Railway Herald

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The electronic journal for the railway enthusiast

Railway Herald

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5th October 2009

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Farewell to the Oldham Loop

After more than 140 years of operation, the Oldham Loop finally lost the battle for survival for heavy rail traffic. It is not the total end however, as the route is to be converted for light rail use, reopening in 2012 as part of Metrolink.

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Refurbished Mk3 stock
The first completely liveried Mk3 set has entered traffic with Wrexham & Shropshire, having been refurbished to a very high standard.
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London gains a new station as Imperial Wharf opens to Southern and London Overground passenger services.
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SVR Diesel Gala Update
With the derailment last week at Hampton Loade, the arrangements for the forthcoming SVR diesel gala have changed. Read the latest!
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Front Cover Caption:

'K4' No. 61994 *The Great Marquess* **exits Cruach snow shed on the climb away from Rannoch with a charter to Fort William on 26th September. Paul Armitage**

Wrexham & Shropshire's first refurbished Mk3 set enters passenger traffic

Wrexham & Shropshire exhibited the first of its four refurbished Mk3 coaches at Marylebone on 30th September, prior to it working the 16.33 service to Wrexham General.

The new-look coaching stock, which is being phased in over the coming months, has been designed with maximum customer comfort in mind and includes new up-to-date catering facilities, improved seating comfort, free Wi-Fi and what are termed 'four-star hotel standard' toilets.

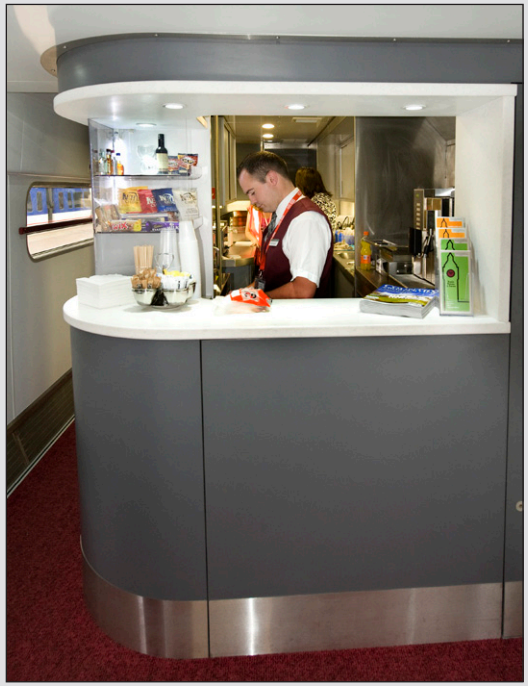
Each train has three refurbished coaches, one First Class with catering facilities and two Standard Class, powered by a Class 67 with a Mk3 DVT at the opposite end. There is ample room for suitcases and the like, and the DVT provides secure storage for bikes, pushchairs and large items of luggage. The trains have 144 Standard and 30 First class seats, and CCTV and modern lighting is used throughout. Most seats line up with the windows, allowing a good view along the route and curtains are provided in all three coaches to block out unwanted light across laptops, each seat having a power socket. The catering facilities and buffet area have had a complete overhaul to allow staff to operate more efficiently, and full meals will now be available for all passengers. In addition, a 'bean to cup' coffee machine is provided together with modern steam and conventional ovens, a panini grill and an ice maker.

The budget for the refurbished stock is in the region of £5.5 million – half a million of which has been allocated to ensure that Wrexham & Shropshire meets best practice in terms of access and facilities for disabled people.

▲ Wrexham & Shropshire should be congratulated at the high standard of the refurbishment, as evident in this view of the Standard Class area. **All: Brian Morrison**

▼ The refurbished set approaches Princes Risborough on 30th September, with Class 67 No. 67015 *David J. Lloyd*. **Ken Brunt**

▼ The refurbished buffet counter. The catering facilities include a panini grill and ice maker!



▼ The First Class area has that air of luxury about it that seems to be missing from some trains today. As usual First Class is a 2+1 seating layout.

BTP concern over mindless vandalism

Following a spate of incidents in the area over last weekend, the British Transport Police has warned that someone is going to get injured if mindless vandals continue to place obstacles on the line and throw stones at trains.

On 19th September, at around 13.30, stones were thrown at the 12.27 Northern service from Lincoln Central to Adwick as it left Worksop station, and a passenger window was smashed. Later that day, at around 16.00, a fire extinguisher was placed in the line near Althorpe station, and on the following day the 20.28 TransPennine Express from Cleethorpes to Sheffield also had a passenger window smashed after stones were hurled at the train as it travelled between Scunthorpe and Doncaster. Later that night at around 22.30, the driver of the 22.13 Sheffield to Derby train reported a number of unknown objects being thrown from the Brimington Road footbridge in the Chesterfield area into the path of his train.

British Transport Police said: "Fortunately, in all the instances no-one was injured. However, this sort of behaviour is extremely reckless and the vandals responsible are dicing with their own lives and the lives of others. If these problems persist it is only a matter of time before someone is injured. Placing objects on the line and throwing things at trains is highly dangerous and in the worst case could result in part of the train becoming derailed. By trespassing on the line those responsible are also putting themselves at risk of injury".

He added: "I am calling on anyone with information about the incidents to contact British Transport Police on 0800 40 50 40. Those responsible need to be stopped before they seriously hurt themselves or someone else".

Work continues on Airdrie-Bathgate route

Work to reopen the Airdrie-Bathgate line after 50 years of closure continues apace, with considerable progress having taken place over the last few weeks.

Network Rail has been working to ensure the smooth running of the £300 million Transport Scotland funded project, which will ultimately see the creation of a direct link to Edinburgh and the east, and to Glasgow and the west, using double track electrified lines. Recent activity has included 186,000 man-hours being worked over the last month by over 700 staff, and over 40,000 tonnes of new stone being transported to the site during one week alone.

The stone is required for strengthening the embankments of the track for the 15 miles of new section of railway between Drumgelloch and Bathgate, and to date the project team has installed over 600 concrete foundations, over 400 piled foundations, 650 masts and 4km of overhead wire. Also construction activity is currently being undertaken at 15 bridges along the route.

Work at Bathgate Light Maintenance Depot is progressing well, with the platform track installed and all cross-track overhead line electrification gantries erected.

Foundations for the new Bathgate station have also been laid and the station features are beginning to take shape. Weekend piling works have begun at Uphall station, are on-going until 18th October to allow for the new widened road bridge under the railway, and work has also begun on the car park at Armadale station, with work continuing with the construction of the new Whitburn Road bridge at Bathgate.

▲ **Networks Rail's diesel-operated Eurailscout GB Plasser & Theurer UFM 160 Infrastructure Monitoring Vehicles Nos. DB999701 & DB 999700 pass through the platform road at Eastleigh on 22nd May, heading south.**
Brian Morrison

European visit for Eurailscout?

It is reported that the Eurailscout is soon to go to Europe.

The research unit will be replaced by 'top and tail' Class 73s and a Track Recording Coach on all lines within the Southern Region. Further details will be provided when available.

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

The West London Line has gained a new station with the opening of Imperial Wharf.

The £7.8 million station is located just north of the River Thames and becomes the first stop out of Clapham Junction for trains heading to Kensington Olympia, served by both London Overground and Southern.

▲ **The impressive new station taken from road level.**

▶ **Class 378 No. 378013 calls at the station on its first day, 27th September, with a Clapham Junction bound service.**
Both: Kim Rennie.

▲ **Two pairs of Tyne and Wear Metro units, led by Nos. 4020 and 4080 pause at South Gosforth, with both sporting advert liveries on 30th September. Robert Jefferys**

Additional station for Crossrail?

Kensington and Chelsea council is to bid to have a Crossrail station built in the borough.

The eleventh-hour bid is being made as a 67-acre development is due in Kensal at the site of a former gas works, which is to include 2,500 homes and other community facilities that would benefit from a Crossrail stop. Crossrail has said that it would investigate the proposal before plans for the project are finalised in November. The leader of Kensington and Chelsea Council said: "Nothing can drive forward the regeneration of this part of north Kensington better than the inclusion of a Crossrail station. Not only would our proposals bring new homes and generate new jobs, but the station itself would bring the whole of the Capital within easy reach of our residents, who are currently poorly served by bus and train".

Crossrail's first visitor centre opens

Crossrail's first visitor centre has opened at 16-18 St Giles High Street, near Tottenham Court Road station.

It is a one-stop shop for information about the Crossrail project and London Underground's redevelopment of Tottenham Court Road Tube station. The centre is open to anyone wanting to know more about what is happening at the station, including construction processes and timescales, and about the whole Crossrail scheme. At least one further centre at Whitechapel will be established, helping to keep people informed. It is open 12.00 to 20.00 on Tuesdays and Thursdays.

The national network bids farewell to the Oldham Loop after more than 140 years of service

When passengers stepped off the last train from Manchester Victoria at Rochdale late on Saturday night, 3rd October, it heralded the end of more than 140 years of services on the Oldham Loop line.

Metrolink light-rail vehicles are scheduled to replace trains on the line, which has operated to Manchester and Rochdale since the 19th century.

The scheme to bring Metrolink to Oldham has been a long and tortuous saga with the project cancelled and restarted many times because of funding problems, and although funding is now in place, the scheme is still not without controversy as the conversion will take more than two years, with travellers having to rely on express buses instead.

The first line into Oldham was a branch from Middleton to Werneth in 1842, and the Werneth to Mumps line followed five years later. The line was continued to Royton and Rochdale in 1863, but Hollinwood was not connected to Mumps and Manchester until 1880. The 12-mile line, which has nine regular stations en route, with services operated by Northern Rail, has two tunnels between Oldham Werneth and Oldham Mumps stations, and the stretch of line near Werneth, with a gradient of 1-in-27, was the steepest regular passenger line in the country.

Other pieces of railway history will disappear along with the track, such as the late Victorian Shaw and Crompton signal box in Beal Lane that will make way for a new access to the new Shaw and Crompton Metrolink tram stop.

To commemorate the closure of the Rochdale, Oldham and Manchester line on 3rd October, a number of events were organised, which included naming Class 156 No. 156466 *Gracie Fields* in line with Northern Rail's 'Great Northerners' policy and two special trains travelled around the 'loop', with one steam and one diesel hauled service.

A brass band was present as the final scheduled train departed from Manchester Victoria, calling at all stations to Rochdale, via Oldham.

The line will reopen as a Metrolink tram route in summer 2012.

▲ **Newly-named Class 156 No. 156466** *Gracie Fields* **departs from Manchester Victoria with the VIP special around the Oldham loop on the last day of operation. The closure of the line will enable it to be incorporated into the Metolink system and the tram alongside, No. 1007, had the distinction of being the one that was used when the first phase of Metrolink was opened by the Queen on the 17th July 1992.**

▼ **The full naming party and invited VIPs pose with the newly named Class 156 No. 156466** *Gracie Fields* **in Platform 1 at Manchester Victoria on 3rd October.**

▼ **A rare view inside the oldest box on the Oldham loop, Shaw and Crompton, which dates back to 1880 and is of pure Lancashire and Yorkshire vintage. Signalman Andy Gallagher (pictured here) had the distinction of signaling the last train over the loop, the 23.24 Manchester Victoria to Rochdale. All: Chris Dixon**

▲ Class 450 No. 450119 on a Poole-bound train arrives at Southampton Airport Parkway with the new bridge in the background. In excess of £2.5million is being spent at Southampton Airport Parkway station to install a modern and spacious footbridge with fully enclosed glazing, cycle channels on the stairs and CCTV. It will incorporate a lift for disabled passengers and those travelling with lots of luggage. The new bridge is due to open this month. **Dave Kirwin**

Station meeting fills village hall

More than 300 people are reported to have turned out to call for Baschurch station, which was closed in September 1960, to be reopened in one of the biggest demonstrations of public opinion ever seen in rural Shropshire.

Baschurch Village Hall was packed to capacity, with every seat taken and residents standing around the side of the room, in the foyer and even in the kitchen, taking part in the debate through the serving hatch! Dozens of adults and children who could not squeeze into the hall stood outside in the dark and listened through the open windows. North Shropshire MP Owen Paterson, who chaired the meeting, said he couldn't remember a bigger gathering at a village hall.

A major study of the Chester to Shrewsbury railway line was undertaken by the Scott Wilson Railway consultancy and published in March 2007. As part of the line study, the company was asked to examine the possibility for reopening stations along the route, and also for possible new stations. In recent years, there have been numerous calls to reopen stations and the opportunity was taken to obtain definitive information into the viability of such calls. Baschurch was one of six possible sites for a station and also had the lowest business case of the six being studied.

Many of the study's recommendations on infrastructure and line speed improvements were included within Network Rail's Wales Route Utilisation Strategy.

UK News In Brief

■ Derelict buildings at Skegness station could be demolished early next year and the contents donated to the Railway Heritage Trust, enabling Network Rail to construct a new entrance. The company is working with Lincolnshire County Council, which is providing some funds.

■ The East Coast franchise operated by National Express is set to be renationalised before the end of this year, and is likely to stay in public hands for a minimum of two years, the Transport Secretary Lord Andrew Adonis revealed at the Labour Party conference in Brighton. He said: "I have set up a shadow company at the moment. That will probably become a full state company that will probably take over the East Coast in November/December, and I have made a commitment that we will then spend some time considering what the future is after that".

■ Cambridgeshire County Council is to request funds from the Government's Transport Innovation Fund to tackle congestion, the first stage being £25 million for the construction of a new station at Chesterton. It is hoped that it will ease congestion, as passengers from the north of the county could use it instead of Cambridge. The plan is for the new station to have 400 parking spaces and link with the guided bus.

■ Some 800 objections are reported to have been made to National Express East Anglia by residents in the Mistley area about proposed service changes. NXEA wants to axe the direct Harwich Town to London Liverpool Street trains and replace them with a shuttle service between Harwich and Manningtree. The Mistley residents fear that on this basis commuters could well find themselves stranded at Manningtree and that businesses could be affected. NXEA say that its overall intention is, ultimately, to provide a better service into London and increase the number of trains and seats on trains throughout.

■ National Express East Anglia has reported that the Norwich to Cambridge service is continuing to go from strength to strength, as the direct link between two of the major centres in East Anglia celebrates its seventh birthday. Over 800,000 journeys are now being made on the route each year, which has seen consistent growth since the service launch in 2002.

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 28th Sept - 4th Oct

Last weeks Issue 195 was downloaded **30,378** times and a total of **3,733** copies of previous issues were also downloaded. The *RH* website has provided **209,963** web pages to users, an average of **20.8** pages every minute, seven days a week! *Railway Herald* now has a monthly average download of **125,943**, the figures in brackets being the percentage change from last week.

New Community Rail Service created

The Cumbrian Coast line between Carlisle and Barrow-in-Furness has been designated as a community rail service.

This will allow for a more flexible approach to be adopted by Northern Rail, working alongside the local community rail partnership, enabling it to manage the service with greater emphasis on meeting local needs.

Together they will continue to look for ways to increase patronage and improve the service.

The Chairman of the Cumbria Coast Community Rail Partnership said: "I welcome community service designation as a further step towards a successful and productive partnership between the rail industry, local authorities and rail users, which can only result in further growth in passenger numbers".

UK's rail safety performance increases

The rail industry's safety performance in Great Britain has progressively advanced to a point where the likelihood of a passenger being involved in a train accident is now at an historic low.

Statistics issued by the Rail Standards & Safety Board (RSSB) firmly establish rail as the safest form of land transport, while clearly identifying the remaining risks that need to be managed. The figures demonstrate that the investment by industry and government in technology, training, research and an ongoing commitment to safety have paid off, and are continuing to do so. RSSB's Chief Executive Len Porter said:

"While we remember the events at Ladbroke Grove 10 years ago, and their tragic impact on many passengers, rail staff, and their families, it is a pertinent moment to reflect on what has changed since then, and how the industry's safety performance has significantly moved forward. Nobody is complacent, and the industry knows there are still risks to manage, but it has much greater knowledge and understanding of risk, increasingly smart technology and hardware, and the tools to monitor, research, analyse and manage those risks".

The risks to passengers from train accidents have reduced by more than 80%, from an estimated 2.45 fatalities per 10 billion passenger kilometres in 2000 to 0.45 fatalities per 10 billion passenger kilometres in 2008 - and during the same period, passenger traffic increased by some 25%. The risk from signals passed at danger (SPADs) has reduced by more than 85% since 2001, and in the last four years there has been one train accident in which one passenger died, the derailment at Grayrigg in February 2007.

The headline changes that have contributed to improved safety include improvements in rolling stock with superior crashworthiness that offers better protection to passengers in the rare event of an accident, and installation of the Train Protection and Warning System (TPWS), alongside other initiatives such as improved training and competence management, monitoring and better briefing support for drivers.

This has resulted in fewer trains passing red signals, and means that there is far less potential for serious consequences – altogether a more than 85% reduction in SPAD risk, with no fatalities arising from a SPAD incident since Ladbroke Grove 10 years ago.

Network Rail contract goes to Amey Colas venture

Network Rail has declared Amey Colas as its preferred bidder for a new £250 million contract to operate and maintain its fleet of high-tech, high-output track renewal systems starting in January next year.

The contract will involve more than 2,500km of track - nearly 30% of the total renewals workload - renewed and replaced over the next four years, with £85 million in cost savings identified.

The Amey Rail and Colas joint venture beat bids from Balfour Beatty, Babcock Rail and Volker Rail. Through modern machinery and automation methods, Network Rail's high-output systems can replace between 400 and 600 metres of track and ballast within eight hours, significantly reducing costs and disruption to passengers and freight users.

Currently, three high-output systems are in operation, consisting of ballast cleaners and track renewals trains and other support machinery and plant. The company is expecting delivery of a fourth high-output system in December 2010.

One of these systems is based at Fairwater Yard in Taunton and was being operated by First (Babcock) Sweitelsky under the South West Track Renewals contract, using Freightliner Heavy Haul as its motive power supplier. It is not currently known how this will affect the use of FLHHs in and of the yard area. Freightliner have also been undertaking all shunting duties within the yard, as well as operations on the national network.

▲ **On 2th August, Arriva Trains Wales' Class 175/1 No. 175109 suffered fire damage caused by an electrical fault, while working the 16.36 Holyhead-Cardiff. The unit was withdrawn for repairs, though damage was confined just to driving car No. 79759 of the three-car unit. Late September saw ATW incorporate centre car No. 56759 into two-car Class 175/0 No. 175003, thus forming a new three-car 'hybrid' set! On 29th September, 'hybrid' No. 175003, with its additional vehicle, arrives at Llandudno with the 14.50 service from Manchester Piccadilly. Mark Riley**

Work underway on Tunbridge Wells turnback siding

Network Rail's £10 million improvement programme for Tunbridge Wells to help increase capacity on the route between London and Hastings and improve the reliability of trains serving the station, commenced in April, and is scheduled for completion in time for Southeastern's new December timetable.

Currently 12-car trains can only serve the town by combining a four-car and an eight-car service from Hastings. This procedure blocks the platforms and can result in disruption for passengers and other services. Trains formed of 12 cars from London have to terminate at either Tonbridge or Paddock Wood. This significantly limits the train frequency and restricts the capacity of services from Tunbridge Wells. To relieve overcrowding and provide greater capacity for future expected passenger growth, a 300-metre siding off the main line between Grove Hill and Strawberry Hill tunnels is under construction to allow trains to pull into it in order to change direction.

▼ Class 375/8 No. 375823 forms the 14.45 Charing Cross-Hastings service, and passes the start of the new 'turnback' facility between Grove Hill and Strawberry Hill tunnels at Tunbridge Wells on 1st October. **Bill Turvill**

▲ After a period of nearly four years, freight returned to the Haydock branch, near Wigan, on 25th September when Freightliner Class 66/5s Nos. 66595 and 66510 'topped and tailed' an aggregate train from Penmaenmawr, in North Wales, to the ex-Kelbit works at Ashton-in-Makerfield. This was a trial run prior to a regular service starting later in the year. **Bob McClellan**

New £60 million flyover for Hitchin?

A £60 million Hitchin rail link, which will help reduce delays and allow extra trains to travel to and from London has moved a step closer, Network Rail having submitted its formal application to the Department for Transport.

It hopes that permission will be granted by early 2011, allowing work to start on the project later that year. This would mean that trains would be running on the new line around the beginning of 2014. The new section of railway near Hitchin would remove one the country's worst bottlenecks, taking the line to Cambridge over, rather than across, the East Coast Main Line. Currently, trains travelling from London to Cambridge have to cross three other lines to switch between the East Coast Main Line and the line to Cambridge. This reduces capacity for other services and makes the railway less reliable when delays occur. The new link would avoid these problems completely, cutting delays to services by nearly 300 hours every year and helping create the capacity to run more trains to and from the Capital every hour. Network Rail has consulted both with local authorities in Hertfordshire and Bedfordshire and among the local community. The design for the new line is as low profile as possible, involving a mixture of embankment and viaduct, and a full environmental impact study has looked at issues including landscaping, noise levels, rivers and flooding and ecology.

◀ Class 66/6 No. 66622 passes Chinley on 30th September, with a Tunstead to Oakleigh limestone working for Brummer Mond, normally a working that is solidly in the hands of DB Schenker traction. It is not known if the train was worked by Freightliner on behalf of DB Schenker or its customer, or whether DBS had hired-in the Class 66. **Graham Doe**

◀▼ DRS Class 47/4 No. 47802 *Pride of Cumbria* drags Virgin Class 57/3 'Thunderbird' No. 57303 *Alan Tracy* into Warrington Bank Quay on 1st October, while working the Carlisle to Chirk timber train. **Colin Irwin**

▼ A rare view of two Class 91s together, with Class 91/1 No. 91104 hauling classmate No. 91106 through Peterborough, while working from Doncaster Works to London Bounds Green depot on 26th September. **Richard Moxon**

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

First Great Western started the period under review by hiring in Class 57/3 No. 57308 Tin Tin to work the down 'Night Riviera' on 25th/26th September, while also hiring in was the Dartmoor Railway, whose 'Thumper' unit encountered problems and Colas Rail provided Class 47/7 No. 47727 *Robin of Templecombe* **to act as motive power.**

Staying in the South West, Class 66/0s Nos. 66153 and DB Schenker-liveried 66152 worked 'light engine' from Newport Alexandra Dock Junction to St. Blazey during the afternoon, with the latter being used on filming work during the next few days.

The number of Class 60s in traffic with DB Schenker continued to grow, with no less than 17 being in traffic pools from 26th September, as a result of the forthcoming increase in loco-requirements due to the RHTT season. The full round up of the fleet can be seen in the table opposite. With the additional class members now in traffic, the fleet have been used on a number of workings that haven't seen Class 60 activity in several months, such as No. 60063 being employed on banking duties on the Lickey Incline on the 26th and No. 60013 on the Tinsley to Immingham steel slab service. In addition, No. 60004 (WFMS) is based at Hoo Junction for yard shunting, as is No. 60045 at Scunthorpe Trent Yard.

On the Anglia region, Class 47/4 No. 47501 *Craftsman* was in charge of the last day of the 'drags' between London Liverpool Street and Great Yarmouth, being used to haul No. 90006 *Modern Railways Magazine/Roger Ford* on the first trip, No. 90009 on the second and No. 90012 *Royal Anglian Regiment* on the final working. Re-engined HST power cars Nos. 43300 *Craigentinny* and 43318, working 1E02 from Edinburgh to King's Cross failed in the Darlington area, resulting in a rescue by the Newcastle thunderbird No. 67023. The train was terminated at Darlington and hauled north to Edinburgh Craigentinny. First GBRf used Class 66/7 No. 66731 to move FCC Class 377/5 No. 377518 from Derby to Selhurst, while Class 60 No. 60091 *An Teallach* worked from Acton Yard to Moreton-on-Lugg and return the same day. That afternoon, Class 47/4 No. 47805 *Talisman* and 47839 *Pegasus* worked the Burton-on-Trent to Dollands Moor steel operation.

A shortage of power cars resulted in Arriva CrossCountry's Class 43/2 No. 43207 being hired to National Express East Coast, and paired with No. 43300. The unusual pairing worked north from Craigentinny to Aberdeen, then to King's Cross and finally to Leeds on 27th September. Class 57/3 No. 57308 worked back north to London on the 'Night Riviera' sleeper on 27th/28th September, returning back south the following night. The Class 60 fleet grew to 18 on the 27th, with Loadhaul-liveried No. 60059 *Swinden Dalesman* returning, based out of Immingham.

DB Schenker-liveried Class 66/0 No. 66152, having worked into Cornwall over the weekend, found employment on the china clay workings on 28th September. With No. 43207 still on hire to NXEC, the power car was paired with NXEC Class 43 No. 43306 on the 28th, the exchange with No. 43300 having taken place at Leeds Neville Hill overnight, prior to working ECS

▼ **As a result of technical problems with the line's 'Thumper' DEMU and the visit by a charter train from London, the Dartmoor Railway issued an SOS for motive power, resulting in Class 47/7 No. 47727** *Robin of Templecombe* **working 'light engine' from Ashford to Okehampton on 25th September. Paired with the 'Thumper' as rolling stock, the duo operated the line's passenger service to Meldon Viaduct on 26th September. Bill Turvill**

Operational DB Schenker Class 60s

Loco	Working Area	Loco	Working Area
60009	Midlands	60049	Peak Forest
60011	South Wales	60054	Immingham
60013	Immingham	60063	Midlands
60019	Peak Forest	60073	London Area
60021	Doncaster	60074	Peak Forest
60024	Doncaster	60077	London Area
60035	Doncaster	60085	Immingham
60039	North West	60091	London Area
60041	Immingham		

Readers Contributions

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

▲ **Class 378/1 No. 378137 became the first of the four-car fleet to operate on the National Network on 30th September, while undertaking mileage accumulation runs between Ashford and Redhill. The unit is pictured passing through Nutfield, near Redhill. The 378/1s will be used on East London Line trains, being 750v DC only. Patrick Seale**

▼ **Class 67 No. 67029** *Royal Diamond* **takes Merseyrail Class 507 No. 507003 through Warrington Bank Quay on 29th September. The movement was bound for Doncaster Wabtec. Colin Irwin**

to Skipton for the 06.55 to King's Cross. The set then worked north to Aberdeen, and finally formed the 18.16 service to Edinburgh Waverley. With HNRC Class 20/9s Nos. 20901 and 20905 having moved south from Carlisle Wapping Sidings to Crewe over a week ago, the locos made their next move from Crewe to Barrow Hill on the 28th.

On the same day Hanson Traction's Class 56/3 No. 56311, on hire to Colas Rail, worked a Boston to Washwood Heath steel service, while classmate No. 56312 *Artemis* worked south from Hams Hall to Dollands Moor with a Colas Rail intermodal service. Class 47/7 No. 47727 departed from Meldon Quarry during the morning, heading north to DRS Crewe Gresty Bridge Depot.

Also on the 28th, Class 378/1 No. 378137 began running trials, as the first four-car Class 378 to operate on the National Network. The set worked from Chart Leacon Depot to Ashford International. On the same morning the Class 60 fleet further increased by two locos when Nos. 60010 and 60022 were reinstated, working from Doncaster. Class 66/7 No. 66730 was back at Derby that afternoon, to move Class 378/0 No. 378004 to New Cross Gate - this set is notable as being one of the three-car sets, but in a four-car formation with the addition of vehicle No. 38201. Another unit on the move was Merseyrail Class 508/1 No. 508125, which was returned from Doncaster to Birkenhead, via Warrington Arpley, on the same evening behind Class 67 No. 67029 *Royal Diamond*, with the '67' returning No. 507003 back to Doncaster on the following day.

After spending several days around Norwich, DRS Class 37/0 No. 37087 and Class 37/5 No. 37510 headed back to Crewe Gresty Bridge TMD 'light engines' on 29th September, running via Peterborough and Nottingham. The same day found the Diesel Traction Group's 'Western' No. D1015 *Western Champion* employed on route-learning duties for Colas Rail on the North London Line. Services on the Far North Line were disrupted on the same morning when the 10.38 Inverness to Wick service hit a car on the line at Halkirk, Caithness, killing three people. Class 60 No. 60021 *Star of the East* found itself on an usual service, working a Peak Forest to Redcar and return aggregate working for Cemex. Classmate No. 60004 also found itself reinstated to the active pool at Hoo Junction, as did No. 60045 at Scunthorpe.

With Class 56/3 No. 56311 having run 'light engine' to the Nene Valley Railway at Peterborough, Class 31/1 No. 31190 was in charge of the steel empties from Washwood Heath to Boston Docks on 30th September. With Nos. 60004 and 60045 *The Permanent Way Institution* now back in the operational pools, the fleet was joined by Army-liveried No. 60040 *The Territorial Army Centenary* the same day, to give a fleet total of 23! The loco worked 'light engine' from Toton TMD to Lindsey Oil Refinery. Elsewhere, No. 60011 was employed on a Llanwern to Dee Marsh steel working on the 30th, 60063 *James Murray* was the Lickey Banker and 60073 *Cairn Gorm* found employment on a Lackenby to Llanwern steel service. On the same afternoon, Class 31/1

No. 31190 hauled Class 56/3 No. 56311 from the Nene Valley Railway to Washwood Heath, while Class 67s Nos. 67003, 67004 *Post Haste*, 67026 and 67029 *Royal Diamond* were allocated to the WBSN pool for Sandite operation, which in most places is due to start this coming weekend. Unfortunately, on the same afternoon Loadhaul-liveried Class 60 No. 60059 was declared a failure while working from Jarrow to Lindsey Oil Refinery. The train was rescued by Class 66 No. 66170. The Colas Rail working from Dagenham Dock to Dollands Moor produced Riviera Blue Class 47/4 No. 47805 and Colas Rail-liveried No. 47739 *Rebecca* the same evening, while an alternative pairing of Riviera blue-liveried Class 47/4 No. 47839 and Colas Rail Class 47/7 No. 47749 *Demelza* worked the northward leg of the Dollands Moor to Small Heath steel wagons, with No. 47749 later continuing to Rugby 'light engine'.

On 1st October, the first of the 2009 season of RHTT operations commenced, with Class 66/0s No. 66153 and 66116 working the Cornish diagram, which this year commences from Par as usual, but reaches as far north as Westbury! Presumably in preparation for their forthcoming RHTT work, Class 67s Nos. 67003 and 67026 worked 'light engine' from Warrington Arpley to Wembley Yard that afternoon. DRS provided Class 37s Nos. 37038 and 37611 for the Carlisle to Torness 'flask' working that day, while WCRC Class 47/7 No. 47787 was being used on a Derby to Taunton and return observation saloon. The overnight Glasgow to Euston 'Caledonian Sleeper' was slightly delayed in the early hours of the morning, being noted through Rugby over three hours late! Advenza Freight used Class 57 No. 57006 on 1st October on its first

◀ **Class 66/0 Nos. 66116 and 66153 have started the RHTT season, being based at Par in Cornwall and have the honour of working what is understood to be the first RHTT operation of the autumn season. Here, the pair head south on the Westbury to Par leg of their circuit, through Creech St Michael, north of Taunton, on 1st October. The contract for this train in 2009 is being operated by DB Schenker, whereas recent years have seen Colas Rail Class 47/7s at the helm. Steve Yarde**

revenue earning duty for several weeks, to haul Class 43 powercar No. 43080 from Brush Traction at Loughborough to Heaton Depot. Presumably due to route knowledge, the train worked via Nuneaton, Crewe, Carlisle and the Tyne Valley. Class 47/4 No. 47839 had solo charge of the Burton-on-Trent to Dollands Moor Colas Rail steel working on the same day, while the Colas timber flow from Carlisle to Chirk was worked by DRS Class 47/4 No. 47802 with Class 57/3 No. 57303 'dead in tow'.

Working 'light engine' and employed on route-learning duties, Class 86/6 No. 86607, having working south the previous day, headed north to Mossend from York during the morning. DB Schenker-liveried Class 66/0 No. 66152 again found itself in charge of china clay workings in Cornwall on the day, and NXEA Class 321/3 No. 321314 was moved from Doncaster Works after refurbishment, bound for Ilford Depot. The same afternoon, Class 66842 worked from Gloucester to Eastleigh Works and First GBRf Class 66/7 No. 66730 moved First Capital Connect Class 377/5 No. 377519 from Derby to Selhurst. That evening the AC Locomotive Group's Class 86/1 No. 86101 *Sir William A Stanier FRS* powered the 19.32 Warrington RMT to Willesden PRDC and Advenza's No. 57006 was back in action again moving HST powercars Nos. 43080 and 43065, plus Mk3s Nos. 43123 and 42401 from Heaton to Craigentinny, where it arrived just before midnight.

Following its hire earlier in the week, Arriva Cross Country Class 43 No. 43304 was loaned to National Express on 1st/2nd October, working from Edinburgh to Aberdeen on the 1st, then heading south to London the following day. Class 92 No. 92038 *Voltaire*, now complete with 'Europorte 2' branding, headed south that morning from Willesden to Dollands Moor. Having been stabled at Cardiff for several days, Advenza Freight Class 66/8 No. 66841 worked north to Shipley overnight, being stabled awaiting departure on the afternoon of 2nd October. Also on 2nd October, Virgin Class 57/3 'Thunderbird' No. 57301 *Scott Tracy* was provided for the timber service from Carlisle.

▼ The Diesel Traction Group's 'Western' No. D1015 *Western Champion*, **masquerading as No. D1054** *Western Governor*, **passes through Gospel Oak on the North London line with a Stratford - Richmond route learning run. It is passing London Overground Class 313/1 No.313109 departing in the opposite direction as the 11.11 Richmond - Stratford. Ironically the '313' was built in the same year as the 'Western' was withdrawn, 1976, and the '52' will probably outlive it on the mainline as TfL introduces the replacement Class 378s. Antony Guppy**

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.

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	86 & 6233	(London Euston-)Crewe-Preston-Shap-Carlisle & return
SRPS	tbc	Dundee-Morecambe & return **Cancelled**
UK Railtours	2x GBRf 73 & Hastings	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
UK Railtours/First GBRf	2xGBRf 73 &	Hastings-Tunbridge Wells-Tonbridge-Orpington-London Victoria (rev)-London Bridge (rev)-Bromley North (rev)-London Bridge (rev)-Caterham (rev)-Purley (rev)-Tattenham Corner (rev)-Clapham Jct-Richmond (rev)-London Victoria (rev)-Hastings
Vintage Trains	5043	Tyseley Warwick Road-Blackpool and return **Cancelled**
Vintage Trains	5043	Tyseley Warwick Road-Watford Junction & return **Cancelled**
Railtourer/Statesman	62005/45407	Day 2: Fort William- Mallaig (break/rev) & return
11th October		
UK Railtours	2xGBRf 73 & Hastings	Hastings-Tunbridge Wells-Tonbridge-London Waterloo-Linford Street Curve-Epsom Downs-Chessington South-Windsor & Eton Riverside-Shepperton-London Waterloo-Hastings
Railtourer/Statesman	2xWCRC 47	Day 3: Fort William-Spean Bridge-Beattock-Carlisle-Lancaster-Manchester-Stockport-Chesterfield-Loughborough-Ketteirng.
17th October		
Compass Tours	Hanson 56	Shrewsbury-Wellington-Stafford-Stoke on Trent-Kidsgrove-Alsager-Crewe-Blackburn-Hellifield-S&C-Carlisle-Workington-Ulverston-Carnforth-Preston-Crewe & return
PMR Tours	6233	(Sheffield-Chesterfield-)Derby-Nottingham-Grantham-London KX & rtn
UK Railtours	2xDBS 67	Stevenage-Potters Bar-London Finsbury Park- Cheltenham Spa & return
Vintage Trains	5690 & VT47	(Tyseley Warwick Road-Stafford-Hellifield)-S&C-Carlisle & rtn via Shap
18th October		
Railway Touring Company	45407&45231	Manchester Victoria-Stockport-Hathersage-Sheffield-Barnsley-Penistone-Huddersfield-Copy Pit-Blackburn-Bolton-Manchester Victoria

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

First GBRf's two charitable charters on 11th & 12th October respectively, dominate the weekend's activities. Featuring a pair of Class 73s (hopefully an ex-Gatwick pairing) and the Hastings DEMU set, First GBRf is setting out to earn a lot of money for its favoured charity 'Help the Heroes' to assist members of Britain's armed forces who are injured in action while fighting in the current theatres of operations. Non-tour participants can donate by going to www.justgiving.com/GBRf-train.

The fully booked tour on 10th October will visit Caterham and Richmond during a day's wander around the lines south of the Thames. Next day, the drumming beat of 'The Jams' top-ten hit the 'Eton Rifles', is the backdrop to the tour of the same name, which is due to visit Epsom Downs, Chessington South, Windsor and Eton Riverside and Shepperton during a further day of wandering south of the Thames. All these tours are being operated by First GBRf staff, who are giving their time without charge for the benefit of Britain's armed forces in action. Spaces remain on the 'Eton Rifles' for a minimum donation of £40. If you can't make the tour, why not make a donation anyway? This is about looking after your own.

Elsewhere, the North West seems to be the favoured destination, especially with the potential meeting of two heavyweights at Carlisle Citadel sometime after lunch on 10th October. This is because No. 6233 *Duchess of Sutherland* is due in via Shap with RTC's 'The Royal Scot' while No. 60163 *Tornado* is working north to the Citadel with Pathfinder's 'Cumbrian Mountain Express'. Both work back as outwards, with the 'Royal Scot' having the extra spice of a Class 86 between Euston to Crewe in each direction. The 'CME' is probably DBS 67-hauled from Worcester Shrub Hill to Hellifield and back.

Compass Railtours heads north from Holyhead with the 'North Wales Lakelander' which picks up along the North Wales coast before heading for Carlisle, via Shap. The return works around the Cumbrian Coast, and DBS Class 67 haulage is likely.

Meanwhile the SRPS should have been heading south over Beattock and Shap for a day out at Oxenholme, Morecambe and Carnforth, but as they report exceptionally low bookings the tour has been cancelled. Earlier in the week Steam Dreams goes to Bristol Temple Meads with a 'Cathedrals Express' from London Victoria, via Salisbury and Westbury, on 8th October with No. 34067 *Tangmere*.

West Coast, Railtourer and Statesman combine with a West Highland weekend charter commencing on 9th October from Kettering to Fort William, no doubt WCRC Class 47 hauled. The following day the train heads to Mallaig with steam, before returning home the next day with the Class 47s. This also heralds the final week of this years 'Jacobite' season, with the last train operating on 9th October. The two Fort William-based locomotives, 'K1' No. 62005 and 'Black 5' No. 45407 are booked to return to Carnforth with the 'Jacobite' coaching stock on 12th October.

The Tornado Story - £10.95 plus p&p

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

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

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

LNER K4 2-6-0 No. 61994 *The Great Marquess* **climbs up the grade with the return leg of 'The West Highlander' in Monessie Gorge on 27th September. Donald Taggart**

LMS 'Jubilee' 4-6-0 No. 5690 *Leander* **heads south with the last leg of 'The West Highlander' from Fort William to Preston, the Jubilee having taken over at Cadder Yard from 'K4' No. 61994** *The Great Marquess*. *Leander* **catches the setting sun as it heads south past Fiddlers Gill footbridge on 27th September. Kenny Marrs**

Ups & Downs by John Whitehouse

■ There has been a let down for Vintage Trains, as following the loss of its 3rd October trip to St. Albans and 10th October outing to Blackpool, the replacement for the latter from Tyseley to Watford Junction has also fallen by the wayside due to a reported lack of interest. Better news should follow, however, as the 14th November 'Panniers' to Ironbridge and Bewdley is already fully booked, while the 17th October to Ravenglass with No. 5690 *Leander* and 31st October to Carlisle with No. 6201 *Princess Elizabeth* should sell well, despite margins being affected by using non home-based traction for both tours.

▼ DBS Class 66/0 No. 66041 approaches St. Blazey on 26th September with empty coaching stock of 'The West Countryman' charter from Newquay, which it worked through to Penzance as classmate No. 66124 brings up the rear. Passengers were transported by coach between Newquay and Penzance taking in various attractions along the way. Nigel Capelle

Two 'Royal Scots', two 'Black 5s', a 'Britannia', an 'A4', a 'K4' and the classic pairing of two Southern Railway giants form the highlight of the 'Great Britain 3'!

The good news is that Railway Touring Company is again running a Great Britain tour next year, which is due to operate between 6th and 14th April.

The even better news is that the tour will be the best ever with several changes from previous trips, with notable innovations such as running north via the Glasgow and South Western, taking a trip to Stranraer and heading to Inverness via the East Coast route. On the return from Edinburgh, the last leg from Preston to London is planned for steam-haulage throughout.

On 6th April, a departure from London Victoria to Bristol Temple Meads with No. 6100 *Royal Scot*, running via Salisbury is scheduled. Next day, and No. D1015 *Western Champion* will be at the helm to 'wizz' the tour to Penzance, which then returns with the Southern pairing of Nos. 30777 *Sir Lamiel* and 34067 *Tangmere*. After an overnight stop at Bristol, *Royal Scot* again takes over for the next leg to Preston, via the Welsh Marches. At Preston on 9th April, classmate No. 46115 *Scots Guardsman* is then in charge to Glasgow Central, via Shap, Carlisle, Dumfries and Kilmarnock. This will be the first steam over the Glasgow and South Western route for several years.

If steam over the G&SW is rare, then steam to Stranraer is even more rare! The proposal to take 'Black 5s' Nos. 44871 and 45407 to the far south west-Scottish outpost is a major first and RTC's Nigel Dobbing says it will be double-headed, probably chimney first south-bound and tender first on the return as far as Ayr, where the locomotives will be turned for the return to Glasgow Central.

The next significant feature is on the run to Inverness, which in 2010 is booked to run via Dundee, Montrose, Aberdeen and Elgin to the Highland capital with No. 70013 *Oliver Cromwell*. The usual 'out and back' to Kyle of Lochalsh follows with 'K4' No. 61994 *The Great Marquess* on 12th April, ahead of the return south to Edinburgh, via the Highland main line, which will feature the Mogul double-heading with *Oliver Cromwell* as far as Perth, where No. 61994 will detach and No. 70013 then continue alone.

The final day, 14th April, has No. 46115 heading out of Edinburgh Waverley for a very rare opportunity to saviour 'Royal Scot' haulage on the ECML as far as Newcastle-upon-Tyne, where *Scots Guardsman* will take the Tyne Valley route to Carlisle and then via Shap to Preston. The final leg has a sting in its tail, as the plan is to run south over the West Coast Main Line to London (terminus to be confirmed) with No. 60019 *Bittern*, which will be operating with both tenders.

'Great Britain 3' is the obvious highlight of RTC's forthcoming 2010 programme, but there are other new tours scheduled for the period that we will deal with in more detail next week. In the meantime Nigel Dobbing expressed some surprise that the 'Tin Bath Extra' on 18th October is not selling as well as he expected, especially as it offers a rare chance for steam haulage over the Penistone to Huddersfield line, as well as the Hope Valley and Copy Pit routes. This route was originally pioneered by Past Time, and RTC decided to 'give it a go' to see if the concept was viable. The message is, therefore, use it or lose it! The train picks up at Manchester Victoria, Stockport, Hathersage, Sheffield and Huddersfield, and runs via Barnsley to Penistone and from Huddersfield along the Calder Valley and Copy Pit to Blackburn. The return to Manchester Victoria is via Darwen and Bolton.

The following Saturday RTC has 'The Hadrian' from Leicester to Carlisle, which is due to feature classic traction on the Settle & Carlisle from Hellifield in the shape of No. 46115 *Scots Guardsman*. The train returns via the Tyne Valley and Durham to York, where diesel traction will take over from the 'Royal Scot' for the return to Leicester, via outward pick up points of Loughborough, Nottingham, Grantham, Newark and Doncaster.

SVR hit by derailment of newly restored 'Flying Pig'

The long-awaited return to traffic of the Severn Valley Railway's Ivatt Class 4MT Mogul No. 43106 has been blighted following a derailment on 28th September, when working the 16.00 Kidderminster to Bridgnorth service, the last northbound train of the day.

The incident occurred on the approach to Hampton Loade, with the train already slowing for the station stop. A spokesman for the SVR indicated that the actual derailment appears to have taken place on plain track prior to the point-work for the station loop at the southern end of the station. However, the locomotive had passed over the point work before it came to a halt, and the derailed tender has caused considerable damage to the point-work.

Fortunately, being the last northbound service it was not scheduled to cross a southbound working at Hampton Loade. The train came to a stand with the locomotive unaffected, but its tender leaning at a slight angle with all wheels derailed. The coaches are reported not to have been affected and all remained upright without any damage being sustained. There were 26 passengers on the train at the time, plus five crew, none of who are believed to have sustained any injury.

Fortunately 'Prairie' No. 4566 was in steam at Bewdley, and was despatched to the scene, by which time the passengers had been moved back through the train to the rear coach. This coach was then detached from the stranded Bridgnorth train by the 'Prairie,' which then returned to Bewdley, the passengers continuing to their final destinations by road coach. A passenger on the train told The Kidderminster Shuttle local evening newspaper, "there was a huge jolt and everyone was pulled forward. The train came to a sudden halt".

An internal enquiry has already been started by the SVR, and the Railway Accident and Investigation Board has also been called in and were at the scene the next day. The incident has impacted on SVR services, which were operating between Kidderminster and Highley only for the next few days.

However, once the site has been cleared, plain track was laid to allow through running to Bridgnorth to resume. Replacing the point work will not be a straight forward matter, however, and it seems likely that trains will not be able to pass at Hampton Loade for some time to come.

Fortunately, the incident happened the day after the SVR annual autumn gala weekend, but they do have two big events coming up. The annual diesel gala is scheduled to operate from 8th to 10th October, which involves an intensive service, see separate story. This is followed by the visit of No. 60163 *Tornado*, which is scheduled to operate two round trips each day between 24th October and 1st November. Updates of these events will be published here as soon as the situation at Hampton Loade becomes clearer.

SVR Diesel Gala Update

As a result of the derailment at Hampton Loade on 28th September, the Severn Valley Railway has now fitted a plain piece of track in the place of the points at the southern end of the station in order to maintain through running to Bridgnorth.

However this action does mean that it is not possible to cross trains here until the points are replaced, which has reduced the available paths by around 20%. The diesel gala timetable has been heavily affected by this problem and has resulted in a reduction in services. The railway has taken a strategic decision to withdraw RVEL's Class 56/3 No. 56303, and Virgin Trains' Class 57/3 will not attend, neither will Class 26 No. 26007 from Barrow Hill.

However, Class 47/4 No. 47580 and Class 37/0 No. 37264 will both be attending from Tyseley, and over the weekend No. 37264 is scheduled to work its first passenger services in preservation. Around 14 locomotives will be in action, including Class 20s Nos. D8059 and D8188, Class 50s Nos. D444 *Exeter* and 50135 *Ark Royal*, plus 'Westerns' Nos. D1013 Western Ranger and D1062 *Western Courier* and Class 73 No. 73006. Also operational will be 'Warship' No. D821 *Greyhound* and the railway's Class 08 and Class 11 shunters. In addition, Class 50 No. 50026 *Indomitable* will be on static display at Kidderminster.

Despite the restricted operations for the diesel gala weekend, the railway has reacted positively to the problems, and the gala weekend being held over Thursday 8th to Saturday 10th October, continues to have the hallmarks of an excellent event. The Saturday will feature a small number of steam operations alongside the diesel activity. Readers with enquiries should call the Severn Valley on 01299 403816.

◀ The Llangollen Railway Diesel Group's newest acquisition to its diesel fleet is Sulzer Type 2 Class 26 No. D5310 from the Bo'ness and Kinneil Railway, replacing Class 25 No. 25313, which has been moved to the Wensleydale Railway. The public debut of the loco took place on 26th September, with No. D5310 working four return trips between Llangollen and Carrog. The Scottish '26' approaches Fisherman's Crossing with its last service of the day, the 16.00 Llangollen-Carrog in pleasant afternoon sun. Mark Riley

▲ **Hawthorn Leslie 0-4-0ST** *Asbestos* **and an Andrew Barclay 0-4-0ST depart Chasewater Heath for Brownhills West with a breakvan shuttle service during the Chasewater Railway's Industrial Gala event on 13th September. Stuart Chapman**

Swanage makes the case for reconnection

The Swanage Railway has brought representatives of Network Rail, South West Trains, local councils and other bodies together as efforts to reconnect the line with the National network approach a critical stage.

Within the next few months, the Purbeck Rail Partnership must show it has the funds needed to be included in a Network Rail re-signalling programme between Poole and Wool set for 2012. If it can, it will open the door for regular services between Wareham and Swanage to be reinstated, but if it can't, the line is likely to remain unused between Norden and Wareham for years to come.

The Swanage Railway Trust Chairman said: "The main aim of the original Swanage Railway Society way back in the 1970s was to reinstate the loop between Swanage and Wareham. Bit by bit we have rebuilt the line up to Norden. The next step is to go all the way. The big question is the funding, which is between £2 and 3 million just for the signalling". Although the track for the loop is in place, regular services cannot use it until the signalling is upgraded.

2800 Class 'Heavy Freight' could steam for start of 2010 season at Toddington

Tubing the boiler of GWR Class 2800 2-8-0 No. 2807 has begun.

Staff at Llangollen are fitting the 14 superheater flues, and they will be joined by CSPL volunteers to fit the 176 smoke tubes. The work is running two months later than planned because of a delay with the supply of the flues. While awaiting them, the staff have been working on the boiler barrel and the backhead pads for the controls and gauges. Alongside this work, the boiler cladding is progressing well, the work being carried out by the CSPL volunteers. Also, the superheater header has been machined and will be hydraulic tested again. Test running of the completed loco is envisaged to take place at Llangollen during January and February next year, with entry into service on the Gloucestershire Warwickshire Railway for the start of the 2010 season.

Didcot and Williams Formula 1 team up to offer a day out with a difference

In conjunction with the RBS Williams Formula 1 Conference Centre, the Didcot Railway Centre is offering a unique day out on 24th October.

The day includes a visit to the Williams Conference Centre to view the Private Williams Formula 1 Grand Prix racing car collection, a footplate ride on a steam locomotive, a guided tour of the Railway Centre to see the collection of GWR steam engines, lunch in one of Didcot's saloon carriages, and a return ride between Didcot and Grove on a heritage single-decker coach.

The day starts at 09.00 at Didcot Parkway station forecourt, with the short heritage coach ride to Grove to visit the F1 Conference Centre. Here, there will be a complete guided tour of the largest F1 museum in the world, a visit to the trophy room, and a chance to sit in an original Formula 1 racing car.

It is envisaged that the day will finish at around 17.00. The inclusive price for the all the events of the day is £150 per person. Tickets are limited, but can be booked on 01235 817200.

One of the stars of the SVRs Autumn steam gala was the return of 'Flying Pig' 2-6-0 No. 43106. The locomotive is pictured (▲) arriving at Arley on 26th September and (▼) paired with 'Mickey Mouse' No. 41312, near Arley, on 27th September. **Mick Rogers/Jack Boskett**

Also in use throughout the weekend was GWR 'Hall' 4-6-0 No. 4936 *Kinlet Hall*, visiting from Tyseley and pictured in a rare moment of autumn sunshine on 26th September, approaching Arley with the 13.09 local from Highley to Kidderminster. **John Stretton**

▲ Visiting BR Standard 2MT 2-6-0 No. 78019 exits Stoneacre Loop with the 16.30 service from Bolton Abbey to Embsay during the Embsay and Bolton Abbey Railway Gala on 26th September.

▶ Hunslet 0-6-0ST *Darfield No.1* departs Stoneacre Loop with a goods train to Embsay on the same day.

▼ Resident Class 31 No. D5600 heads the 11.50 service from Embsay to Bolton Abbey at Skibeden that morning. **All: Nick Wise**

◀ The Bodmin & Wenford Railway Diesel Gala over the weekend of 26th/27th September provided the welcome return of Class 33/1 No. 33110. Here, looking resplendent in its Departmental-grey livery, it approaches Bodmin General with the 11.30 from Bodmin Parkway on 27th September.

▼ Class 47/3 No. 47306 *The Sapper*, looking rather the worse for wear in faded Rfd-livery, departs Bodmin General with the 11.55 to Boscarne Junction on the same morning. **Both: Nigel Capelle**

DB Schenker-liveried Class 66/0 No. 66152 made its first visit to Cornwall at the end of September. Here, it crosses the causeway at Golant on 28th September with a china clay working from Goonbarrow.
Paul Maycock

Hanson Traction-operated Class 31/1 No. 31190 passes the box at Heckington with a Colas Rail-operated Washwood Heath to Boston Docks empty steel service on 30th September.
David O'Rourke

A pair of Class 156 units, led by No. 156450 and both in the now obsolete First Scotrail livery are pictured north of Bridge of Orchy, at Achallader on the West Highland Line, on 26th September, while working the 08.21 train from Glasgow Queen Street to Fort William and Mallaig. **Andrew Wood**

Glowing in the morning sun reflecting off Mounts Bay, FGW Class 57/6 No. 57602 passes Long Rock depot with the down 'Night Riviera' on 25th September. **Glen Battern**

TURNING THE CLOCK BACK

Cambridge in the 1950s

On 19th August 1953, two 120 Ilford HP3 films were exposed around Cambridge station during a period of some three hours.

A total of 22 of the 24 negatives were retained, and these included 12 different types of locomotive, from E4 class 2-4-0s and F6 2-4-2Ts through to 'Sandringham' and B12 class 4-6-0s and the large WD 2-8-0s, which were quite extensively used in this period on freight workings in the area. The WDs included the only named example, No. 90732 *Vulcan*, which was hemmed in inside the 31A-coded shed and I was only able to obtain a record of the nameplate! Some 50% of the photographs were taken on the shed, however, and as well as the 'E4s' included diverse types such as a C12 4-4-2T, a J15 0-6-0 and a 1947 Ivatt 4MT Mogul.

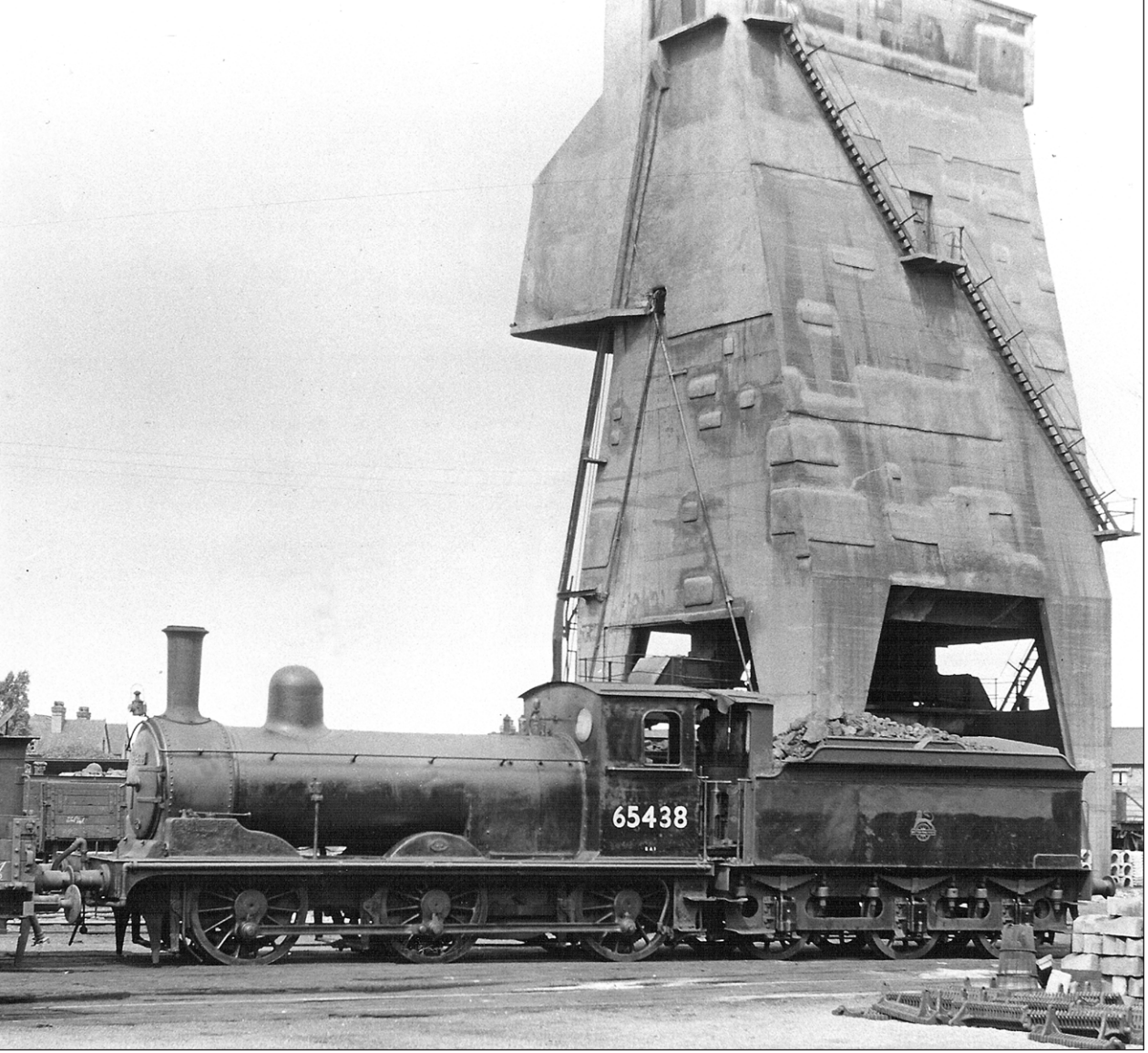
Today, Cambridge is quite a different place, being a key location on the King's Cross to King's Lynn, Peterborough to Stansted Airport and Ipswich routes. Served by National Express East Anglia, First Capital Connect and CrossCountry, the station has a staple diet of Class 170s and 365s for passenger work, with Class 66s dominating on the occasional freight workings.

▼ **Another fleeting visit to Cambridge was made on 27th April 1958, while en route to the Cambridge University Railway Club's 'Driving Instruction' steam special between Linton and Haverhill, with an 'E4' 2-4-0. A stop at Cambridge was specially made to record this exposure of B17/6 Class 'Sandringham' No. 61636 *Harlaxton Manor* piloting 'Britannia' Pacific No. 70039 *Sir Christopher Wren* away from the station, heading the 08.24 service from Liverpool Street to Norwich, the motive power having been observed on departing from London.. All: Brian Morrison**

▲ Bearing a 37C Bradford shedplate, N1 class 0-6-2T No. 69478 stands in the shed yard at Cambridge. Some two years later, the loco was still part of the Bradford allocation, so why it was at Cambridge on this day is unknown.

▲▶ With the cloth-wrapped chimney showing that the loco was in stored condition, Ivatt Great Northern-designed Class C12 4-4-2T No. 67367 stands on an outside road of the Cambridge shed complex.

▼ Entrusted on the day to an eight-coach express from March to Liverpool Street, Class D16/3 4-4-0 No. 62589 approaches Cambridge.



▲ Fitted with a cab window for the Colne Valley line and also with rear cab protection for when running tender-first, Worsdell Great Eastern J15 class 0-6-0 No. 65438 stands beneath the coaling plant at Cambridge shed.

▲▶ Coaled and watered at Cambridge (31A) on 19th August 1953, Class D16/3 No. 62606 leaves the shed yard and heads for the station to take out the 11.33 train to March. A Holden Great Eastern 'Claude Hamilton' 4-4-0, this example was rebuilt in 1938 with a round-topped boiler, but retained its original side valves and quite ornate footplating.

▶ A Holden GER type introduced in 1891, Class E4 2-4-0 No. 62794 departs from Cambridge, heading the 13.33 three-coach local service for Colchester.

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▲ March (31B) allocated ex-War Department 2-8-0 No. 90029 waters up on the through lines at Cambridge that run between the platforms and the yard. The fireman informed me that it was working the 12.25 freight from Whitemoor to Temple Mills.

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 Rly 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.

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.

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

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

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, Andy Franklin on 07824 410762 for details.

8th-16th October 2009

LCGB Overseas Tours
FRANCE/ITALY; ***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.

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.

▼ **A rare working for a Class 60 as No. 60011 works south through Bredicot, Worcestershire, with the Kingsbury-Robeston discharged tanks on 28th September 2009. Stephen Tucker**

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. Starts 18.00. Contact the Secretary, Shazma Mahmood-Shakoor on 07921 943820 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.

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

Irish Railway Record Society
The Exmouth Arms, 1 Starcross Street, London, NW1 2HR. 'Delivering a Modern European Railway for 21st Century Ireland' by Dick Fearn. Meeting starts at 19.00.

Permanent Way Institution (Irish Branch)
Cultra, Belfast. 'Strall' by Robert Kaiser. 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 details.

Marlow & District Railway Society
British Red Cross Society, Victoria Road, Marlow. 'A Railway Retirement - the journey continues...' by Phil Marsh. Starts 20.00.

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

RCTS (Shipley Branch)
Saltaire Methodist Chapel, Saltaire Road, Shipley. 'Modern Traction at Home and Away' by John Whiteley. Meeting commences at 19.30.

19th October 2009
RCTS (Chester Branch)
The Town Crier, City Road/Station Road. '130 Years of the Conwy Valley Line' by Larry Davies. Meeting commences at 19.45.

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

DBS Class 66/0 No. 66152 passes Basingstoke in new DB Schenker livery leading the 12.30 Eastleigh-Wembley 'Enterprise' on 25th September.
Chris Wilson

Magazine Information

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