environment for passengers and station staff.

The improvements include the installation of tactile paving to assist the visually impaired, resurfacing the platforms, raising the platforms by 25cm to reduce the stepping distance between trains and the platform edge, and putting in new fencing and drainage. In addition, new white lighting has been installed on the platforms, under the canopies and around the station building to create a better ambience and enhance public safety and security.

The local MP said: "This project has been the best possible way to mark Ewell West's 150th birthday this year. The raised platform will make a real difference to many passengers, and will transform the station".

Network upgrade starts

The first stages of a complex two-year project that aims to transfer up to 50,000 container freight journeys a year from the UK roads to the railway have started.

Network Rail, which is delivering the £71 million scheme, is carrying out work at almost 50 sites between Southampton and Nuneaton to enable the larger 9ft 6in 'high-cube' containers, preferred by many global shipping firms, to be transported by train across the whole of the network. The route upon which work has started will take freight trains from Southampton to the West Coast Main Line near Nuneaton, via Winchester, Basingstoke, Didcot, Oxford, Banbury, Leamington Spa and Warwick. Improvements along the route relate primarily to structures that are not currently tall enough for the larger containers to pass through.

The use of 9ft 6in containers currently stands at over 40%. This is expected to rise to between 50% and 70% by 2019.

◀ Two unidentified East Midlands Trains Class 158s are seen in this colourful scene at Ely on 23 August, the first having been repainted into the latest colour scheme, the latter still carrying its base Trans Pennine Express maroon and gold colours, with Central Trains end branding!
Thomas Blampied

◀▼ Currently used as the yard pilot for shunting infrastructure trains, large logo-liveried Class 73/2 No. 73207 is pictured at March Whitemoor Yard on 22nd August.
Will Jagger

▼ With the loss of the Stobart Rail traffic by DRS, all of the intermodal flows operated by the company have received more attention from enthusiasts and photographers alike. On 2nd September, DRS provided Malcolm-liveried Class 66/4 No. 66412 for the Stobart service! Here, it passes Brock, north of Preston, heading for Grangemouth.
Fred Kerr

The weekly column looking at some of the more unusual and newsworthy movements on the UK network

As a result of our short break, this week's column covers from 21st August through to the 1st September.

The evening of Friday 21st/Saturday 22nd found Virgin's Class 57/3 No. 57309 *Brains* back on the Great Western Main Line at the helm of the Penzance to London Paddington sleeper, while the southbound working was in the more usual hands of Class 57/6 No. 57602.

Class 66 No. 66012 was in passenger service on 22nd August when it was provided to work Compass Tours' charter from Workington to Oban as far as Mossend, where Class 37s Nos. 37419 and 37670 took over, while WCRC Class 47/7s No. 47760 and 47786 were utilised to 'top and tail' the 05.04 Norwich to Cardiff NENTA charter. Class 67s Nos. 67003 and 67016 were provided to work the 'Northern Belle' from London Victoria to Edinburgh (1Z35) the same morning, having worked the set south from Crewe as the 01.45 Crewe to London Victoria (5Z35). No. 67003 returned south of the border on 24th August as the 11.12 Edinburgh to London Victoria (1Z36). A further pair of class members, Nos. 67008 and 67001, were provided to work the VSOE set from Stewarts Lane to Chichester. Arriva Trains Wales-liveried Class 57/3 No. 57314 was provided for the Saturday Pendolino 'drag' to Holyhead that day, the loco being exchanged with classmate No. 57305 for the return run.

First GBRf Class 73/2s were in action the same morning, at the helm of a Hoo Junction to Norwood Junction (6G11) engineers' train, while Nos. 73141 and 73208 were in charge of a working to Eastleigh Yard. Colas Rail continued to operate its newly acquired international freight service to Dagenham Dock on the 22nd, with hired-in Class 56/3 No. 56311 doing the honours on the 10.30 Dollands Moor to Dagenham (7Z98) operation. The Type 5 returned 'light engine' to Ashford. DB Schenker provided Class 66/0s Nos. 66198 and 66040 for the 17.04 Goole Glassworks to Peterborough LIP empty sand hoppers the same afternoon, presumably using the train as a way of moving one of the locos south to Peterborough. Ex-DRS Class 66/4 No. 66402, now working for First GBRf, was back in traffic on the 22nd, being used on a Tonbridge to Redhill Yard working.

On Sunday 23rd August, the latest member of the Freightliner Class 66 fleet moved to Immingham ready for export to Poland. No. 66584 was hauled by classmate No. 66581 as the 10.33 Midland Road to Immingham (0R16) service. After their use on the Compass Tours' working to Oban the previous day, the two DB Schenker '37s' in Scotland were provided for the 'Northern Belle' working from Edinburgh to Oban on the 23rd.

A lack of Class 67s available to subsitutue for No. 67025 on First Great Western's 'topped and tailed' loco-hauled service, resulted in Class 66 No. 66153 working 'light' from Westbury to Bristol Barton Hill in the early hours of 24th August, and then operating the loco-hauled diagram with Class 67 No. 67005 *Queen's Messenger* all day, before the '66' was swapped for Class 67 No. 67016, which had operated 'light' from Eastleigh during the day. The same morning found the flask working to Dungeness in the hands of DRS Class 37s Nos. 37069 and 37611, while the East Anglia flow to Sizewell was, unusually, in the hands of Class 20/3 No. 20302 and Class 37/4 No. 37423 *Pride of the Lakes*, the pair returning to London later that afternoon. Both trains were shunted into one formation for the Willesden to Crewe leg, with Class 37/0 No. 37069, Class 37/6 No. 37611, Class 47/4 No. 47832 *Pride of Cumbria*, Class 37/4 No. 37423 *Pride of the Lakes* and Class 20/3 No. 20302! The '47' having run

◀ **With DB Schenker-liveried Class 37/5 No. 37670** *St Blazey T&RS Depot* **leading Class 37/4 No. 37401, the 'Northern Belle' from Edinburgh Waverley to Oban powers through Greenhill Upper Junction on 23rd August. With classmate No. 37419 being sidelined with technical problems and now at Crewe for a 'B' Exam, No. 37670 remains the only member of the class operational in the new red DB Schenker colour scheme. Kenny Marrs**

Readers Contributions

Contributions for this column are welcomed from readers across the country. Each column generally covers Saturday to Friday of the week prior to publication, and readers are urged to keep contributions to the same period. Information and photographs should be sent via email to **editor@railwayherald.com**

light from Norwich Crown Point during the morning.

Class 56/3 No. 56311 was back in the Anglia region again the same day, at the helm of the Dollands Moor to Dagenham (7Z98) Colas Rail service, before returning to Dollands Moor 'light engine' to work the Intermodal flow to Hams Hall! With four out of the five stored Class 66/4s at Glasgow Springburn having been outshopped as Class 66/8s for Advenza, the remaining member of the sub-class, No. 66410, departed the works on the 24th running 'light engine' to Willesden PRDC for secure storage, although the locomotive only reached Warrington, its journey south continuing the following day. Having delivered a Class 378 at the end of the previous week, First GBRf Class 66/7 No. 66728 returned north to Derby the same morning, before working to East Ham Depot with a reliveried Class 357 No. 357044 in tow.

Class 31/4 No. 31465 made its way to the South West that day, working the 06.40 Derby RTC to Exeter Riverside Yard, via Salisbury and Yeovil Junction. In Scotland, having visited Oban twice in two days, Class 37/4 No. 37410 and Class 37/6 No. 37670 found themselves in charge of the Mossend to Selby (6E93) working on the 24th, being employed throughout! With the 'Northern Belle' having returned to London Victoria after its Scottish jaunt, Class 67 No. 67008 was provided to work the ECS back to Crewe with No. 67003 dead on the rear. Class 57/3 No. 57309 was utilised on the empty stock of the southbound 'Night Riviera' sleeper from Old Oak Common to Paddington that evening, with Class 57/6 No. 57602 being the train locomotive. The new gypsum flow from Fiddlers Ferry Power Station to Middlesbrough, operated by First GBRf, had Class 66/7 No. 66723 for haulage that evening, arriving into Latchford Sidings at Warrington to run-round, shortly before midnight, prior to heading to the North East. The train returned to Warrington on 25th August.

After its day's usage on the FGW passenger diagram, Class 66 No. 66153 dragged Class 67 No. 67025 from Bristol Barton Hill to Westbury, shortly after 06.00 on the 25th, the '67' being due for tyre turning. In the North West, Class 37/6 No. 37604 was in use with DRS on the 08.06 Carlisle Kingmoor to Stoke (4Z40) wagon move, returning later that afternoon (6Z41), while Class 37/5 No. 37688 headed south from Crewe to Eastleigh 'light engine'. Advenza Freight used Class 66/8 No. 66844 for a Gloucester to Tilbury (6Z50) wagon movement on the same afternoon, running via Water Orton, Peterborough and Ely. Considering the higher number of Class 60s in traffic at the present time, Class 66/0 No. 66248 was unusual motive power for the Humber to Jarrow working that morning. In preparation for a football special the following day, Class 90 No. 90036 worked north from Wembley to Polmadie that morning with the refurbished Virgin Mk3 set, meanwhile having worked 'light engine' to Ashford, DRS Class 37/0 No. 37229 was used to work the 12.00 Ashford to Cardiff Canton (6Z37) stoneblower movement, conveying Nos. DR80302 and DR80303. Also on the 25th, Class 31/4 No. 31465 remained in use on testing duties around Exeter, visiting Honiton and Cowley Bridge during several runabouts. Class 67 No. 67017 *Arrow* was used on a Birkenhead to Doncaster West Yard move, delivering Class 507 No. 507019 to Wabtec at Doncaster. That afternoon, Class 60 No. 60022 returned to traffic, being used on the 15.02 Toton Yard to Crewe Basford Hall (6K50) engineers trip with Class 67 No. 67012 and Class 66 No. 66176 dead in tow.

▲ **Carrying the all-over Network Rail yellow colour scheme, Class 31/4 No. 31465 passes through Bredicot, Worcestershire, working the 06.40 from Derby RTC to Exeter Riverside on 24th August. Stephen Tucker**

Problems ensued during the early morning of 26th August on the WCML around Wigan, following the derailment of a Mossend to Trafford Park (4M67) working. Further north, having worked there the previous day, Class 90 No. 90036 headed south on the rear of a football special from Glasgow Central to London Euston, comprised of the VT Mk3 stock, while a shortage of powercars for CrossCountry lead to National Express-liveried Class 43 No. 43315 being hired in for the day, working the 06.32 York to Plymouth (1V46) paired with CrossCountry-liveried No. 43207 and the XC02 set. Loco moves were the order of the day, as DRS Class 37/5 No. 37688 moved Class 47/7 No. 47712, together with Class 20/3s Nos. 20301 and 20306 and a Mk3 coach from Eastleigh to Crewe Gresty Bridge (5Z26), while Tyseley-based Class 47/4 No. 47580 moved from Tyseley to Derby RTC (0Z47) the same morning. Virgin Trains provided Class 57/3 No. 57304 to Colas Rail for the Chirk-Carlisle(6J37) timber service on 26th, while the following day WCRC provided Class 47/7s Nos. 47787 (leading) and 47760 (dead on the rear) for the 06.10 Nottingham to Kingswear(1Z93) and return charter. That evening, Class 67 No. 67003 was provided

by DB Schenker to haul a Class 395 'Javelin' from Southampton Eastern Docks to Ashford Depot, while DRS Class 37s Nos. 37038 and 37610 were in charge of the Dungeness to Willesden Brent flask train. Having worked from Dollands Moor to Small Heath with just four wagons the previous day, Class 47/7 No. 47727 had power to spare while working back south from Burton (6Z48) on the 27th. Meanwhile, classmate No. 47739 was in service separately, working a short, additional intermodal from Dollands Moor to Hams Hall the same afternoon. Staying in the South East, Class 73/2 No. 73202 was employed on a Brighton Lover's Walk to Stewarts Lane Depot transfer move, conveying Class 442 'Wessex Electric' No. (44)2423. After their charter work in Scotland, DB Schenker Class 37s Nos. 37401 and 37670 found themselves at Doncaster on the 27th for use on RHTT trials between Doncaster and York. Operational problems, resulted in the first of two return trips being cancelled, although the second operated with No. 37401 leading. It is reported that technical problems on arrival at Holgate Sidings, York, lead to No. 37401 being turned on the triangle, more usually used for steam operations, before piloting No. 37670 back to Doncaster, via the East Coast Main Line, rather than the booked route via Milford Sidings and Knottingley. The timber traffic to Chirk was once again in the hands of a DRS Class 57/0 on 27th and 28th August, No. 57007 once again doing the honours.

No doubt DB Schenker was lamenting the days when spare engines were dotted around the network awaiting their next turns; on 27th August, Class 60 No. 60059 *Swinden Dalesmen* developed problems while working the Robeston to Theale tanks, arriving at its destination just over 100 minutes late. The result was to dispatch Class 66 No. 66060 to Theale to haul the discharged train and the 'dead' '60' back to South Wales, the '66' originating at Margam! Traction problems were not restricted to the freight side, with First Great Western still finding issues with its Class 57/6 fleet, resulting in only two being available for traffic, No. 57602 working the north bound 'Night Riviera' from Penzance and No. 57605 working the Old Oak Common to Paddington ECS for the southbound sleeper, which itself was powered by hired-in Class 57/3 No. 57309 *Brains*. The Virgin Trains' '57' returned north on the following night's sleeper service arriving back in London some 36 minutes early on the morning of 29th August.

Double-headed services either to or from the Anglia region were the order of the day on 28th August; DRS provided Class 37/4 No. 37423 *Pride of the Lakes* and Class 37/6 No. 37611 to work the Willesden to Sizewell flask train, while Advenza Freight provided Class 66/8s Nos. 66844 and 66842 on the Tilbury –

▼ Looking remarkably clean in the September sunshine, Class 59/2 No. 59206 *John F. Yeoman - Rail Pioneer* **is pictured with the 10.31 Merehead Quarry to Acton Yard service on the single-line section from Merehead on 4th September. Richard Dunn**

West Burton Power Station liner service, although only No. 66844 returned back to Tilbury on the loaded working that evening.

The failure of LNER A4 Pacific No. 60009 *Union of South Africa* prior to departure with a Crewe to Scarborough charter resulted in WCRC Class 47/7 No. 47786 providing the motive power. Heading in the opposite direction over the Pennines was the DB Schenker Type 3 pair, Nos. 37401 and 37670, on a 'light engine' move from Doncaster to Crewe, as part of a positioning move for charter operations in Scotland over the forthcoming weekend. Heading south was Class 67 No. 67017 with the 'Northern Belle' from Birmingham to Totnes. Having set down passengers at its destination, the train continued to Tavistock Junction Yard at Plymouth to run round. Now seeing regular use with its new operator First GBRf, Class 66/4 No. 66402 provided the 'head-end' power for a loco convoy to Hoo Junction on 28th August, with Class 66/7 No. 66702 and Class 73/2s Nos. 73212 and 73206 in tow.

The same afternoon, Freightliner's Class 66/6 No. 66602 brought operations to a standstill on the Midland Mainline around St Albans, while working from Theale to Earles Sidings. Classmate No. 66620 rescued the errant train. First GBRf's No. 66728 was back on unit move duty on the 28th, being observed heading south on the Midland Mainline with Class 378 No. 378014 in tow, bound for Willesden. With classmate No. 56311 being deployed on the recently acquired Dollands Moor to Dagenham Dock freight flow, Hanson Traction classmate No. 56312 was used to work the Hams Hall to Dollands Moor intermodal service on the same day.

DRS provided Class 20/3s Nos. 20301 and 20306 for Retro Railtour's charter on 29th August from Huddersfield to Carlisle, with Class 47/4 No. 47832 on the rear for ETS, the trio working from Crewe to Barrow Hill on 28th August. The Type 4 worked the train as far as Manchester Victoria, from where the '20/3s' took over for a trip around the Oldham Loop before heading for Carlisle, via the Cumbrian Coast. With the end of the 2009 'Cambrian' steam season, the rolling stock was removed from its temporary base at Machynlleth on 29th August, with Class 33/2 No. 33207 leading the train with BR Standard 4MT Mogul No. 76079 on the rear. At Crewe, the 'Standard' was detached and ran 'engine and support coach' back to Bury, prior to being transferred to its new home at Grosmont the following day.

Later that day, Class 57/3 No. 57311 was utilised in Scotland to transfer Class 314 No. 314208 from Shields Road depot to Glasgow Works for refurbishment. Problems with one of the northbound sleeper services on 28th August, resulted in the train being terminated at Crewe. As a result, the stock was moved northwards to Warrington Arpley by the 'Type 3 Twins' Nos. 37401 and 37670, where they were replaced by a Class 90 for the northwards journey, before the '37s' returned south, destined for Bescot.

On 30th August, the Lymington Branch was in the hands of modern traction, while the two Heritage 'slam-door' EMUs worked a turning run from Bournemouth to Eastleigh and back, while on the following day, Bank Holiday Monday, Class 57/3s Nos. 57313 and 57316 dragged Pendolino's between Liverpool and Crewe as a result of engineering work, while No. 37401 was employed on route-learning duties between Crewe, Shrewsbury and Machynlleth. Classmates Nos. 37419 and 37670 were on Bescot. On 1st September, presumably as a result of Class 60 No. 60019 being on exam, DB Schenker provided Class 66/0s Nos. 66163 and 66133 for the Robeston to Westleigh (6B13) tanks. Following the Retro charter around the North East on 29th August, Class 37/5 No. 37688 worked with Class 20/3 No. 20306 in 'top and tail' mode with Class 47/4 No. 47832 and Class 37/6 No. 37602 from Barrow Hill to Crewe via Derby the same afternoon, while Virgin provided Class 57/3 No. 57310 for the Colas Rail timber flow to Chirk.

▶ Mk3 DVT No. 82126 stands at the rear of WB64 set, the refurbished rake of Virgin-liveried Mk3s, at Preston on 28th August, while working north to Glasgow in preparation for working a southbound football special the following day. Class 90 No. 90036 was providing the motive power. Robert Beardwell

▼ Class 66 No. 66060 pilots failed Class 60 No. 60059 *Swinden Dalesman* **on the 13.35 Theale-Robeston empty Murco bogie tanks at Denchworth on 27th August. Ken Brunt**

UK Steam & Modern Traction Railtour Listings

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

9th September		
Statesman Rail	5690	Lancaster-Preston-Blackburn-Clitheroe- S&C-Carlisle & return
10th September		
Steam Dreams	34067	London Victoria- Bromley South-Maidstone East-Canterbury West-Canterbury West-Dover-Ashford Intl.-Tonbridge-London Victoria
12th September		
Past Time Rail		Manchester Victoria-Copy Pit-Bolton-Manchester Victoria **Cancelled**
Railway Touring Company	60009	(Stevenage-York-)Hellifield-S&C-Carlisle-Hexham-Durham-York-(& rtn)
Spitfire Railtours	DRS 66 & 2xDRS 37s	Birmingham International-Telford Central-Shrewsbury-Crewe-Shap-Carlisle-Barrow in Furness-Preston-Warrington BQ-Chester & return
13th September		
Steam Dreams	60163	London-Salisbury-Honiton-Exeter-Taunton-Bristol TM-Bath Spa-Salisbury-Andover-Woking-Clapham Junction
Torbay Express Ltd		Bristol TM-ExeterPaignton-Kingswear & return **Cancelled**
Vintage Trains	5043	Birmingham SH-Henley in Arden-Stratford upon Avon-Hatton-Dorridge-Solihull-Tyseley-Birmingham Moor Street-Birmingham Snow hill
17th September		
Green Express Railtours	2xWCRC 47	Skipton-Wakefield Kirkgate-Hebden Bridge-Ravenglass-Whitehaven & rtn
19th September		
NENTA Traintours	2xWCRC 47	Norwich-Ipswich-Stowmarket-Ely-March-Peterborough-Skipton-S&C-Appleby-Carlisle-Penrith-Shap-Preston-Copy Pit-Ely-Norwich
North East Railtours	2xWCRC 47	Alnmouth-Newcastle upon Tyne-Hexham-Chester & return
Pathfinder Tours	D1015	Didcot Parkway-Oxford-Banbury-Leamington Spa-Birmingham Intl-Crewe-Llandudno Junction (rev)-Blaenau Ffestiniog & return
PMR Tours	6233	(Peterborough-Hexham-)Carlisle-S&C-Hellifield-(-Leeds-York & return)
Rail-Blue Charters	tbc	Barrow Hill-Derby-Long Eaton-Chesterfield-Dronfield-Sheffield-Meadowhall-Barnsley-S&C-Carlisle-Hexham-York-Barnsley & return
Railway Touring Company	60007	(Hebden Bridge-)York-Newcastle-Edinburgh Waverley (& return)
Railway Touring Company	70013	Cleethorpes-Scunthorpe-Doncaster-Leeds-Hellifield-S&C-Carlisle-(Hexham-Durham-York-Doncaster & return)
Steam Dreams	60163	London King's Cross- York (break/rev) & return
UK Railtours	2xDBS 67	London KX-Stevenage-Cambridge-Ely-Wensum Curve-Wroxham & return
20th September		
Torbay Express Ltd	tbc	Bristol TM-Taunton-Exeter-Torquay-Paignton-Kingswear & return
23rd September		
Statesman Rail	5690	Lancaster-Preston-Blackburn-Clitheroe- S&C-Carlisle & return
25th September		
Compass Tours	2xRiveria 47	Crewe-Lockerbie-Cumbernauld-Falkirk-Forth & Tay Bridges-Dundee-Aberdeen (break) Dundee-Perth-Stirling-Mossend-Carstairs & return

The following are classed as scheduled steam services, operating several times each week.

Mon-Fri	WCRC	The Jacobite	Fort William-Mallaig-Fort William	62005, 45407
Mon-Thurs/Sat	NYMR	Whitby	Pickering - Whitby	75029, 828

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

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

The Week Ahead

Steam Dreams has an active week to look forward to, commencing on 10th September with a 'Cathedrals Express' to Canterbury from London Victoria with Bulleid Pacific No. 34067 *Tangmere*.

This is followed on 13th September with the A1 Pacific *Tornado* being let loose on Honiton Bank with the 'Cathedrals Express' from London Waterloo to Exeter via Basingstoke, Salisbury and Yeovil. The return route has been changed, and now No. 60163 will continue north from Exeter St Davids to Bristol Temple Meads, via Taunton, prior to returning to Clapham Junction, via Bath Spa, Westbury, Salisbury, and Woking. The reason for the train terminating at Clapham Junction is that its length cannot be accommodated in London Waterloo.

Railway Touring Company's 'The Hadrian' on 12th September appears to have had a route change, in that it will now take on the Settle & Carlisle northbound and take a break in Carlisle before returning by way of the Tyne Valley and the East Coast Main Line to York. A4 Pacific No. 60009 *Union of South Africa* is the booked locomotive, subject to repairs being completed following its recent failure, but unconfirmed reports point to 'Britannia' No. 70013 *Oliver Cromwell* deputising.

There is one modern traction tour to report, which has much to offer as it features DRS traction throughout. Spitfire's 'Cumbrian Coaster' is scheduled for a DRS Class 66 from Birmingham International, via Wolverhampton and Shrewsbury to Crewe Basford Hall, where the tour will reverse and a pair of DRS Class 37s will then take over. The route to Carlisle is the direct one over Shap, but the return is booked to operate via the scenic Cumbrian Coast line, via Workington and Ulverston. To add spice, there is also a deviation from the outward route on the way home as the train is scheduled to go to Chester, there to reverse for DRS Class 66 haulage again back to Crewe Basford Hall. A further reversal will put the Class 37s back at the helm for the final leg back to Birmingham International, which as outwards, will run via Whitchurch, Shrewsbury and Wolverhampton.

Sunday 13th September will be the last 'Shakespeare Express' of the season, which is booked for 'Castle' 4-6-0 No. 5043 *Earl of Mount Edgcumbe*. Could it also be the last to serve Birmingham Snow Hill? With the West Midlands re-signalling scheme moving forward and the terminus platforms at Moor Street due to be re-connected to the national network at some point in 2010, there could be a change. After all, the water tower at Moor Street is ready and waiting!

▼ **Could this be the final year for the 'Shakespeare Express' to serve Birmingham Snow Hill? GWR 'Castle' 4-6-0 No. 5029** *Nunney Castle* **arrives at Tyseley on 23rd August. Graham Gifford**

BR Standard 7P Pacific No. 70013 *Oliver Cromwell* **passes Thetford on 28th August, with a London King's Cross to Norwich charter. David O' Rourke**

Ups & Downs by John Whitehouse

■ Has the 'Torbay Express' bubble burst? The 13th September working has been cancelled due to, quoting the website, 'consistently low bookings on this train compared with the other trains in the programme' making it 'unviable to run'. Also, both of the 'Yuletide Torbay Expresses' booked for 12th & 13th December have been cancelled, as, again quoting the website, 'it has not been possible to finalise these tours'. A replacement working is promised for 12th December, but on the debit side the 'Welsh Marches' advertised for 24th October has also 'hit the buffers'.

■ A superheater problem is reported to have been the cause of LNER 'A4' Pacific No. 60009 *Union of South Africa* not being able to undertake its booked role on the 'Scarborough Flyer' on 28th August. A West Coast Class 47 deputised throughout, as unfortunately it was also not possible to substitute 'Princess Royal' Pacific No. 6201 *Princess Elizabeth* at short notice. However, the 'Princess' successfully undertook its booked 'Cumbrian Mountain Express' duty the following day and covered the last 'Scarborough Flyer' of the season on 4th September as a result of the unavailability of the 'A4'. The 'Heart of Midlothian' on 19th September, which was to be the 'A4's' return working to Scotland, is now being covered by classmate No. 60007 *Sir Nigel Gresley*.

▶ With Wild Boar Fell as the backdrop, LMS 'Princess Royal' 4-6-2 No. 6201 *Princess Elizabeth* **approaches Ais Gill summit with the 'Cumbrian Mountain Express' on 22nd August. John Woolley**

▼ On 28th August, the footplate crew of the last 'Cambrian' pose for photographs in front of a suitably presented BR Standard 4MT No. 76079 at Pwllheli. Henry Allum

GWR 'Hall' 4-6-0 No. 4953 *Pitchford Hall* **approaches Melton Mowbray on 31st August with a charter from Tyseley. On the rear was Class 47/4 No. 47580** *County of Essex*. **David O' Rourke**

Re-opening of the Stirling - Alloa line has created a new circuit for steam operations. On 23rd August, 'A4' No. 60009 *Union of South Africa* **crosses the Forth Bridge with ECS for Inverkeithing after completing a Dalmeny - Glenrothes - Stirling - Linlithgow - Dameny circuit. Fred Kerr**

HUNSTANTON CIVIC SOCIETY

The King's Lynn to Hunstanton Line.

An Exhibition of Archive Photographs & Memorabilia.

September

Wk	36	37	38	39	40
M	.		14	21	28
T			15	22	29
W		9	16	23	30
T	3	10	17	24	.
F	4	11	18	25	.
S	5	12	19	26	.
S	6	13	20	27	.

2009

October

Wk	40	41	42	43	44
M	.	5	12	19	26
T	.	6	13	20	27
W	.	7	14	21	28
T	1	8	15	22	29
F	2	9	16	23	30
S	3	10	17	24	31
S	4	11	18	25	.

COAL SHED GALLERY

Le Strange Terrace,
The Old Station Site
Now the Main Car Park
Hunstanton, Norfolk

Open 11am to 4pm
Wednesday to Sunday
Free

This facility is operated by
Borough Council of
King's Lynn &
West Norfolk

▲ One of the 'Par Twins', ex-Port of Par 0-4-0ST *Alfred* stands alongside the water tower at Bodmin General on 19th August. **Oliver Reading**

Port of Par twins to visit Tyneside

A famous pair of steam locomotives will be visiting the North East for the first time to star in what is being billed as the largest steam event on Tyneside.

The unique duo, *Alfred* and *Judy*, are famed as the inspiration behind the Revd. W. Awdry's 'Bill' and 'Ben'. They will be making the long trip from the Bodmin & Wenford Railway in Cornwall to star in the Tanfield Railway's annual 'Legends of Industry' steam gala weekend on 12th/13th September.

Judy was built in 1937 while *Alfred* was an almost exact copy constructed in 1954 by the same builders, Bagnalls of Stafford. They were built to shunt the products of Cornish china clay pits to the docks for onward shipment by sea, their height being exactly the same as the china clay wagons they shunted. *Judy* was retired in 1969 while *Alfred* carried on alone until 1977, before it too was replaced by a road tractor. Fortunately both were preserved and they have just returned to action as a pair for the first time since 1969 following overhaul by the Bodmin and Wenford Railway. The visit to the Tanfield Railway is the first time the pair have ever left the South West. A dedicated website has been created with full details of the event and detailed histories of *Alfred*, *Judy* and all of the other locomotives operating at the gala at http://www.trgala.co.uk

Ribble Steam Railway holds successful first photographic charter

The Ribble Steam Railway held its first ever photographer's freight charter on 6th August.

The exclusive event featured Barclay 0-4-0ST No. 1147 *John Howe* of 1908, together with a six vehicle rake of open wagons, plus an ex-LMS brake van. The 10 photographers in attendance had six hours to explore the various photo locations on the line, which included the unique swing bridge and the bank of the River Ribble itself.

The presence of a tamping machine needing a path back onto Network Rail metals delayed proceedings for an hour, but otherwise the charter went like clockwork and proved very popular with photographers, who were spolit for locations despite the comparatively short (1.5 miles) length of the line.

One of the star attractions was a lunchtime loco lineup with no less than four Andrew Barclay 0-4-0STs, plus Robert Stephenson & Hawthorn 0-4-0ST 7485 *Agecroft No. 2*. Only *John Howe* was in steam, but with the help of some rags and a drop of diesel, the scene came to life! The line-up is unlikely to be repeated in the near future, as most of the locos included normally reside in the museum. Other charters are now planned, both steam and diesel, using the line's unique fleet of ex-industrial locomotives.

◀ *John Howe* **works the photo freight on the Ribble Steam Railway on 5th August. Chris Mills**

Midland Railway Gala

◀ An immaculate Class 40 No. D212 *Aureol* departs from Butterley on 29th August, and passes part-restored Derby Lightweight DMU DMBS No M79018 in the yard.

◀▼ At Butterley on 29th August, BR Standard 5MT No. 73129 stands on a freight while 'Princess Coronation' Pacific No. 6233 *Duchess of Sutherland* passes with a service for Swanwick Junction. **Both: Brian Morrison**

▼ Railway Herald's Contributing Editor Brian Morrison named resident Class 08 No. 08590 Red Lion during the event. **Jack Boskett**

▼▼ Visiting industrial 0-6-0ST *Sir Berkeley* approaches Butterley with a vintage freight. **Ken Brunt**

DRS provided a pair of Class 20s for the 'Retro Oldham Looper & Cumbrian Coaster' charter on 29th August. Running alongside the Metrolink system, Class 20/3s Nos. 20302 and 20306 approach Manchester Victoria. **Colin Irwin**

As in recent years, Cross Country has hired HST sets from fellow TOCs for Summer Saturday operations. On 29th August, powercars Nos. 43295 and 43206 head an almost complete NXEC-liveried set through Trencreek en route to Newquay. **Stacey Thew**

◀ One of the few Class 321s to be given National Express livery, No. 321305, is pictured with classmate No. 321344 in the much more common Great Eastern colours with 'interim' white stripe, as they approach Stratford on 4th September, forming the 09.40 service from London Liverpool Street to Southminster. **Brian Morrison**

▼◀ The three Class 321/9 EMUs built for West Yorkshire PTE and operated on the Leeds - Doncaster route continue to provide sterling service. Here, No. 321901 calls at South Elmsall with the 13.19 Leeds to Doncaster 'all-stations' service.

▼ The Scottish contingent of the Class 321s, originally built for the Stansted Express services and classified as '322s', operate on the North Berwick to Edinburgh and Glasgow diagrams. Here, No. 322482 arrives at Musselburgh with an North Berwick to Edinburgh commuter train. **Both: Ted Dinning**

25th August 2009
RCTS (Mersey & N.Wales Branch)
'Lancashire Day Ranger'. Contact Geoff Morris on 01244 376808.

26th August 2009
Basingstoke & District Railway Society
Wote St Club, New Road, Basingstoke. 'F.W.Webb of the London and North Western Railway' by Martin Bloxom. Starts 20.00. Contact the secretary on 01256 326096 for details.

27th August 2009
GC Railway Society (Rotherham Branch)
The Three Horseshoes, Bawtry Road, Wickersley, Rotherham S66 2BW. 'Coming up with the Goods' by Steward Donohoe. Starts 19.30. Contact Mick Hayes on 01709 820544 for details.

1st September 2009
Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. 'Transport options at Walt Disney World' by Dekota Dibben. Starts 19.45. Contact Roger Hart on 01474 833320 for details.

LCGB (Bedford Branch)
St John's Church Hall, St John's Streeet, Bedford MK42 0DL 'The Dick Schaeffer and Ian Hall Collection' by Ken Dickens. Starts 19.30. Contact the Secretary on 01525 750149 for details.

LCGB (North London)
Wood Green Social Club, 3 Stuart Crescent, Wood Green, London N22 5NJ. '57 Ways of Wheels Going Uphill & Around Corners (Pt1). by Ray Schofield. Starts at 19.00.

Permanent Way Institution (Edinburgh Branch)
The Scots Guards Club, 2 Clifton Terrace, Edinburgh. 'S&C Construction to Delivery' by Forbes Prentice. Meeting commences at 18.00. Contact the Secretary, Alan Morrison on 07834 507497 or by e-mail at alan.morrison@atkinsglobal.com for further details.

Permanent Way Institution (Wessex Branch)
The Freemantle Club, Waterloo Road, Southampton. 'The New Western Way' by Neil Hobden. Meeting starts at 18.00. Contact the Secretary, Richard Workman on 01428 645771 or by e-mail at richardworkman5@tiscali.co.uk for further details.

RCTS (Watford Branch)
St Thomas's United Reformed Church, Langley Road, Watford. 'Oxford to Cambridge - Then and Now' by Richard Crane. Starts 19.30.

Southern Electric Group (South Hampshire)
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Varied Railway Interest - both old and new' by Martyn Davies. Starts 19.30. Contact John Goodrich on 023 8067 0028 for details.

Weston super Mare Railway Society
The Function Room, The Conservative Club, Alexandra Parade, Weston super Mare '"Tornado" A Steam Locomotive for the 21st Century' by Bob Alderman. Starts 20.00. Contact Lionel Jones on 01934 628289 for further details.

2nd September 2009
Burton Railway Society
Marston's Social Club, Shobnall Road, Burton upon Trent. 'All Trains Great & Small' by Dennis Lovatt. Meeting commences at 19.30. Admission £1.50 non members. Contact Mark Ratcliffe on 01283 221537 for further details.

Mid Hants Railway (Woking & Guildford)
St Nicholas Church Hall, Bury Street, Guildford. 'Narrow Gauge Spectacular' by Les Nixon. Meeting commences at 20.00. Contact, Dave Pegg on 01483 834062 for details.

3rd September 2009
RCTS (Milton Keynes)
CIU Workingmen's Club, London Road, Stony Stratford. '30 Years of the Rail Atlas of Britain and Ireland. Meeting commences at 19.30. Contact the Secretary at dexter-skiddaw@tiscali.co.uk for details.

4th September 2009
RCTS (Bristol Branch)
St Peters Church Hall, Church Road, Wilton. 'From Blue and Grey to Black and Green' by Paul Chancellor. Meeting commences at 19.30. Contact the Secretary at paul.udey@talktalk.net for further details.

4th-11th September 2009
LCGB Overseas Tours
'IGE Benelux Express' LCGB membership is compulsory.

5th September 2009
M&GN Circle
Gaywood Community Centre, Gayton Road, Kings Lynn, Norfolk. M&GN Roadshow. Open 10am - 4.30pm. Admission Adults £3, Children £2, Family £8. Contact 01692 650056 for further details.

7th September 2009
RCTS (Ashford Branch)
The Elwick Club, Church Road, Ashford. 'American Wanderings' by Gordon Davies. Meeting commences at 19.30. Contact the Secretary at southeast@rcts.org.uk for further details.

RCTS (Northampton Branch)
'Lineside Observation at Rugby Station from 17.00hrs' Contact D.Pick on 01604 810613 for further details.

8th September 2009
Abergavenny and District Steam Society
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny 'Update on the WHR' by John Stretton. Meeting commences at 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ntlworld.com for further details.

Oxfordshire Railway Society
Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LN. 'A Broad Gauge Journey - Paddington to Bristol' by Canon Brian Arman. Meeting commences at 19.30. Visitors welcome.

RCTS (Merseyside, Chester & North Wales Branch)
'Observation at Doncaster 07.30 - 19.00hrs'. Contact Geoff Morris on 01244 376808 for further details.

RCTS (Nottingham Branch)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'The London Underground' by Chris Wolmar. Meeting starts 19.30.

Tewkesbury Rly Society
YMCA, Church Street, Tewkesbury. Members Slides/Digital Images. Meeting commences at 20.00.

9th September 2009
Permanent Way Institution (Thames Valley Branch)
Davidson House, Reading. 'Design Reality or Maintenance Nightmare on Light Rail' by David Bateman. Starst 17.45. Contact, Peter Simmons at peter191102@yahoo.co.uk for further details.

RCTS (Scottish Branch)
'Visit to Edinburgh Waverley IECC 19.00hrs' Contact E.Williams on 07710 266696 for further details.

RCTS (Hitchin Branch)
Hitchin Christian Centre, Bedford Road, Hitchin. 'Hertford East Branch' by David Dent. Starts 19.30.

RCTS (Radyr Branch)
Old Church Rooms, Park Road, Radyr. 'A Diesel Scrapbook in Colour' by Derek Short. Starts 19.30. Contact noelinda@noel65.fsnet.co.uk for info.

Grimsby & Cleethorpes Railway Group
Royal Air Force Club, 5 Alexandra Road, Cleethorpes DN35 8LQ. '45 Years of Rly Photography' by Les Nixon. Starts 14.00. Contact Mike Hartley on 01724 341358 for details.

Swiss Railways Society (London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross Station). TBC by George Howe. Meeting commences at 19.00. . Contact Ron Dawes on 020 8660 3532 for details

10th September 2009
Continental Railway Circle (LDN & HC)
St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ 'Railways of Taiwan Today' by Michael Reilly. Starts 19.15. Admission £2.00. Contact Adrian Palmer on 01932 850624 for details.

Permanent Way Institution (Birmingham)
The 11th Floor Boardroom, Network Rail Offices, The Mailbox, 100 Wharfside Street. 'Railway Surveying - The Way Forward' by Chris Preston. Starts 18.00. Contact, Ian Wardle on 07824 410961 for details.

Permanent Way Institution (York)
Park Inn, North Street, York,. ' The Role of the PWI in the Future Railway' by Bob Cummings. Starts 18.00. Contact Martin Fairbrother on 07802 657839 for further details.

Should your society information be listed on this page?
If so, then please email the details to the editor, remembering to include the date, starting time and location, together with details of the event, speaker and entrance charges if applicable.
It is not necessary, but helpful to people, if you can also include a contact name and phone number/email address for the organisation that can be published.
Railway Herald reserves the right to edit details entered in this section, which may also be displayed on our online events diary. The information is believed to be correct at the time of publication.

Internet Links
Links to the various society websites can be found on the website, or by clicking here.

▼ **Having not seen much action on the National Network lately, Riviera Trains Class 47/4 No. 47843 *Vulcan* leads a Stoke to Edinburgh charter through Clitheroe on 29th August. Paul Manley**

RCTS (Newcastle)
The Brunswick Methodist Hall, Newcastle. '21st Century British Freight' by Geoff Brockett. Meeting starts at 19.30. Contact the Secretary at jimbrick@fsmail.net for details.

11th September 2009
RCTS (West Riding)
'8 Day Visit to Devon and Cornwall'. Contact Malcolm Riley on 07887 908501 for further details.

Shropshire Rly Society
The Gateway, Chester Road, Shrewsbury. 'Mid-Summer Norton from Ashes to Operation' by John Baxter. Meeting starts at 19.30.

14th September 2009
RCTS (Ipswich Branch)
Bridge Ward Social Club, 66 Austin Street, Ipswich. 'The M&GN - 50 Years On' by Nigel Digby. Meeting starts at 19.30. Contact the Secretary at ipswich@rcts.or.uk for further details.

Southern Electric Group (Sussex Branch)
The Deall Room, Southwick Community Centre. 'The Modern Industrial Scene' by Nick Kelly. Starts 19.30. Contact Bruce Cakebread on 01273 462094 for further details.

15th September 2009
RCTS (Hull Branch)
Upstairs, The Highway Public House, Willerby Road, Hull. 'Rails in the Dales including the S&C' by Eddie Parker. Starts 19.30. Contact the Secretary at richardh@dibroady.co.uk for further details.

Tewkesbury Railway Society
YMCA, Church Street, Tewkesbury. Slide Show 'Steam Around the World' by Mike Squire. Meeting commences at 20.00.

16th September 2009
Basingstoke & District Railway Society
Wote St Club, New Road, Basingstoke. Members Quartet - 4 Separate Topics. Meeting commences at 20.00. Visitors welcome. Contact the Secretary on 01256 326096 for further details.

Burton Railway Society
Marston's Social Club, Shobnall Road, Burton upon Trent
Natter Night 'Railways in the 1960s: Around Burton & Derby plus the works,signal boxes and scrap yards' by Malcolm Crick. Meeting commences at 19.30. No admission charge. Contact Mark Ratcliffe on 01283 221537 for further details.

Permanent Way Institution (Bristol & West of England Branch)
Arup Auditorium, 63 St Thomas Street, Bristol.
'Severn Tunnel Junction Renewal' by Phil Groves. Doors open at 18.00 for 18.30 start. Contact the Secretary, Phil Harrison on 01179 765432 or by e-mail at philip.harrison@arup.com for further details.

Permanent Way Institution (Glasgow Branch)
(Joint meeting with the Institution of Railway Operators)
Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow.
'Modular S&C Renewals on Network Rail' by Kevin Percival and Geoff South. Starts 17.30. Contact Jack Scott on 07789 765291 for details.

RCTS (Eastleigh Branch)
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'The Exe Valley Railway' by Mike Pym. Starts 19.45.

17th September 2009
Locomotive Club of Great Britain (North West Branch)
The St.David's Social Centre, 249 Wargrave Road, Newton-le-Willows. '1968:The Last Months of BR Steam' by Peter Fitton. Meeting starts 19.30.

Marlow & District Railway Society
British Red Cross Society, Victoria Road, Marlow. 'Future Developments on the Great Western' by Matthew Dolton. Doors open 19.45 for 20.00. Non-members £2.

RCTS (Darlington Branch)
The Scout Building, Widdowfield Street, Darlington. 'Eastwards from Anstruther' by Andrew Hajducki. Meeting commences at 19.00. Contact the Secretary at jimbrick@fsmail.net for further details.

18th September 2009
Locomotive Club of Great Britain (Central London Branch)
Keen House Clashot Street, London N1. 'The Crossrail Project' by Simon Bennett. Meeting startsw at 19.30.

19th September 2009
RCTS (Merseyside, Chester & North Wales)
Statfold Barn Open Day (near Tamworth)'. Contact Geoff Morris on 01244 376808 for details.

Tewkesbury Railway Society
Visit to Statfold Barn Railway. Minibus departs YMCA, Church Street, Tewkesbury at 20.00hrs.

21st September 2009
GCR Society (Spinkhill Branch)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB.
'Classic Film Night' with Mick Hayes. Starts 19.30. Contact Frank Greaves on 01909 473927 for further details.

Locomotive Club of Great Britain (Dorking)
Pethick-Lawrence House, 85 South Street, Dorking. 'Narrow Gauge Around the World' by David Cox. Meeting commences at 19.30.

RCTS (Coventry)
Maudslay Hotel, 190 Allesley Old Road, Coventry. 'Railways around the South East' by Geoff Dunster. Meeting commences at 19.30.

RCTS (Shenfield Branch)
Parish Hall, 80 Hutton Road, Shenfield.
'Out and About' by Hugh Gould. Meeting commences at 19.30.

22nd September 2009
Locomotive Club of Great Britain (Bedford Branch)
St John's Church Hall, St John's Streeet, Bedford MK42 0DL
AGM and Branch Photographic Competition. Meeting commences at 19.30. Contact the Secretary on 01525 750149 for further details.

RCTS (Nottingham Branch)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham.
'Out and About' by Hugh Gould. Meeting commences at 19.30.

RCTS (Woking Branch)
The Wheatsheaf Ember Inn, Chobham RAod, Woking.
'South West Trains, Where to from Here?' by Stewart Palmer. Meeting commences at 19.00. Contact the Secretary at andyiarene@lineone.net for further details.

Tewkesbury Railway Society
YMCA, Church Street, Tewkesbury. Video/DVD Evening. Meeting commences at 20.00.

23rd September 2009
Permanent Way Institution (Nottingham & Derby Branch)
The Midland Hotel, Derby.
'Modular S&C Renewals on Network Rail' by Kevin Percial and Geoff South. Meeting commences at 18.30. Contact Colin Cowey on 07946 482343 for further details.

RCTS(Scottish Branch)
'Visit to West of Scotland Signalling Centre 19.00hrs' Contact E.Williams on 07710 266696 for further details.

24th September 2009
Locomotive Club of Great Britain (Croydon)
United Reform Church Hall, Addiscombe Grove, East Croydon.
'From the 90s to the 00s, at Home and Abroad' by Bob Stonehouse. Meeting commences at 19.15.

Mid Hants Railway Preservation Society (Thames Valley Branch)
The Church House, Church Street, Caversham.
'Steam in Iberia 1970-1972' by Ian Foot. Doors open 19.30 for 19.45 start. Donations appreciated.

RCTS (Newcastle)
The Brunswick Methodist Hall, Newcastle. 'More London Sheds in the 50s and 60s' by Peter Groom. Meeting ;commences at 13.30. Contact the Secretary at jimbrick@fsmail.net for further details.

25th September 2009
Shropshire Railway Society
The Gateway, Chester Road, Shrewsbury. 'Wrexham, Shropshire and Marylebone Railway' by Richard Harper. Meeting starts 19.30.

28th September 2009
Locomotive Club of Great Britain (Brighton Branch)
Brighton MRC Room, BR London Road, Station, Shaftsbury Place, Brighton. 'Railway Film Miscellany' by John Butler. Starts 19.30.

29th September 2009
Tewkesbury Railway Society
YMCA, Church Street, Tewkesbury. Slide Show ' Steam through the Lens' by Paul Stratford. Meeting commences at 20.00.

30th September 2009
Basingstoke & District Railway Society
Wote St Club, New Road, Basingstoke. 'More of Terry's Allsorts' by Terry Foulger. Meeting starts at 20.00. Contact the Secretary on 01256 326096 for details.

1st October 2009
RCTS (Milton Keynes)
The Crown Public House, Market Square. 'Blue and Grey to Black and Green' by Paul Chancellor. Meeting commences at 19.30.

Back Issues

All of the back issues of the magazine are available 24 hours a day, on our website **www.railwayherald.com**

Rear Cover Caption

Now painted into BR blue livery, Class 31/1 No. 31106 rounds the curve at Clay Cross on the loop line on 31st August, with a Derby to Heaton test working. Brian Morrison

Magazine Information

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