Railway Herald

Issue 194 - 21st September 2009

The electronic journal for the railway enthusiast

Railway Herald

Issue 194
21st September 2009

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Publication
Railway Herald is published weekly, 47 times a year.

Submissions
We welcome submissions from all readers, especially digital photographs. Pictures should be sent to the editor at *editor@railwayherald.com*

Good quality scans of colour slides and prints are also acceptable. There is currently no financial payment made for photographs published in *Railway Herald*. Where possible we always try to use news photographs taken within the production week of the publication date.

Website
Our website contains all back issues of the magazine and is available at **www.railwayherald.com**

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ISSN 1751-8091

Northern opens its doors at Leeds Neville Hill

Northern Rail and East Midlands Trains opened the doors to the public for an open weekend at Leeds Neville Hill Depot on 13th September, the first such event at the depot for 35 years. A range of modern-day and heritage traction was on display.

Full story on Page 8

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Alstom unveils X'Trapolis
In a special event in London, Alstom unveiled its new X'Trapolis electric multiple unit design, together with a range of new features.
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Class 378 deliveries
A run-down of which units have been delivered and when, together with the last known location of each set, and the loco that moved it!
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London Midland has invested over £1 million in the installation of a new driver simulator, to train crews on the Class 350/2 'Desiro' units.
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Our weekly column looking at the rare and unusual workings that have occurred over the past week, including our Class 60 Report. **Readers contributions are welcomed, please forward to editor@railwayherald.co.uk.**

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Front Cover Caption:

Freightliner has released this image of Class 70s Nos. 70005 and 70006 on test in the USA. The first locos should arrive here in November. Freightliner

▲ Alstom unveiled its new generation electric commuter train, X'Trapolis, specifically developed for the UK market at a special event at the Saatchi Gallery in London. **Paul Bigland**

Alstom unveils new look electric multiple unit design

Alstom has developed a new train for Great Britain from its X`Trapolis product platform, based on the success of fleets in Australia, Chile and Spain and incorporating technology used in the company's 'very high-speed' trains.

At the heart of the train design is 'bogie offset articulation', which reduces the number of bogies by up to 30%, allowing the carriages to be shorter and wider and thus optimise the vehicle gauge. This in turn creates more passenger space and comfort. A wide, uninterrupted aisle and spacious gangways are created throughout the train. Safety onboard is also increased, as the energy absorption areas are concentrated in the elongated front end of the train rather than between carriages, making these areas safer for passengers and crew. The door configuration is geared to reduce stopping times at stations by making the boarding and alighting process more efficient, particularly on high-density routes. Two sets of double doors are situated in the centre of each carriage, providing 25% more doors than a conventional trainset, per equivalent length. The shorter carriages of X`Trapolis are also closer to platform edges, especially when these are curved, reducing the stepping distance from train to platform by almost half. Passenger information systems help passengers to make informed decisions, with exterior displays indicating the capacity status of each vehicle to facilitate boarding and interior displays providing updates on connecting services at stations. Due to the reduced number of bogies, it is also 28% lighter than existing electric commuter trains on the Network, and the lighter weight, combined with regenerative braking, the aerodynamic design and efficient lighting enable X`Trapolis to make an energy saving of up to 50%.

In addition, the train creates less noise both externally and internally, thanks to the reduced number of bogies and axles in contact with the track. Maintenance is also made easier due to the reduced number of bogies as well as the use of Alstom's on-board diagnostic system called 'TrainTracer'.

Glasgow Airport Rail Link abandoned

Plans for a £120 million railway link between Glasgow Airport and the city centre have been abandoned by the Scottish Government as it prepares for a "significant squeeze" on public expenditure, although it is likely that it will press ahead with preparations to build a replacement bridge across the River Forth, costing up to £2.3 billion, considered as a priority for the business community.

Presenting his draft £35 billion budget for the year ahead, the Scottish Finance Secretary told the Scottish parliament that he had "reluctantly" decided to cancel the rail link, partly to prevent drastic reductions in NHS spending in the years ahead. The Chief Executive of the Scottish Chambers of Commerce said the airport link would have been an important part of the transportation network, particularly with Glasgow hosting the 2014 Commonwealth Games.

Meanwhile, Network Rail says that its planned work at Glasgow Central station to provide two new platforms for the Glasgow Airport Rail Link (GARL) project will continue. The new platforms, to be numbered 12 and 13, will be created in the area of the existing short-stay car park between Platforms 11 and 14, and as a result, the car park and pick up/set down facilities are set to close permanently on 27th September. The platforms will be used to ease congestion at the station, while the remainder of the upgrade and resignalling work was planned anyway and was simply realigned so as to benefit the GARL work. The existing Platform 12 will close permanently from Christmas this year to permit the track realignment necessary to create a route to the two new platforms. Set down and pick up facilities for passengers will remain available in Union Street, adjacent to the step-free Gordon Street station entrance, and also the Union Street entrance.

£2.7 million upgrade to Forest Hill station

Construction work is starting this month at Forest Hill station to provide passengers with step-free access between the station entrance and the platforms as part of the multi-million pound National scheme to make the railway more accessible for everyone.

The £2.7 million project will include the installation of a new footbridge, two new lifts and tactile paving, plus resurfaced platforms and improved CCTV and telephone links, making the railway easier to use and more accessible for everyone. The new facilities at the station, which handles almost three million journeys every year, are expected to be completed by late spring 2010. Other stations in the Southern area that have already benefited from Access for All improvements are Purley and Oxted and Balham. Work is already underway at Clapham Junction, Streatham Common, Streatham Hill, and Three Bridges, while improvements are also planned for Brockley, Dorking Horley, Hassocks New Cross Gate, and Thornton Heath.

The Department for Transport makes station selection and prioritisation, and to date 145 stations in England, Scotland and Wales have been selected to receive step-free access improvements.

Class 378 Delivery Programme

The three-car Class 378/0 sets will be renumbered into the 3782xx series from 2010, when they are extended to four-car units. Class 378/0s and 378/2s are dual-voltage 25kv AC and 750v DC units. Class 378/1s provide 23 four-car units for use on the East London Line services and are 750v DC only. Believed to be correct as of 19th September.

Unit	Location	Delivery Date	Loco Used
378001	New Cross Gate Depot	4th Sep	66730
378002	Derby Litchurch Lane		
378003	Derby Litchurch Lane		
378004	Derby Litchurch Lane (*1)		
378005	In Traffic	15th Apr	66731
378006	Derby Litchurch Lane		
378007	In Traffic	11th May	66730
378008	In Traffic (*2)	7th Aug	66728
378009	Derby Litchurch Lane		
378010	Willesden Depot	8th Sep	66728
378011	Derby Litchurch Lane		
378012	Derby Litchurch Lane		
378013	In Traffic	18th Jun	66728
378014	Willesden Depot	28th Aug	66728
378015	In Traffic	4th Jun	66730
378016	In Traffic	2nd Jul	66732
378017	Willesden Depot	14th Aug	66730
378018	Derby Litchurch Lane		
378019	Derby Litchurch Lane		
378020	Derby Litchurch Lane		
378021	Derby Litchurch Lane		
378022	Derby Litchurch Lane		
378023	Derby Litchurch Lane		
378024	Derby Litchurch Lane		
378135	Derby Litchurch Lane		
378136	Derby Litchurch Lane		
378137	Chart Leacon Depot	17th Sep	66728
378138	Derby Litchurch Lane		
378139	Derby Litchurch Lane		
378140	Derby Litchurch Lane		
378141	Derby Litchurch Lane		
378142	Derby Litchurch Lane		
378143	Derby Litchurch Lane		
378144	Derby Litchurch Lane		
378145	Derby Litchurch Lane		

Notes:

*1 Visited Shoeburyness for tests, departed on 15th September.

*2 Visited Selhurst arriving on 7th May behind Class 66/7 No. 66730, but returned to Derby afterwards.

New material recycling centre for Whitemoor Yard

The second phase of Network Rail's plans to create a national track material recycling centre at Whitemoor Yard, March, looks ready to receive the support of Cambridgeshire County Council.

Despite protests from residents, councillors are due to recommend to the Secretary of State for Communities and Local Government that permission is granted subject to more than 50 conditions being met. The £30 million investment is an extension of the scheme that had 18km of new sidings created for train maintenance, and will make Whitemoor Yard a world-class depot. Residents living nearby have objected to the scheme, sighting a number of reasons from noise, fumes and smoke.

The Development Control Officer said: "There is potential for impact on local amenity, however design and mitigation measures have been proposed to limit these potential impacts. Phase one of the project, to create a supply facility for maintenance and renewal of railway, was approved in 2007. Phase two of the project, on 62 acres owned by Network Rail, will feed off the existing rail infrastructure and create at least 25 jobs filled from the local population".

The longest outdoor art exhibition in London?

Billed as London's longest outdoor art exhibition, the 'Thames Water Colours' exhibition on Blackfriars Bridge turned out not as expected.

As Blackfriars station is being rebuilt and the platforms lengthened across the River Thames, it was assumed that the hoarding put up was a protection to the workers on the bridge to prevent any falling into the water – but no, it has been erected across the road bridge, completely obliterating the view of the railway bridge to pedestrians and occupants of passing traffic. In fact, people cannot now cross at all on one side of the road bridge as the structure has been built kerbside, making the pavement unusable.

It was also stated that the exhibition would be the length of the 246-metre hoarding. Well, it is, but on the 246-metre length, there are only five (very good it's true) paintings interspersed with long boards and posters from Network Rail telling those crossing the bridge on the other side what is happening that they cannot see!

Network Rail declined to comment or provide an explanation for the situation.

▼ **This is billed as London's longest outdoor art exhibition! The roadside hoardings, set back from the railway, on the road bridge at Blackfriars are pictured on 17th September. Brian Morrison**

Metro and Light Rail News

New £130 million Metro plan

A new Tyne & Wear Metro system linking Tees Valley has moved a step closer – and Hartlepool station could benefit from part of a £30 million funding package.

Plans for the Metro have been in the pipeline for a number of years and have progressed in recent months when funding of £30 million from the Department for Transport (DfT) was included in the North East's regional funding application and accepted in July this year. Providing the project costs, which are being topped up by local councils, stay on budget, the first phase, could be delivered by December 2012. Detailed project plans are due to be drawn up over the next year. The core Metro route is between Darlington and Saltburn, with Hartlepool linked up on a second line to Nunthorpe. The estimated £130 million funding for the entire project, is unlikely to come in one batch from the DfT and the five local authorities have to help with the finances.

A phased development plan has been created as it was agreed that this was the best approach. Phase one, which has a total cost of around £35 million, includes station improvements to Hartlepool, Eaglescliffe and Thornaby and a new station at James Cook University Hospital. There will also be new platforms at Darlington and Middlesbrough. Improvements at Hartlepool will include new roofing and information screens and the re-opening of the disused platform.

Phase two would concentrate on the Darlington to Saltburn line, while Phase three would concentrate on the Hartlepool to Nunthorpe line. That could include new trains and a new 'park and ride' station at Queens Meadow Business Park, on the outskirts of town.

◀ **Stagecoach Supertram No. 115, in the latest livery, arrives at Meadowhall Interchange on 13th September, from Herdings Park. Robert Jefferys**

Thames fury!

The River Thames has been removed from the latest London Underground map to avoid it being too cluttered.

TfL confirmed that the new design would change again at the end of the year after listening to feedback.

A TfL spokesman said: "The overwhelming public reaction is that the Tube and Thames should be reunited, so that's exactly what we will do". New maps showing the Thames will be reintroduced from December and TfL are also to look again at how to show zonal information.and aim to reach a conclusion by December, when the new Circle Line service needs to be reflected".

Draughtsman Harry Beck based the original Tube map design, including a stylised River Thames, on an electrical circuit. The map was first handed out to commuters in 1933.

▲ **Class 377/4 No. 377464 runs non-stop through New Cross Gate, one of the stations to be taken over by Transport for London, forming the 13.00 Southern service from Horsham to London Bridge. Brian Morrison**

TfL adds 10 Southern stations to its network

Transport for London's (TfL) London Overground operation took over 10 stations between Surrey Quays and West Croydon from 20th September to prepare for the completion of its new East London Line.

New Cross Gate, Brockley, Honor Oak Park, Forest Hill, Sydenham, Crystal Palace, Penge, West Anerley, Norwood Junction, and West Croydon, all now come under TfL control and management and will be 'brought up to TfL standards', which include the installation of Oyster ticketing and validation gates, a higher level of staff presence, longer operating hours and, from Spring 2010 when the East London Line reopens, a more frequent train service.

The changeover is taking place because the new East London Line, which will form part of a revitalised and expanded London Overground network, will run more trains through these stations than Southern, which previously managed them. The stations will not be used exclusively by London Overground, however, as the Southern franchise has recently been renewed and will continue to run the longer distance services that also call at the stations, which remain the property of Network Rail, which will lease them to LOROL, which runs London Overground and is, in turn, managed by TfL.

The East London Line extension will form part of London Overground when it opens next year and will run from Dalston Junction to West Croydon. The London Overground system will also have four new stations at Dalston Junction, Shoreditch High Street, Hoxton and Haggerston. The East London line will be linked to the Richmond to Stratford branch of the current London Overground network in 2011, when a spur will be completed between Dalston Junction and Canonbury to Highbury and Islington.

In 2012, in time for the Olympics, the so-called Phase 2 of the East London line project will be completed between Clapham Junction and Surrey Quays forming a fully orbital railway.

▲ **GWR 'Hall' 4-6-0 No. 5972** *Olton Hall* **pilots Class 37/5 No. 37516 (which was working hard!) on a Carnforth to Fort William ECS move through Gartcosh station on 16th September. Kenny Marrs**

London Midland's new driver simulator opened

London Midland's new £1 million Corys T.E.S.S driver simulator has been officially opened by Transport Minister, Chris Mole, on a visit to the company's headquarters in Birmingham.

The simulator is one of the first of its kind in the UK and incorporates state-of-the-art 3D graphics using shadows and sun glare to replicate actual driving conditions, as well as using all weather conditions. It features a three-quarter built cab (enclosed on all sides except the rear of the driver's seat) and also incorporates an ECO monitor, which uses a regenerative braking system to reduce energy usage.

The simulator is specifically designed to provide training for drivers on London Midland's new fleet of Class 350/2 Desiros that operate between London, Birmingham and the North-West.

Later this year, a second simulator will be installed, based on the company's new fleet of Bombardier-built Class 172s, which are due to be introduced next year. This will bring the same leading edge technology to training of drivers on the company's new diesel fleet.

UK News In Brief

■ The railway level crossing at Narborough, Leicestershire, which was one of the most dangerous in the country, dramatically improved its safety after CCTV cameras were installed in June, and is now the first in the country to be fitted with trial infra-red motion sensors, which automatically turn on red lights to stop trains. Prior to the cameras being installed, motorists and pedestrians were jumping over or sneaking through the barriers as they were closing, and there have been 17 incidents at the station in the past year, three involving pedestrians who narrowly escaped being struck. However, since CCTV was installed, the number of reported incidents has been cut to one.

■ The Port of Felixstowe has been named Business of the Year at the annual Rail Freight Group awards. It is the largest container port in Great Britain, and was recognised for its extensive and continuing investments in rail operations that currently involve 28 scheduled freight train arrivals and departures from the port each day. Felixstowe has worked closely with Freightliner, First GBRf and DB Schenker, and also with Network Rail to achieve sustainable long-term solutions for rail freight from the port. The award also acknowledged the work done in demonstrating to shipping lines, forwarders, importers and agents that distribution by rail can be as reliable and flexible as road haulage.

■ Rail improvement work on Sundays to relay track and repair brickwork in Standedge Tunnel, between Greenfield and Marsden, started on 12th September and is scheduled for completion on 6th December. To allow the work to go ahead, Northern Rail is running buses and a revised train timetable on differing dates between Huddersfield and Manchester Victoria.

■ Tipton station is to receive a new look with a £2.5 million upgrade and is closed until April 2010. The 90-year-old platforms are to be completely replaced, and a new weatherproof waiting area added and new fencing put in. London Midland will be providing bus replacement services between Tipton and Coseley throughout the seven-month shutdown.

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 14th-21st September

Last weeks Issue 193 was downloaded **30,104** times and a total of **2,537** copies of previous issues were also downloaded. The *RH* website has provided **182,820** web pages to users, an average of **18.1** pages every minute, seven days a week! *Railway Herald* now has a monthly average download of **125,428**, 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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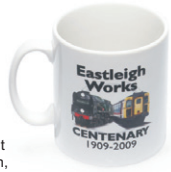

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▲ **DRS Class 47/4 No. 47501** *Craftsman* **departs Ipswich with the failed 10.30 London Liverpool Street - Norwich service on 4th September.The train failed at Manningtree, but was hauled back to Colchester by the train loco No. 90004, where No. 47501 was attached for the run to Norwich. Keith Partlow**

Tram-trains to be introduced to Rotherham route

Continental-style tram-trains are to be introduced in South Yorkshire and a new service is to be created between Rotherham and Sheffield.

The new trains will be lighter, so can travel faster and use less fuel than conventional trains on short stop-start journeys. Passengers could see tram-trains running between Sheffield and Rotherham on the current freight route from Rotherham and then joining the Sheffield Supertram network at the Meadowhall Interchange.

Northern Rail will procure the new vehicles for the Rotherham-Sheffield operation, while Network Rail is investigating what works would be necessary to safely accommodate the vehicles on the UK heavy rail network.

The project partners are still planning to test tram-trains on the Penistone Line between Sheffield and Huddersfield, via Barnsley, at a later date, after work concluded that electrically-powered tram-trains are more economically viable than the diesel equivalent, which was being proposed for trial on the Penistone line.

£80.6 million later - and just six minutes quicker!

A £69 million project to cut rail times between Nottingham and London will save just six minutes, it has been revealed!

It had been hoped that the work by Network Rail would reduce the travelling time by around eight minutes, to bring about a long-held ambition for 'London in 90 minutes', but councillors have now been told that the new estimate means that the city will still be short of the magic number, seen as vital for business links – and this is despite another £11.6 million being spent by Network Rail on track and signal improvements at Nottingham station. The fastest current service, which misses out stops at East Midlands Parkway and Market Harborough, is an hour and 40 minutes. When the time savings are combined, at a total cost of £80.6 million, the fastest service will still take 92 minutes.

Work is due to be completed by 2012-2013.

Northern Rail opens its doors to the public at Leeds Neville Hill Depot

Northern Rail held an open day at Leeds Neville Hill Depot on 13th September, which included a loco naming by East Midlands Trains.

▶ David Maidment, Chairman of the Railway Children charity, unveils the nameplate on EMT Class 43 No. 43082 at Neville Hill Community Day on 13th September, as EMT MD Tim Shoveller watches. **W J Thorley**

▼ Visiting from the East Lancashire Railway were Class 55 No. 55022 *Royal Scots Grey* and Class 37/9 No. 37901. **Stuart Chapman**

▶ Multi-coloured Class 08 No. 08908, in both blue and original Midland Mainline colours. **Robert Jefferys**

▶▶ EMT Class 43 powercar No. 43064 was on display on jacks. **David Hainsworth**

▶▼ Visiting from West Coast Railway was Class 47/7 No. 47786 *Roy Castle OBE*, complete with a Carnforth depot plaque headboard! **Robert Jefferys**

◀ Class 47/4 No. 47812 (D1916) on hire to Colas Rail, passes Newton Abbot on the 09.55 Plymouth Tavistock Junction to Rugby OLE departmental working on 17th September, conveying the Colas High Output Ballast Cleaner (HOBC) consisting of Nos. DR 76601, DR 92377, DR 92400 and KFA TIPH93446. **Nathan Williamson**

◀▼ Class 37/6 No. 37609 and Class 37/0 No. 37059 in 'top and tail' formation power the Radio Survey Train on a Mossend to Mossend via Carstairs working through Holytown station on 16th September. **Kenny Marrs**

▼ Having run non stop from Loughborough, Anglia Railways-liveried Class 47/7 No. 47714 runs into the headshunt at Leicester North on the Great Central Railway as it prepares to return with the 15.45 non-stop run on 13th September. The locomotive has now moved to Asfordby on the Old Dalby test track, for use on what is understood to be wagon testing. **David Bissett**

The weekly column looking at some of the more unusual and newsworthy movements on the UK network including Class 60 Report

The period started with nine Class 60s in traffic, Nos. 60009 and 60049 working out of Peak Forest, Nos. 60010, 60040 and 60074 based at Immingham, Nos. 60013 and 60073 in South Wales, and finally Nos. 60039 and 60096 working on the Fiddlers Ferry coal circuit.

Colas Rail encountered problems on 10th September when hired-in Class 47/4 No. 47848 *Titan Star* caught fire at Didcot while working from Burton-on-Trent to Dollands Moor with classmate No. 47839 *Pegasus*, causing a delay of just one minute under three hours to the train. First GBRf Class 66/7 No. 66728 was used to move another First Capital Connect Class 377/5 EMU, No. 377521, from Derby Litchurch Lane works to Selhurst the same evening, prior to returning to Derby the following morning. Also venturing to Selhurst Depot was Network Rail-liveried Class 31/4 No. 31465 that was working engineers' services around the South-East.

On the following day, 11th September, there was a 'Gridfest' in the West Midlands, with ex-Fastline Freight No. 56303 working to Boston Docks once again, and the Hanson Traction pairing of Class 56/3 No. 56311 and 56312 *Artemis* working the Dollands Moor to Hams Hall intermodal service. First GBRf also hit the headlines (see last weeks issue) by naming Class 66/7 No. 66726 *Sheffield Wednesday* at Sheffield station. The locomotive then worked 'light' to Barrow Hill Depot to collect two coaches,

▼ **Advenza Freight's Class 66/8 No. 66841 passes Clay Cross divergance with steel scrap on 11th September, bound for Cardiff Tidal, where the locomotive has remained. It is believed that none of the Advenza fleet have turned a wheel in the last week, with No. 66842 joining 66841 at Cardiff and 66844 being stabled at Tilbury since 5th September. Les Peters**

▲ **Riviera Trains Class 47/4 No. 47812, on hire to Colas Rail, propels Class 73/1 No. 73133 through Plymouth Tavistock Yard after arrival from Taunton on 16th September. Paul Maycock**

▼ **LoadHaul-liveried Class 60 No. 60059** *Swinden Dalesman* **was rostered to work the Preston Docks to Lindsey discharged tanks on 14th September. Here, it passes through Horbury Cutting, Wakefield. Neil Scarlett**

before venturing off on a short trip across the Hope Valley and around the Stockport circle.

On the same day, Class 60 No. 60010 was employed on the Scunthorpe Iron Ore circuit again, while classmate No. 60039 had a rare venture away from the Liverpool coal diagrams, being used on a steel working to Gladstone Dock, Liverpool. Class 67 No. 67022 was used to 'trip' Chiltern Railways-liveried Mk3 DVT No. 82302 from Wolverton Works to Chiltern's Wembley depot that afternoon, running via Coventry. In Scotland, Class 67s Nos. 67002 *Special Delivery* and 67020 were used to 'top and tail' the 'Northern Belle' set on a circular luncheon service from Dundee via Stirling. The Didcot to Carlisle 'Enterprise' working found itself with no less than three Class 66s at the helm on 11th September, with Nos. 66133, 66161 and 66096, the latter two being 'dead in tow'. Virgin's Fridays-only loco-hauled service from London Euston to Preston had Class 90 No. 90021 at the helm, while Class 47/7s Nos. 47727 *Rebecca* and 47739 *Robin of Templecombe* worked the Ford 'Blue Train' from Dagenham to Dollands Moor the same evening.

The VSOE had Class 67s Nos. 67003 and 67008, in 'top and tail' formation on 12th September for a London Victoria to Hove working, while Class 60 No. 60009 had a rare foray onto Southern metals, working from Peak Forest to Crawley. In Scotland, the morning Fife Circle loco-hauled commuter service was replaced by a Class 170 'Turbostar' as a result of technical problems with the rolling stock. However. all was sorted out by the evening with Class 67 No. 67028 preforming the honours. In the North-West, Class 67 No. 67002 *Special Delivery*, having returned the Northern Belle set south of the border, was utilised to work the 'Northern Belle' from Derby to Blaenau Ffestiniog, via Crewe and Chester.

TDM problems resulted in Class 91 No. 91130 being attached to the south end of a Newcastle service that morning. With no locomotive or driving cab on the north end of the set, Class 67 No. 67026 (the King's Cross 'Thunderbird') was attached on arrival in London to drag the set to Bounds Green Depot. The usual Saturday convey from Immingham to Doncaster found no less than six Class 66s and two Class 60s in the consist! With No. 66201 powering, hauling classmates Nos. 66040 and 66015, Class 60s Nos. 60040 *The Territorial Army Centenary* and *60013 Robert Boyle*, and finally Nos. 66162, 66066 and 66059. Following arrival at Doncaster, No. 60013 worked south to Bescot. Also finding employment, despite not being in the active pool, was Loadhaul-liveried No. 60059 *Swinden Dalesman*, which was working around the Cricklewood area over the weekend on engineers' services.

The start of the week found Class 73/2 No. 73202 *Dave Berry* working south from Stewarts Lane to Lovers Walk on 14th September, to collect Class 442 'ex-Wessex Electric' No. (44)2418, prior to moving it to London. Colas Rail hired-in further Riveria Trains Class 47/4s the same day, when Nos. 47805 *Talisman* and 47812 worked from Crewe to Westbury. DRS Class 37/5 No. 37688 was used to work Stoneblower No. DR80208 from Ashford to

Willesden, after which the loco headed north to York. Following an operational issue with the set, the 17.00 London Liverpool Street to Norwich service, powered by Class 90 No. 90012 *Royal Anglian Regiment*, was cancelled, with DRS Class 47/4 No. 47501 *Craftsman* being used to haul it north as the 17.50 service to Norwich. On 14th September there was a change about in the Class 60 fleet with Nos. 60013, 60040 and 60074 *Teenage Spirit* being stored, and classmates Nos. 60035, 60041, 60059 and 60085 *MINI Pride of Oxford* re-entering the operational pools, bringing the fleet total to 10. Of the returnees No. 60035 was in South Wales with Nos. 60041, and Nos. 60059 and 60085 both working off Immingham.

On the following day there was heritage traction on the Dungeness flasks again, with Class 20/3 No. 20301 and Class 37/6 No. 37610 *T.S. (Ted) Cassady 14.5.61 - 6.4.08* being the motive power provided, while the unique operational LoadHaul-liveried Class 60 No. 60059 *Swinden Dalesman* was employed on the Lindsey Oil Refinery to Westerleigh tanks. Having worked south the previous day, the two Riviera Trains Class 47/4s were split at Westbury, with No. 47805 heading east to Reading and onto Ashford and green-liveried No. 47812 remaining stabled. First GBRf used Class 66/7 No. 66728 to move Class 378/0 No. 378004 from Willesden TMD to Shoeburyness the same day, before heading north to Derby, from where it worked south with Class 377/5 No. 377517 in tow. Class 56/3 No. 56311 worked to Worcester Shrub Hill on 15th September, being observed stabled in the yard in preparation for working to Long Marston. That evening, Class 47/4 No. 47805, now paired with No. 47839 *Pegasus* worked the northbound steel working to Small Heath, prior to heading back south the following day with the Burton to Dollands Moor service. Having been allocated to store, Class 60 No. 60073 *Cairn Gorm* was moved to Bescot in the consist of the Margam to Scunthorpe steel working on the 15th, heading to Toton TMD in the daily engineers' service on the 16th, worked by Class 66 No. 66070 with classmate No. 66131 also in the train.

On 16th September, Class 56/3 No. 56311 worked 'light' from Worcester to Long Marston, then headed north to Crewe with three Class 87s for Bulgaria, Nos. 87013, 87014 and 87004, the latter in BR blue with *Britannia* nameplates!) and NSE-liveried No. 86401 *Northampton Town*. The 'grid' later returned to Washwood Heath. Green-liveried Class 47/4 No. 47812 worked 'light' from Westbury to Taunton Fairwater, where it collected the 'yard pilot' Class 73/1 No. 73133 and hauled it south to Tavistock Junction. It is understood that the 'ED' is to be used by Colas Rail for crew and route learning duties on the National Network.

▼ **Riviera Class 47/4 No. 47805** *Talisman* **leads No. 47839** *Pegasus* **into Moreton Cutting, east of Didcot, with Colas Rail's Burton-on-Trent to Dollands Moor steel wagons on 17th September. Chris Lampard**

The DB Schenker Class 60 fleet remained at 10 examples, with No. 60085 being employed on the highly strenuous(!) depot fuel tanks working from Lindsey to Neville Hill. Fastline Freight's Class 66 fleet rarely gets a mention in this column as a result of their constant use on East Midlands coal duties, but on 16th September, No. 66301 worked 'light engine' from Doncaster Hexthorpe to Carlisle Kingmoor TMD, presumably for maintenance. Classmate No. 66305, which although not previously mentioned, had resided at Carlisle for several days, worked back south to Doncaster the same afternoon. DRS Class 37/4 No. 37423 *Pride of the Lakes*, en route to Derby to work an Inspection Special, was used to deliver Class 66/4 No. 66411 to Longport that afternoon, while further north Colas Rail's Class 47/7 No. 47749 *Demelza*, which has been under repair at Carlisle Kingmoor, worked with DRS Class 66/4 No. 66429 on a test run from Kingmoor to Penrith and back.

On 17th September, Class 47/4 No. 47812 worked north from Plymouth Tavistock Junction to Rugby, via Washwood Heath, with track machines Nos. DR76601, DR92377 and DR92400 in tow, while DRS Class 37/4 No. 37423 continued to wander around the East Midlands and Lincolnshire with an observation saloon, working off Doncaster. With the start of the 2009 'Sandite' season rapidly approaching, Class 66/0 No. 66100 headed south from York the same day with 13 RHTT wagons in tow. The AC Locomotive Group's Class 86/1 No. 86101 *Sir William A Stanier* was used to transfer Class 86/4 No. 86401 from Crewe to Willesden that afternoon, while DRS Class 57/0 No. 57012 was once again back on the timber train to Chirk, which had been operated by Virgin '57s' during the start of the week as usual. Class 47/7s Nos. 47727 and 47739 moved from Ashford to Dollands Moor in preparation for working the 'Blue Train' to Dagenham, but only the latter locomotive was used. EWS Class 60 No. 60022, still in the WNTS pool, worked north from Crewe to Warrington, while First GBRf's No. 66728 was once again back at Derby that evening to haul Class 378/1 No. 378137 to Chart Leacon TMD. On the same day Class 60 No. 60054 returned to the operational pool, working to Westerleigh from Lindsey Oil Refinery, and No. 60010 was employed on the Scunthorpe Iron Ore circuit overnight on 17th/18th September, before working to Jarrow from Humber Oil Refinery. Overnight, unique blue-liveried Class 60 No. 60074 also re-entered traffic, having only been absent for three days! The locomotive moved to Peak Forest for use on the heavy aggregate traffic.

Class 67 No. 67027 was provided to work the Ayr Falkland Yard to Prestwick Airport fuel oil on 18th September, while classmate No. 67030 was employed on the Glen Douglas MoD trip the same day. Staying with the '67s' and No. 67020 worked from Birkenhead TMD to Doncaster Wabtec that morning, hauling another Class 508 unit for refurbishment. Class 60 No. 60085 took over from 60010 on the iron ore circuits during the day. Having worked south from Rugby Class 47/4 No. 47812 collected classmate No. 47848 from Reading West Yard, and returned it to Crewe, while fellow Riviera 47s Nos. 47805 and 47839 worked south with the Burton-on-Trent to Dollands Moor Colas Rail working. A lack of operational DMUs on 18th September, led to Class 67s Nos. 67016 and 67001 in 'top and tail' mode on FGW's loco-hauled diagram working the 15.30 Cardiff Central to Portsmouth Harbour service as far as Bristol Temple Meads, where a set-swap was undertaken.

For those readers wondering why the DB Schenker Class 37 fleet hasn't been mentioned this week - it presently only comprises No. 37670 *St Blazey T&RS Depot*, which has spent the entire period stabled at Warrington!

The end of the week also looked bleak for Class 60 No. 60010, which was at Immingham on decision.

Active Class 60 Locomotives

Active Fleet:	60009, 60010, 60013, 60039, 60040, 60049, 60073, 60074, 60085 and 60096.
Additions:	60035 (14th), 60041 (14th), 60059 (14th), 60074 (17th), 60085 (14th)
Stored:	60013 (14th), 60040 (14th), 60073 (15th), 60074 (14th)

▼ Hanson-owned Class 56 No. 56311 emerges from the gates at Long Marston on 16th September, hauling Class 87s Nos. 87014, 87013, and 87004 plus Class 86/4 No. 86401, all of which were bound for Crewe Electric Depot for testing. Following completion of this task, the '87s' will be exported to Bulgaria. Jack Boskett

▼▶ Hungary-bound Class 87 No. 87004 has been repainted into in BR blue livery, complete with its *Britannia* name plates. It is pictured departing from Worcester Yard on 16th September. Stephen Tucker

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.

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
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**

28th September

Statesman/Railtourer	2xWCRC 47	The Lord of the Isles - Aviemore-Workington-Crewe **CANCELLED**

3rd October

A1 Steam Loco Trust	60163	(Doncaster-)York-Leeds-S&C-Appleby-Carlile & return
Hastings Diesels Ltd	Hastings	Hastings-St. Leonards-Tunbridge Wells-Tonbridge-Sevenoaks-Kensington Olympia-Oxford-Evesham-Worcester Shrub Hill (break)-Droitwich Spa-Bromsgrove-Lickey Incline-Birmingham NS-Warwick-Oxford & return
Past Time Rail	5029	The Welsh Marches ExpressTBC- Shrewsbury-Bescot-tbc Cancelled
Pathfinder Tours	40145/DBS 66	Stockport-Manchester Victoria-Warrington BQ-Walsall-Cannock-Stafford- Whitchurch-Shrewsbury-Donnington railfreight Terminal-Shrewsbury-Salop Goods Jct (rev)-Stafford-Ironbridge (NR limit)-Stafford-Crewe-Manchester Victoria-Oldham-Manchester Victoria
PMR Tours	6233	(Leicester-Uttoxeter-)Crewe-Llandudno Junction-Holyhead & return
Railtourer	2xWCRC 47	Chesterfield-Alfreton & Mansfield Pky-Langley Mill-Loughborough-Leicester-Market Harborough-Kettering-Wellingborough-Bedford-Portsmouth & Southsea-Portsmouth Harbour & return
Railway Touring Company	34067 or 70013	(Poole-)Westbury-Taunton-Paignton-Kingswear (break/rev) & 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	825, 75029, 76079

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

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

The Week Ahead

by John Whitehouse

Two weekend charters that are scheduled to head to opposite ends of the country dominate this week's preview.

Probably the most ambitious is Railway Touring Company's 'West Highlander Steam Express' from Preston to Fort William and Mallaig. No. 5690 *Leander* is due to lead the train north on 25th September, providing the rare sight of a 'Jubilee' on both Shap and Beattock, for an overnight stop at Glasgow. Next morning K4 class Mogul No. 61994 *The Great Marquess* is booked to head the train from Glasgow Central, via the West Highland line to Fort William, where 'K1' No. 62005 will take over for a return trip to Mallaig. After overnight in Fort William, No. 61994 will again be in charge for the return as far as Cowlairs, where Leander will be waiting to return the tour back to Preston via the WCML.

The second trip is UK Railtours ' West Countryman' from Paddington, initially to Kingswear, prior to the train continuing to Plymouth for the first overnight break. Day two is a Plymouth to Newquay operation, with the train running ECS from Newquay to Penzance, where passengers will rejoin for the return to Plymouth. The last day features a visit to Okehampton, before returning to Paddington. DBS Class 67s are the likely motive power.

Earlier in the week, Statesman's last 'Fellsman' of the season is due to operate on 23rd September. These trains have been extremely successful, hence the additional two workings this month which have loaded extremely well. So well, in fact, that the train has been fully booked for some time. No. 5690 *Leander* has covered all the workings so far, but with it having a weekend booking to Scotland another locomotive could feature.

Steam along the southern end of the Midland Main Line is not a common occurrence, and Great Western steam even more rare. So the appearance of No. 5043 *Earl of Mount Edgcumbe* on Vintage Trains 'City of St. Albans' on 26th September will be a notable sight. The train runs from Tyseley Warwick Road, and is steam hauled throughout. The route is to Leicester, then via Melton Mowbray and Kettering to St Albans.

Steam Dreams report that the 'Cathedrals Express' from King's Cross to York and back with No. 60163 *Tornado* is fully booked. In fact this is the second consecutive Saturday that it has operated this train, and last week's working was a sell-out too! It certainly seems that the 'Tornado effect' is still very much alive and kicking - don't forget Railway Herald's own 60 minute DVD programme ... 'The Tornado Story', which is endorsed by the A1 Steam Locomotive Trust, is still available through the editorial office, priced at £10.95 (plus £1.50 p&p) - call 01904 500175 for details.

Compass Railtours has a weekend double, with tours to Aberdeen and Scarborough. The 'Forth & Tay Scotsman' on 25th September originates at Crewe and runs via the WCML and Falkirk to Dundee, crossing the Forth and Tay bridges en route. Although Dundee is the prime destination, for those interested, there is also an add-on to Aberdeen. The return working is via Perth and Stirling. Riviera Trains Class 47s are the booked motive power for both this, and the following day's outing to Scarborough, which sets out from Nantwich and picks up via Wolverhampton, Walsall and Tamworth.

Spitfire employs a pair of West Coast Railway Company Class 37s on the 'Purbeck Growler' to Swanage, from Crewe, Birmingham New Street and then south through Banbury, Reading, Winchester and Bournemouth. Meanwhile in the north, the SRPS head west to Plockton and Kyle of Lochalsh from Paisley Gilmour Street.

The proposed 'Lord of the Isles' trip which was a combined effort between Railtourer and Statesman Rail has been cancelled, while the onset of Autumn appears to be making in-roads into the railtour programmes, with no mid-week charters planned between 27th September and 3rd October.

New-build 'A1' Pacific No. 60163 *Tornado* passes Raynes Park, in south-west London, with a London Waterloo to Exeter St. Davids charter on 13th September. In the adjacent platform, a four-car Class 455/7 EMU departs for London. **Ian Docwra**

Ups & Downs by John Whitehouse

■ Two news tours from Torbay Express have been announced, including the promised replacement for the cancelled Yuletide Torbay Express on 12th December. This will be the 'Bristolian Christmas Special', a straight forward 'out and back' to London Paddington from Bristol Temple Meads and Bath Spa. Two weeks earlier the operator has steam from Birmingham International to Hereford running as 'The Ludlow Christmas Market'. The train originates at Eastleigh and picks up at stations via Reading West to Banbury, while the steam section is via Wolverhampton and Wellington, using the Abbey Foregate curve. It returns diesel-hauled throughout. The steam section of both trains is scheduled to be headed by GWR 'King' 4-6-0 No. 6024 *King Edward I*.

Pathfinder's overnight 'Buffer Puffers' reach the parts other charters do not!

The 'Buffer Puffer' trains have been good for Pathfinder, and quite rightly too, as they have proved an innovation in railtours aimed at the enthusiast market, similar to the pioneering 'spin and win' trains - and Pathfinder have excelled themselves with the 'Buffer Puffer 7.0 & 8.0' on 23rd & 24th October.

Both trains feature Hanson Class 31s in 'top and tail' mode and offer some interesting routes not normally available due to lack of paths. The lack of paths issue has been neatly sidelined by running 'Buffer Puffer 7.0' overnight, departing from London Liverpool Street at around 20.45, and proceeding to traverse the branches to Colchester Town, Sudbury, Braintree, Southminster, Southend Victoria and Upminster, before rolling into Euston around breakfast time. After a short break it is off again with 'Buffer Puffer 8.0', firstly to pick up at West Hampstead Thameslink and Liverpool Street, before setting off for a tour which encompasses DBS Lea Interchange, Waterloo, Selhurst Depot, London Bridge, Tonbridge Marsh Yard, London Victoria (for the first time), Caterham and then Victoria again for the final time. For those who joined '7.0' at Liverpool Street the night before, and then emerged from '8.0' at Victoria 24 hours later, well done. Maybe Pathfinder 'Buffer Puffers' should be an adopted event for the Olympic Games in 2012, the gold medal going to whosoever stays awake the longest!

Heritage diesel-traction forms the backbone of other tours in the autumn. Two feature D1015 *Western Champion*, commencing with the 'Western Rocks' on 31st October to Buxton. This starts at Bristol Temple Meads and picks up through to Birmingham New Street and Chesterfield, before heading for Huddersfield for a westerly trip across the Standedge route, and finally reaching Buxton via Stockport and Chapel-en-le-Frith. The return is through Peak Forest and then across the Hope Valley to Chesterfield, and home as outwards.

On 5th December, Pathfinder will be taking the bookings for an Irish Traction Group charter with No. D1015 to Scarborough. The route outwards is from King's Cross straight up the ECML (shades of 'Western Talisman' in 1976) to York, before continuing to Scarborough. On the return the tour takes the Beverley route, which has recently been made available to locomotive hauled trains once more following extensive engineering work, back to York. After a reversal it is the ECML all the way back to King's Cross.

Hanson Class 56 haulage is the feature of 'The Boot and Hoot' on 14th November from Banbury, via the Trent Valley to Crewe, where the tour reverses and heads to Shrewsbury and a visit to the Telford Railfreight Terminal at Donnington. Also on the agenda is Hooton, via Gobowen and Wrexham, and a trip along the Folly Lane branch. The tour returns south via Cannock Chase. It originates at Eastleigh, and travels via Reading and Oxford to Banbury with DBS Class 66 traction.

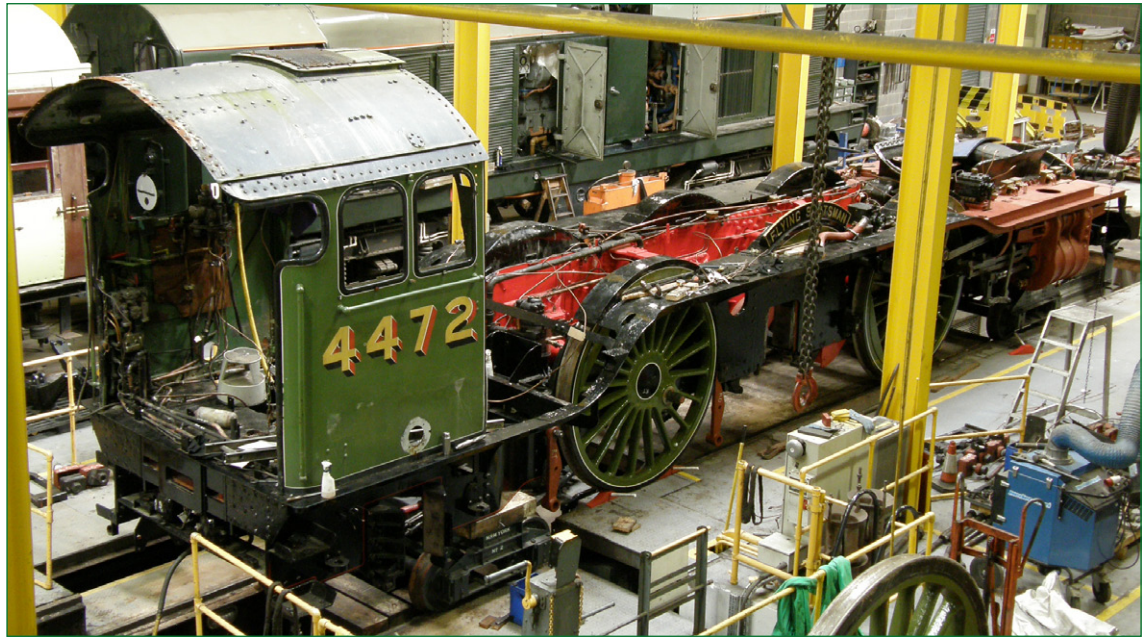
▼ **Class 67 No. 67003 passes Salfords on a VSOE luncheon excursion to Hove on 12th September. The train had originated from London Victoria and travelled via Chichester, Eastleigh and Woking. Andrew Crampton**

Special December charter for *Royal Scots Grey*

It has been announced that the owner of 'Deltic' No. 55022 *Royal Scots Grey*, Martin Walker, has agreed to the locomotive working a special charter service on 12th December.

The train, which is being promoted by Rail-Blue Charters, and operated by West Coast Railway Company will be the first charter working for 16 months, due to its engine problems. This special 'one-off' charter will leave Barrow Hill around 09.00 and travel via Sheffield, the Hope Valley line, Chinley South Junction, Great Rocks Junction, Buxton, Dove Holes, Stockport, Denton Junction, Ashton Moss South Junction, Miles Platting, Manchester Victoria, Patricroft, Earlestown, Warrington Bank Quay, Hartford LNE Junction, Hartford CLC Junction, Altrincham, Navigation Road, Skelton Junction, Northenden Junction, Hazel Grove, New Mills Junction, and back to Barow Hill via the Hope Valley line and Sheffield. As the locomotive is limited to one engine, the train will not exceed seven coaches and as a result, seats are limited. Rolling stock will be the Cargo-D blue & grey Mk2 vehicles. Adult tickets are £85.00 for First Class and £65.00 for Standard. There are concessions for group travel and juniors. The higher cost of the ticket reflects the short train due to No. 55022 being single-engined.

The repair of the locomotive's defective engine has now commenced, but this is a costly job. Martin Walker said: "Thousands of people have enjoyed *Royal Scots Grey* in full cry, both on the train and at the lineside nationwide. To enable 55022 to resume mainline operation in full working order requires a large amount of effort and finance. This charter is a one-off and by its very nature, has taken delicate negotiation to allow it to be operated at all". Any profits from the charter will go straight into the repair of the damaged engine. For further details and to book, click here.



GWR tank to visit Avon Valley Railway for November gala day

The annual Avon Valley Railway's Winter Gala, being held on 1st November, will include a guest engine, ex-GWR 0-6-0ST No. 813.

It will work on the Railway for two weekends before it features as the main attraction of the Gala. The locomotive will haul both passenger and freight trains over the three-mile line as part of an intensive timetable, combining with other steam and diesel locomotives and the line's Diesel Multiple Unit.

It will also be the first opportunity for the GWR 813 Preservation Fund's engine to be photographed with a number of the Group's own wagons, which have been superbly restored by the AVR's Wagon Department in recent years.

No. 813 will also be in steam on 7th November, taking charge during the day of one of the AVR's popular Driving Experience Courses, for which bookings are now being taken. In the evening a 'Pie and Pint' charter is being organised, offering guests the opportunity to ride behind the locomotive while enjoying suitable refreshment.

◀ **The long running overhaul of LNER 'A3' Pacific No. 4472** *Flying Scotsman* **is progressing slowly at the National Railway Museum. The locomotive is pictured in 'The Works' on 11th September, still with its centre driving wheels missing. Class 20 No. D8000 is undergoing its electrical re-wire in the background. Robert Jefferys**

Bodmin Autumn Diesel Gala - 26 & 27 September

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Appeal underway to return *Normandy* to steam

An external appeal has been launched to finance the overhaul of ex-London & South Western Railway 0-4-0T No. 96, which emerged from Eastleigh Works in 1893.

The class was built for use in freight handling yards and on short-haul freights. After a short spell working at Nine Elms, No. 96 was transferred to Southampton Docks in 1893, where it remained for the next 54 years. Upon arrival at the Docks, No. 96 received the name *Normandy*, and is notable for being impounded by HM Customs following the accusation that its crew was smuggling!

It served the Southern Railway until 1949, when, after a return to Eastleigh following being displaced by the USA tanks at Southampton Docks, the locomotive was loaned to Chislet Colliery in Kent, before receiving a full overhaul in 1950 when the BR number of 30096 was applied. For the next few years the routine for No. 30096 was shunting at Southampton terminus and Winchester City goods yard. It was also was one of two locomotives chosen to work two LCGB charters from Winchester Chesil to Southampton Docks and Eastleigh, which ran on 9th March and 6th April 1963.

After a spell out of traffic at Eastleigh in December 1963, the locomotive was sold to PD Fuels Ltd of Southampton, where some cab modifications were necessary and the name Corrall Queen applied, but it retained the 30096 smokebox number plate. Fame was to follow, when it was given permission to rescue a Class 33 that had failed on a train to PD Fuels in November 1970, becoming at that time, the first steam locomotive to work on Southern metals since 1967.

Following rumours of a bid from the fledgling East Lancashire Railway, a local group led by Harry Frith set up a fund to purchase the locomotive. Not being discouraged by the £1,000 asking price, the money was raised and the locomotive was moved to the Bluebell Railway in December 1972. A long spell of inactivity was to follow, with an overhaul not starting until 1977, and it was a further nine years before the 'B4' entered traffic on 30th July 1986.

The following years were eventful, with a spell at the Swanage Railway together with appearances at 'Woking 150' and an Eastleigh Works Open day during 1988. The D-Day celebrations of 1994 had the tank engine back at Southampton Docks, where its usefulness was emphasised when following a points failure it was able to move a heavy charter train in order to release the train engine, No. 777 *Sir Lamiel*.

A fast-track overhaul at the Bluebell followed, when it returned to service in black goods livery with the name *Normandy* reapplied. For the next few years the B4 worked the full range of Bluebell services until the end of its boiler ticket in July 2006. Since that time it has visited the NRM for its '1968 and all that' exhibition, Barrow Hill for 'Rail Power 2008' and to the 'Eastleigh 100' event.

The future is not bright at present, because the Bluebell is concentrating all its resources on the extension into East Grinstead, so funds are not available, which is why an outside appeal is being started to fund the required overhaul. The B4 Locomotive Group is looking to raise £50,000 for this purpose, which will include new tyres, a complete mechanical overhaul and associated boiler.

To support this very worthy cause, please send donations to A.J. Leaver, The B4 Locomotive Fund, 118 Ridgeway Drive, Bromley, Kent BR1 5DD. All donations will be acknowledged, and an email address or SAE would be appreciated. We can all marvel at the sight of *Tangmere* on the mainline, but No. 30096 on a short passenger train or pick-up freight is equally evocative in its own way.

Great Western steam back at Barry Rail Centre

Great Western 9400 class Pannier No. 9466 has returned to Barry nearly 35 years after it was rescued from Dai Woodam`s Barry Scrapyard.

The locomotive (in far better condition now than when it left the yard!) is now operating the first steam services at the Barry Rail Centre Tourist Railway, under its new custodian Cambrian Transport. The Chairman John Buxton said: "We have ambitious and exciting plans for the Barry Rail Centre, not only for running our Tourist Railway, but also in heritage restoration projects, skills training and commercial operations. Our plans for the Centre follow a similar model to that so successfully adopted at Barrow Hill. ".

The Cambrian Group has a long-term lease on the Barry Rail Centre from the Vale of Glamorgan Council, which includes the tourist railway.

▲ **GWR 9400 class 0-6-0PT No. 9466 was used to provide footplate rides from Hood Road station on 6th September, in conjunction with the Tall Ships event. Mark Thomas**

▼ **Ex-L&SWR Class B4 0-4-0T No. 96 *Normandy* stands alongside Class E4 0-6-2T No. 32473 at Horsted Keynes during a photographic charter on 14th November 2005. John Whitehouse**

▲ **Looking resplendent in BR green livery, ex Southern Region '4BIG' EMU No. 7059 stands in the platform at Loughborough on 13th September, as it waits to move as ECS to one of the station sidings for stabling, having worked its last train of the day. Providing motive power on the rear was Class 33 No. D6535. David Bissett**

Beattie Well Tank returns to Wadebridge after 42 years

On 19th/20th September, a live steam locomotive returned to Wadebridge for the first time since Beeching's axe closed rail services to the town in 1967.

The Bodmin and Wenford Railway celebrated the 175th anniversary of one of the very first railways in the country, the Bodmin and Wadebridge Railway, opening in September 1834. Although there is no longer a rail link to the town, there was live steam action, as standing on a small section of track in Jubilee car park was Beattie Well Tank No. 30587, one of the oldest working steam locomotives in the country, which for many years was based at Wadebridge.

Other live steam action was provided by traction engines, which re-enacted the steam link to Wadebridge by travelling from each of the original railway's terminus stations. Duncan Mitchell, who leads the 'B&W 175' team said: "We think it is highly symbolic that, although there is currently no rail route into Wadebridge, steam traction once again connected the two towns, and a Victorian steam locomotive will be fired up and ready to impress visitors and local people alike".

Adding to the event, Western Greyhound has agreed to provide two 'Routemaster' buses, one of which will provide a regular service between Bodmin Parkway and Wadebridge stations.

News In Brief

■ Pete Waterman shared the limelight with a new Hornby 'Castle' class 4-6-0 model at this year's Swindon Railway Festival. The festival, in its eighth year, took place at STEAM – Museum of the Great Western Railway - on 12th and 13th September. The loco, No. 7037 *Swindon*, the last 'Castle' to be constructed, has been produced by Hornby to celebrate next year's 175th anniversary of the Great Western Railway. Hornby is producing 1,000 of the models exclusive to STEAM priced at £129.99, and each will come in a presentation box and a souvenir guidebook written by Pete Waterman.

■ The Great Central Railway is taking advantage of the arrival of WD No. 90733 from the Keighley and Worth Valley Railway to stage a mini gala on 3rd and 4th October featuring three 2-8-0s, the WD and resident GCR locomotives LMS 8F No. 48305 and GCR Class O4 No. 63601. The WD has never operated passenger trains away from its home base, it will be something of a first. The 04 and the WD will double-head the 16.45 departure from Loughborough as both engines are facing south. The 8F is pointing north, presenting contrasting photographic opportunities.

■ The Peak Locomotive Society will be celebrating the 50th birthday of its Class 44 No. D4 *Great Gable* over the weekend of 26th/27th September. An intensive service will operate at the Midland Railway at Butterley on both days, which will feature in addition to No. D4, Nos. 45041 *Royal Tank Regiment*, Nos. D182 and 45133, the latter courtesy of the Class 45/1 Preservation Society. A special timetable will be in operation. For further details of the event, visit http://www.greatgable.co.uk

■ The Class 37 Locomotive Group has commissioned an exclusive limited edition collectors' model of Class 37/0 No. 37003 in OO scale from Bachmann in order to help raise funds to get the real thing back onto the mainline! The model, to be produced in 512 examples (each accompanied by an individually numbered certificate), will represent No. 37003 in mid-1970s condition in Rail-blue livery with split headcode boxes, no headlight, and with full bufferbeam skirts.

Llangollen look onwards to Corwen

The Llangollen Railway Trust has applied to the Welsh Ministers for an Order to authorise the construction of new railway track from Carrog to Corwen as required by the Transport and Works Act 1992.

Copies of the Application & Draft Order with supporting documents were placed on display at the public libraries in Llangollen and Corwen, as well as at Llangollen station from 17th September. The draft order gives statutory authority for the Llangollen Railway Trust to extend the existing railway for two miles from the present terminus at Carrog to a new station at Corwen, using the tracked of the former line that ran from Ruabon to Morfa Mawddach.

Any objections and representations about the proposals in the application must be received by 29th October addressed to the Welsh Ministers.

The preparation of the Application & Draft Order has been the subject of extensive investigation by a three-man project team of Llangollen Railway Trust members working with consultants over the past three years. It is now aiming to open the extension in 2012, when a new station at Corwen adjacent to the car park will feature a single platform with passing loop line and basic station facilities for passengers. It will be just a short walk from the station into Corwen town centre.

A major funding raising appeal will be launched shortly by the Trust to finance its share of the project, aside from the volunteer labour input from members. Funding from the Welsh European Funding Office and the Welsh Assembly Government will support the project.

Announcing the siderod symphony!

The Heritage Shunter Trust will be holding its 'Shunter Hunter Extravaganza' (or 'The Siderod Symphony') on 26th/27th September.

Featuring a feast of haulage by ex-British Rail diesel shunters both on the Peak Rail mainline and on brakevan rides. Motive power will be supplied by Class 01 No. D2953, Class 02s Nos. D2854 and D2868, Class 03s Nos. 03099, D2139 and D2199, Class 05 No. D2578, Class 06 No. 06003, Class 08 No. 08016, Class 14 No. D9525 and Class 97 No. PWM654 together with industrial shunter *Bigga*. Unfortunately Class '04' No. D2284 is currently out of service and will not be ready in time for the event.

The event will see the preservation debut on public passenger trains of Class 03s Nos. D2139 and D2199, although all locomotives are subject to availability on the day and some will only operate on brakevan rides.

Souvenir commemorative tickets will be isssued and each rover (Adults £15, Children £7.50) and brakevan ticket (£5 per ride) purchase includes a complementary copy of the trust stocklist, normally priced at £2.50. Discounts are available for families.

Those shunters not in action will be positioned for photography throughout the weekend, and shed tours will be available.

In addition, the Darley Dale Narrow Gauge Railway will be operating on both days. A small supplementary fare is payable for a train ride. Ex-BR 85049 and 85051 have been confirmed as running by the owner of the DDNGR.

▲ The Swanage Railway Autumn Gala over 11th-13th September hosted the West Somerset Railway's S&D Class 7F 2-8-0 No. 88 as its guest engine. Here, it leaves Norden on 12th September working in 'top and tail' mode with 'M7' 0-4-4T No. 53. **Fred Kerr**

Severn Valley buys wheel-drop from Leicester shed

The Severn Valley Railway has plugged the last major gap in its locomotive engineering and repair facilities at Bridgnorth Works, with the acquisition of a fully-operational electric wheel-drop from the former Leicester Midland (15C) steam shed.

Bought for just its scrap value of £3,500, the Cowans & Sheldon wheel-drop will be removed from its present location in the two-road 'straight shed' at Leicester early next month, and placed into temporary storage until excavations of the pit road in Bridgnorth shed to receive it are completed during the first quarter of next year. The 'bargain' purchase price however pales alongside the cost of removing the wheel-drop from Leicester - around £25,000, and is dwarfed still further by the anticipated cost of installing in at Bridgnorth, estimated to be between £100,000 and £125,000.

But the installation is expected to save the SVR around £30,000 a year. An appeal is being made for donations to help offset the costs, and among the fund-raising initiatives is the introduction at next weekend's SVR Autumn Steam Gala of a new bottled beer, 'Wheeldropper Ale', which has been specially produced by the local (Cleobury Mortimer) Hobson's Brewery. It will go on sale at the railway's two pubs, 'The King & Castle' at Kidderminster, and 'The Railwayman's Arms' at Bridgnorth, as well as on SVR dining trains.

Despite the railway's 40-year standing as a steam heritage railway, it has never had a wheel-drop facility. Instead, it has relied heavily upon the screw lifting jacks it acquired from London Transport's Neasden Works many years ago, and two 30-ton capacity cranes to lift locomotive frames and release their wheels for re-tyring or carrying out axlebox and frame repairs. The ex-LT jacks, however, are weight-restricted to a maximum of 60 tons. The 'new' wheel-drop, last used some eight years ago to facilitate the replacement of diesel locomotive mainsprings, comes without such restrictions, and will have the capability to 'drop out' driving wheels of up to 7ft. in diameter.

To accommodate the wheel-drop, contractors will have to excavate a hole some 17 feet deep in the floor of the shed, but test borings had to be undertaken first to establish that the geology was suitable. Fortunately, the stratum is sandstone, which is fairly easily excavated, while providing a firm base for the wheel-drop at the same time. The work is scheduled to start in January next, which is the quietest time of year on the railway, and it should be installed and working by Easter.

Network Rail's NMT, with powercars Nos. 43013 and 43062, heads south with the 06.50 Derby RTC-Swindon Cocklebury Yard around the curve at Abbotswood, on the Worcester avoiding line, on 16th September. **John Stretton**

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 Road, 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. Starts 18.30. Contact Colin Cowey on 07946 482343 for details.

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

Workers Education Association
Library Room, Ewell Road, Surbiton. 'Home and Away' by Dick Crane. Meeting commences at 19.00. Contact 01234 351771 for 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. Starts 19.45. Donations appreciated.

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

25th September 2009

Shropshire Rly 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 Rly 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 & 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)
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. Call the Secretary (01525 750149) for 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. Starts 19.30. Admission charge £2. Contact 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. Starts 20.00. Contact Lionel Jones on 01934 628289 or e-mail fotophile69@talktalk.net for 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.

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)
Great Western Hotel, Exeter. 'European Rail Traffic Management Sysem' Starts 12.00. Contact the Secretary, Phil Harrison on 01179 765432 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.

▼ **Class 390 No. 390045** *101 Squadron* **heads south through Crewe on 15th September with a Liverpool- London Euston service, passing classmate No. 390049** *Virgin Express,* **which is departing for Manchester Piccadilly. Neil Bradley**

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)
(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)
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. Starts at 18.30. Contact 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)
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 Bruce Cakebread on 01273 462094.

13th October 2009
Abergavenny and District Steam Society
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny 'My Father's Work in B&W' by David Cross. Starts 20.00. For details contact ken.mumford@ntlworld.com.

Monmouthshire Railway Society
Room A28, UWCN, Allt-Yr-Yn Ave, Newport, South Wales. 'The Work of the Railway Heritage Committee' by Neil Butters. Meeting commences at 19.30. Admission £3

Permanent Way Institution (Irish Branch)
Bridge House, Tullamore. 'SCHWIHAG' Meeting commences at 12.00. Contact the Secretary, Tara O'Rourke on 00353 87 2943562 or be e-mail at tara.orouke@irishrail.ie for further details.

Permanent Way Institution (Lancaster, Barrow & Carlisle Branch)
Bridge House, Tullamore,. 'Presidential Address - The Role of the PWI in the Future Railway' by Bob Cummings. Meeting commences at 12.00. Contact the Secretary, Philip Bull on 07920 702641 for further details.

RCTS (Merseyside, Chester and North Wales Branch)
Observation at Carlisle 08.45 to 18.30. Contact Geoff Morris on 01244 376808 for further details.

RCTS (Nottingham)
Nottingham Mechanics, 3 North Sherwood Street. 'Railways in the North West in the 1960s' by Bill Chapman. Meeting starts at 19.30.

RCTS (Scunthorpe)
The Star Public House, Rochdale Road, Ashby. 'Presentation by a Professional Railwayman' by Tom Greaves. Meeting starts at 19.30.

Tewkesbury Rly Society
YMCA, Church Street, Tewkesbury. Slide Show 'Newly Mounted Images from the Last 15 years' by Mike Dodd. Meeting commences at 20.00.

14th October 2009
Basingstoke & District Railway Society
Wote St Club, New Road, Basingstoke. Society Photographic Competition. Starts 20.00. Visitors welcome. Contact the Secretary on 01256 326096 for further details.

Oxfordshire Rly Society
Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LN. 'SERCO Rail Test Vehicles' by Chris O'Donnell. Starts 19.30. Visitors welcome £3.

RCTS (Hitchin Branch)
Hitchin Christian Centre, Bedford Road. '21st Century Steam' by John Day.Meeting commences at 19.30.

RCTS (Radyr Branch)
Old Church Rooms, Park Road. 'More Rovers - Railtours inthe 1980s' by Paul Udey. Meeting starts 19.30.

Swiss Railways Society (London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross Station). 'Historic Slides of Jura and Solothum from the LRTA Archive' by Roger Jones. Starts 19.00. A £2 donation is requested. Contact Ron Dawes on 020 8660 3532 for further details

15th October 2009
Breconshire Railway Society
R.A.F.A. Club, The Struet, Brecon 'Neath to Fishguard in the 60s' by Martin Davies, Meeting commences at 19.30. Contact the Secretary, Arthur Robinson on 01982 560219 for further details

Permanent Way Institution (Irish Branch)
Cultra, Belfast. 'SCHWIHAG' Meeting commences at 12.00. Contact the Secretary, Tara O'Rourke on 00353 87 2943562 or be e-mail at tara.orouke@irishrail.ie for further details.

Marlow & District Railway Society
British Red Cross Society, Victoria Road, Marlow. 'A Railway Retirement - the journey continues...' by Phil Marsh. Doors open 19.45 for 20.00. Non-members £2.

RCTS (Darlington Branch)
The Scout Buiulding, Widdowfield Street. 'Signalling Adventures' by John Foreman. Meeting commences at 19.00.

RCTS (Shipley Branch)
Saltaire Methodist Chapel, Saltaire Road, Shipley. 'Modern Traction at Home and Away' by John Whiteley. 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

Class 60s are still occasionally allocated to lighter loads as No. 60085 proves, passing Melton Ross with the Neville Hill to Immingham tanks on 16th September.
George Woods

Magazine Information

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Railway Herald is produced by Railway Herald Ltd (Registered as company number 05837609 in England).
VAT Registration: 942 6509 14
Registered office: Hobarn House, 12 Brompton Road, Northallerton, North Yorkshire, DL6 1DY

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EWS
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