Railway Herald

Issue 193 - 14th September 2009

The electronic journal for the railway enthusiast

Railway Herald

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14th September 2009

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Nick Wise

Legends of Industry Gala

The Tanfield Railway held its 'Legends of Industry' weekend on 12th/13th September, with visiting 0-4-0STs *Alfred* and *Judy* from the Bodmin & Wenford Railway in Cornwall, joining with resident members of the fleet

Full story on Page 23

In This Issue

Derby developments
East Midlands Trains has introduced a new wheel lathe to Derby Etches Park Depot, as part of a multi-million pound improvement project
Click here to read the story on Page 3

Day return to Kenilworth?
Plans for a new station at Kenilworth and Stratford Parkway could go ahead, despite decisions for an improved network in Coventry still being undecided.
Click here to read the story on Page 5

Metro & Light Rail
News on the funding of CrossRail and further developments at Sunderland cover this weeks Light Rail & Metro developments
Click here to read the story on Page 6

By Class 158 to London?
Arriva Trains Wales has submitted its plans to run a through Aberystwyth to London Marylebone service with Class 158s
Click here to read the story on Page 8

Elsewhere in this issue

4 Another footballing '66'
First GBRf linked with one of the Yorkshire football clubs on 11th September, when Class 66/7 No. 66726 was named *Sheffield Wednesday* in the club's home city.

11 Notable Workings
Our weekly column looking at the rare and unusual workings that have occurred over the past week.
Readers contributions are welcomed.

Essentials

16 Railtours & Excursions
News from the charter scene, with comprehensive tour listings.

28 Diary
The dates of slide shows and information presentations.

Front Cover Caption:

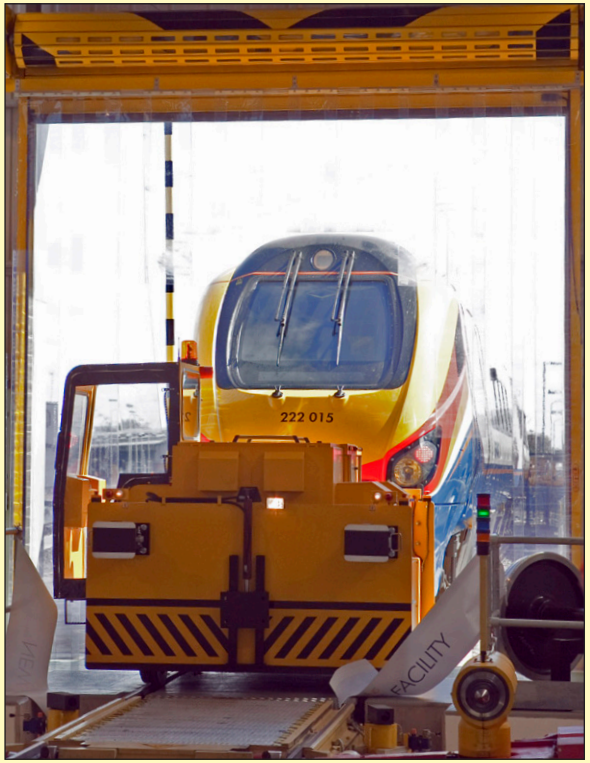
No. D9019 *Royal Highland Fusilier* **departs Loughborough on a Leicester North service on 11th September during the GCR diesel gala. Scott Illingworth**

East Midlands Trains inaugurates new wheel lathe

With EMT Managing Director, Tim Shoveller, and Chief Executive of Stagecoach Group, Brian Souter, in attendance, East Midlands Trains inaugurated a new wheel lathe at Derby Etches Park Depot on 10th September.

The lathe will perform a vital job at Derby, undertaking work that previously resulted in trains working to Leeds Neville Hill or Central Rivers depots. It will be used to maintain the optimum profile of wheelsets on all of the company's fleet of DMUs, and will also be available for use by other train operators by arrangement.

The new equipment is the first part of a £22 million upgrade of Derby Etches Park Depot, which will be completed over the next 12 months. A new three-road maintenance shed, capable of holding a seven-coach Meridian is being constructed, which will also include office and staff facilities. An under-frame wash, which cleans below the trains, is to be installed in the new building, which is scheduled to open in February 2010 and will provide a much needed boost to the maintenance facilities. The existing shed, has only a five-car capacity, and will be used mainly for DMU maintenance.



▲ A remote control 'tug' hauling unit No. 222015 breaks the banner at Derby Etches Park, to mark the official opening of the new wheel lathe.

▲▶ A close-up of profiling the leading bogie on No. 222015, on the new lathe. **Both: Electric Yetis**

Station Improvements for Carlisle

Work has started on removing the refreshment room that has stood like a carbuncle on Platform 4 at Carlisle station for over 30 years.

The rectangular building is being demolished as the start of a £500,000 refurbishment funded by the Department for Transport's national stations improvement programme. The buffet was built in the 1970s, and it is totally out of character with the listed status of the rest of the station. It also hides Platforms 5 & 6, which are where the Tyne Valley and Settle & Carlisle services start. Removing it will allow a new seating area to be created, where passengers can wait for their trains to Newcastle and Leeds.

It will include a low wall topped with glazed screens as protection from the wind. Above the new seating area will be a rectangular hoarding fixed across the metal gantry that supports the overhead power lines. Close to the new seating area is the main waiting room, but it is not immediately obvious, and therefore, the station revamp includes plans to improve the signs, new lighting, a new doorway with a highlighted paving area and planters to draw attention to it.

Inside the waiting room, there are fine wooden beams supporting the roof, but unfortunately a galvanised metal framework supporting an emergency lighting system spoils the view. This is to be removed and the emergency lighting relocated so the ceiling can be seen in its full glory. At the northern end of Platform 4, the red metal hoops that surround the existing waiting area and 'edge' the platform are to be completely removed. The waiting area will have glazed screens to match those at the southern end of the platform, and a colour contrasting paving will denote the platform.

A modern, slim-line oval stainless steel feature will replace the structure incorporating the train departure screen and other information. The Friends of the Settle Carlisle Line are contributing £10,000 to mark this as the northern gateway to the line, and the hoarding will describe the line and what can be seen on the journey. All the refurbishment work is due for completion by summer next year.

Plans unveiled for new £45 million station near Chelmsford

Plans for a new £45 million station north of the A138 in north-east Chelmsford have been exhibited to residents, showing a location where a new neighbourhood of up to 4,000 homes, community facilities and schools is envisaged.

The scheme will first be submitted to Chelmsford Borough Council and then the plans for the station will follow after residents' comments are considered.

Many locals have welcomed the 'long overdue' plans and now call on Countryside Properties and London and Quadrant Housing Trust to deliver the new station, which could open as early as 2015. It is said that the plans will help to reduce traffic congestion and a lack of car parking at Chelmsford station.

The new interchange station will have access via a new bridge to be built over the existing line and this will also serve the proposed new community.

The station itself will incorporate passing loops to improve the efficiency of the line by allowing passenger services to pass slower freights. It is expected that five to six trains will operate in peak times and four will be running off-peak.

The proposed journey time to London Liverpool Street is 38 minutes. In addition, local bus routes will be extended to the station, taxis will be accommodated and the plans include 500 spaces for bicycles.

There will be 1,400 car parking spaces, although it is likely measures will be introduced to discourage travellers who are able to use other stations further north to avoid clogging up the roads.

First GBRf honours *Sheffield Wednesday*

▲ **First GBRf Managing Director, John Smith (a long-standing Sunderland supporter!) puts on a brave face, standing beside newly-named Class 66/7 No. 66726** *Sheffield Wednesday* **in the clubs home city on 11th September. Richard Tuplin**

▼ **After the naming, guests were taken on a tour of Sheffield Wednesday's ground, before returning to the station to board a special circular trip around the Hope Valley. With two coaches in tow, an immaculate Class 66/7 No. 66726** *Sheffield Wednesday* **passes through Stockport on 11th September, complete with 'The Wednesday Limited' headboard. Colin Irwin**

First GBRf gains new Royal Mail WCML contract

First GBRf has been awarded a new contract with Royal Mail to operate the three new mail services that started on 7th September.

The contract forms part of Network 2009, a Royal Mail project to review its transportation methods for the bulk carriage of mail around the country. The new contract will see First GBRf increase the number of mail trains it is operating from three to six, and will run until the end of May 2010. The first new service will run daily from PRDC Willesden to Warrington, the second will travel from Warrington to Willesden and the third is an additional daily service from Sheildmuir to Warrington.

Many of the existing mail services GBRf currently runs for the postal company will also be strengthened under the Network 2009 scheme by the addition of extra vehicles. Class 325 EMUs will be used for all three of the services and will consist of four, eight and 12-car formations depending upon the route taken.

John Smith, Managing Director of First GBRf said: "It is good to see that more mail is returning to rail and we are happy to support a project that provides a more economical and environmentally friendly way of transporting the nation's post". First GBRf has operated postal services, including the transportation of First Class post, for Royal Mail since 2003.

London Midland Sunday services cancelled again

London Midland services returned to normal on Monday 7th September, after nearly all trains were cancelled on Sunday 6th September, due to drivers and conductors not showing up for work.

The Operations and Safety Director for London Midland, Andy Thomas, said: "We are sorry for the inconvenience caused to passengers by yesterday's cancellations. Where we had staff who came to work we operated train services and also carried out the necessary preparations for start of service this morning. London Midland is committed to seeking a long-term solution to Sunday services. In the meantime, we are working with the existing agreements and arrangements, which have been in place since the start of the franchise for Sunday working, where staff who work receive the overtime payments they and their unions had previously agreed. The unions have not officially raised an issue with us about the ending of additional enhancements that were agreed over and above normal overtime rates, for the summer months only. This issue is one that can only be resolved through discussions, staff not coming to work is not a solution".

London Midland say that double time payments were offered on a time limited, temporary agreement that ended on 30th August. The payments began in May this year to provide staff with an added incentive to volunteer for Sunday work over the summer months when demand for holidays and time off reduced the number of staff, and the company maintains that the temporary double-time payments were agreed with both unions, the RMT and Aslef, on behalf of their members.

Drivers and conductors were paid time and a quarter for working Sundays, but now seemingly they want double time to become the norm.

Punctuality figures show 'best' performance in August

In August, 94% of Britain's trains arrived on time.

The average over the past 12 months also reached new high levels with over 91% of trains running to time, the first time in recorded history that the 91% mark has been beaten. In all 18 of the 19 operators improved their performance compared to the same period last year. The top performers were Merseyrail (97.3%), First TransPennine Express (95.9%), Arriva Trains Wales (95.1%), London Overground (94.9%), ScotRail (94.8%), Northern Rail (93.8%), East Midlands Trains (92.8%), National Express East Coast (91.2%), London Midland (91.8%) and CrossCountry (91.0%)

'Arrived on time' means trains arriving at their destinations within five minutes for commuter services and within 10 minutes for long distance services.

▲ An immaculate trio of English Electric locos make a splendid sight as Class 55 'Deltic' No. 55022 hauls Class 37/9 No. 37901 and Class 40 No. 40145 onto the mainline at Castleton Junction, bound for Leeds Neville Hill Depot, where they would make an appearance at Northern Rail's open day. **Neil Bradley**

Dunbar to benefit from new services

East Lothian rail services are set for a boost in 2010 with new services between Edinburgh and Dunbar being introduced from the commencement of the winter timetable and a study undertaken looking into a new hourly service from Dunbar.

The new services will be introduced to the ScotRail timetable as part of the deal to extend the franchise with First Group, which was signed in April 2008. Scottish Transport Minister, Stewart Stevenson, said: "These new services will mean even more people will have the opportunity to make the switch to public transport. We are working hard to ensure communities along the east coast and across Scotland can benefit from access to the rail network and are investing significantly in extending services - both in terms of expanding infrastructure and plugging gaps in the timetable. A study into the benefits of an hourly Dunbar to Edinburgh service will be undertaken with ScotRail in the near future, which will also consider the needs of the Edinburgh to Berwick-upon-Tweed corridor more generally." The feasibility study, expected in Autumn next year, will also consider services from Edinburgh to Newcastle, and the possibility of new stations at East Linton and Reston.

County council says no to line reopening

Following discussions by Leicestershire County Council on a commissioned report, it ruled not to reopen the National Forest line, saying that to make the scheme a reality would be too difficult and too expensive, costing £50 million and requiring a £4 million annual subsidy.

The route, between Leicester and Burton-on-Trent would require new stations at Bede Island, in Leicester, Leicester Forest East, Kirby Muxloe, Coalville, Ashby, Moira and Castle Gresley, in South Derbyshire.

However, opposition councillors say that the cabinet was ignoring a report from the Association of Train Operating Companies that said the line made a good business case.

New station for Kenilworth and Stratford to move ahead

Plans for two new stations at Kenilworth and Stratford Parkway are moving ahead despite a decision for an improved rail network in Coventry still being undecided.

Building work on Kenilworth is beginning after papers approving it were signed last week. Meanwhile, Warwickshire County Council is meeting to approve plans for the new station in Stratford.

Transport Secretary Lord Andrew Adonis, criticised the Coventry-based phase of the NUCKLE (Nuneaton, Coventry, Kenilworth, Leamington) scheme for a new platform at Bedworth and a new bay platform at Coventry, which may now have to go through bureaucratic procedures taking up to five years, and plans for Stratford Parkway station, based near the town's 'park and ride' base, could well overtake them.

The £6.5 million station is expected to receive almost £5 million in Government funds. Compulsory purchase orders are being prepared to force landowners surrounding the proposed site to sell up, the population of Kenilworth having increased three-fold since the old station on the Leamington-Coventry single line was closed in January 1965. The new building will be erected on the A452 at Station Road, near the site of the original station.

▼ ETH-fitted Class 47/4 No. 47529 passes through what remained of Kenilworth station on 11th April 1981, hauling an 11.55 extra from Paddington to Wolverhampton. **Brian Morrison**

Metro and Light Rail News

Crossrail project boost as TfL receives £1 billion loan

The Crossrail project has received a major boost as Transport for London has announced that it has agreed a £1 billion loan with the European Investment Bank to finance part of its contribution to the Crossrail project, the largest such scheme in Europe.

The loan is one of the largest ever secured for a transport project. When Crossrail opens in 2017, its high capacity and high frequency trains will be designed to increase London's rail capacity by 10% and will connect the key business districts of the West End, City and Docklands with the outer suburbs and relieve congestion on other lines.

The project will employ 14,000 people at its peak and support 7,000 further jobs linked to the project, providing a good boost to London and the country's economy. The first construction work for Crossrail began on 15th May at Canary Wharf, and demolition work is continuing at Tottenham Court Road to enable a major redevelopment of the station. Tunnel boring machines are scheduled to start work in 2011.

Nexus continues £7 million project to transform Sunderland station with final phase of work

A striking new design for Sunderland station has been exhibited, which will transform the city centre gateway into what is called a 'station of light'.

Work is already underway on the final phase of the £7 million project, which due to be completed in May next year. Nexus, which owns, manages and is modernising the Tyne and Wear Metro in a £300 million programme, is investing in the Network Rail-owned station as the major operator using it. The second and final phase of work began on 2nd September. Three artists have been commissioned to work with architects and engineers on the project, which will see a 140-metre animated 'light wall' along the length of Platforms 3 and 4, with an ever-changing display powered by thousands of individual LED units. There will be a series of 41 images of 'everyday icons' of railway travel presented in a striking new way to hang permanently along the length of Platforms 1 and 2. New tough glass paneling on all platform buildings using colour patterns to create a more intimate waiting environment and the creation of a new enclosed glass passenger waiting area at the heart of the station, serving both Northern and Tyne and Wear Metro trains.

Enhanced passenger information displays, including more 'real time' information tracking the movement of trains, will be fitted and structures at the north end of the station will be demolished to create more open access to Platforms 1 and 4, used by Northern trains, together with the stripping and cleaning of original Victorian brickwork along the wall facing Platforms 1 and 2.

Sunderland station, which is managed by Northern, is used by more than two million passengers a year, around three quarters of them boarding or alighting from 179 Metro trains daily. The station also has hourly Northern services to Tees Valley towns in one direction and Newcastle, Hexham and Carlisle in the other, and there are now four Grand Central intercity services daily from Sunderland via York to London.

Nexus began the £7 million modernisation of Sunderland station a year ago. Access from the main south concourse has been opened out with the passenger lift replaced and an escalator installed for the first time.

The station first opened in 1879 and was badly damaged by wartime bombing in 1943. It was partly modernised in the 1950s and 60s, and covered over in stages to create a new shopping centre above before the Tyne and Wear Metro started using it in 2002. The station is unique in the UK as the only one where light rail (Metro) trains and 'heavy' national rail network trains call at the same platforms.

Waterloo International could remain 'mothballed' for years to come

Government ministers have received criticism for 'dithering' as the Department for Transport (DfT) revealed in a 'Freedom of Information' document that it would be years before the former Waterloo International station would be adapted for commuter use.

When the Eurostar terminal closed two years ago, the Government said that at least one of its five platforms would be in use by December 2008, but this has not happened despite being sorely needed by South West Trains to ease some chronic overcrowding. Platform 20, the main contender for early use, is still not ready, and the other four platforms are being 'mothballed' by National Rail at a cost reported to be £500,000 a year. The DfT says that "High Level Output Specification' (HLOS) options for Waterloo are currently being developed, including track alterations to serve the ex-International terminus. The delivery date is expected to be 2013/14 in line with the wider HLOS programme.

The DfT added that platforms at Waterloo and across the south-western network would be extended to increase capacity from eight to 10-car trains. Work has been carried out on Platform 20, however, and option development work is now progressing on other platforms together with enhancing the tracks outside the station to support the increase in capacity.

Micheldever becomes storage site

▼ **As a result of a lack of space at Eastleigh, DB Schenker has started using the ex-Gulf Oil sidings at Micheldever for long-term wagon storage, the first train arriving on 21st August. Here, Class 66/0 No. 66077 propels the rake of WIA car-carriers into the sidings. John Clark**

New link for Farringdon

Network Rail has secured backing for its plans to link the new Thameslink and Crossrail services at Farringdon station, its plans for a new integrated ticket hall having been approved by Islington Council.

Network Rail said: "Bringing together Thameslink services, Crossrail and connections to the Tube is common sense". The ongoing station redevelopment will mean that Farringdon will become a crucial transport hub. A new entrance and new passenger footbridges opened this year, and more train services are already able to travel south from the station. By 2012 longer trains will be able to stop at the platforms, and a new pedestrian space will be created outside the station.

▶ **Advenza Freight Class 66/4 No. 66841 passes Sutton Bonnington on 4th September hauling a northbound rake of empty scrap wagons. As previously reported classmate No. 66843 was released from Glasgow Works as part of the ADFL loco pool and worked 'light engine' to Longport, Stoke-on-Trent. However, the locomotive has now been removed from the pool, returning to the 'off-lease' allocation. No one from Advenza Freight was available for comment on the reason for the transfer. Phil Beard**

UK News In Brief

■ Campaigners who are endeavouring to reopen Blackford station to ease parking problems in Dunblane say their case has been strengthened by further transport studies. The Blackford station proposal was all but written off by a Central Scotland Transport Partnership document, which said Gleneagles station was best placed for future rail use, but the campaigners maintain that there are weaknesses in the findings and that the costings for reopening the station have been overstated. Gleneagles, which currently carries around 27,500 passengers annually, has poor access roads from Blackford and Auchterarder and no bus service. Also the position of the former station in Blackford is safer and more accessible than Gleneagles. On these findings, an appeal has been made to the Scottish Government with regard to the original decision.

■ Passenger numbers at reopened Laurencekirk station have been 80% greater than was initially expected. Six weeks after reopening in May this year, an average of 1,257 passengers per week were using the station, which equates to an annual figure of more than 65,000 passengers if numbers remain steady. Estimates prior to the opening had put the annual figure at around 36,000. These figures will help bolster the case for other local rail projects, particularly the proposed new station at Kintore.

■ First GBRf moved a record number of 2,140 containers at the Port of Felixstowe during the week 21st – 28th August 2009. The total is the largest number of containers to be moved in a seven-day period by the rail freight haulier since it started operating at the Suffolk port seven years ago. The previous record of 2,091 was recorded the week before and the figures show a considerable increase of 33.8% compared to the number of containers being moved in the same period the year before.

■ Tyne & Wear Metro has successfully completed a delicate operation to replace almost 800 metres of overhead power lines in the cramped 162-year-old Victorian railway tunnel between North Shields and Tynemouth, the oldest on the Metro system.

RH Statistical Information

A technical error last issue, resulted in the statistical info appearing as zero's! Apologies for this, although thank you to the Railway Eye blog (link) for its encouragement and complimentary promotion of the magazine!

Covering the period 18th Aug-13th Sept. Issue 191 was downloaded **33,752** times, while Issue 192 was downloaded **32,368** times and a total of **12,590** copies of previous issues were also downloaded. The *RH* website has provided **591,854** web pages to users, an average of **15.2** 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.

Network Rail's new high-definition CCTV system will help identify thieves

During a 'day of action' against metal theft from the railways, Network Rail demonstrated a high-definition CCTV system that is being piloted in the South Yorkshire area.

The theft of signalling cable and other metals from the railway remains a serious cause of delay, and it is hoped that the new system will help to identify and prosecute thieves more readily. Network Rail said: "We are fighting a constant battle to keep one step ahead of the thieves and keep services running for passengers. In working with the British Transport Police we have seen some real successes in reducing not only the number of incidents of thefts but also the amount of delay that they cause" .

The new system is both digital and high-definition, which gives a massively better picture than traditional CCTV. That means that the cameras can zoom in on tiny details that are not clear to the naked eye and get an image that can identify faces and even number plates from over 1km away.

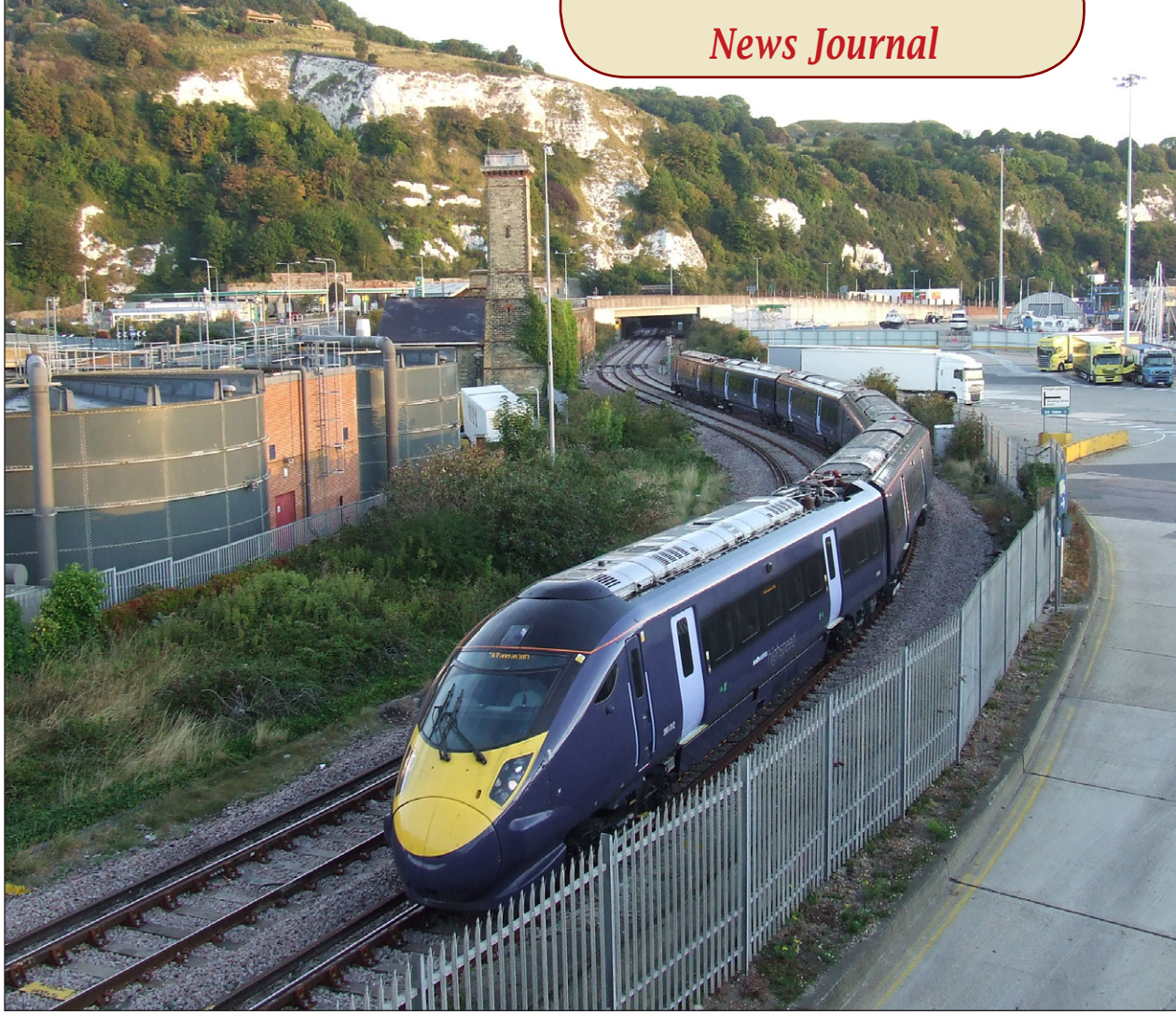
Penalty fares increase under DfT plans

Penalty fares to set to increase considerably under plans drawn up by the Department for Transport in a consultation document.

The changes will push up the penalty fare from £20 to £50, or double the cost of a single ticket, if that is greater. The scheme is obviously targeted at fare dodgers, but will also include those who use First Class compartments with Standard Class tickets and could even involve people who buy a ticket from one train operator on a given route but inadvertently or otherwise travel with a different one.

Even seeing someone off without a platform ticket in Compulsory Ticket Areas such as London Marylebone and Birmingham Snow Hill could lead to a fine. Before any new penalty rates come into force, however, Government legislation will be required.

Stephen Joseph of the Campaign for Better Transport voiced alarm at the scale of the increases, saying, "While it is absolutely right that people who travel illegally without any intention of paying a fare are penalised, there is a danger that we are making our railways much too Draconian". The proposals were described as "outrageous" by the Transport and Salaried Staffs Association, saying, "This is another way of picking passengers' pockets, like increasing off-peak fares and car park charges".



▲ On the second day of the new highspeed train service from Dover to St.Pancras, 8th September, Class 395 'Javelin' No. 395012 rounds Hawksbury Street curve, on the edge of Dover Western Docks, having just departed from Dover Priory with the 06.42 'High Speed' service to St Pancras International. **Andrew Wood**

Arriva Trains Wales submits proposal for new Aberystwyth to London Marylebone service

Arriva Trains Wales has submitted a formal proposal to the Office of Rail Regulation for a new direct train service between Aberystwyth and London Marylebone.

Subject to approval, the company will operate two daily direct trains to and from Aberystwyth to London, restoring a link to the Capital withdrawn in 1991. Should the proposal be approved, the new Class 158-worked trains are expected to be introduced following completion of new track and signalling work on the Cambrian Line.

Lembit Opik, MP for Montgomeryshire, said: "My only real concerns about a direct service from Mid-Wales to London were the reliability of the service, the quality of the rolling stock and whether a new service would harm the existing Wrexham to Marylebone service. However, following a number of meetings and discussions with Arriva Trains, they have offered solutions to all three of these issues - by improving the carriages , and timing their own trains not to directly compete with what is there already. Certainly, it seems an anomaly that, here in the 21st century, Cardigan and Montgomeryshire lack a direct link with London. Arriva is set to put that right, and that's got to be good for the region".

Wrexham & Shropshire Mk3 stock takes the rails, as first complete set undergoes testing

▲ During testing with Mk3 DVT No. 82305 leading and Class 67 No. 67010 on the rear, the new Mk3 set arrives at Wellington during a test run on 8th September.

▲ Showing off the classy two-tone silver livery, refurbished Mk3 Standard No. 12127 is pictured during one of the test runs on 8th September. **Both: Wrexham & Shropshire**

Network Rail to establish national office base in Milton Keynes

Network Rail is to construct a new national centre in Milton Keynes that will bring up to 3,000 jobs to the town.

The move is part of an efficiency drive involving 1,800 jobs being cut from its in-house maintenance operation. Network Rail Chief Executive, Iain Coucher, has said that the business had to cut its costs by £4 billion to remain within its total £35 billion budget for the period, and is therefore moving staff from regional offices to the new centre in Milton Keynes as part of its efficiency drive.

The regional bases will remain but the move will bring together all the people who provide operational, engineering and project management support nationally. Network Rail says that it will do its best to help staff relocate, or redeploy if they don't want to move, but that there is no denying the power of people working together in the same building.

The new offices are scheduled to open in 2012 and will be located near Milton Keynes Central station on the site of the former National Hockey Stadium, which is to be taken down later this year.

The total value of the construction contract is valued between £75 and £125 million.

Key freight artery re-opens after 11 weeks of engineering work and £30 million of upgrades

Faster and smoother services on the line between Doncaster and Cleethorpes are now expected after Network Rail's £20 million upgrade was completed on 7th September, following 11 weeks of intensive work on the line.

To welcome passengers back and thank them for their patience, First TransPennine has offered a half-price fare deal from 11th September for two weeks; anyone travelling on the Cleethorpes–Manchester route to or from Scunthorpe, Barnetby, Grimsby or Cleethorpes can travel at half the usual fare. The discount applies to most tickets purchased at ticket offices.

The main section of the work was at Medge Hall, where ground conditions had previously limited trains to just 10mph. A concrete slab was built, which is supported by piles that have been driven into solid ground and now support the track. As trains could not run while the project was underway, Network Rail took the opportunity to complete another £10 million of work at various other points between Doncaster and Scunthorpe, including track works to remove other temporary speed restrictions, clearance of overgrown plants and the complete renewal of Thorne Junction in the final nine days of the closure. With work going on at over 40 sites along the line, this represented the most significant investment in the route in living memory.

◀ Class 66/0 No. 66232 rescued classmate No. 66165 on a Wakefield to Felixstowe intermodal service on 8th September. The pair are pictured passing through Ely, running some two hours late.
Robert Jefferys

◀▼ A rare sight in the current motive power climate, as Class 60 No. 60004 passes Farrington Curve Junction, Preston, with the 08.55 Preston Docks - Lindsey Oil Refinery discharged tanks on 26th August.
Mick Langton

▼ Virgin Trains Class 57/3 No. 57309 *Brains* has spent several short periods on hire to First Great Western for use on duties related to the overnight sleeper workings. On 7th September, the locomotive stands in London Paddington, awaiting departure time with the empty coaching stock, bound for Old Oak Common. **Keith Brown**

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

On 2nd September, Colas Rail provided Class 47/7s Nos. 47727 *Rebecca* **and 47739** *Robin of Templecombe* **for the 23.50 Dollands Moor to Burton 'trip', while Class 37/0 No. 37229 worked an ECS movement of two Mk3 coaches from Crown Point to Hornsey on the same day.**

Having moved south to Ashford the previous week, Riviera Class 47/4s Nos. 47839 and 47848 were used by Colas Rail to work the Dollands Moor to Dagenham flow, prior to working back south 'light engine', the return working of the service that evening, being handled by Class 56/3 No. 56311. Advenza Freight Class 66/8 No. 66841 operated from Peak Forest to Hitchin with a new aggregate flow the same morning before returning to the Peak District. Elsewhere, DRS Class 57/0 No. 57007 was used on the Carlisle to Chirk timber working again, but was declared a failure at Warrington, with classmate No. 57012 taking over the train for the final leg to Chirk and the return working to Carlisle. Class 37/4 No. 37401 was 'dead in tow' on the Carlisle to Eastleigh enterprise working the same day, en route to Bristol for passenger work on 5thSeptember. Overhead line problems around Grantham caused major delays to the East Coast Main Line, resulting in Class 66/7 No. 66711 on an intermodal working from Felixstowe to Doncaster, traversing the Joint Line from Peterborough to Doncaster via Spalding, Sleaford and Lincoln. On the Southern, Class 37/5 No. 37688 and Class 20/3 No. 20306 were provided by DRS for the Dungeness to Willesden flask working, while First GBRf dispatched Class 66/7 No. 66730 for a Derby to New Cross Gate EMU move, conveying

▲ DRS Class 37/0 No. 37229 passes Prickwillow, just east of Ely, bound for Norwich with two Mk3s in tow on 5th September. **Jonathon Benton**

▼ With Welsh flags flying, Class 67 No. 67005 leads the Royal Train along the sea wall at Dawlish on 11th September with classmate No. 67006 on the rear, carrying HRH Prince Charles, who was visiting Exeter. **Nathan Williamson**

Class 378 Capitalstar No. 378001. Also, Class 67 No. 67025 was used to move Class 508 No. 508115 from Birkenhead Depot to Doncaster Wabtec.

First Great Western operated Class 43 powercars Nos. 43135 and 43161 from Plymouth Laira to Old Oak Common during the late afternoon of 3rd September. Having worked from Robeston Refinery to Westerleigh with loaded oil tanks, Class 60 No. 60019 returned 'light engine' to Margam, before being hauled by Class 66 No. 66012 to Bescot as part of an 'Enterprise' working, the Westerleigh tanks being returned to South Wales by Class 66/0 No. 66194.

DRS Class 37/0s Nos. 37218 and 37038 worked south from Crewe with Class 47/4 No. 47832 on 4th September, the two Type 3s working the Sizewell flasks. Having started its northbound working from Ilford to Doncaster the day before, Class 321/3 No. 321313 was stabled overnight at Nene Sidings, Peterborough, as a result of overhead line problems, but resumed on the 4th, arriving in Doncaster mid-morning. The same morning, Class 60 No. 60035 was exhumed from Crewe, being hauled to Warrington by Class 67 No. 67027. With 'hired-in' Class 47/4s Nos. 47839 and 47848 working to Dagenham Dock from Dollands Moor again, Colas Rail Nos. 47739 and 47727 worked 'light engine' from Ashford to Rugby. In preparation for railtour duty the following day, Class 37/5 No. 37516 and Class 33/2 No. 33207 worked an ECS trip from Carnforth to Doncaster via Skipton.

Resulting from the failure of a Voyager unit at Dundee, Class 57/3 No. 57310 was dispatched from Carlisle to drag the errant unit south, being routed via the Forth and Tay Bridges. However, the loco was turned around and sent back south at Inverkeithing. Class 66/7 No. 66730 was used on yet another unit move on the 4th, when it worked to Wolverton with 'Wessex Electric' Class 442 No. (44)2423 in tow. No. 37401 worked from Didcot Yard to Bristol Barton Hill 'light engine' that morning, in preparation for working the First Great Western loco-hauled set from Bristol to Weymouth the following day, in partnership with Class 37/5 No. 37670 *St. Blazey T&RS Depot*, which worked south from Bescot the same afternoon. The final Class 395 'Javelin' No. 395027 was moved from Southampton Docks to Ashford that evening by Class 66 No. 66097, while Advenza Freight's Class 66/8 No. 66844 was employed on the company's Tilbury-West Burton and return service.

Saturday 5th September found DRS Class 37/5 No. 37688 working 'light engine' from Crewe Gresty Bridge to Ilford Depot, while DB Schenker provided Class 92 No. 92026 *Britten* and Class 59/2 No. 59203 *Vale of Pickering* for 'The Harwich Hook' charter. After the use of both operational DB Schenker Class 37s on the Weymouth loco-hauled, the pair worked back north 'light engine' on 6th September bound for Warrington Arpley. Colas Rail-operated Class 47/7s No. 47727 and 47739 headed south from Rugby to Ashford 'light engine', while DRS Class 37/0 No. 37194 was employed on route-learning duties in preparation for the 2009 'Sandite' season. Class 66/7 No.

▲ **Riviera Trains' Class 47/4s Nos. 47848** *Titan Star* **and 47839** *Pegasus* **work the 13.48 Burton-on-Trent to Dollands Moor steel working through Bentley Heath crossing on 10th September, while on hire to Colas Rail. Peter Tandy**

▼ **Class 90 No. 90016 leads a Felixstowe - Crewe Basford Hall service southwards along Belstead Bank, Ipswich, on 8th September, with National Express Class 90 No. 90001 'dead in tow', bound for Crewe for maintenance. Keith Partlow**

66713 worked from Bescot to Toton TMD that afternoon with Class 60s Nos. 60035 and 60039 in the consist, while Class 90s Nos. 90019 and 90029 *The Institution of Civil Engineers* were employed on the Garston to Dagenham car train that evening. Heading north along the West Coast Main Line was Class 66/7 No. 66712, working from Plymouth Laira to Kilmarnock with a FGW Mk3 buffet car for refurbishment. After the excitement with DRS '57s' at the end of the previous week, it was back to normal for the Chirk timber train on 7th September, with Class 57/3 No. 57303 performing the honours, followed by classmate No. 57310 on the following day. One of the '37'-hauled test trains made a rare foray into North Lincolnshire on the same day, visiting Immingham, Killingholme and Cleethorpes, Nos. 37069 and 37609 providing the motive power. The following day, DB Schenker-liveried Class 37/5 No. 37670 was use on the Warrington to Dowlow trip working. With Class 90 No. 90001 being required at Crewe IEMD for examination, it was 'tripped' from Ipswich in the consist of an Ipswich Yard to Crewe Basford Hall intermodal service that morning, worked by classmate No. 90016. Having gained the first of its refurbished Mk3s from Marcroft Engineering, Wrexham & Shropshire had the set on test from Crewe on the 8th, with motive power supplied by No. 67010 with Mk3 DVT No. 82305 on the opposite end. DB Schenker '66/0' No. 66176 worked from Doncaster to Toton TMD the same day, with triple grey-liveried Class 60 No. 60054 in tow, while LoadHaul-liveried classmate No. 60059 *Swinden Dalesman* reappeared, working the daily departmental service to Crewe Basford Hall. Class 66/7 No. 66728 was back on unit moves on the 8th, working from Derby Litchurch Lane to Willesden TMD during the afternoon with Class 378 No. 378010 in tow. First GBRf Class 66/7 No. 66718 suffered a rare 'online' failure for the GBRf fleet that afternoon, while working a Felixstowe to Hams Hall service, being rescued by stored Class 66/4 No. 66410.

Wednesday 9th September once again found DRS Class 37/0 No. 37194 employed on North East route learning duties, while Class 86/6 No. 86638 worked 'light engine' from Mossend Yard to York Holgate, presumably on driver training trips in preparation for forthcoming diversions. Class 56/3 No. 56303, previously employed with Fastline Freight, was hired to Colas Rail the same day for working a Washwood Heath to Boston Docks and return steel service.

◀ Carrying unlined green livery RVEL-owned Class 56/3 No. 56303 was hired to Colas Rail on 10th September. Here, it passes Catholme, near Tamworth, with the 07.00 Boston Docks-Washwood Heath steel service. Anthony Roberts

The weekly round-up of news and information from the DB Schenker Class 60 fleet

Class 60 No. 60004 appears to have encountered something of a rollercoaster two weeks. Having been working off Immingham on 22nd August, mainly on the Jarrow tanks, the loco failed on 24th August, being rescued by Class 66/0 No. 66091.

All was soon corrected however, as it was back on the Jarrow diagram the following day. Late on the 29th, the loco was transferred to Toton and placed in the WNTS stored pool.

Classmate No. 60009 was reintroduced to operational status on 20th August, being used on the 04.24 Mountsorrel to Peterborough West Yard Lafarge Aggregates service the following morning, before being transferred to the Peak District, from where it has worked over the past two weeks, venturing to Walsall, Willesden, Bredbury, Leeds, Manchester and Oakleigh! Also returning to operational status during this period was No. 60010, which worked from Stud Farm to Marks Tey on 28th August, bringing the rare sighting of a Class 60 on this section of the Anglia Region. The loco returned to Stud Farm, before being hauled back to Peterborough by Class 66/0 No. 66134, following which the loco was back into the WNTS pool, although not for long! On 2nd September, it worked from Whitemoor to Toton, then north to Rotherham, before venturing to Immingham, where it spent the rest of this period, working to Westerleigh on 7th and 8th September and handling the depot fuel trip from Lindsey Oil Refinery to Neville Hill on the 9th. On 10th and 11th September it made a rare foray for the class on iron ore duties.

Mainline blue liveried No. 60011 has spent the entire two weeks working out of Peak Forest, mainly on Oakleigh duties, although it did reach Norwich on 2nd September and Ely on the 3rd, before being transferred to Toton TMD on the 8th. The start of this period found No. 60013 *Robert Boyle*, which had failed the previous week, on Doncaster Depot out of traffic, where it remained until the 27th. From the 28th, it undertook five solid days working from Lindsey to Jarrow, before being used on the power station tanks to Drax on 2nd September. On 4th September, No. 60013 headed south to Margam, to replace classmate No. 60019 *Pathfinder Tours*, from which point it worked from Robeston to Theale on the 5th, before taking up almost permanent residence on the Robeston to Westerleigh tanks. No. 60019 started the period in South Wales, being used mainly on the Westerleigh workings from Robeston,

Active Class 60 Locomotives

Active Fleet:	60004, 60009, 60010, 60011, 60013, 60019, 60021, 60039, 60040, 60049, 60054, 60059, 60073, 60074, 60085, 60096
Additions:	60009 (20th Aug), 60010 (28th Aug/2nd Sep), 60040 (2nd Sep), 60073 (5th Sep)
Stored:	60004 (29th Aug), 60010 (29th Aug), 60011 (8th Sep), 60019 (4th Sep), 60021 (29th Aug), 60040 (25th Aug), 60059 (29th Aug), 60085 (3rd Sep)

▼ **Class 60 No. 60059** *Swinden Dalesman* **leads EW&S-liveried classmate No. 60004 through Ashwell, between Melton Mowbray and Oakham on 11th September, while working a Departmental service from Toton to Whitemoor. Carl Westwood**

although it did enjoy a break to the monotony on 23rd August, when it worked from Margam to Trostre! On 4th September, the loco was 'dead' in the consist of the Llanwern to Scunthorpe working as far as Doncaster, from where it was transferred to Toton TMD, prior to heading to Bescot the same afternoon, despite being in the WNTS pool, from where it was used on engineers duties over the weekend. No. 60021 *Star of the East* was on Doncaster Depot on the 22nd, being transferred to Toton Yard within two days as it was in the WNTS pool, while No. 60022 was transferred from Toton to Crewe Basford Hall on 25th August.

One locomotive that has had an entertaining fortnight is No. 60039, being used on a variety of operations; on 22nd/23rd August, it worked out of Doncaster to Gargrave and Thorne Junction on engineering operations, before heading south to Thingley Junction on the 24th. The 25th found the loco around Didcot, working from Appleford, and on 28th August, it worked from Hinksey Yard, Oxford, to Eastleigh, returning that afternoon to Hinksey with Class 66/0 No. 66160 in tow, prior to heading north to Bescot, again with its 'GM' pal for company! By 31st August, the loco was at Warrington, and during the first 11 days of September it had almost solid use on the Liverpool coal circuits.

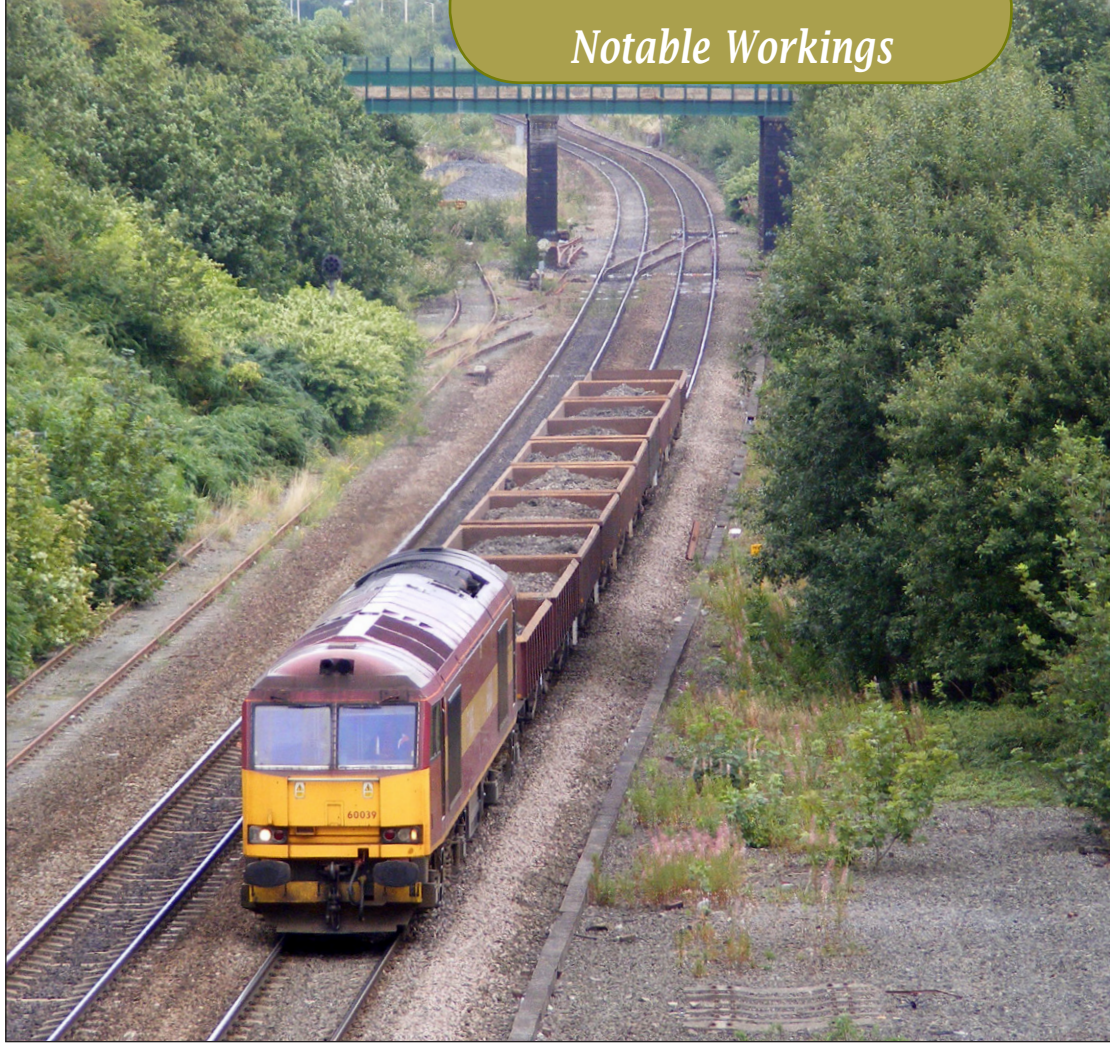
No. 60040 *The Territorial Army Centenary* was within the consist of 6D04, 13.44 Immingham TMD to Doncaster Depot on the 22nd, worked by Class 66/0 No. 66150 with classmates No. 66081 and 66204 also in tow. It worked north to Teeside that evening on an engineers' working, returning the following day. On the 25th, it worked south to Toton, from where it joined the ranks of the unemployed in the WNTS pool, although a reprieve was in the offing on 2nd September when it was used for a Toton to Whitemoor and return 'trip', before heading to Crewe Basford Hall on 5th September, and finding engineering duties on the following day. By the 9th it had migrated back to Immingham, being used on the Westerleigh tanks for the next three days!

No. 60049 has enjoyed a quiet fortnight, working aggregate services out of the Peak District, while Trainload grey-liveried classmate No. 60054 *Charles Babbage* was at Toton on the 22nd,but went 'light engine' to Doncaster on the 28th to work a Departmental 'trip' to Whitemoor overnight into the 29th. On 1st September, it was employed on the Jarrow operation out of Immingham Refineries, where it remained for the next five days, before returning to Doncaster TMD on the 8th and finally to Toton on 9th.

Loadhaul liveried No. 60059 *Swinden Dalesman* remained in South Wales at the start of the period on its usual Robeston to Theale or Westerleigh duties, but escaped on 28th August, being 'dead in tow' on the Margam to Scunthorpe steel working as far as Bescot, from where it was transferred to Toton by Class 66/0 No. 66165, before being moved into the WNTS and then WFMU pool. On 1st September, still in the WFMU pool, it worked to Mountsorrel, and was used on a Toton – Crewe service and return on 8th September, being now back in the WCAN operational pool. On 10th September, it 'tripped' a crane from Nottingham Eastcroft to Toton, following which it was transferred into the WFMS pool! Finally, it was employed on the Toton to Whitemoor Yard 'trip', with classmate No. 60004 also in the consist.

No. 60073 *Cairn Gorm* returned to service on 5th September, working from Crewe Basford Hall to Carlisle Yard, prior to heading to Tees Yard. By 8th September, the loco was at Doncaster and headed to South Wales on a Rotherham to Newport Alexandra Dock Junction working, before taking up operation on the South Wales petroleum workings.

With the exception of the 27th August and the 7th-11th September, when it was employed on the Jarrow tanks, the unique-liveried No. 60074 *Teenage Spirit* has been clocking up the miles by spending each day working from Lindsey Oil Refinery to Westerleigh!



▲ **Class 60 No. 60039 is pictured at Goose Hill Junction, near Normanton, on 23rd August, working a Hellifield to Doncaster Decoy Yard ballast working. The locomotive began the period working off Doncaster, but included a visit to Eastleigh and ended the fortnight at Warrington! Mick Collinson**

The final two locomotives covered in this review have spent most of their time concentrated in the North West, working coal services out of Liverpool Docks. No. 60085 *MINI Pride of Oxford* venturing to Ironbridge on 24th and to north of the border on 31st August, working from Warrington to New Cumnock, via Ayr Falkland Yard, and returning south with loaded wagons from New Cumnock to Earles Sidings, before returning to Warrington on 1st September. The end (for now?) was in sight however, on 3rd September, when it was transferred to Toton TMD, its place at Warrington being taken by No. 60039. Its classmate in the North West, No. 60096 has remained solely on the Liverpool coal circuit, although operating the occasional turn from Liverpool to Ironbridge.

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.

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-S&C-Carlisle & return	**POSTPONED**
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	
Railway Touring Company	5690	West Highlander: Day 1 Preston-Shap-Beattock-Glasgow Central	
UK Railtours	2xDBS 67	The West Countryman : Day 1: Paddington-Kingswear-Plymouth	
WCRC	tbc	The JacobiteFort William- Glenfinnan- Mallaig (break/rev) & return	
Statesman/Railtourer	2xWCRC 47	The Lord of the Isles - Crewe-Aviemore	**CANCELLED**
26th September			
Compass Tours	2xRiveria 47	Nantwich-Shrewsbury-Wellington-Telford Central-Wolverhampton-Walsall-Coleshill Pky-Tamworth- York-Scarborough & return	
Railway Touring Company	61994/62005	West Highlander: Day 2: Glasgow Central-Fort William-Mallaig-Ft. William	
Spitfire Railtours	2xWCRC 37	Crewe-Leamington Spa-Winchester-Wareham-Swanage & return	
SRPS	tbc	Paisley Gilmour St-Motherwell-Inverness-Kyle of Lochalsh & return	
Steam Dreams	60163	London KX- York & return	
UK Railtours	2xDBS 67	The West Countryman : Day 2: Plymouth-Newquay-Penzance-Plymouth	
Vintage Trains	5043	Tyseley Warwick Road-Melton Mowbray-St.Albans & return	
27th September			
Railway Touring Company	61994/5690	West Highlander: Day 3: Fort William-Cowlairs-Beattock-Preston	
Torbay Express Ltd	tbc	Bristol TM-Dawlish-Paignton-Kingswear & return	
UK Railtours	2xDBS 67	West Countryman : Day 3: Plymouth-Okehampton-Exeter-Paddington	
Statesman/Railtourer	2xWCRC 47	The Lord of the Isles - Aviemore-Kyle of Lochalsh	**CANCELLED**

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

by John Whitehouse

An observation: How is it that on the weekend just gone there were only three railtours operating, and one of those was on Sunday, yet this coming weekend sees no less than nine operating on Saturday alone? Answers on an ePostcard please!

The split is four steam and five modern (or heritage) traction. Of the four steam trips, three pass through York at some stage, and to round matters off, the diesel portion of the fourth also puts in an appearance. In fact the line-up is quite a star-studded affair, with the cream of LNER and LMS traction all on show.

The interloper will be No. 6233 *Duchess of Sutherland* which is due to take over PMR Tours 'Tyne Valley Tourer' from diesel traction at Grantham, and then head the train via York and the ECML through Durham and on to Hexham and Carlisle. Here the train will reverse, and continue with the 'Duchess' southbound over the S&C as far as Hellifield, before diesel traction once again takes over for the return to its originating station of Peterborough.

By way of contrast, No. 60163 *Tornado* will be working into York with Steam Dreams 'Cathedrals Express' from King's Cross, which it will also work on the return. Then, there is No. 60007 *Sir Nigel Gresley*, which is substituting for No. 60009 *Union of South Africa* on RTC's 'Heart of Midlothian' from Hebden Bridge, which No. 60007 will take over from diesel traction at York.

RTC has a busy day, as it also has No. 70013 *Oliver Cromwell* working from Cleethorpes through Doncaster, Leeds and the S&C to Carlisle. Here steam terminates, and the return via the Tyne Valley and the ECML will be diesel hauled.

No prizes for the non-steam trip of the day, which is Pathfinder's 'Western Slater' featuring No. D1015 *Western Champion* throughout from Didcot Parkway to Blaenau Ffestiniog, via Birmingham New Street, Crewe and Chester. The Conwy Valley branch to Blaenau is new mileage for the 'Western', so the DTG lads can sign off another piece of track.

UK Railtours has its 'Broadsman', which was originally part of the 'Ocean Liner Express' programme (see separate article). 'Top and tail' DBS Class 66's will feature at the head of Riviera's 'Royal Scot' Mk1 rake for the trip to Wrexham from London King's Cross, via Cambridge, Ely, Thetford and the Wensum curve.

Nenta Traintours head for Lakeland from Norwich, travelling outwards via the S&C to Carlisle, with the return being via Shap and Copy Pit. West Coast 47s should feature. West Coast 47s are also the likely traction for North East Railtours charter to Chester from Alnmouth, which should also feature the SRPS Mk1 maroon rake of rolling stock.

On 20th September, there will be the penultimate 'Torbay Express' from Bristol Temple Meads to Kingswear. With the 13th September train cancelled due to lack of bookings, consolidation at least should ensure that this one runs well loaded.

The Tornado Story - £10.95 plus p&p

This 60-minute DVD tells the story of the project and the construction of 'Tornado'. Produced in co-operation with The A1 Steam Locomotive Trust, the DVD shows the construction, testing (both GCR & mainline) all of the mainline runs until the end of April 2009, the Royal naming and *Tornado's* appearances at Barrow Hill & NYMR Steam Galas.

A donation will be made to The A1 Steam Locomotive Trust for each DVD sold

OUT NOW - Call 01904 500175 - **Click here** for details. P&P £1.50

Carnforth-based LMS Rebuilt 'Royal Scot' 4-6-0 No. 46115 *Scots Guardsman* **was temporarily renamed** *The Girl Guides* **for a special Liverpool to York charter celebrating 100 years of Guiding. The special crosses Lobb Mill viaduct, while leaving Todmorden, heading for York. John Robinson**

Ups & Downs by John Whitehouse

■ Rail Blue Charters 'Carlisle Executive' from Barrow Hill to Carlisle, via the Settle & Carlisle route, has been postponed due to lack of available paths. Notification of the new date is awaited.

Mainline running in sight as *Royal Scot* heads for Tyseley for certification

No. 6100 *Royal Scot* **is heading for Tyseley, says Howard Stephens of the Royal Scot and General Trust, where it will complete its mainline certification.**

The locomotive is currently at Crewe, where the fitment of OTMR and TPWS is nearly complete and the air-brake equipment is now installed. The air-brake and locomotive gauging requires certification, and this should be completed within the next seven days prior to a light-engine working to Tyseley, either later this month or in early October. It is understood that light and loaded test runs will be operated from Tyseley and under the West Coast Railway Company's safety case, the route of which will no doubt be announced in due course.

Additionally, it has been mentioned that there is a possibility that a railtour may be organised while the loco is based at Tyseley. In the past, loaded test runs from Tyseley have been opened up to fare paying passengers, and this may be an option.

The anticipated move to a permanent base at Southall should happen before the end of the year.

▼ **SR Battle of Britain Pacific No. 34067** *Tangmere* **passes through Queenborough with a Sheerness to Faversham charter on 6th September. Brian Creasey**

The end for the 'Ocean Liner Express' programme, after numerous problems and set backs result in the project being abandoned

It looks as though one of the most exciting prospects for the charter market, 'The Ocean Liner Express', has been abandoned following a series of problems.

The concept was to produce an all First Class train offering a very high standard of comfort and quality dining. The Direct Rail Services Mk3 set was to be refurbished for the purpose, and part of the business case was based on providing an add-on to passengers travelling to and from cruise ships in the manner of the Ocean Liner trains of old. Indeed one such train did run at the end of 2008 from Manchester to Southampton in conjunction with a sailing by the Cunarder *Queen Victoria*. However, it seems that the economic downturn has caused the cruise companies to review their margins and an up-market connecting train is no longer a viable option.

John Farrow of UK Railtours was the instigator of the concept, which has been in development for the past year, and he had a planned programme of tours under the 'Ocean Liner Express' branding in the forthcoming months, which was entirely separate to his core excursion business.

As the launch of the new train got closer, problems with the stock surfaced, and particularly the availability of two kitchen cars, which are the minimum requirement in order to cater for up to six dining vehicles. It is understood that the vehicles have wheel-set problems, and sourcing replacements has proved difficult. As a consequence the introductory train to Skegness scheduled for 5th August had to be cancelled.

The first working was scheduled for Monday 17th August to Eastleigh, to coincide with the two Cunarders, *Queen Mary 2* and *Queen Victoria* both being in Southampton on that day. It was only during the preceding week that it became obvious that DRS was not going to be able to supply the necessary vehicles in order for the train to operate with the required number of kitchen cars, and as a contingency John Farrow had spoken to DB Schenker and Riviera Trains.

The decision to request Riviera and DBS to operate the train was not made until late on Thursday 13th August, and it actually ran with Riviera's 'Royal Scot' Mk1 First Class set four days later as scheduled. An impressive response, in John Farrow's view, who praises the efforts of both DBS Schenker and Riviera Trains for ensuring that the train ran to everyone's satisfaction, especially in view of the short notice they were given.

Having lost faith in the capability of DRS to provide the necessary kitchen vehicles, particularly as there had been no contact from them for a number of weeks, and undoubtedly frustrated with the manner in whch this project has been handled, he nevertheless expressed sadness at what he considers to be an opportunity wasted.

The remaining trains booked to operate under 'The Ocean Liner Express' banner have been absorbed into UK Railtours' excursion programme. These are the trains to Wroxham on 19th September, the West Country weekend charter of 25th-27th September and to Cheltenham on 17th October.

There is a positive side, in that UK Railtours will now be using Riviera's 'Royal Scot' set on most future First Class dining trains, and he is looking forward to working with DB Schenker and Riviera on an expanded programme of trains which will involve a UK Railtour operation on virtually every weekend for the foreseeable future. Expect to see some of the old favourites from the Hertfordshire Railtours' days, such as 'Forgotten Tracks' as well as a few more steam-hauled excursions. Such a comprehensive programme has some gems for the enthusiast, too, including the Hastings DEMU set to Cromer and Sheringham on 14th November, No. 35028 *Clan Line* to Bath Spa and Bristol Temple Meads on 21st November and No. 6201 *Princess Elizabeth* to Chester on 21st December. Expect to see a little more steam, as well as traditional enthusiast tours such as 'The Pegswood Stage' on 7th November, which visits the Blyth and Tyne.

One of the final 'Scarborough Spa Express' workings of the season passes Colton Junction, near York, behind BR Standard 7P 'Britannia' No. 70013 *Oliver Cromwell* on 1st September. **Matthew Edkins**

Working 'The Fellsman' LMS 'Jubilee' 4-6-0 No. 5690 *Leander* creates a strong image in the autumn sunshine as it heads south through Nappa, south of Hellifield on the line to Blackburn on 9th September. **Ken Horan**

▲ In glorious sunshine during the Pontypool & Blaenavon Railway's 140th Anniversary Gala on 12th September, ex-GWR 6400 Class 0-6-0PT No. 6435 has to work hard as it ascends the gradient between Furnace Sidings and Whistle Inn - even with the help of Devonport Dockyard 0-4-0ST No. 19, banking at the rear. **Mick Rogers**

▼ Class 50 No. 50007 *Sir Edward Elgar* rolls into Rothley, forming a Loughborough - Leicester North service, during the Great Central Railway's Diesel Gala weekend on 12th September. **Carl Westwood**

NYMR buys BR Standard 4 to secure its Whitby operations

The North Yorkshire Moors Railway (NYMR) has confirmed that it has taken the unusual step of purchasing BR Standard 4MT 2-6-0 No. 76079 from Ian Riley.

The opportunity to purchase an engine of this calibre could not have appeared at a worse time for the NYMR, which currently has major appeals out for the replacement of bridges and the cost of overhauling BR Standard 4MT 2-6-4T No. 80135. However, from a business point of view, the purchase of the 'Pocket Rocket' is a solid one. The NYMR makes intensive use of hired-in locomotives, but the overall mileage each season needs to be more towards the railway's own locomotives for commercial reasons. As a result, the railway has taken the decision to acquire No. 76079 under a loan agreement with a finance company, following a business case evaluation that clearly showed the financial advantages. Chairman of the NYMR Trust, Murray Brown, said: "The loco is well liked by our crews and has eight years left on its boiler ticket, making it a particular attractive proposition. The total cost of buying the loco is similar to the full cost of a thorough overhaul of one of the stored engines, but it is available now, without our shed team needing to spend many months overhauling it".

The key question on everybody's lips however, is what does the future hold for the locomotive, with regard to mainline operations. The NYMR has clearly stated that the locomotive has been purchased to provide support and give increased reliability to the Whitby operation, and that mainline running (outside of the Battersby Junction - Whitby section) is not seen as a priority. However, NYMR General Manager, Philip Benham, has told *Railway Herald* that the locomotive and necessary equipment on board (i.e. OTMR) will continue to be maintained with a view to undertaking occasional operations elsewhere on the National Network, subject to derogation over speed being resolved, in the future.

However, the issue concerning mainline operations is not likely to revolve around the locomotive, but more the ability of the railway to provide a support crew. Any such crew would draw on volunteers and staff from the railway, and that in itself would provided an added and unnecessary strain on the railway's human resources.

All doors do remain open to mainline steam runs though, and any approaches will be viewed on their own merit and the requirements of the railway at that time, the important aspect being that any external running does not affect the daily steam service between Pickering, Grosmont and Whitby.

The locomotive has played a major role in 'The Cambrian' trains operated over recent years by West Coast Railway and the question being asked is will that role continue? The North Yorkshire Moors Railway says it has not been approached with a request for the locomotive to undertake such duties, but should such a request be forthcoming, it would be willing to see if it could be released. Without No. 76079, the big question is what does the future hold for steam on the Cambrian next year?

◀ GWR 4-4-0 No. 3440 *City of Truro* nears Weybourne station on the first day of the North Norfolk Railway's 2009 steam gala. The gala had a nice GWR theme with 4575 class 2-6-2T No. 5521 and 5600 class 0-6-2T No. 6619 in operation, along with Class 24 No. 24081. **Ashley Dace**

▼◀ Resident J15 class 0-6-0 No. 65462 passes Sheringham Golf Club with a short goods train. **Gary Packer**.

▼ GNR 'N2' 0-6-2T No. 1744 stands at Holt with the quad-art set during the line's Steam Gala on 6th September. **Robert Jefferys**

The Tanfield Railway held its 'Legends of Industry' weekend on 12th/13th September, with visiting 0-4-0STs *Alfred* **and** *Judy* **from the Bodmin & Wenford Railway in Cornwall.**

The locomotives worked at the Port of Par and are famous for being no taller than the china clay wagons they hauled so they could work under the Plymouth - Penzance main line of BR. They were built by William Bagnall in 1937 & 1954, and were also the inspiration for *Bill* and *Ben* in Rev. W Awdry's 'Thomas the Tank Engine' books!

◀ **At a night photo session on 11th September, NCB Backworth Colliery 0-6-0ST No.49 prepares to pull Robert Stephenson & Co 0-6-0T** *Twizell* **out of the shed.**

◀▼ **Robert Stephenson & Hawthorns 0-4-0ST** *Sir Cecil A Cochrane* **shows the difference in height to Port of Par Bagnall 0-4-0STs** *Alfred* **and** *Judy*

▼ **Robert Stephenson & Co 0-6-0T** *Twizell* **stands outside Marley Hill shed. The loco is nearing the end of a lengthy overhaul.**

All: Nick Wise

◀ The Welshpool and Llanfair Light Railway's Steam Gala on 4th - 6th September featured Sierra Leone Railway locomotive No.85 and matching carriages. The African train, comprising the locomotive and recently renovated carriages Nos. 1066 and 1207, made two journeys during the Gala weekend. The locomotive was turned out in black undercoat for the event to replicate its appearance in Africa. It is seen approaching Sylfaen with a train on 4th September.

▼◀ Original Welshpool and Llanfair locomotive, *The Countess,* built 1902,m approaches Castle Caereinion with a mixed train featuring the replica Pickering carriages during the line's Steam Gala on the same day.

▼ *Dougal,* an Andrew Barclay 0-4-0 built in 1946, arrives at Llanfair Caereinion during the gala.
All: Stuart Chapman

DRS refurbished Class 37/5s Nos. 37682 and 37510 with Class 66/4 No. 66412 on rear, head south, just north Askam-in-Furness, on the Cumbrian Coast with a Carlisle to Birmingham International charter on 12th September. **Anthony Roberts**

◀ On 7th September, the 11.46 Derby tp Cleethorpes test train, via Sheffield, Brigg, Immingham, Killingholme and Barnetby passes Worksop with DRS Class 37/0 No. 37059 on the front, with Class 37/6 No. 37609 at the rear. **Chris Booth**

◀▼ On 11th Septermber, Class 67 No. 67002 *Special Delivery* passes Stirling North signal box at the head of a 'Northern Belle' luncheon working with classmate No. 67020 at the rear. The train originated at Dundee, and after picking up at Stirling, passengers enjoyed lunch as the train worked a circular trip back to Stirling via the Forth and Tay Bridges. **Graeme Eadington**

▼ Class 08 No. 08428 'trips' crane No. DRC78229 through Doncaster, on the main line on 11th September. **Robert Jefferys**

▲ The 08.44 Matlock - Nottingham service, formed of East Midlands Trains-liveried Class 156 No.156406, calls at Attenborough station on 5th September. **Phil Beard**

▲ Class 158 No. 158806 is pictured stabled at Norwich on 6th September, showing off no less than three different liveries! **Robert Jefferys**

▼ Class 150s Nos. 150203 and 150140 pass Euxton, near Preston, on a southbound ECS movement on 11th September. **Robert Beardwell**

▼ FGW are currently having to hire in units to operate its services. On 10th September, ATW Class 150 No. 150267 restarts the 1251 Great Malvern-Weymouth service from Ashchurch. **John Stretton**

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. Meeting commences at 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 the secretary 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.

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.

▼ **Visiting GWR 5600 class 0-6-2T No. 5619 is captured alongside resident Prairie No. 5552 as they await their next duties at the Bodmin and Wenford Railway gala on 3rd September. Paul Maycock**

1st October 2009

RCTS (Milton Keynes)
The Crown Public House, Market Square. 'Blue & Grey - Black & Green' by Paul Chancellor. Starts 19.30.

2nd October 2009

RCTS (Bristol Branch)
St Peters Church Hall, Church Road, Filton. 'The Scottish Highlands in the 1980s' by Arthur Turner. Starts 19.30.

5th October 2009

RCTS(Ashford Branch)
The Elwick Club, Church Road. '45 Years with a Camera' by David Walker. Meeting starts at 19.30.

RCTS (Port Sunlight Branch)
The Lever Club, Greendale Road. 'Steam in the 60s' by Brian Woodword. Meeting starts 19.45.

6th October 2009

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. 'Railways in SW Kent' by John Arkell. Starts 19.45. Contact Roger Hart on 01474 833320 for further details.

Locomotive Club of Great Britain (Bedford)
St John's Church Hall, St John's Streeet, Bedford MK42 0DL 'Railways of Northern Ireland Revisited' by Richard Crane. Starts 19.30. Contact the Secretary on 01525 750149 for further details.

RCTS (Watford Branch)
St Thomas's Reformed Church, Langley Road. 'The Last 25 Years of East Anglian Railways' by John Day. Meeting commences at 19.30.

Permanent Way Institution (Edinburgh Branch)
The Scots Guards Club, 2 Clifton Terrace, Edinburgh
'Light Rail in France - The Current Scene' by Graham Jellett. 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 Rose and Crown, Columbo Street, Waterloo, London. 'The Southern Region' by Gordon Pettit. Meeting commences at 18.30. Contact the Secretary, Richard Workman on 01428 645771 or by e-mail at richardworkman5@tiscali.co.uk for further details.

Southern Electric Group (South Hampshire Branch)
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'A Railway and Tramway Miscellany' by John Godfrey. Meeting commences at 19.30. Admission charge £2. Contact the Secretary, John Goodrich on 023 8067 0028 for further details.

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

Weston super Mare Railway Society
The Function Room, The Conservative Club, Alexandra Parade, Weston super Mare 'Post War Years in the St Pancras District - Part 2' by Arthur Turner. Meeting commences at 20.00. Contact Lionel Jones on 01934 628289 or e-mail fotophile69@talktalk.net for further details.

7th October 2009

Burton Railway Society
Marston's Social Club, Shobnall Road, Burton upon Trent. 'A further Evening with Father's Slides - Visit No 4' by David Cross. Meeting commences at 19.30. Admission £1.50 non members, 50p members. Contact Mark Ratcliffe on 01283 221537 or visit the Society's website at www.burtonrailwaysociety.co.uk for further details.

RCTS (Wimbledon Branch)
Wimbledon Community Centre, 28 St Georges Road. 'The Railways of Switzerland' by Ted Vaughan. Meeting commences at 14.00.

Permanent Way Institution (Bristol & West of England Branch)
Great Western Hotel, Exeter. 'European Rail Traffic Management Sysem' Doors open at 11.30 +for 12.00 start. Contact the Secretary, Phil Harrison on 01179 765432 or by e-mail at philip.harrison@arup.com for further details.

Permanent Way Institution (Thames Valley Branch)
Davidson House, Reading. 'Railway Survey - The Way Forward' by Chris Preston. Doors open at 17.15 for 17.45 start. Contact the Secretary, Peter Simmons at peter191102@yahoo.co.uk for further details.

8th October 2009

Continental Railway Circle(London & The Home Counties Branch)
St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ "Those were the Days'. Meeting commences at 19.15. Admission £2.00. Contact Adrian Palmer on 01932 850624 or by e-mail at akpalmer@talktalk.net for details

RCTS (Newcastle Branch)
The Brunswick Methodist Hall. 'Tanfield Past and Present' by Alan Thompson. Meeting commences at 19.30.

Permanent Way Institution (Birmingham Branch)
The 11th Floor Boardroom, Network Rail Offices, The Mailbox, 100 Wharfside Street, Birmingham B1 1RT. 'Rails from Trecwn' by K.Theobald. Starts 18.00. Contact the Secretary, Ian Wardle on 07824 410961 or by e-mail at ian.wardle@networkrail.co.uk for further details.

Permanent Way Institution (Glasgow Branch)(Joint meeting with the IRSE, IRO and IMechE)
The IET Centre, St Enoch Square, Glasgow. 'The Edinburgh, Glasgow Improvement Project'. Selection of speakers. Starts 17.30. Contact the Secretary, Jack Scott on 07789 765291 or by e-mail at Jack.scott1@Btinternet.com for further details.

Permanent Way Institution (York Branch)
Park Inn, North Street, York,. 'East Midlands Signalling Renewals' by Graham Thompson. Doors open at 17.30 for 18.00 start. Contact the Secretary, Martin Fairbrother on 07802 657839 or by 3-mail at m.fairbrother@btinternet.com for further details

8th-16th October 2009

LCGB Overseas Tours
FRANCE/ITALY; 'Tende Line Festival' ***CANCELLED***.

9th October 2009

RCTS (West Riding Branch)
Visit to Diesel Gala on the Severn Valley Railway. Contact Malcolm Riley on 07887 908501 for details.

Shropshire Railway Society
The Gateway, Chester Road, Shrewsbury. 'Slides from Yesteryear' by Tim Butler. Meeting commences at 19.30.

10th October 2009

Cornwall Railway Society
The Community Centre, Foundry Row, Redruth. '50 Years of Railway Photography' by Dr Les Nixon. Meeting commences at 18.30. Contact the Secretary, Derek Buttivant on 01637 860627 for further details

RCTS (Exeter Branch)
Conference Room, Great Western Hotel. 'Over 25 Years of East Anglian Railway Photography' by John Day. Meeting commences at 19.00.

RCTS (West Riding Branch)
Visit to Long Marston 11.00 hours. Contact Malcolm Riley on 07887 908501 for further details.
10th -16th October 2009
LCGB Overseas Tours
'Albania' LCGB Membership is compulsory for these tours.

11th October 2009

RCTS (West Riding Branch)
Visit to Toton by Minibus (view only). Contact Malcolm Riley on 07887 908501 for further details.

12th October 2009

Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln. 'LNER Locomotives' by Alex Hurd. Meeting commences at 20.00. Contact the Secretary on 01522 705365 for further details

RCTS (Croydon Branch)
Small Hall, United Refordm Church, Addiscombe Grove. 'Charter Trains, Planning, Implementation and Running' by Paul Blowfield. Meeting commences at 19.30.

RCTS (Ipswich Branch)
Bridge Ward Social Club, 66 Austin Street, '1000 Eggs on a Bicycle' by Colin Boocock. Starts 19.30.

RCTS (Sheffield Branch)
St Mathews Church Rooms, Carver Street. 'Out and About in the Past Year' by Hugh Gould. Starts 19.30.

Southern Electric Group (Sussex Branch)
The Deall Room, Southwick Community Centre. 'Steam on the Road' by Joe Whicher. Starts 19.30. £2 donation requested. Contact the Secretary, Bruce Cakebread on 01273 462094 for further details.

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

As the sun rises, the 05.35 ECS working from Doncaster arrives at Worksop to form the 06.45 'Merry Le Bone' charter, behind Class 33/2 No. 33207. No. 37516 was on the rear. Chris Booth

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37
WEST COAST
In Marlin