Railway Herald

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The electronic journal for the railway enthusiast

Railway Herald

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Shunters, Deltics, Westerns and Tractors...

... just some of the highlights of the North Yorkshire Moors Railway's annual Diesel Gala event which took place over the weekend of 18th-20th September and included visitors from the National Railway Museum and the East Lancashire Railway.

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On 20th September, visitng Class 47/4 No. 47580 *County of Essex* **leads the 12.20 NYMR service to Battersby through Commondale. Bob Lumley**

▲ Work is currently on-going on Span 4 of London Paddington's station roof. Bill Turvill

Work underway on Paddington roof refurbishment

The major refurbishment of Paddington station has moved a step closer with work starting on the £35 million project to fully restore Platforms 9 to 12 and Span 4, the Edwardian roof above, which is hidden by a false ceiling erected in 1996 to protect passengers from the ageing glass.

From now until late 2010, engineers will work high above people in the station to repair the metalwork and replace all the glazing, allowing light to return back to the platforms. The complete Span 4 project includes the roof, the platforms, the structures supporting London Street, and a network of bridges and walkways, as well as the mechanical and electrical systems. All of these are being either renewed or replaced, the work designed so that the roof should not need major maintenance again for some 25 years, while the new and restored structures can expect to be used for another 75 years.

All this is to be achieved without closing the station and with minimal disruption to passengers. The work to restore Span 4 will make the station much brighter and will lay the foundations for further improvements including Crossrail and the possible future electrification of the Great Western main line, the existing taxi rank next to Platform 1 being moved over to the Span 4 side of the station, leaving space for a brand new Crossrail interchange.

Isambard Kingdom Brunel is credited with the first idea for trains crossing London, and had a scheme that was eventually withdrawn, for Great Western trains to run underground at Paddington. As preparations for the Crossrail programme get under way, this vision of faster links between the City's east and west is at last getting closer to being realised.

The Crossrail network will run from Maidenhead to both Shenfield in Essex and Plumstead in South-East London, allowing passengers to travel into and across London without having to rely on the Underground or main line rail services. The scale of the engineering challenge involved is massive, with a new tunnel being dug under the city and major station expansion and development projects along the entire route currently estimated to cost £2.3 billion.

Euston Arch revival plans announced

The Euston Arch Trust has announced plans for rebuilding the Greek revival landmark that was 'officially vandalised' when the present-day station was built in the early 1960s.

The Trust said: "The forthcoming redevelopment of Euston station provides an unmissable opportunity to reinstate the spectacular Doric Arch. We are talking about a building of international importance. Once reconstructed, it would vastly improve the public realm, attracting investment and visitors to this part of London".

The Euston Arch was built in 1838 and, towering 70ft above the ground, was the biggest Doric gateway in the world. Despite many protests, the 4,500ton structure was demolished and its stones dumped into a tributary of the River Lea in East London to fill a hole in the riverbed. Now British Waterways has dredged the channel and managed to salvage the discarded rock on behalf of the Euston Arch Trust as it carries out repair work to the waterways around the 2012 Olympic site, and the Trust has announced an ambitious £10 million design to rebuild the arch on the original site, with a nightclub in the foundations and lifts rising up the pillars to a banqueting hall, seating around 80 diners. Beneath the banqueting hall, the building will be open and buses and taxis will be able to drive through it.

The plans could form part of the major redevelopment of Euston station after it was announced that the existing terminus would be demolished and rebuilt at a cost of £1 billion. The campaign to rebuild the Euston Arch has been immensely popular in London, attracting support from architects, historians and celebrities.

Upgrade for 9ft 6in containers starts

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

Network Rail, which is delivering the £71 million scheme, is to carry out work at almost 50 sites between Southampton and Nuneaton to enable the larger containers, preferred by many global shipping firms to be transported efficiently by train across the whole of the country. Associated British Ports at Southampton is home to GB's second largest deep-sea container terminal, DP World Southampton. The port is the key entry point for a wide range of products, and currently around 25% of containers that are handled at Southampton are moved by rail. To increase this it will be necessary for the railway to be able to carry the 9ft 6in 'high-cube' containers. Overall, the Government is investing £350 million in rail freight infrastructure, the most significant funding for many years, and this project is said to be a key step towards the development of a strategic freight network in this country. The route will take freight from Southampton to the WCML near Nuneaton, via Winchester, Basingstoke, Didcot, Oxford, Banbury, Leamington Spa and Warwick, and improvements are being planned along the route to structures that are not currently large enough for the high-cube containers to pass through. These are scheduled to be carried out over the next two years.

Calls for Government to implement high-speed network to help the North

The Northern Way Transport Compact is calling on the Government to implement a comprehensive high-speed rail network to drive economic growth in the Northern regions.

A report entitled 'Transforming our Economy and our Connectivity: High-Speed Rail for the North' sets out recommendations for a high-speed rail network for Britain that serves the city regions of the North. This includes better utilisation of existing main lines before new high-speed lines can be built.

Speaking at the launch of Greengauge21's published "Fast Forward" report on high-speed rail, Professor David Begg, Chairman of Northern Way said: "We need a 30-year rail strategy, and high-speed rail is a critical part of it. What's the alternative? There is evidence after evidence that we will run out of capacity. We would be the laughing stock of Europe and the world if we were to plan to design a railway for the 21st Century to run at 200kph rather than 400kph. But it's not just about capacity. A two-line north-south high-speed network serving the North's city regions on both the east and west sides of the Pennines and linking London with Scotland can help transform our international competitiveness, lead to a more equitable spread of wealth across the country as a whole and contribute to carbon reduction as well. The benefits to the North's economy come about not just from better links to London, Heathrow and Europe through the Channel Tunnel, but importantly also by faster links between the North's city regions".

The Northern Way Transport Compact has representatives of the three northern Regional Development Agencies, three Regional Assemblies, city regions, private sector, Passenger Transport Authorities, Passenger Focus and Government Offices with observers from the Department for Transport, the Highways Agency, Network Rail and Passenger Transport Executives.

Responding to the above announcements on high-speed rail by Greengauge21 and the Northern Way, the Chairman of the Leeds City Region Board, said: "I am pleased to see that what we now have is a consensus of opinion that the UK needs a network of high-speed rail routes, which include Yorkshire's Leeds and Sheffield City Regions. Greengauge21's findings echo the recent calls of the UK Core Cities group and our City Regions' MPs, and are in line with those of our own studies, which indicated that a line serving Sheffield and Leeds would generate over £30 billion of benefits. I have been heartened by Transport Minister Lord Adonis's pledge that he would take a balanced view on high-speed rail and welcomes these latest reports, which further tip the scales of good reason in the favour of more than one route. I know local business organisations including the Leeds Chamber are backing our united approach and will continue to work with all our partners to ensure that the Minister and his officials make what we are certain is the right decision for the Leeds City Region, for Yorkshire and for the whole of the UK". The Director General of South Yorkshire Passenger Transport Executive also welcomed the report and its call for the London to Birmingham high-speed line to be connected to the Midland Main Line, which could slash journey times between Sheffield and London, and said: "We will be working with Greengage21 over the next few months to stress the enormous benefits a high-speed network would have for the entire Yorkshire region".

▲ **Class 57/3 No. 57304** *Gordon Tracy* **waits for Class 390 No. 390014** *City of Manchester* **on a Glasgow to London Euston service to continue its journey south, before continuing its own journey with the Chirk-bound timber train. Colin Irwin**

First GBRf

The Eton Rifles
Sunday 11th October

Come and join us on a unique charter train, raising money for 'Help for Heroes'.
We will be using some of our Class 73 locos, hauling the Hastings DEMU to various lines in London, Including Epsom Downs, Chessington, Windsor and Eton Riverside and Shepperton.

From Hastings (Depart 08.35 /Arrive 19.34), Tunbridge Wells (09.16 / 18.42), Tonbridge (09.36 / 18.24) Orpington (10.01 / 18.03) and Waterloo (10.42 / 17.21)

Tickets are for a £40 minimum donation.
You can book via UK Railtours 01438 715050 / www.ukrailtours.com for more details.
Routes and timings CONFIRMED by Network Rail

Metro and Light Rail News

First GBRf commences fourth year of its LU contract

First GBRf is starting the fourth year of its 10-year contract for London Underground, having laid over 50km of track during 82 ballasted track renewal possessions to date.

The company is contracted to supply locomotives and deliver raw materials to replace the track on the London Underground. Since GBRf started the contract in August 2006, it has increased the number of trains it runs for the project by almost 50%, from 81 to 1,175. These figures include the trains running from First GBRf's depots to the site of works and all of the supporting locos it deploys to deliver new materials and dispose of waste in preparation for each possesion.

Managing Director, John Smith, commented: "At the time, the London Underground project was the biggest contract win in our history, which we won as we were the only operator able to offer expertise on mainline rail and the Underground. We are on target to achieve the 100th possession by the end of April 2010, and look forward to completing what is proving to be a very exciting project for First GBRf".

Station design for Crossrail to be energy efficient

Crossrail stations in Central London are to be built to a 'humped' design in an effort to cut operating costs and keep passengers cool.

Engineers working for the project intend to optimise tunnel alignments to have uphill gradients on the approach to underground stations and downhill gradients on departure to harness gravity to slow and accelerate trains. This is said to significantly reduce the braking and traction energy required, which would ultimately have been released as heat energy into the tunnel. Using the humped station tunnel design will help London's new east-west railway to avoid the problem of the London Underground system where station temperatures regularly become uncomfortable for passengers.

However, the larger, National Rail-size tunnel design will also help air flow through tunnels as well as making it possible to run air-conditioned trains, a feature that has been specified in the brief for rolling stock manufacturers.

▲ **The first-built of the Docklands Light Railway Class B07 B-2-B units, No. 101, arrives at Pudding Mll Lane on 4th September, leading a Stratford-Crossharbour service. Brian Morrison**

Redevelopment of Edinburgh Waverley starts as £10 million proposals announced for Dundee

Network Rail has started the first stage of a £130 million project to redevelop Edinburgh Waverley station, with the demolition of a redundant Post Office depot on the north-east side of the station.

The work will involve the isolation and demolition of the compound and the roof level conveyor that once linked the station to the General Post Office building on Princes Street. The work is to take place until the end of November, with four Sunday closures of Platforms 1 and 2 taking place between 11th October and 1st November to allow work to take place over the tracks.

Once cleared, the site will be used as a compound for the wider improvement scheme due to take place over the next four years. The renewal of the station's renowned Victorian glazed roof is at the heart of the project, with the aim to create a bright and spacious station environment. New entrances from Market Street and from Princes Street, via Waverley Steps, are also planned, along with improvements to the station concourse and building exteriors.

Plans have also been drawn up for a £10 million-plus redevelopment project to transform Dundee station. The proposals have been prepared on behalf of the Dundee Waterfront Project, a partnership involving the city council and Scottish Enterprise, but will have to be agreed and implemented in conjunction with Network Rail.

Negotiations between representatives of the project and Network Rail, Transport Scotland and First ScotRail are about to get under way in a bid to secure agreement for the long-awaited station upgrade. Although Network Rail maintains that the station is 'fit for purpose', the feeling in Dundee for many years has been that it does not present a good first impression of the city for rail passengers, nor does it encourage more people to use the train. If the new proposals are adopted and brought to fruition, a modern station complex will be created along with a redesigned concourse. As well as improving the existing facilities for travellers, the plans envisage a First Class lounge, Dundee being the only one of Scotland's main city stations without one-retail outlets, office/commercial units and a cafe/restaurant. While the platform area will remain: much as it is, there would be a translucent canopy to let in more light and give a much brighter effect.

First Class 395 'Javelin' named at Ashford International

On 21st September, Jamie Staff, Beijing Olympic Team Pursuit Cycling Gold medalist, introduced Class 395 No. 395016 at Ashford Internatioinal named after himself in recognition of being one of 'Britain's Fastest'.

Jamie Staff was selected by a public vote of over 1,000 to find the 11 fastest Britain's to join Dame Kelly Homes (who named the Class 395 'mock-up' and whose name will be transferred to one of the first 12 'Javelins'. The 12 trains will be named after Jamie Staff, Beijing gold medallist, Dame Kelly Homes, double Olympic gold medallist, Steve Backley, double silver Olympic medalist, Sir Steve Redgrave, five time Olympic gold medalist, Rebecca Adlington, double Beijing gold medalist, Chris Hoy, triple Beijing gold medalist, Ben Ainslie, triple gold and silver Olympic medalist, Daley Thompson, double gold Olympic medalist, Duncan Goodhew, Olympic gold medalist, Katherine Grainger, triple Olympic silver medalist, Lord Sebastian Coe, double Olympic gold medalist and Dame Tanni Grey-Thompson, 11 gold Para-Olympic medalist.

▲▲ **Class 395 'Javelin' No. 395016** *Jamie Staff*, **the first of 12 to be named after 'Brtain's Fastest', prepares to depart from Ashford International on 21st September, after the naming event.**

▲ **The modern style name panel attached to Class 395 No. 395015 detailing the name, the athlete's achievement and his signature - the latter believed to be a first for a naming! Both: Brian Morrison**

▲ **Councillor Bill Cameron receives a mounted model of Class 156 No. 156444, shortly after unveiling his own name on the side of the unit. Both: Martin Brown**

One of Cumbria's longest-serving Councillor's honoured at ACoRP event

The annual rail festival held by the Association of Community Rail Partnerships (ACoRP) took place on 26th September at Carlisle.

As part of the festivities, the opportunity was taken to honour one of Cumbria's longest-serving Councillors, who is one of two gentlemen that have been Cumbrian Councillors for longer than Cumbria has been around! They were elected in 1973 as councillors for the 'shadow authority' of Cumbria County Council, which for one year ran alongside the outgoing councils of Cumberland and Westmorland, as well as the areas of Lancashire and West Yorkshire which were to merge together to become Cumbria.

Bill Cameron was Chair of West Coast Rail and was Chair of the campaign to save the Settle & Carlisle railway line after British Rail announced it was planning to close it in 1983. "Our strategy was to prove that it was still useful and we built up the number of passengers from 90,000 a year in 1983 to half a million a year in 1989," remembers Bill. "At the end, Michael Portillo was the Transport Minister and he was a real railway buff. I was having lunch with him in Workington and he got summoned back to London and I thought 'this is it, they're finally going to close it' but then they announced they were going to save it".

Mr Cameron unveiled the nameplates on Class 156 No. 156444, prior to the unit working the 12.30 service to Newcastle.

Heart of Wales Diversions

▶ Over the weekend of 20th/21st September, the South Wales main line was closed for engineering work at Bridgend, and as a result, some freight workings were diverted over the Heart of Wales line. On 21st September, DB Schenker Class 66 No. 66060 heads the 05.55 Llanwern to Margam, via Craven Arms and Llandrindod Wells, steel service thorugh Llandovery.
Stuart Warr

Stratford-on-Avon Parkway?

Plans for a new £6.5 million 'Parkway' station for Stratford-upon-Avon have been put forward. Stratford Parkway would be at Bishopton, in between the existing Wilmcote and Stratford stations, and where a park and ride facility is already situated.

A report said that commuter numbers from the town to Birmingham were growing, as were the number of tourists, and it is hoped more people will switch to using the train rather than the car if the station is built. It is thought the Department for Transport will fund the station, together with investment from the private sector and the County Council.

UK News In Brief

■ The consortium that wants to take over the National Express group was due to confirm a deal with the Takeover Panel on 11th September in a proposed bid of £765 million, but the Cosmen family of Spain and buy-out specialists CVC have requested and received a second extension to 16th October to commit to a bid.

■ Following the Department for Transport's announcement that Southern's parent company Govia had successfully retained the South Central franchise, the Secretary of State for Transport, Lord Andrew Adonis, will formally welcome the start of the new franchise at Eastbourne station on 30th September. The station is said to have been transformed to include all of the new features that are to become the norm at Southern stations across the network. Lord Adonis will make an address, welcoming the start of the new franchise and will formally open the brand new passenger lounge.

■ Northern Rail has refurbished Widnes station at a cost £90,000, transforming both the ticket office and the exterior to create a brighter and more welcoming environment. The ticket office has been redecorated throughout and now has a new DDA compliant window, new lighting, new flooring and new doors to the platform and forecourt. The exterior has been given a new livery of Northern white and blue and new signage and poster cases have also been installed.

■ The collapse of a high voltage overhead cable at the Eurostar Platform 9 at St Pancras International on the evening of 23rd September resulted in passengers from the 17.13 train scrambling from the coaching stock in order to avoid any effects from sparking and highly dangerous cable. Thankfully, no one was hurt and trains were up and running again by 21.30. Passengers aboard other Eurostar trains were clearly exasperated by the fact that they would have to miss rental car reservations, as well as train and plane connections, and would only receive a one-way ticket to Paris as compensation. An investigation has been launched to determine why the cable collapsed.

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 21st-28th September
Last weeks Issue 194 was downloaded **30,826** times and a total of **3,298** copies of previous issues were also downloaded. The *RH* website has provided **248,643** web pages to users, an average of **24.6** 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.

Service improvements for Scotland

Following improvements to services on the Edinburgh-Fife-Aberdeen line introduced in December 2008 and in the summer timetable earlier this year, there are significant additions in the new December timetable this year announced by Transport Scotland.

There is to be a new hourly fast train between Glasgow Central and Edinburgh via Shotts, and a new half-hourly service between Glasgow and Kilmarnock. Also, earlier morning services to make better morning connections to London are being introduced from Ayr and Gourock to Glasgow, between North Berwick and Edinburgh, between Dumfries and Carlisle and introductory early morning trains from Dumfries to Glasgow and late evening from Glasgow to Dumfries.

The new hourly service between Glasgow Central and Edinburgh via Shotts more than doubles the number of journeys running on that line, the service being the first of a package of improvements between Glasgow and Edinburgh, as identified in the Scottish Government's Strategic Transport Projects Review. Journey times will also be cut between the principal stations on the route to both Glasgow and Edinburgh, and additional services will operate in the evening in both directions, offering more regular trains.

The new services provide faster journeys for Lanarkshire passengers travelling to and from Edinburgh and for West Lothian passengers travelling to and from Glasgow. Also passengers in Ayrshire will welcome the new half-hourly service between Glasgow and Kilmarnock, with 68 trains per day now calling at Kilmarnock, compared to 36 trains at present. In south-west Scotland, the timetable has been amended to maintain connections with the Stranraer ferries, offering a wider spread of services from Kilmarnock to Ayr and beyond in the evening peak.

Nottingham to be shut for 37 days for track improvement work

Nottingham station is scheduled to shut completely for about 37 days in 2012 while track improvements costing £71 million are undertaken.

Network Rail claims it hasn't yet decided on the exact dates that the closure will take place, but a Nottingham councillor maintains that he has been told that it will be during the London 2012 Olympics, If this is the case, it is feared that the closure will make it difficult for people from Nottingham to go to London for the Games, and will prevent both overseas tourists and Olympic teams from coming to the city. The councillor said: "The county and city need not just to get our residents to London to see the events, but to get people up here during the games. And we are trying to get other countries to base their teams here. This is just an obstacle that we don't want to see put in the way". However, summer is traditionally a quieter time for rail travel and it is understood that Network Rail believe many people will stay at home to watch the Games on television rather than use the railways.

▲ **Unique-liveried Class 60 No. 60074** *Teenage Spirit* **is currently working out of Peak Forest. The loco is pictured shunting at Cemex's Dove Holes Quarry, Peak Forest. Geoffrey Arnold**

More historic restoration for Network Rail at Blackfriars

As part of Network Rail's £350 million redevelopment of Blackfriars station, the 'destination wall', specially designated for protection by the Railway Heritage Committee in April this year, will be carefully removed stone by stone from its current location in the upper concourse of the station, left of the ticketing gates.

The wall, part of the original façade of the 1886 station, then called St Paul's, features the names of 54 destinations, each painstakingly carved into separate sandstone blocks. The blocks vary in size and weight, with the lightest weighing around 45 kilograms and the heaviest up to 120 kilograms. A large number of them bear the names of the business capitals of Europe, highlighting the importance of the railway and Blackfriars as a main departure point from London over 120 years ago. The company that is also currently carrying out restoration work on two other historic features of the Blackfriars station area for Network Rail, the Temperance Fountain and the statue of Queen Victoria, will restore it to its former glory. It is expected that the restoration work will take up to 1,900 hours and will involve working from the top down, carefully chiseling mortar joints between each stone, numbering each piece, then lifting them down and packing them in specially designed crates. Following this the lettering of each stone will be gilded in 24 carat gold leaf using the oil gilding technique, before the wall is rebuilt in its new location. Network Rail's head of corporate responsibility, commented: "The destination wall is a fascinating and treasured piece of rail history, and we are committed to preserving it. Incorporating the wall into the design of the new station is also highly symbolic, given that a number of new destinations will become directly accessible from Blackfriars station when this landmark project is completed ahead of the 2012 Olympic Games".

STAY OF EXECUTION

The greatest diesel gala – EVER!

To celebrate the 10th anniversary of the 'EWS Classic Traction' event, this programme is being re-issued on DVD. Not only digitally re-mastered but also extended to include previously unseen footage, this programme is the inside story of the extraordinary diesel gala that was staged at the East Lancashire Railway in September 1999.

Eight visiting EWS freight locos – either living on borrowed time or dragged from the scrapline – spent three days entertaining passengers and those at the lineside - **31 110** (re-painted back into BR green livery to mark the locos 40th anniversary), **33 202** (from store at Immingham complete with *The Burma Star* nameplates), **37 351** (LOUD, clagging and re-numbered 37 002), **37 906** (from store at Immingham suitably named *Star of the East*), **47 306**: (resurrected from the Old Oak Common scrapline), **56 006** (making its public debut in retro BR blue livery), **73 129 & 73 133** (going boldly where no ED's had gone before).

This DVD features all the action from all three days as the veteran locomotives (manned by a team of enthusiastic EWS drivers) produced a series of spectacular performances to produce thrash and clag galore! There are also features 3 mini ***'Wired for Sound'*** cab rides on board 37 906, 47 306 and 73 133. As well as all the action from the event there is exclusive behind the scenes footage from Immingham and Old Oak Common depots as the locos are resurrected and prepared for their moment of glory, including start-to-finish sequences of the re-paints of 31 110 and 56 006. If you were there you will know what to expect. If you weren't you'll wish you had been!

STAY OF EXECUTION is available on DVD priced at £19.95 (post free) from the address below. Alternatively you can pay by credit or debit card by calling us on our CREDIT CARD HOTLINE on 01753 545888.

LOCOMASTER PROFILES

Freepost (SL2253), Langley, Slough, SL3 6BP

Wrexham & Shropshire to transfer to Chiltern Railways

From the New Year, the Wrexham & Shropshire intends to transfer its operating rights to Chiltern Railways, a company wholly-owned by Deutsch Bahn (DB).

Chiltern Railways has been providing operational support to the Wrexham & Shropshire since its operations started last year, and owns 50% of its shares, the other 50% being split between the shareholders of Renaissance Trains and John Laing.

Deutsch Bahn, the state railway of Germany, will now operate the two passenger franchises in addition to this country's largest rail freight distribution company, DB Schenker. Andy Hamilton, Managing Director of Wrexham & Shropshire, said: "This comes at an exciting time for Wrexham & Shropshire. With our improved timetable starting shortly and refurbished trains arriving, this change will be of huge benefit to the company. By operating as part of Chiltern Railways, we will be able to serve additional stations such as Leamington Spa, and will benefit from the single-minded commitment of one of the world's most successful transport companies".

▼ **The 16.33 London Marylebone to Wrexham service passes Kings Sutton, south of Banbury, on 24th September powered by Class 67 No. 67010 on the rear, with Mk3 DVT No. 82301 leading. The Wrexham & Shropshire branding is to be retained following the transfer to Chiltern. Ken Brunt**

Could a new company under the brand of GNER really be the way forward to launch services?

The name Great North Eastern Railway (GNER) could make a comeback, following plans submitted to the Office of Rail Regulation (ORR) for new Open Access services on the East Coast Main by Alliance Rail Holdings Ltd.

GNER is proposing the introduction of four new services each day between London King's Cross and Sheffield/Huddersfield and four daily services between King's Cross and Grimsby/Cleethorpes. In addition it is proposing the introduction of an 'inter-city' service between Hull and Liverpool, via the Calder Valley. At the same time, another Alliance Rail Holdings concern, the Great North Western Railway Company (GNWR) has submitted plans to the ORR for three new high-speed services on the West Coast Main Line (WCML), which would provide new direct services between London Euston and Huddersfield/Leeds, Euston and Halifax/Bradford, and Euston and Carlisle, via Barrow and the Cumbrian Coast.

The company says that the proposed services are designed to bring new direct high-speed rail links to areas that have been either without such a link for many years, or have recently seen their services downgraded, and in addition, they will introduce an element of competition to the present operators on both routes. The applications are said to being made at an early stage to allow full industry consultation to take place, and to ensure that the extra services can be delivered towards the end of the current Control Period that runs from 2009-2014, during which time capacity issues on both the WCML and ECML will have been improved.

One of the Directors of Alliance Rail Holdings Ltd, Ian Yeowart, was a founder of Grand Central, although following the release of the new GNER and GNWR plans, the board of directors of Grand Central Railway Company Limited were quick to point out that Mr Yeowart was dismissed in May this year and that his dismissal is currently the subject of proceedings in the Employment Tribunal. In a press statement, they also point out that: " Certain of the routes identified by Mr Yeowart in connection with Alliance Rail's proposed new Open Access plans include routes in which the Grand Central group has registered an interest with the ORR and on which Mr Yeowart worked in the course of his duties with Grand Central". The company are believed to be considering its legal position regarding Alliance Rail's proposed new open access services and particularly Mr Yeowart's involvement therein, as a result of certain post-employment obligations by virtue of Mr Yeowarts former employment.

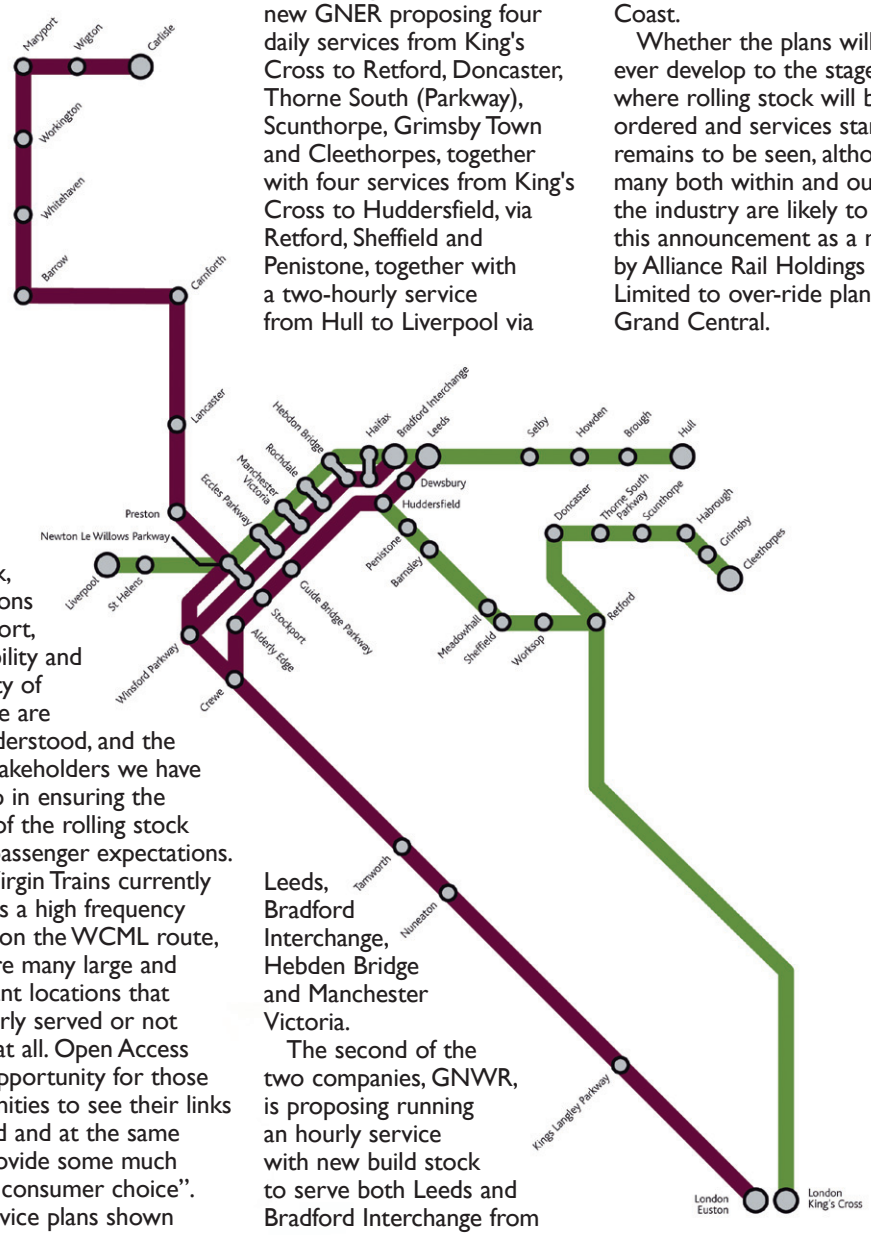
Alliance Rail Holdings says that competition has already been seen to work on the ECML, with Open Access services provided by Hull Trains and Grand Central competing against the franchised operator. On the WCML, however, passengers have been unable to benefit in the same way due to protection from competition that the current franchisee, Virgin Trains, enjoys until 2011.

Given the minimum lead time of around three years for delivery of new high speed rolling stock, GNER and GNWR say that they believe it is important that work on developing new services begins now, as with the WCML franchise due to be re-let in 2012, the establishment of a new operator alongside a new or retained franchisee will bring important benefits to the route without the requirement of funding from the taxpayer.

Ian Yeowart comments: "It is clear that where new services have been created, the spin-off benefits for existing consumers and passengers have been massive and well received. With both GNER and GNWR looking to introduce new high-quality hybrid diesel/electric rolling stock to reduce the carbon footprint and make best use of the network, the lessons of comfort, affordability and simplicity of purchase are well understood, and the many stakeholders we have will help in ensuring the quality of the rolling stock meets passenger expectations. While Virgin Trains currently operates a high frequency service on the WCML route, there are many large and important locations that are poorly served or not served at all. Open Access is the opportunity for those communities to see their links restored and at the same time provide some much needed consumer choice". The service plans shown include proposed investment and some stations changed to 'Parkway' status, with the new GNER proposing four daily services from King's Cross to Retford, Doncaster, Thorne South (Parkway), Scunthorpe, Grimsby Town and Cleethorpes, together with four services from King's Cross to Huddersfield, via Retford, Sheffield and Penistone, together with a two-hourly service from Hull to Liverpool via Leeds, Bradford Interchange, Hebden Bridge and Manchester Victoria.

The second of the two companies, GNWR, is proposing running an hourly service with new build stock to serve both Leeds and Bradford Interchange from London Euston, together with a London to Carlisle via Carnforth and the Cumbrian Coast.

Whether the plans will ever develop to the stage where rolling stock will be ordered and services started remains to be seen, although many both within and outside the industry are likely to see this announcement as a move by Alliance Rail Holdings Limited to over-ride plans by Grand Central.



Graphic by Alliance Rail Holdings

◀ DRS/Stobart Rail-liveried Class 66/4 No. 66414 *James The Engine* with the afternoon Daventry to Grangemouth service catches the late afternoon sun as it passes Ravenstruther on 15th September. **Kenny Marrs**

◀▼ Class 37-hauled freight returned to the Highland main line on 23rd September when DRS commenced a trial service between Coatbridge and Inverness on behalf of road haulier John G Russell. Class 37/0 Nos. 37038 leads Class 37/6 No. 37611 on a short rake of wagons into Stirling, with the return journey on the first day of operation. **Graeme Eadington**

▼ Class 66/0 No. 66100 approaches Doncaster on 17th September with a rake of RHTT wagons from York Holgate Sidings. The movement was one of several in preparation for the start of this year's leaf-fall season. **Stuart Lillie**

▶ DB Schenker Class 67 No. 67021 stands at Bounds Green Depot alongside Hull Trains Class 180 No. 180104 and Class 91/1 No. 91108. **Andy Shatford**

▼ On a stock move from Crewe Gresty Lane to Eastleigh Works, Class 37/6 No. 37609 leads Class 20/3 No. 20311 *Class 20 Fifty*, 20303 and 20302 into Leamington Spa on 24th September. **Mark Miller**

▶▼ BR blue-liveried Class 31 No. 31106 powers away from Worcester Tunnel Junction heading back to Bromsgrove as it works the 07.50 Derby RTC to Bristol Kingsland Road, via Worcester, Oxford, Worcester and Bromsgrove on 23rd September. **Stephen Tucker**

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

In preparation for its charter working from London King's Cross to York, Peppercorn 'A1' Pacific No. 60163 *Tornado* was hauled from Hither Green Depot to the 'the Cross' by Class 67 No. 67019 early on 19th September.

Also leaving King's Cross on charter duties the same morning was Wrexham & Shropshire-liveried classmate No. 67015 on a 'Northern Belle' charter to Penrith (in 'top and tail' mode with No. 67020), while Class 66/0s Nos. 66178 and 66143 were in 'top and tail' mode on a King's Cross to Wroxham charter! Heading the opposite way out of the Anglia region, WCRC Class 47s Nos. 47787 and 47826 were both employed on a charter from Ipswich to Carlisle. Problems hit No. 67015 however, when it failed near New England Yard, Peterborough, its place being taken by No. 67026.

Elsewhere, Nos. 67027 and 67005 (also in 'top and tail' mode) were being used on an Alnmouth to Chester charter, while No. 67022 worked the ECS for a VSOE charter into London Victoria with classmate No. 67008 on the rear, which then powered the train south to Chichester. Heading north to Edinburgh from Hebden Bridge was WCRC Class 47/7 No. 47786 *Roy Castle OBE*.

As mentioned last week, Class 60 No. 60010, on decision at Immingham, was stored on 18th September, handing over its place to recently returned to traffic No. 60054, which was operating alongside classmates Nos. 60059 and 60085. Nos. 60039 and 60096 remained in the North West, with Nos. 60009, 60049 and 60074 working out of Peak Forest, and finally Nos. 60035 and 60041 are based in South Wales. Having been stored, No. 60010 was moved to Doncaster TMD with Class 66/0s Nos. 66035 and 66055.

With BR Standard 7P No. 70013 *Oliver Cromwell* having worked the outward leg of a charter from Cleethorpes to Carlisle, via Scunthorpe, York and the Tyne Valley, together with the return leg along the Settle & Carlisle as far as Hellifield, WCRC Class 47/0 No. 47245 was provided to return the tour from Hellifield to Cleethorpes, with classmate No. 47760 working the ECS back westwards to Carnforth the following day, with No. 47245 on the rear. Class 60 No. 60009 was stored on 19th September at Doncaster TMD, with Mainline blue-liveried No. 60011 (WCAK) returning to traffic along with Nos. 60073 (WCAK) and 60077 (WCBK), both locos being located at Toton on 20th September.

Consecutively numbered Class 66/0s Nos. 66101 and 66102 were used on ballast workings on the Aberdeen main line on 20th September, working from Millerhill to Aberdeen in 'top and tail' mode. On the Southern Region, Class 67s Nos. 67022 and 67008 were back on VSOE duties, heading to Folkestone West later that day. Railfreight triple grey-liveried Class 60 No. 60054 had a rare outing away from Jarrow and Westerleigh duties when it headed into South Wales on a Lindsey Oil Refinery to Aberthaw Power Station petroleum working overnight on 20th/21st September. It should have returned north during the afternoon of the 21st, but was removed from the train at Newport ADJ, working light engine to Margam, before taking over the return working of discharge tanks from Theale to Robeston. On 21st September, Colas Rail Class 47/7 No. 47739 *Robin of Templecombe* worked from Dollands Moor to Dagenham Dock on its own with the Ford Motors' 'Blue Train', returning to Ashford with Riviera Class 47/4 No. 47839 Pegasus as 'light engines'. Also working 'light' to Ashford was No. 47749 *Demelza*, having spent recent weeks at Carlisle Kingmoor on repair. Having been reinstated to traffic, Class 60s Nos. 60073 *Cairn Gorm* and 60077 *Canisp* were moved to Acton Yard for use on London-based aggregate traffic.

Overnight on 21st/22nd September, No. 60077 worked from Angerstein Wharf to Luton aggregates terminal, returning

▼ **GWR 'Hall' 4-6-0 No. 5972 *Olton Hall*, carrying its *Hogwarts Castle* identity, and Class 37/5 No. 37516 propel a rake of Mk1 coaching stock into Fort William Yard on 16th September. The train had worked north from Carnforth that afternoon in preparation for filming work the following day, in connection with the latest Harry Potter movie.**
Ron Jessop

▲ DRS Class 37/5 No. 37510 head south along the ECML on 23rd September at Barnby Lane Crossing with a York to Stowmarket working, moving RHTT sets prior to the start of the autumn leaf-fall season. **Graham Lightfoot**

▼ Hauled by EWS-branded DBS Class 60 No. 60077, the 12.18 Tuesdays-only 'as required' empty bogie hoppers from Luton Limbury Road to Angerstein Wharf passes between Bexley and Crayford on 22nd September, having to gain the eastern-only entry to the Wharf branch via Sidcup, the Crayford Spur and Woolwich Arsenal. **Brian Morrison**

to Angerstein during the early afternoon of the 22nd. Meanwhile with Immingham's third Class 60, No. 60054 *Charles Babbage*, now in South Wales, operation of the Humber to Jarrow tanks the same day fell to Class 66/0 No. 66045, while the Class 60 fleet was increased to 13 examples with No. 60091 *An Teallach* (WCBI) returning to traffic, working 'light' from Toton to Immingham, while No. 60041 was dragged from Margam to Llanwern by No. 66204, prior to working a steel service back to Margam. Having arrived at Ashford, Colas Type 4 No. 47749 was in action on the 22nd, paired with No. 47739 working 'light' to Dagenham Dock in preparation for that evening's 'Blue Train' working to Dollands Moor. Class 37/0 No. 37038 and Class 37/6 No. 37611 worked from Carlisle to Coatbridge with four wagons during the afternoon of the 22nd, in preparation for the inaugural northbound working of a new freight flow from Coatbridge to Inverness, which the pair worked overnight on 22nd/23rd September. Also working overnight were hired in Class 47/4s Nos. 47805 *Talisman* and 47839 *Pegasus*, which powered the 23.50 Dollands Moor to Small Heath service, returning south from Burton-on-Trent the following day.

Class 60 No. 60091 ended up on the sand working from Peterborough to Middleton Towers on 23rd September, returning that afternoon. In preparation for the start of the RHTT season, DRS Class 37/5 No. 37510 worked south from York to Stowmarket that afternoon with several sets of RHTT wagons in tow, but only reached as far as Peterborough before being declared a failure. Class 37/0 No. 37087 was despatched from Crewe to rescue the set and the pair worked through to the destination. Heading the opposite way from York, Class 37s Nos. 37688 and 37194 worked five sets from York north to Newcastle, via the Tyne Valley route. Fastline Freight's Class 66/3 No. 66301 worked south from Carlisle to Doncaster Hexthorpe Road that afternoon, after maintenance at Kingmoor depot, while in South Wales the 12.45 Llanwern to Margam steel service found Class 60s Nos. 60035 and 60011 at the helm, while DBS Class 37/5 No. 37670, having undergone maintenance at Warrington, worked from Crewe to Tuebrook Sidings, Liverpool, and back with an engineers service also on that same afternoon.

The Colas Rail-operated 'timber' service from Carlisle to Chirk was in the hands of Class 57/3 No. 57310 *Kyrano*. On the East Coast Main Line, one of the National Express HST sets encountered problems while working from King's Cross to Edinburgh during the afternoon, being declared a complete failure at Doncaster. The train worked forward with Class 67 'Thunderbird' No. 67029 *Royal Diamond* at the helm, arriving at Edinburgh just 58 minutes late.

By 23rd September, the Class 60 fleet had moved around slightly since the start of the week, with No. 60009 returning from store after just four days! As a result, during that evening, No. 60009 was at Knottingley LIP, Nos. 60011, 60035, 60041 and 60054 *Charles Babbage* were in South Wales, providing the first time of four 'Tugs' in the region for several months. No. 60039 was employed

on Fiddlers Ferry coal traffic, Nos. 60049 and 60074 *Teenage Spirit* were working off Peak Forest, while Nos. 60059 Swinden Dalesman and 60085 *MINI Pride of Oxford* were based out of Immingham. No. 60073 was at Acton Yard, and later that night worked the Brentford to Appleford loaded 'Binliner' service. No. 60077 was bound for Stud Farm and No. 60091 was stabled on Peterborough. No. 60096 was once again stored.

The following day, No. 60011 ventured out of South Wales, working from Margam to Corby Works, heading back south that afternoon, while Stud Farm had two different 'Tugs' in the same morning, No. 60077 having charge of a working to Hayes and No. 60091 arriving with empty wagons from Peterborough. DB Schenker-liveried Class 37/5 No. 37670 *St. Blazey T&RS Depot* was provided for the Warrington to Dowlow trip working on the morning of 24th September, while Class 67s No. 67007 and 67003 were used on the 'Northern Belle' charter from Chester to Edinburgh, via the WCML.

Class 66/0 No. 66184 had Wrexham & Shropshire-liveried Class 67 No. 67014 in tow on the Oxford Hinksey Yard to Eastleigh engineers working, while. Direct Rail Services Class 37/6 No. 37609 hauled Class 20/3s Nos. 20304 and 20305 from Eastleigh to Crewe Gresty Road TMD the same afternoon. Elsewhere, Class 47/4 No. 47802 *Pride of Cumbria* and Class 37/5 No. 37688 were provided in 'top and tail' mode on a return working from Carlisle to Whitehaven, consisting of two Mk3 FOs, a Mk3 RMB and Mk2 BSO. The run was part of the ACoRP events taking place in Carlisle over the weekend.

▼Class 60 No. 60096 heads towards Liverpool Bulk Terminal on 15th September with an empty rake of HTAs from Fiddlers Ferry Power Station. The loco was stored nine days later. Edward Gleed

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.

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-Carlisle & 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-Donnington-Oldham	**Cancelled**
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	
Spitfire Railtours	5690 or 46115	Preston-Manchester Victoria-Standedge-Huddersfield-Hebden Bridge-Copy Pit-Blackburn-Darwen-Manchester Victoria-(Preston)	
Spitfire Railtours	5690 or 46115	Manchester Victoria-Oldham Mumps-Rochdale-Manchester Victoria	
Spitfire Railtours	WCRC 37	Manchester Victoria-Oldham Mumps-Rochdale-manchester Victoria	
UK Railtours	2xDBS 67	Watford Junction-Finsbury Park- Retford-Sheffield-Hope Valley-Great Rocks-Buxton-Great Rocks-Chinley-Altrincham-Crewe-Watford Jnc.	
Vintage Trains	VT 47	Birmingham Snow Hill-Banbury-Bicester North-North London Line-Southend Central-Tilbury Town-Barking-NLL-High Wycombe & return	
4th October			
A1 Steam Loco Trust	60163	(Doncaster-York)-York-Leeds-Hellifield-S&C-Appleby-Carlisle & return	
8th October			
Steam Dreams	34067	London- Bath Spa-Bristol TM (break/rev) & return	
9th October			
Railtourer/Statesman	2xWCRC 47	Day 1: Kettering-Loughborough-Langley Mill-Chesterfield-Stockport-Manchester-Bolton-Preston-Carlisle-Beattock-Fort William	
10th October			
Compass Tours	2xRiviera 47	Holyhead-Llandudno Jct-Chester-Warrington BQ-Shap-Carlisle-Workington-Ulverston-Carnforth & return	
Pathfinder Tours	60163	(Worcester Shrub Hill-Stafford-Blackburn-)Hellifield-S&C-Carlisle & rtn	
Railway Touring Company	ETL86 & 6233	(London Euston-)Crewe-Preston-Shap-Carlisle & return	
SRPS	tbc	Dundee-Motherwell-Beattock-Carlisle-Carnforth-Morecambe & return	
UK Railtours	2x GBRf 73	Hastings-Tunbridge Wells-Orpington-London Victoria-London Bridge-Bromley North (rev)-London Bridge (rev)-Caterham (rev)-Purley (rev)-Tattenham Corner (rev)-Richmond (rev)-London Victoria (rev)-Hastings	
Vintage Trains	5043	Tyseley WR-Blackpool	**Cancelled**
Vintage Trains	5043	Tyseley-Coleshill Parkway-Nuneaton-Northampton- Watford & 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.
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

Another busy weekend to look forward to, with once again the 'Tornado effect' standing out like a beacon.

The feature is the first meeting of No. 60163 *Tornado* and the Settle & Carlisle on 3rd October, and there is much curiosity to see how the new 'A1' will perform on the line, which tests the finest. Originally the A1 Steam Trust planned just one train, but as this sold out so quickly, a hurriedly arranged second one on 4th October was announced, and this too, is a sell-out. 'The Waverley' will depart each day from Doncaster, diesel-hauled to York, from where *Tornado* will take over for the return working to Carlisle. The route is via Leeds, Skipton and Hellifield.

Elsewhere on 3rd October, there is a wide variety of tours. Holyhead is the destination for No. 6233 *Duchess of Sutherland* with PMR's 'Welsh Dragon' from Leicester, with steam working from Crewe to Holyhead and back. RTC head for Kingswear with No. 34067 *Tangmere* from Westbury. The tour is based from Poole and runs diesel-hauled via Southampton, Eastleigh and Salisbury to Westbury.

The Oldham Loop is due to close at Midnight on 3rd October, as it is to be incorporated into the Manchester Metro tram system. Three trains were due to visit the line during the evening of 3rd October, all as add-ons to tours running throughout the day, although one of these has now been cancelled. Spitfire will be visiting the Loop twice, once with steam and then finally with diesel power. The 'Witch Way' sets out from Preston earlier in the day, steam hauled by a West Coast based locomotive, and essentially follows the route of the late Past Times' 'Cotton Mill' trains from Manchester Victoria to Huddersfield, via the Standedge route, and then back west along the Calder Valley and Copy Pit to Blackburn, where a break is taken. The return to Manchester is via Darwen and Bolton. The steam locomotive then stays with the train for an anti-clockwise run around the Loop, which is via the delightfully named Oldham Mumps to Rochdale and back to Manchester Victoria via Castleton. Steam then gives way to a West Coast Class 37, which will follow the same itinerary prior to returning the train to Preston.

Pathfinder should have been visiting the Oldham Loop, with 'Whistler' No. 40145 *East Lancashire Railway* at the end of the 'Donnington Deviator' charter, which was scheduled to visit the new Telford Railfreight Depot at Donnington and the Ironbridge branch. Unfortunately, this train has been cancelled.

The Hastings Diesels DEMU is heading for Worcester Shrub Hill with 'The Worcester Leveller', booked via Oxford and Evesham. Charter trains on the Cotswold mainline between Oxford and Worcester are rare due to pathing constraints, so this is a tour to savour. It originates at Hastings and picks up at the usual points to Kensington Olympia. The return has the added bonus of being routed over the Lickey Incline.

Vintage Trains plans a Thames Cruise on the PS Waverley from Southend Pier to Tilbury. The train will be Class 47-hauled from Birmingham Snow Hill to Southend Central, running via Banbury, High Wycombe and the North London line. While the passengers cruise, the train will run ECS to Tilbury Town for the return working. Railtourer should also have Class 47s, from the West Coast stable, on the working from Chesterfield to Portsmouth Harbour, which is booked to traverse the Midland Main Line.

Buxton is the destination of UK Railtours 'Peak Forest Ranger', which sets out from Watford Junction and works via Finsbury Park and the ECML to Retford and then along the Hope Valley. The train is routed via Great Rocks in each direction, although on the return it heads via Chinley, Northenden and Altrincham to Crewe and the WCML, back to Watford and the outward pick-up stations. EWS Class 67s are the likely motive power.

Please remember to mention *Railway Herald* when speaking to railtour companies

BR 'Britannia' Pacific No. 70013 *Oliver Cromwell* **heads south as it crosses Ais Gill Viaduct, on the Settle & Carlisle line, with 'The Hadrian' charter from Cleethorpes via Durham on the approach to the summit on 19th September. John Woolley**

Ups & Downs by John Whitehouse

■ Vintage Trains has announced that its proposed trip to St Albans on 3rd October has been cancelled, as has the company's Tyseley to Blackpool working on 10th October, the latter being replaced by a Tyseley to Watford operation on 10th October, bringing the first opportunity to travel behind a 'Castle' locomotive on the southern end of the West Coast Main Line since late 1926! The train picks up at Tyseley (Warwick Road), Coleshill Parkway, Nuneaton, Rugby and Northampton.

■ Pathfinder Tours has also cancelled its 'Donnington Deviator & Oldham Looper' charter on 3rd October.

▶ **LMS 'Black 5' 4-6-0 No. 45231** *Sherwood Forester* **climbs to Houghton summit with the last of this year's 'Fellsman' charters on 23rd September. Mick Langton**

▶▼ **Peppercorn Class A1 Pacific No. 60163** *Tornado* **approaches Colton Junction with the 'Cathedrals Express' from London King's Cross to York on 19th September. This was the fourth steam charter of the day to visit York! Paul Braybrook**

Thumping along!

First GBRf has advised that the route and timings for the second of its charity trains with Class 73s and the Hastings DEMU have been confirmed by Network Rail.

Seats are still available on the 'Eton Rifles' trip on 11th October (see advert on Page 4 of this issue) which will depart from Hastings at 08.35 and run via Tunbridge Wells (09.16), Tonbridge (09.36), Orpington (10.01) and arriving Waterloo at 10.42, before visiting the Epsom Downs, Chessington, Windsor & Eton Riverside and Shepperton branches.

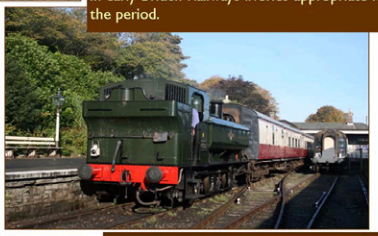
BRANCH LINE WEEKEND

Saturday-Sunday
10-11 October 2009

Come and enjoy the Bodmin & Wenford Railway's BRANCH LINE WEEKEND and re-live the era of a typical Cornish branch line of the 1950s….

The steam engines and carriages in use will be in early British Railways liveries appropriate for the period.

- ENGINES IN STEAM & ON DISPLAY
- INTENSIVE TIMETABLE, with HOURLY DEPARTURES from BODMIN GENERAL between 10am & 5pm
- ALL TRAINS STEAM HAULED
- SATURDAY EVENING FISH & CHIP BRAKE VAN SPECIAL hauled by the 'Port of Par twins' *Alfred* and *Judy*
- ON-TRAIN BAR/BUFFET CAR
- GIFTSHOP and BUFFET
- PLENTY of PHOTO OPPORTUNITIES
- A GREAT FAMILY DAY OUT



BODMIN & WENFORD RAILWAY

Bodmin General Station, Bodmin, Cornwall PL31 1AQ
Telephone: 0845 125 9678
E-mail: enquiries@bodminandwenfordrailway.co.uk
www.bodminandwenfordrailway.co.uk

Bodmin opens new waiting room at Boscarne Junction

Dan Rogerson, local Member of Parliament for North Cornwall, visited the Bodmin & Wenford Railway again on 16th September to formally open the new waiting room at Boscarne Junction station.

The opening ceremony was the culmination of a project that began in January and completed during the summer to provide, for the first time, a dedicated waiting room facility for the station, which is situated directly adjacent to the Camel Trail, an 18-mile traffic free recreational route running from the fringe of Bodmin Moor to the mouth of the Camel Estuary at Padstow.

The station at Boscarne Junction was opened by the Bodmin & Wenford Railway in 1996, but until now, has had no waiting room or shelter for passengers in poor weather.

The stone wall and a slate roof design of the new building is based on the former waiting room at Port Isaac Road station, one of several such structures at stations on the former North Cornwall line between Wadebridge and Launceston, which closed in October 1966.

▲ The new waiting shelter at Boscarne Junction. Don Bishop

▼ Invited guests to the opening ceremony returned to Bodmin General behind GWR 5700 Class 0-6-0PT No. 4612, pictured here approaching the outskirts of the town. Ken Brunt

Moseley Railway Trust open weekend

▲ The Moseley Railway Trust held its annual open weekend over 12th/13th September. Visiting steam was supplied by Orenstein & Koppel *Max* from the Statfold Barn Railway, pictured storming past the main museum yard on 13th September. The Trust is making large improvements to the site at Apedale Heritage Centre, near Stoke-on-Trent, and hopes to run passenger trains next year. Stuart Chapman

NYMR Diesel Gala

◀ Recently returned to service, Class 04 shunter No. D2207 heads a 'Shunter Shuttle' out of Pickering station to New Bridge No. 10 signal during the NYMR Diesel Gala on 18th September.

▼ Class 47/4 No. 47580 *County of Essex* runs alongside the River Esk into Whitby during the NYMR Diesel Gala on 20th September with the 08.30 service from Grosmont. **Both: Nick Wise**

▲ The NRM's 'Western' No. D1023 *Western Fusilier* arrives at Grosmont on 20th September with the 14.20 service from Pickering. This was its last working before failing. **Roy Hutchinson**

▲ Visiting Class 37/9 No. 37901 and the NRM's Class 37/0 No. D6700 await the road at Goathland on the same day as Tyseley's Class 47/4 No. 47580 arrives with a Pickering-bound service. **Roy Hutchinson**

▼ The sound of a Napier engine reverberates across Commondale as Class 55 No. 55022 *Royal Scots Grey* heads the last Battersby-Whitby working of the day on 20th September. **Bob Lumley**

Diesels in Battle

The Battlefield Line held its Diesel Gala event over 18th-20th September.

A number of locomotives were in action including Class 25 No. D5217, Class 31/1 No. 31130 *Calder Hall Power Station*, Class 47/4 No. 47640 *University of Strathclyde*, Class 56s Nos. 56040 *Oystermouth* and 56086 and Class 73 No. 73114.

▲ Newly repainted Class 56 No. 56086 leads Railfreight grey-liveried No. 56040 *Oystermouth* and Class 73/1 No. 73114 near Carlton Bridge with the 13.00 Shackerstone – Shenton service. This train was due to be triple headed with Class 56 No. 56098, but the loco was withdrawn prior to the event. Steve Harper

▶ On the first morning of the gala weekend, the final touches are put to Class 56 No. 56086 in the platform at Shackerstone. Neil Walkling

▶ Class 31/1 No. 31130 *Calder Hall Power Station* arrives at Shenton station during the Battlefield Line's Diesel Gala on 18th September. Stuart Chapman

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The Churnet Valley Railway-based Class 37/0 No. 37075 skirts the Cauldon Canal as it departs from Consall, with a Cheddleton to Kingsley & Froghall service on 22nd August. **Paul Bettany**

The results that can be obtained with modern day digital imagery continue to achieve what would previously have been impossible. No colour correction has been undertaken on this image, taken at sunset on 22nd September, with a red sky overhead and the moon reflecting in the front windscreen, Class 465/9 Networker No. 465932 passes the camera at Swanley bound for Faversham. This image was taken on a Nikon D700 at 1/250th second at f2.8 on 6,400ISO with a zoom lens at 130mm! Although slightly noisy, it is nonetheless impressive, considering there is no surrounding ambiant light to enhance the image at all. **Brian Morrison**

▲ GO Transit, the commuter rail operator for the Toronto area, is currently involved in several projects to improve and extend rail services in southern Ontario. In the town of Whitby, the stabling point on the right of the photo is being extended to hold four trains, as opposed to the current two, to allow more stock to be spread around the network. GO Transit EMD F59PH No. 549 passes the stabling point with the 10.13 service from Toronto on 21st September. **Thomas Blampied**

New CN automotive compound opens in Toronto

Canadian National's new C$14-million Toronto Automotive Compound at MacMillan yard north of Toronto has opened.

The new facility's track layout will accommodate the unloading of 60 auto-carrying railcars at once, compared with 27 unloading spots at the former compound at Mac Yard, and will have room to park up to 4,500 vehicles. A planned Phase 2 expansion of the compound will provide parking for 6,000 cars and/or trucks.

A Canadian National (CN) spokesman said: "Our new automotive compound is a key facility in our vehicle distribution network in Ontario, the largest auto market in Canada. Our new state-of-the-art facility will help CN increase the efficiency of vehicle transportation, accommodate more traffic, improve customer service, and better utilise our valuable real estate assets at MacMillan Yard, the largest rail classification terminal on CN's network".

CN has rail access to all vehicle assembly plants in Canada, numerous assembly plants in Michigan and one in Mississippi, and has parts production facilities in Michigan and Ontario. It serves shippers of import vehicles via the ports of Halifax and Vancouver, and through interchange with other railroads.

Refurbishment announced for VIA Rail

The Government of Canada and VIA Rail have announced a C$20 million program to renew and improve two key components of its nationwide locomotive and rolling stock fleet, funded from the C$407 million investment in passenger rail improvements under the Government of Canada's Economic Action Plan.

A total of 78 HEP I long-haul coaches, utilised on the Toronto to Vancouver streamliner, marketed as 'The Canadian' and 21 P-42 diesel-electric locos, mainly used on the company's Quebec-Windsor corridor, are to be overhauled for service across VIA Rail's trans-continental network, creating 58 jobs at VIA Rail's Montreal Maintenance Centre.

The first of the 78 HEP I stainless steel cars to be overhauled will be 40 Manor sleeping cars, followed by the dining cars, Skyline dome-buffet-lounge cars and other car types within the fleet. The first of the passenger coaches are scheduled for completion this autumn.

▼ Following the success of VIA Rail's Toronto-Niagara Falls bike train, the company has launched two bike trains in each direction between Toronto and Montreal each day. Each train can carry six bicycles, which do not require packing (something that will please many passengers). The plan is designed to encourage tourism between Ontario and Quebec and to promote a greener lifestyle. VIA Rail GE P42DC No. 905 has charge of Train 66, one of the Toronto-Montreal bike trains, at Whitby, Ontario, on 8th September. The coaches are from VIA Rail's 'Renaissance' fleet, which began life being built for the ill-fated Channel Tunnel 'Nightstar' service. The bike trains run until 8 October. **Thomas Blampied**

Work starts on new intermodal terminal

Union Pacific says that its new $370 million Joliet Intermodal Terminal that covers 785 acres will increase the railroad's international and domestic container capacity and improve traffic efficiencies in Chicago, the nation's largest rail centre, having an annual capacity of 500,000 ocean-going containers.

Construction began in August this year and the initial phase is scheduled for completion in June 2010. The new facility will have additional space for future expansion based on customer demand.

The terminal will feature four 8,000ft tracks with capacity to handle the loading or unloading of 107 intermodal 'double-stack' railcars, six 8,000ft tracks to give train crews the ability to sort rail cars by destination, and an additional six tracks to stage railcars prior to unloading or loading. It will also have four cranes and two rubber-tyred mobile 'packers' that lift trailers and containers on and off. The cranes are equipped with Global Positioning System technology, increasing loading and unloading efficiencies.

There will be more than 3,400 parking places for trailers and containers, an advanced 'Yard System' that co-ordinates all movement of railcars, trucks, trailers and containers at the facility, an AGS Gate technology that decreases truck processing time from five minutes to between 30 to 90 seconds, and state-of-the-art security system.

▼ Work on the new Joliet Intermodal Terminal is well underway in this air view taken in late August. **Union Pacific**

▲ San Diego Coaster car cab units Nos. 2302 and 2310 are stabled at the Santa Fe Depot in downtown San Diego, California. The Coaster service links San Diego and Oceanside, California, to the north. A one-way trip takes around an hour and stops are made at six intermediary stations along the line. **Andy Carr**

Watco to lease Idaho routes from Rio Grande Pacific

Watco Transportation Services has announced that an agreement has been reached with Rio Grande Pacific Corporation (Rio Grande) to obtain 36 miles of track from the Idaho Northern & Pacific Railroad (INPR).

A notice will now be issued with the Surface Transportation Board (STB) to operate the track as the Boise Valley Railroad (BVRR), to be headquartered in Boise, Idaho. The BVRR will operate two branches, the 11-mile Wilder Branch that runs from Wilder to Caldwell, Idaho, and the 25-mile Boise Cut Off, which runs from Nampa to the southeast of Boise. The agreement also includes track rights from Nampa to Caldwell. The BVRR has entered into a lease-purchase agreement with the INPR), a Rio Grande Pacific Corporation subsidiary, which currently leases the segments from the Union Pacific Railroad Company. There are 84 customers who will be served by the BVRR, several of which are currently customers of Watco's Eastern Idaho Railroad, Great Northwest Railroad and Yellowstone Valley Railroad. Commodities shipped on the branches include potatoes, lumber, fertilizer and fuels.

The BVRR says it is looking forward to interviewing existing INPR employees to operate the line, which is looking at a mid-October start-up date.

GE forms alliance with EuroMaint Rail

GE Transportation and EuroMaint Rail have announced an alliance to collaborate on rolling stock services and technology for the European rail industry that will provide European rail customers with a much-improved level of service capabilities.

EuroMaint Rail, with headquarters in Stockholm, Sweden, has more than a century of experience in providing maintenance for all types of rolling stock. The company is an independent service provider to the rail industry, supplying whole-life services for rolling stock, including infrastructure work machines, component overhaul and logistics solutions.

In addition to providing service for existing fleets, the alliance also will provide a regional service network for GE's new European PowerHaul Locomotive, which is projected to cut fuel use by up to 9% compared to current operating fleet averages. GE will deliver the first PowerHaul Locomotives from October/November this year to Freightliner in the UK, an order having been for 30 of the locomotives, the largest order of freight locomotives in the operator's history.

GE Transportation offers a full range of aftermarket solutions from technical support to comprehensive service agreements that deliver sustainable locomotive performance, consistent budget planning and investment protection. It maintains more than 10,000 locomotives for railroad customers around the globe, providing service and materials distribution from 60 facilities worldwide.

▲ **The high-speed line connecting Amsterdam Central station with Schiphol Airport and Rotterdam Central station has officially opened, operated by NS Hispeed, the Netherlands Railways' high-speed operations brand name. The first trains to run on the line are being hauled by Bombardier TRAXX locomotives at 160 km/h, shortening the travel time between Amsterdam and Rotterdam to 43 minutes. An hourly service started on 7th September and will run until the new High Speed trains (FYRAs) are ready. Class 186 No. 186 117 stands at Amsterdam with the 11.45 service to Rotterdam on the third day of operations. Ron Cover**

European plan to adopt European Rail Signalling and Traffic Management System (ERTMS)

As lines and trains in Europe are still running on national systems that are incompatible with one another, the European Commission has adopted a plan to implement the European rail signaling and traffic management system ERTMS 1.

The plan provides for the progressive deployment of ERTMS along the main European rail routes, which will reduce running costs and improve the system's efficiency on long cross-border distances. ERTMS is also used on Europe's high-speed lines. In practice, the plan provides for almost 10,000km of lines to be equipped by 2015. These lines will form an initial network with vital corridors for freight transport, such as Rotterdam-Genoa, Antwerp-Basel and Barcelona-Lyon-Budapest-Constantinople. By 2020, there should be a network of 25,000km linking the main European ports and freight terminals. However, many Member States have committed themselves, via their own national plans, to exceeding their Community obligations, so in fact there could be around 40,000km equipped with the ERTMS by then. The ERTMS concept is basically simple, information being transmitted from the track to the train, where an on-board computer uses it to calculate the maximum authorised speed and to slow the train down automatically if necessary. The on-board computer therefore has to understand the information sent from the ground. This concept is not new, as there are already over 20 national systems for automatically controlling the speed of trains. Unfortunately, these national systems are incompatible with one other, so to be able to circulate on networks equipped with different systems, either the motive power has to be changed at the borders, resulting in considerable time loss, or the trains must be equipped with different on-board systems compatible with the different track systems used by the different network. This has an especially adverse impact on freight transport, although, by definition, rail transport should be more competitive over long distances, each border adds significant extra costs and delays, translating into market losses and much more use of the road network.

▲ Crossrail Class 185 No. 185601 hauls new Stadler units Nos. 541133 & 541134 for Societé Nationale des Transports Ferrovaires, Algeria's national railway operator, through Erstfeld on 14th September. **Keith Hookham**

▼ Six NS Class 28s (European Class 186s) were moved from storage at Antwerp North to Brussels on 5th September to take over part of the Benelux service from Brussels to Amsterdam from 7th September. Class 28 No. 2833 leads Nos. 2838, 2840, 2802, 2834 and 2832. **Ron Cover**

SNCF and Eurotunnel join to acquire the Veolia Cargo rail freight business

SNCF and Eurotunnel have teamed up to acquire Veolia Cargo, the rail freight businesses of the Veolia group. Veolia Cargo, Europe's leading private railfreight operator, has a particularly strong presence in Germany, Benelux and France.

Consisting of 20 subsidiaries, it employs nearly 1,200 people and reported revenue of €188 million last year. Groupe SNCF has taken over the rail companies based in Germany, the Netherlands and Italy, while Groupe Eurotunnel is acquiring the French branch of Veolia Cargo that consists of Socorail, Veolia Cargo France, Veolia Cargo Link and CFTA Cargo. These activities are complementary to and are not competitive with Eurotunnel's existing services.

The new activities will support growth in the group's railfreight business, which in 2008 generated revenues of around €50 million with a workforce of 600. Eurotunnel, commented that it was very pleased that its offer, presented in partnership with the SNCF group, was selected by Veolia as it marks a decisive step in the development of Europorte 2 and the sustainable growth of Groupe Eurotunnel.

From a strategic point of view, the railfreight sector has good potential for the future, particularly in light of environmental considerations. Following approval from competition authorities, the transaction is expected to be completed by the end of the year.

Alstom awarded extension to operate Dublin light rail system

Alstom has been awarded a five-year extension for Dublin's tram infrastructure maintenance after a competitive tender.

The contract is worth over €30 million for Alstom and partner Dalkia, with Alstom's share being €24 million. There is also an option to further extend the contract by another five years. Alstom and Dalkia have maintained the light rail infrastructure since the Luas started operating in 2004. Over the course of the new contract, which will take effect on 1st October this year, the network will increase by 50% as line extensions are put into service. The total network length will then reach 36km of twin-track line.

Alstom is currently supplying 26 new Citadis trams to RPA, which will bring the number of trams in operation to sixty-six by the year 2010. The trams are maintained by Alstom at the Red Cow and Sandyford depots.

Niall Gleeson, Managing Director of Alstom Ireland, said: "This is a significant contract as it reflects our customer's continued confidence in Alstom to deliver a complete package of rolling stock and maintenance of the successful Luas system."

While 'hired-in' Class 186s are working the Amsterdam to Rotterdam high-speed services in the short term, these FYRA units will operate the service once initial testing is complete. FRYA Nos. 4806 008 and 4806 001 pass Gouda on a test run from Amsterdam on 9th September. **Ron Cover**

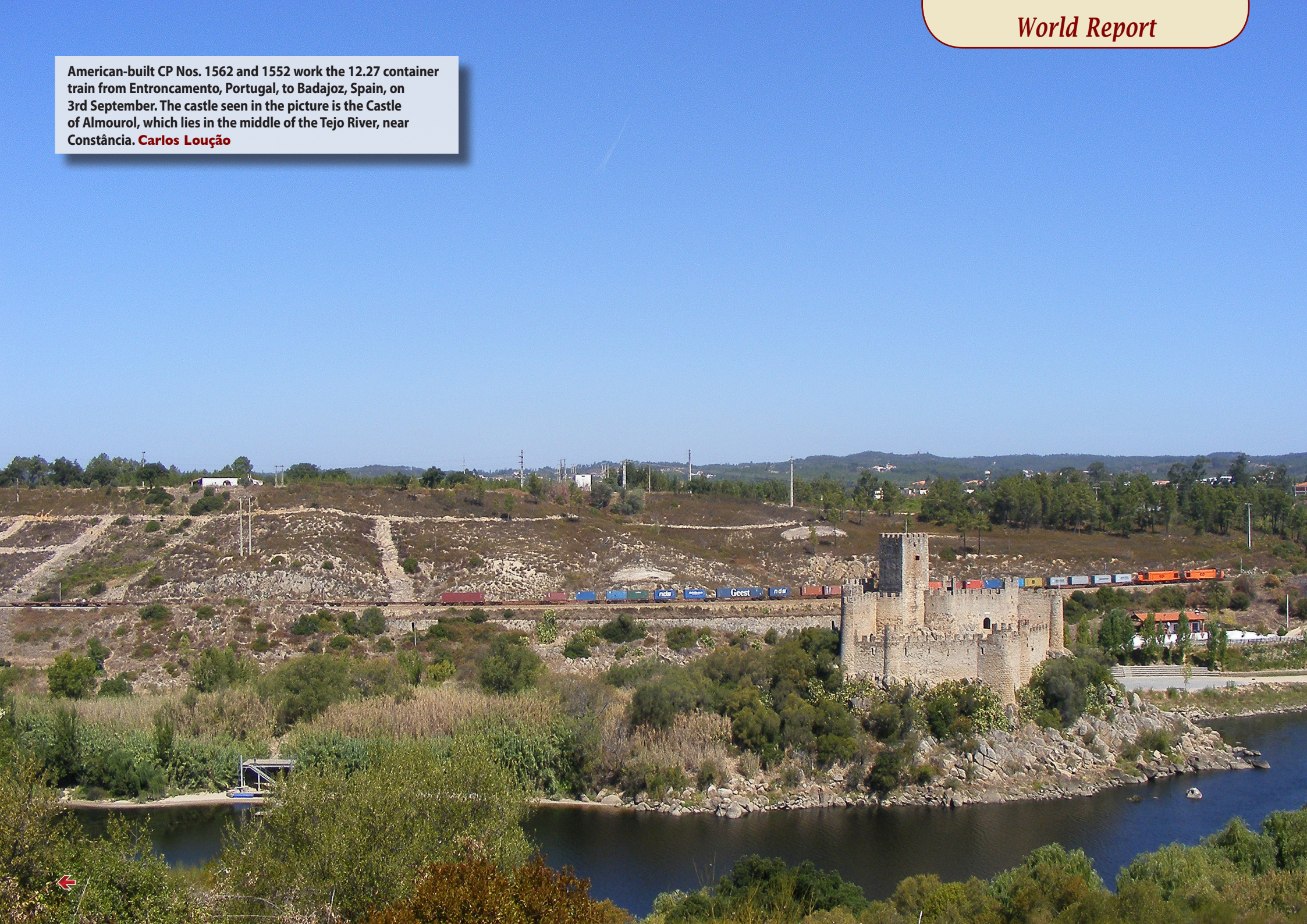
News In Brief

■ Wabtec Rail in Doncaster has been awarded a €6.1 million contract to build 24 specialty high output ballast wagons for Irish Rail for delivery next year. The wagons are operated by remote radio control and spread ballast along the tracks. During the past 10 years, Wabtec has built more than 250 of these wagons for the British market.

■ In an effort to provide the most comprehensive rail solutions for its customers, ERS Railways has expanded its multi-modal network and has introduced a new direct shuttle service connection between Hamburg and Warsaw with three departures per week. The first train ran on 8th September.

■ The driver of a TGV between Paris and Quimper in Brittany noticed a 19-year-old man lying stretched out on his stomach between the rails as the train approached him close to the western town of Vannes. But the train was moving too fast to stop and continued for a further 900 yards before finally halting after it had passed right over the man. The driver left the train and checked out the teenager, who he found to be unhurt. But the man could not be woken and was taken to hospital. Police said they hoped for an explanation about what happened when the young man regains consciousness. The teenager who is from the area had a ticket in his pocket for a music festival that had finished in the early hours of the day!

▲ **On 8th September, recently repainted TGV PBKA No. 4343 thunders over the fast lines through Leiden Central as TGV service No. 9338 from Amsterdam to Paris. From 13th December, Thalys will stop using the classic line from Amsterdam to Antwerp and re-route its services via the recently opened HSL-Zuid, cutting journey times by 50 minutes. Once the Rotterdam to Hoofddorp section is certified for 250 kp/h operation, another six minutes will be taken off the running time, meaning that Paris is just 3 hours and 18 minutes from Amsterdam! Maaten Otto**



American-built CP Nos. 1562 and 1552 work the 12.27 container train from Entroncamento, Portugal, to Badajoz, Spain, on 3rd September. The castle seen in the picture is the Castle of Almourol, which lies in the middle of the Tejo River, near Constância. **Carlos Loução**

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. Meeting commences at 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.

3rd October 2009
Caledonian Railway Association
joint meeting with the LMS Society, HR Society and G&SWR Association.
Glasgow Metropolitan College, North Hanover Street, Glasgow. (opposite the eastern entrance of Queen Street Station) 'The LMS in Scotland' Doors open at 9.30 for 10.15 start, full day event. Pre-booking requested, visit www.crassoc.org.uk for a booking form. Contact the Treasurer, William S.Cooper on 01357 521540 for further details.

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 and Carriage Institution
LUL Headquarters, 55 Broadway, St James's Park,London. 'London Overground Network' by Geoff Hobbs. Meeting commences at 18.00. Contact the Secretary, Stuart Smith at smithstuart@btinternet.com 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.

Permanent Way Institution (Darlington & North East)
Railway Athletic Club, Brinkburn Road, Darlington. 'Tees Bridge Reconstruction and Medge Hall Tract Stabilisation' by John Billcliffe. Starts 19.00. Contact David Lugsden on 07825 766328 for further details.

Permanent Way Institution (Edinburgh)
The Scots Guards Club, 2 Clifton Terrace, Edinburgh 'Light Rail in France - The Current Scene' by Graham Jellett. Starts 18.00. Contact Alan Morrison on 07834 507497 for details

Permanent Way Institution (Wessex)
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.

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 for further details

Permanent Way Institution (Wessex Branch)
The Rose and Crown, Columbo Street, Waterloo, London. 'The Southern Region' by Gordon Pettit. Meeting starts 18.30. Contact Richard Workman on 01428 645771 for further details.

Southern Electric Group (South Hampshire)
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 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 starts 19.30. Admission £1.50 non 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.

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.

Warwickshire Railway Society
The Lamp Tavern (GBG), Barford Street, Birmingham B5 6AH> 'Foreign Steam Miscellany' by Martin Robinson. Meeting commences at 20.00. Contact the Secretary, Dick Coghlan on 0121 354 6651 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 for details

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

Permanent Way Institution (B'ham)
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, Ian Wardle on 07824 410961 for 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 for further details.

Permanent Way Institution (York)
Park Inn, North Street, York,. 'East Midlands Signalling Renewals' by Graham Thompson. Starts 20.00. Contact, Martin Fairbrother on 07802 657839 for further details.

Should your society information be listed on this page?

If so, then please email the details to the editor, remembering to include the date, starting time and location, together with details of the event, speaker and entrance charges if applicable.

It is not necessary, but helpful to people, if you can also include a contact name and phone number/email address for the organisation that can be published.

Railway Herald reserves the right to edit details entered in this section, which may also be displayed on our online events diary. The information is believed to be correct at the time of publication.

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

▼ While visiting the Pontypool and Blaenavon Railway, GWR 6400 Class 0-6-0PT No. 6435 was used on a photo charter on 14th September. To add to the atmosphere of the charter, heritage road vehicles were also included. Here, No. 6435 storms up the gradient towards Furness Sidings with a freight as a period horsebox overtakes the vintage bus waiting patiently under the road bridge. Stuart Chapman

Permanent Way Institution (Manchester & Liverpool Branch)
Ove Arup Offices, St James Building, Oxford Street, Manchester. Graduate and Young Members Presentations. Meeting commences at 13.00. Contact the Secretary, Rob Cummings, on 07798 858784 or by e-main at rob.cummings@networkrail.co.uk for further details.

Permanent Way Institution (North Wales Branch)
The Town Crier Inn, City Road, Chester. 'Track Formation Strengthening at Kirby Thore to Mitigate Sink Hole Migration' by Ian Jones. Meeting commences at 18.30. Contact the Secretary, Lynne Garner on 07771 672274 or by e-mail at lynne.garner@networkrail.co.uk for further details.

Permanent Way Institution (South & West Wales Branch)
Dolphin Hotel, Whitewalls, Swansea. 'Mechanised Stoneblowing of Switches and Crossings' by Andy Key & Peter McMichael. Meeting commences at 18.00. Contact the Secretary, Andy Franklin on 07824 410762 for further details.

8th-16th October 2009
LCGB Overseas Tours
FRANCE/ITALY; 'Tende Line Festival' ***CANCELLED***.

9th October 2009
Altrincham Electric Railway Preservation Society
Altrincham Methodist Church Hall, Barrington Road, Altrincham. 'Steam in Manchester, Cheshire and Elsewhere in the 1960s' by Andrew Macfarlane. Meeting commences at 19.30. Admission £3. Contact the Secretary, Andrew Macfarlane on 0161 928 9394 for further details.

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 starts 19.30.

10th October 2009
Bedford to Bletchley Rail Users' Association
Village Hall, Lidlington. 'Bedfordshire Branch Lines, Past and Present' by Richard Crane. Meeting commences at 14.15. Admission £3 (includes a cream tea).

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
Permanent Way Institution (Irish Branch)
Winter General Meeting in Dublin. '175 Years of Railways in Ireland' by Michael Barry. Meeting commences at 14.00. Contact the Secretary, Tara McCadden on 00353 87 2943562 or e-mail at tara.mccadden@irishrail.ie further details.

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. Starts 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.

York Railway Circle
The Library, Archbishop Holgate's School, Hull Road, York. 'O.Winston Link and The North Norfolk and Western Railway' by Bob Gellatly. Meeting commences at 19.30. Contact Robin Patrick by e-mail at locopatrick@aol,com for details.

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 (Croydon & Brighton Branch)
Matt MacDonald House, Sydenham Road, Croydon, CR0 2EE. 'Evergreen Projects - Past, Present and Future' by Allan Dare. Doors open at 17.30 for 17.45 start. Contact Martin Cresswell on 07815 968245 or by e-mail at martincresswell@amey.co.uk for further details.

Permanent Way Institution (Glasgow Branch)
IET Teacher Building, St Enoch Square, Glasgow. 'Edinburgh - Glasgow Improvement Programme - A Whole System Approach by Bill Reeve. Starts 17.30. Contact the Secretary, Jack Scott on 07789 765291 or by e-mail at jack.scott1@btinternet.com for details.

Permanent Way Institution (Irish Branch)
Bridge House, Tullamore. 'Strail' by Robert Kaser' 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 (Barrow, Carlisle & Lancaster)
Bridge House, Tullamore,. ' The Role of the PWI in the Future Railway' by Bob Cummings. Starts 12.00. Contact Philip Bull on 07920 702641.

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.

Permanent Way Institution (London Branch)
7th Floor District Room, 55 Broadway (LUL HQ), London. 'Curved Laser? New Techniques for Tamping Track' by Chris Christiansen. Doors open 17.30 for 18.00. Contact the Secretary, Shazma Mahmood-Shakoor on 07921 943820 or by e-mail at shazma.shakoor@gmail.com for further details.

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.

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

Freightliner-liveried Class 90 No. 90046 passes Rugeley Trent Valley with a loaded northbound intermodal service from Felixstowe and Ipswich on 9th September. Donald Taggart

Magazine Information

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