Railway Herald

Issue 197 - 12th October 2009

The electronic journal for the railway enthusiast

Railway Herald

Issue 197
12th October 2009

Editor
Richard Tuplin

Contributing Editor
Brian Morrison

Railtour Editor
John Whitehouse

Advertising Manager
Ken Brunt

All editorial emails should be sent to the editor. To email a member of the team, send your message to firstname.surname@railwayherald.com

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

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

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

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

© Copyright Railway Herald Limited 2006-2009

ISSN 1751-8091

Scottish Photo Charter 2009

Our annual coverage of the Scottish Photo Charter on the West Highland Line and the Mallaig extension returns with some breath-taking views of LMS 'Black 5' No. 45407 and LNER 'K1' No. 62005 in action on the route.

Full story on Page 16

In This Issue

End of the line
This past week, saw what would appear to be the final action in the Advenza Freight story, with the company being wound up.
Click here to read the story on Page 3

Southeastern Javelins
The popularity of the new high-speed service has resulted in southeastern extending the interim service to weekends.
Click here to read the story on Page 6

New look for Class 31/4
Class 31/4 No. 31452 has gained the colours of British American Railway Services following a repaint at Derby.
Click here to read the story on Page 7

Metro & Light Rail
LUL's 2009 Sandite season commences and TfL announces that DLRs Bank station will close during January for upgrade work.
Click here to read the story on Page 5

Elsewhere in this issue

4 Class 378 Delivery Programme
As an eight diagram operation of Class 378s comes into effect, we update our previously published list of which units are at Derby, which have been delivered and which ones are in traffic together with the loco used to deliver the set.

9 Notable Workings
Our weekly column looking at the rare and unusual workings that have occurred over the past week, including the Class 60 Report. **Readers contributions are welcomed, please forward to editor@railwayherald.co.uk**.

Front Cover Caption:

The 'Caterham Corps' railtour from Hastings to London Victoria and on to Bromley North, London Bridge, Hayes, Caterham, Tattenham Corner, Kensington Olympia and Richmond, and then returning via Victoria to Hastings traverses the Dartford Loop line between Bexley and Crayford on 10th October 2009. The 'coaching stock' is the Hastings DEMU No. 1001, which is 'topped and tailed' by Class 73/2s No. 73213 in newly applied First GBRf livery and No. 73212, in Network Rail yellow. Brian Morrison

▲ What the future holds for Class 57/0 No. 57005 and classmate No. 57006 remains to be seen. Both locos were owned outright by Advenza following a purchase deal from Porterbrook. No. 57005 awaits the future at Cardiff on 1st October. Richard Francis

The final chapter for Advenza Freight

After what could best be described as a rocky few months, Advenza Freight was finally wound up in the High Court on 7th October, following a petition brought by HM Revenue & Customs.

The company has recently been best observed for its rolling stock movements, together with the regular scrap operations from Stockton, Shipley and Hitchin to Sheerness and Cardiff. Recently, there was also the beginnings of regular traffic conveying pulverised fly ash (PFA) from West Burton Power Station to Tilbury in intermodal style tanks. This traffic is to be taken over by Colas Rail in the short term, prior to a new contract being signed with a permanent freight operator.

As regards motive power, of the four locos owned by Advenza, No. 47237 remains out of use at Gloucester, No. 47828 *Joe Strummer* is stood at Doncaster, No. 57005 is stabled at Cardiff and No. 57006 is believed to be at Heaton Depot. Whether No. 47237, previously purchased from DRS by Advenza, and the two Class 57s may end up with DRS remains to be seen. It is also believed that one, if not two, locomotives are the subject of legal action against unpaid bills.

The three Class 66/4s recently leased from Porterbrook and renumbered into the 66/8 series have been taken back by the leasing company, while No. 66843, which returned to Porterbrook's care several weeks ago, remains at Longport, Stoke. First GBRf has been tasked by Porterbrook to move the three ex-Advenza Class 66/8s to Wembley PRDC for storage, which has resulted in the locos being transferred temporarily into the GBRT pool. The first to move was No. 66844 from Tilbury, which was hauled by Class 66/7 No. 66715 on 5th October. No. 66842 operated 'light engine' from Cardiff to Wembley on 6th October.

Skegness route undergoes £21 million track upgrade

The line between Boston and Skegness, which opened in 1873, has had years of under investment.

The situation is now being rectified, however, with a £21 million, 32-mile project to replace track on the route using recycled materials. The work started on the first 12 miles on 2nd October, and is due to finish by 2nd November. The Route Director said: "This is a groundbreaking project that will deliver huge benefits to the thousands of people who use this route. We are using recycled materials on an unprecedented scale that will result in massive amounts of track replaced in an incredible short timescale at a very affordable price".

Phase one of the work will result in the whole line being closed for four weeks, enabling engineers to work round the clock to replace 21,000 yards of track using only recycled and serviceable materials from other parts of the network. The second phase will take place for eight weeks in February and March 2010. During this time the final 35,000 yards of track will be replaced. This work would usually take over a year if it was done overnight and at weekends.

Altogether, the scheme will use 86,000 concrete sleepers, 132,000 yards of rail and 140,000 tonnes of ballast. A total of 23,650 tonnes of concrete, 120,000 tonnes of ballast and 6,700 tonnes of steel will be reused. The recycled materials being used involved an 18-month national material recovery and delivery programme on the biggest scale seen in the UK since the 1960s.

Benefits to passengers will be a much smoother ride due to a change from jointed to continuously welded rail, and faster trains and shorter journey times, the line speed being increased from the present 50mph to 60mph to 75mph.

New station under construction at Smitham

Construction of a new station building at Smitham has begun, and is scheduled for completion in February next year.

The current building was built over 100 years ago and the structure and facilities were in need of replacing. Through the national stations improvement programme, Smitham will be upgraded with a modern building, and will also benefit from increased seating for passengers, more bicycle parking facilities and step-free access between the entrance and platforms for passengers with reduced mobility. The new building will also be easier for railway staff to maintain and provide more resistance to vandalism.

The area immediately surrounding the station has recently benefited from a road modernisation scheme, which has improved pedestrian and vehicle access to the station. The platform, footbridge and approach areas have also undergone some refurbishment, meaning that the upgrade of the station building will complete the regeneration of the area. The key to the design and construction of the new building is in the use of off-site manufactured components that are delivered to site enabling rapid assembly on pre-prepared foundations. This method reduces costs and time on-site, minimising inconvenience to passengers.

Construction of a new station building has also started at Uckfield and is also scheduled for completion in February 2010. In the late 1980s, the original 19th century brick station building here was closed and replaced with a pre-fabricated structure located 50 metres to the north in order to improve accessibility. The current station and facilities are no longer fit for purpose and need replacing. Also through the national stations improvement programme, Uckfield station will be upgraded with a modern building, and will also benefit from increased seating for passengers, more bicycle parking facilities, space for a small retail facility, additional shelters on the platform and a new fully accessible unisex toilet. In the same way as with the Smitham project, the new building will also be easier for railway staff to maintain and provide more resistance to vandalism.

Also, as with the Smitham rebuild, off-site manufactured components will be used for assembly on pre-prepared foundations.

Class 378 Delivery Programme

The three-car Class 378/0 sets will be renumbered into the 3782xx series from 2010, when they are extended to four-car units. Class 378/0s and 378/2s are dual-voltage 25kv AC and 750v DC units. Class 378/1s provide 23 four-car units for use on the East London Line services and are 750v DC only. Believed to be correct as of 9th October.

Unit	Location	Delivery Date	Loco Used
378001	New Cross Gate Depot	4th Sep	66730
378002	Derby Litchurch Lane		
378003	Derby Litchurch Lane		
378004	New Cross Gate Depot (*1)	28th Sep	66730
378005	In Traffic	15th Apr	66731
378006	Derby Litchurch Lane		
378007	In Traffic	11th May	66730
378008	In Traffic (*2)	7th Aug	66728
378009	Derby Litchurch Lane		
378010	In Traffic	8th Sep	66728
378011	Derby Litchurch Lane		
378012	Derby Litchurch Lane		
378013	In Traffic	18th Jun	66728
378014	In Traffic	28th Aug	66728
378015	In Traffic	4th Jun	66730
378016	In Traffic	2nd Jul	66732
378017	In Traffic	14th Aug	66730
378018	In Traffic	23rd Aug	66728
378019	Derby Litchurch Lane		
378020	Derby Litchurch Lane		
378021	Derby Litchurch Lane		
378022	Derby Litchurch Lane		
378023	Derby Litchurch Lane		
378024	Derby Litchurch Lane		
378135	Derby Litchurch Lane		
378136	Chart Leacon Depot	3rd Oct	66730
378137	New Cross Gate Depot (*3)	5th Oct	66730
378138	Chart Leacon Depot	6th Oct	66730
378139	Derby Litchurch Lane		
378140	Derby Litchurch Lane		
378141	Derby Litchurch Lane		
378142	Derby Litchurch Lane		
378143	Derby Litchurch Lane		
378144	Derby Litchurch Lane		
378145	Derby Litchurch Lane		

Notes:

*1 Visited Shoeburyness for tests as a four car unit, departed on 15th September. Was also delivered from Derby to New Cross Gate as a four-car formation, with the addition of vehicle No. 38201, that will eventually be in No. 378001.

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

*3 Became the first of the fleet to operate on the Network in a four-car formation while on trials. It was delivered from Derby to Chart Leacon on 17th September by Class 66/7 No. 66728.

◀ **Shiny and fresh out of the box! Class 378/0 No. 378018 stands at Clapham Junction on 3rd October with the 09.35 to Willesden. Neil Bradley**

Refurbishment for Warrington Central

Warrington Central station is to receive a £500,000 modernisation.

The jaded exterior will be brought up-to-date with a new modern entrance, canopy and illuminated signs, while access for passengers will be improved with new steps and a disabled access ramp. In addition, the ticket hall will be completely revamped, the existing shopping area expanded and decorative lighting fitted under the railway bridge to make the area more welcoming for passengers and passers-by.

The work follows the significant improvements made earlier this year to the entrance hall and forecourt of Warrington Bank Quay station, and is being developed by First TransPennine Express in partnership with Warrington Borough Council and Network Rail. To fund the work, contributions are being made from the National Stations Improvement Scheme, Network Rail, First TransPennine Express, Warrington Borough Council and Golden Square.

The scheme, however, is only a part-refurbishment and will not correct all the problems with the interior of the station. Work is expected to start in January and is anticipated to take three months to complete. The station will remain open during the period.

Zimmer frames and crutches left on Eurostar!

Lesley Retallack, Eurostar's Head of Press has revealed that a series of strange items have been left by passengers on Eurostar travelling through the Channel Tunnel.

She said: "We've had all sorts of things - false teeth, zimmer frames, crutches - it's like suddenly they travel on Eurostar and they're cured! Other abandoned items have included high value items such as laptops, mobile phones and BlackBerrys, in addition to curious objects including underwear and cheese. More popular things left behind were hats, books and umbrellas, particularly paperback publications such as maps and guidebooks, but all the items found come from a wide number of areas because passengers hail from a many different countries".

Metro and Light Rail News

▲ Sheffield Supertram No. 120 arrives at Meadowhall Interchange sporting an East Midlands Trains advertisement livery on 28th September. **Robert Jefferys**

DLR Bank station to close for January

Transport for London (TfL) has advised that the Docklands Light Railway (DLR) platforms at Bank station will close on 24th December for one month to allow the completion of engineering work for the network's three-car upgrade between Bank and Lewisham.

Three-car trains, which will provide 50% more capacity, will run between Bank and Lewisham, DLR's busiest route, from early 2010. The work is being carried out during this time because this period traditionally sees the smallest number of passengers on the DLR, meaning fewer journeys will be affected than if the work was carried out at other times in the year.

A full replacement bus service will be in operation to minimise disruption. The last DLR train from Bank station will run at the close of service on 23rd December and the DLR platforms there are scheduled to re-open at the end of January 2010. The work involves upgrading the track and signalling systems at Royal Mint Street Junction, which is situated just outside the tunnel leading down to Bank station.

The junction, which splits the Bank and Tower Gateway lines, will be remodelled during the closure to provide a more efficient train service to these destinations in future. During the closure, other heavy maintenance work at Bank will be undertaken.

On 24th December, Christmas Eve, trains will not run between Bank and Canary Wharf or between Tower Gateway and Poplar, while from 26th December, Tower Gateway will operate a high-frequency train service to DLR destinations including Lewisham via Canary Wharf.

Underground's overground leaf fall season 2009

London Underground's 2009 'Leaf Fall Season' on the Metropolitan Line commenced on 4th October, using the special Rail Adhesion Train that lays Sandite to combat the effects of falling leaves.

The train is formed up each year using a standard 4-car A Stock unit with the special converted trailer No. 6036 inserted to replace a normal vehicle.

The operation allows the rare sight of a four-car A Stock running in daylight hours on the 'main', these workings normally being confined to the Chalfont & Latimer - Chesham 'shuttle' and associated trips from Neasden Depot at extreme hours.

▲ The 14.42 Sandite working to Amersham passes Rickmansworth on 7th October.
▶ The Rail Adhesion Car. **Both: Kim Rennie**

▲ The extension to SWT Salisbury Depot was officially opened on 9th October, when a twin-track three-coach length fuel shed was opened to mark modernisation of the main diesel facility and to allow the main depot to concentrate on its core maintenance duties. When originally opened to house stock used on the Waterloo to Exeter route, only some 20 three-car units were based at the depot, today the fleet has grown to over 40 Class 158 and 159 units in both two and three car versions, resulting in the original facility having space problems in handling the maintenance of the fleet. Class 159/0 No. 159020 stands inside the new fuel building extension on 9th October. **Railnews**

Southeastern extends high-speed Javelin service to weekends

Southeastern has announced that high-speed 'Javelin' services are extended to weekends, starting on 10th October.

The new trains will provide an hourly return from St Pancras International to Ashford International, as well as a half-hourly return shuttle from Ebbsfleet International to St Pancras. The trains will operate on both Saturdays and Sundays, the first leaving Ashford on Saturday at 09.18 and the last return train departing St Pancras International at 18.38.

Charles Horton, Managing Director of Southeastern, said: "The introduction of the weekend trains is another vital part of extending our preview services. Many, who work during the week and have not used the service already, will now be just 37 minutes from Central London where they can go shopping, take the family to a West End matinee or go to sporting events and still make the last train back to Ashford International. Alternatively, people in London are now just 17 minutes away from Ebbsfleet International, where it is just a short bus ride to Bluewater for weekend shopping".

The preview services proved so popular that they were recently extended to Dover, Folkestone, Canterbury and Ramsgate during the week, and already one service has been doubled in length, the 18.37 from St Pancras International to Dover Priory, which has been increased from six coaches to 12 to prevent passengers having to stand. This comes after doubling the length of the 06.42 train from Dover Priory to St Pancras after only the second week of it running.

Southeastern also confirms that passengers can now purchase monthly and longer season tickets for the high-speed services from railway stations or online.

UK News In Brief

■ Samples of paint from the Isambard Kingdon Brunel-designed Royal Albert Bridge, linking Devon and Cornwall, are being analysed in an attempt to establish its original colour. The samples, collected by an architectural paint researcher, have been taken before the structure is stripped and repainted. There are some 30 coats of paint on the bridge, which was first repainted grey in 1911, but its original colour was never recorded. As part of the restoration project, the bridge will be blast-cleaned, strengthened and completely re-painted. Work is expected to begin by summer 2010 and will take about two years. Since the bridge opened 150 years ago in 1859, it has carried an estimated billion tonnes of rail traffic. It was Grade I listed in 1952.

■ Work begins next week on a £2 million programme to improve branch lines in Devon and Cornwall. The investment aims to bring passengers smoother and more reliable train journeys in the area. Work will first begin on the Newquay branch between 5th & 9th and 12th & 15th October. Some of the work includes renewing over one mile of track drainage system, replacing 700 yards of rail and strengthening the bridge between Roche and Bugle. Once the work at Newquay is completed, engineers will move on to the Falmouth - Truro line, then the St Ives branch, where work will include strengthening the rail bridge near Lelant.

■ A £1 billion neighbourhood is planned for north-east Chelmsford, Essex, which will include thousands of homes and a new railway station at Beaulieu Park, requiring the line to be widened to four tracks.

■ All three occupants of a car were killed following a collision with the 10.38 train from Inverness to Wick at a level crossing on Bridge Street, Halkirk, Caithness. The 18 passengers and four staff on the train were not injured. The level crossing has warning lights, but no barriers. A Network Rail spokesman said: "Our engineers are on the scene to inspect the crossing and assist the police with their investigation. At this stage, there is nothing to suggest that the crossing was not functioning correctly at the time of the collision. All our level crossings are regularly inspected to check they are appropriate to the level of road and rail traffic in the area and we are confident the correct crossing is in place at Halkirk".

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 4th - 12th October

Last weeks Issue 196 was downloaded **30,612** times and a total of **3,127** copies of previous issues were also downloaded. The *RH* website has provided **223,647** web pages to users, an average of **22.2** pages every minute, seven days a week! *Railway Herald* now has a monthly average download of **123,062** - this is the number of copies downloaded in an average four week period.

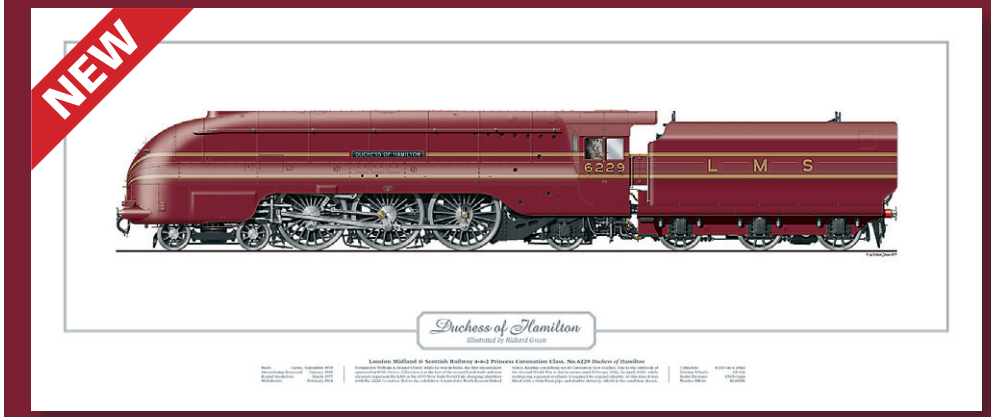
High Speed plan from Network Rail

Network Rail has produced plans for a £34 billion high-speed rail link from London to Scotland that it maintains would halve journey times to Edinburgh and Glasgow to just over two hours.

The 200mph route is planned to run direct from the Capital to Manchester, and then proceed through Preston to the Scottish border, where it would split and reach Scotland's two major cities. Spur lines would take passengers to Birmingham and to Liverpool. Network Rail said the high-speed line could run up to 16 trains an hour from London to Scotland, and four trains an hour between regional cities. The plans came as the Government awaits separate proposals due in December from High Speed 2, the company it set up earlier this year to draw up detailed plans for a fast north-south rail link. "We need to start the planning now to meet future demand, and the solution is a new high-speed railway to the Midlands, the North West and Scotland," said Network Rail Chief Executive Iain Coucher. "The line has a sound business case that will pay for itself." Transport Secretary Lord Andrew Adonis said High Speed 2 would take "full account" of Network Rail's research.

◀ **Having been repainted into the livery of British American Railway Services (that operate the Dartmoor & Weardale Railways), Class 31/4 No. 31452 passes Long Eaton on 9th October with a light engine move from Derby to East Leake (GCR (Nottingham)). Stuart Wood**

Limited Edition Print (250 only, signed & numbered) of LMS Streamliner No. 6229 *Duchess of Hamilton*



The print shows 6229 after regaining its identity and the fitting of a double chimney
• Scale: 8mm/ft • Print size: 720mm x 305mm • Price: **£28** (includes post & packaging)

LOCOS IN PROFILE • EXTREMELY DETAILED • LIMITED EDITION PRINTS BY RICHARD GREEN

Further details: www.locos-in-profile.co.uk

LocoTrack

THE BRITISH LOCOMOTIVE DATABASE

Have you got notebooks filled with all your spotting records?

Want to sort them and classify them on your PC?

LocoTrack can help you!

Contains most British diesel & electric loco's + stock since 1948
You can enter sighting details, haulage details, photo details, etc.
And you can link your own photos to each record!

Simple searching, filtering and reports - *all data can be updated*

Excellent reviews in railway press

£20 including P+P in UK Website at www.locotrack.co.uk

LocoTrack, 13 Alderley Edge, Waltham, N.E. Lincs, DN37 0UR

◀ Recently returned from store, Class 60 No. 60054 *Charles Babbage* exits Wickwar Tunnel on a Westerleigh to Robeston discharged petroleum working on 5th October. **Ken Brunt**

◀▼ Class 67 No. 67002 leads the 'Northern Belle' through Bishopton, on the outskirts of Stratford-upon-Avon, on 9th October. Pioneer Class 67 No. 67001 is just visible on the rear of the train. This location is the site of the proposed Stratford-upon-Avon 'Park and Ride' station. **Peter Tandy**

▼ DRS Class 37/0 No. 37087 *Keighley and Worth Valley Railway* and Class 37/5 No. 37688 *Kingmoor TMD* were used on the trial service between Coatbridge and Inverness, operated by DRS on behalf of John G Russell. The crew take a short break at Stirling as the locos work the 09.22 return service from Inverness on 7th October. **Graeme Eadington**

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

Further problems ensued for First Great Western's Class 57/6 fleet on 2nd October, with the southbound 'Night Riviera' being worked by Class 57/3 No. 57308 *Tin Tin*, although this loco also encountered problems, arriving at its destination over an hour late.

A technical issue resulted in the same night's northbound train being operated by an HST! As a result, Class 57/3 No. 57308 dragged Class 57/6 No. 57604 *Pendennis Castle* from Penzance to Old Oak Common during the day. Classmate No. 57305 *John Tracy* found use on dragging Pendolinos, work that the fleet were actually converted for, when it was used for the Saturday morning 'drag' from Crewe to Holyhead with Class 390 No. 390015 *Virgin Crusader*.

Class 67s Nos. 67003 and 67020 were provided in the usual 'top and tail' mode for a 'Footex' special from Weston-super-Mare to Norwich on 3rd October, while 'Royal' classmates Nos. 67005 *Queen's Messenger* and 67006 *Royal Sovereign* were on a 'Northern Belle' charter from Lincoln to Chester, and Nos. 67008 and 67001 were provided for a London King's Cross to Buxton charter. Also paired up, but this time double-heading were Nos. 67004 *Post Haste* and 67011 on the Edinburgh to Inverness leg of the 'Caledonian Sleeper', the former loco being positioned ready for work on the Inverness RHTT diagram. Class 60s Nos. 60074 *Teenage Spirit* and 60091 *An Teallach* were both enjoying a renaissance on aggregate workings, with *Teenage Spirit* working to Manchester Hope Street and *An Teallach* heading to Crawley, both trains originating at Peak Forest. Elsewhere, No. 60077 *Canisp* was in use on engineers' duties, working from Gillingham (Kent) to Hoo Junction, while Class 73/2 No. 73204 *Janice* was heading for Plumstead from Hoo Junction, running via London Bridge that evening.

There was a difference of opinion at Darlington on the morning of 3rd October between Mk4 DVTNo. 82222, working with Class 91 No. 91125 on the 08.00 London King's Cross to Edinburgh service, and Class 142 No. 142016 on the 10.10 Saltburn to Bishop Auckland, when the 'Pacer' ran into the back of the DVT. Both services were terminated, with all through trains using Platform 1 for both north and south movements. Elsewhere, Class 170/4 No. 170416 hit a tree on the line between Stonehaven and Carmont, while the Aire Valley Line was closed for a while after a fallen tree brought the overhead catenary down.

Class 37/7 No. 37706 became the last locomotive to work a revenue-earning passenger train around the Oldham Loop, when it powered a Manchester Victoria circular charter, via Rochdale, prior to returning the train to Carnforth. The very last heavy-rail passenger service was worked by Class 156s Nos. 156466 *Gracie Fields* and 156441, departing Manchester Victoria at 23.27 for Rochdale, via Oldham. Class 66s Nos. 66167 and 66131 were unusually employed on High Speed 1 the same evening, working from Dollands Moor to Singlewell Up Loops in 'top and tail' formation. Any further information on this working or consist would be welcomed by the editorial office.

On 4th October, Class 60 No. 60041 developed an earth fault (yes, it derailed!) at Tondu

▼ **Following the failure of Class 57/6 No. 57604 *Pendennis Castle* at Penzance on 2nd October, the 'up' sleeper was replaced by an HST. Virgin Class 57/3 No. 57308 *Tin Tin*, which worked into Cornwall the following morning morning with the 'down' sleeper, passes Plymouth Tavistock Yard later in the day hauling the errant No. 57604 and sleeper stock, bound for Old Oak Common. Paul Maycock**

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**

while undertaking a run-round manoeuvre. Virgin's Class 57/3 No. 57308 was back at Penzance that evening, being used to operate the 21.15 'Night Riviera' to Paddington, although the train was booked 50 minutes for a run-round at Exeter St Davids to allow it to traverse the Southern route, via Honiton to Yeovil Junction, then north to Castle Cary and Westbury, before heading to Reading and into London. Class 57/6 No. 57602 *Restormel Castle* worked the southbound service, using the same route. In Scotland, the Inverness to Edinburgh portion of the 'Caledonian Sleeper' was also diverted following departure from Perth, via Thornton and Kirkcaldy, the motive power used being Class 67 No. 67011, while No. 67007 on the Fort William section was diverted via Glasgow Central Low Level and Shotts! DRS Class 37/4 No. 37423 *Pride of the Lakes* was used on a Derby RTC to Holyhead observation working, departing Derby during the late afternoon, prior to working the 07.45 Holyhead to Cardiff Central working the following day, and then heading back ECS to Derby. Class 66s Nos. 66009 and 66134 were used on the Didcot RHTT diagram.

The start of the week found DRS undertaking further trial operations between Coatbridge and Inverness for intermodal customers, this time using Class 37s Nos. 37087 *Keighley & Worth Valley Railway 40th Anniversary 1968-2008* and *37688 KIngmoor TMD*. Virgin-operated, Arriva-liveried Class 57/3 No. 57314 was back on the timber working on 5th October, and elsewhere pioneer '57/3' No. 57301 *Scott Tracy* was at the helm of the 17.41 Shieldmuir to Warrington RMT mail service with Class 325 No. 325003 'dead in tow'. First GBRf's 'stock move' engine No. 66730 was at Chart Leacon Depot that evening to move four-car Class 378/1 No. 378137 to London Overground's new New Cross Gate Depot in the early hours of the next day.

On 6th October, a convoy of locomotives for Sandite operations out of Stowmarket headed south from Crewe Gresty Lane to Stowmarket, consisting of Class 57/0s Nos. 57003 and 57007, with Class 20/3s Nos. 20304 and 20305 and Class 37/6 No. 37601. Hanson Traction's Class 31/1 No. 31190 was out and about during the day, working 'light engine' from Derby to Norwich, via Cromer and Sheringham. Class 66/7 No. 66730 worked engine and barriers from New Cross Gate Depot to Derby during the day, heading back south to Chart Leacon that evening with Class 378/1 No. 378138 in tow. DRS provided Class 37/6s Nos. 37609 and 37610 *T.S. (Ted) Cassidy 14.5.61-6.4.08* for the Willesden to Dungeness 'flask' trip during the day, while also on the Southern Region, Class 60 No. 60004 worked an Eastleigh to Hoo Junction engineers' 'trip' that afternoon. Having worked south the previous day, the 6th October's 'Night Riviera' from Penzance was once again in the hands of Class 57/3 No. 57308.

Having arrived at Stowmarket the previous day, Class 20/3 No. 20304 worked 'light engine' to Norwich, to enable it to be turned on the triangle on 7th October, while the second of two locomotive convoys from Crewe to Stowmarket operated during the same afternoon with Class 66/4 No. 66426 leading classmate

▶ Class 31/4 No. 31465 leads the Radio Survey train along the Larkhall branch, with Mk2 DBSO No. 9701 on the rear, heading for Chatelherault with a Mossend Yard to Mossend Yard via Hamilton and Larkhall working on 7th October. Kenny Marrs

▼ Class 60 No. 60063 *James Watt* **slows on the approach to Norton Junction in charge of the 09.39 Round Oak to Margam empty steel service on 5th October. Stephen Tucker**

No. 66420 and Class 37s Nos. 37069, 37059 and 37604. DB Schenker Class 37 No. 37401 worked 'light' from Bescot to Warrington, after being used on an overnight engineers' train on the Cambrian, and DB Schenker-liveried classmate No. 37670 *St Blazey T&RS Depot* headed north to Carlisle from Warrington, but only reached just north of Preston before failing and being rescued by Class 66 No. 66043, which took the errant Type 3 through to Mossend. Also 'light engine' was Riviera Class 47/4 No. 47839 *Pegasus*, working from Tyseley to Crewe, leaving just No. 47805 *Talisman* in use with Colas Rail. Class 31/4s Nos. 31454 and 31459 *Cerberus* worked from Derby RTC to Brush Traction at Loughborough that morning, prior to returning behind powercar No. 43014. Class 60 No. 60022 was removed from the operational pool overnight on 6th/7th October, being returned to traffic two days later, while classmate No. 60010 was charged with the tiresome task of working two TTA two-axle tanks from Immingham to Neville Hill Depot during the afternoon of 7th October. As a result of paperwork issues on the same afternoon, Riviera Class 47/4 No. 47839 hauled Class 87s Nos. 87004 , 87013 and 87014 to Worcester Yard from Crewe, en route to Long Marston. The final leg of the journey from Worcester was undertaken the following day. Strangely, having worked north to Mossend, Class 37/5 No. 37670 was moved back to Crewe as part of a 'light engine' convoy that evening, with Class 90s Nos. 90029 *The Institution of Civil Engineers* and 90039 at the helm.

On 8th October, DRS Class 47/4 No. 47832 *Solway Princess* was hired to Colas Rail, and operated the Burton-on-Trent to Dollands Moor empty steel service. Another Type 4 operating around the West Midlands the same morning was Hanson Traction's Class 47/0 No. 47270 *Swift*, which had Class 31/1 No. 31190 for company on its test run to Crewe and back from Washwood Heath.

Wearing the new green livery of British American Rail Services, Class 31/4 No. 31452 worked south from Derby to East Leake on 9th October, to take part in the GCR(N) Diesel gala weekend, while No. 47270 worked 'light engine' from Washwood Heath to Wansford (Nene Valley) to collect a convoy of locos, destined for Butterley.

◀▲ Class 66/0 No. 66043 drags Class 37/5 No. 37670 to Mossend following the failure of the Type 3 north of Preston. The pair head past Fiddlers Gill, to the north of Lanark Junction on 7th October. Kenny Marrs

◀ With Class 31/1 No. 31190 for insurance, Class 47/0 No. 47270 *Swift* powers through Sutton Coldfield with a Washwood Heath to Crewe test working on 8th October. John Edkins

UK Steam & Modern Traction Railtour Listings

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

17th 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
Spitfire Railtours	2xWCRC 37	Taunton-Bristol TM-Bristol Parkway-Cheltenham Spa-Worcester SH-Kidderminster- Birmingham New St-Barrow Hill-York & return
Spitfire Railtours	2xWCRC 37	York- Harrogate-Leeds-York
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
23rd/24th October		
Pathfinder Tours	2 x Class 31	London Liverpool Street-Orient way Sidings (rev)-Stratford-Colchester Town (rev)-Sudbury (rev)-Braintree (rev)-Southminster (rev)-Southend Victoria (rev)-Upminster (rev)-London Euston (arr 07.00)
24th October		
Pathfinder Tours	2 x Class 31	London Euston-West Hampstead Thameslink-London Liverpool Street-DBS Lea Interchange (rev)-Gospel Oak-London Waterloo (break/rev)-Selhurst depot-Bromley North-London Bridge-Tonbridge Marsh Yard-East Croydon-London Victoria (rev)-East Croydon-Caterham (rev)-Victoria
Railway Touring Company	46115	(Leicester-Nottingham-Grantham-)Hellifield-Carlisle-Hexham-York & rtn
UK Railtours	2xDBS 67	London KX-Peterborough-Doncaster-Skipton-Hellifield-S&C-Carlisle-Hexham-Durham-York & return
28th October		
VSOE	35028	London Victoria- Ascot-Wokingham-Reading-Didcot-Oxford & return
31st October		
Past Time Rail	tbc	The Cotton Mill Express Manchester-Copy Pit-Manchester **Cancelled**
Pathfinder Tours	D1015	Bristol TM-Bristol Pky-Cheltenham Spa-Barnt Green-Birmingham NS-Burton upon Trent-Derby-Chesterfield- Huddersfield-Standedge-Stalybridge-Stockport-Chapel-en-le-Frith-Buxton (break/rev)-Buxton-Peak Forest-Hope Valley-Chesterfield & return
UK Railtours	2xDBS 67	London Euston-Watford Junction-Rugby- Blackpool North & return
Vintage Trains	6201 & VT47	Tyseley Warwick Road-Carlisle & return **Cancelled**
6th November		
VSOE	35028	London Victoria-Clapham Jct-Richmond-Staines-Virginia Water-Guildford-Dorking-Reigate-Redhill-East Croydon-Clapham Jct-London Victoria

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

Mon-Thur/Sat/Sun	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

Will PMR Tours 'London Explorer' next Saturday be the last working for No. 6233 *Duchess of Sutherland* **under its current ticket?**

As will be seen elsewhere in this issue, a decision concerning a possible extension of its main line ticket for another 12 months will be made in December, after the visit of the boiler inspector. But should it prove to be a farewell for the time being, a trip into 'enemy territory' is a good way of bowing out. The steam section is from Derby, via Nottingham, Grantham and Peterborough to London King's Cross, with a diesel covering the initial leg from Sheffield.

LMS power dominates the other steam workings this coming weekend, commencing with 'Jubilee' 4-6-0 No. 5690 *Leander* being employed on Vintage Trains' 'Cumbrian Fellsman' from Hellifield to Carlisle along the Settle & Carlisle, and then back to Carnforth, via Shap. The tour originates at Tyseley Warwick Road and will employ a home-based Class 47 for the non-steam sections of the tour.

Next day, 18th October, the Railway Touring Company has lined-up 'Black 5's Nos. 45231 and 45407 for its 'Tin Bath Extra', which visits the Penistone to Huddersfield line as part of the itinerary. The train is steam-hauled throughout from Manchester Victoria, and runs via the Hope Valley to Sheffield and Barnsley, before heading for the Calder Valley via Huddersfield for the climb over Copy Pit to Blackburn. The return to Manchester Victoria will be via Darwen and Bolton.

A Hanson Class 56 throughout is the feature of Compass Railtours' 'Pennine Lakelander', which originates at Shrewsbury, and runs via Telford Central, Penkridge, Stafford and Stoke-on-Trent to Crewe, before proceeding to Carlisle by way of the S&C. The return visits the Cumbrian Coast to round-off a scenic day's railtouring.

Spitfire heads for York with its 'Jorvic Growler' from Taunton, which is due to feature a pair of West Coast Class 37s. The route is via Bristol Temple Meads, Worcester Shrub Hill and Kidderminster to Birmingham New Street, reaching York by way of the 'old road' through Barrow Hill and Church Fenton. There is also an afternoon add-on around the Harrogate Circle for good measure.

The Gloucestershire and Warwickshire Railway and Cheltenham Spa are the joint destinations for a UK Railtours charter from Stevenage, Welwyn Garden City, Potters Bar and Finsbury Park. This was originally part of the now abandoned 'Ocean Liner Express' programme. DBS Class 67s should feature.

▼ **Class 201 'Hastings' DEMU No. 1001 waits outside Cheltenham Spa with a special charter from Hastings to Worcester on 3rd October. Mark Lee**

LMS 'Black 5' 4-6-0 No. 45231 *Sherwood Forrester* **departs from Manchester Victoria, passing Class 150/1 No. 150139 and Class 156 No. 156441, bound for a final steam-hauled trip around the Oldham loop on 3rd October. Colin Irwin**

The A1 Steam Locomotive Trust's Peppercorn 'A1' Pacific No. 60163 *Tornado* heads south past Edenhall on the Settle & Carlisle line with 'The Waverley' charter on 4th October. **George Woods**

Ups & Downs by John Whitehouse

■ Following the recent problems with Riviera's Class 47s on Compass Tours charters, the company has advised that all remaining tours will be operated by DB Schenker Class 67s for the foreseeable future, unless other heritage traction is specified.

▼ **Battle of Britain Pacific No. 34067** *Tangmere* **fills the air with billowing exhaust as it approaches Wandsworth Town with a slightly late-running 'Cathedrals Express' excursion to Bristol on 8th October. Ian Docwra**

Rood Ashton Hall returns to the main line in October

Tyseley Locomotive Works has been a hive of activity all year with the mainline return of Castle class 4-6-0 No. 5043 *Earl of Mount Edgcumbe* **after a period of around 40 years, the magnificent job of re-streamlining** *Duchess of Hamilton***, and now less than 12 months since being withdrawn from traffic upon the expiry of its boiler certificate, the return of 'Hall 4-6-0. No. 4965** *Rood Ashton Hall***, which is now once again in possession of a valid 12-month main line certificate.**

What is even more surprising is that the overhaul did not begin in earnest until mid-July, and is a testament to the manner in which the locomotive was managed while in traffic, having earned the reputation of being not only the busiest mainline registered engine but also the most reliable. Successful light and loaded test runs between Tyseley and Stratford-upon-Avon were undertaken on 8th October, and the engine is booked for a main line return on 11th October at the head of a private charter on the Stratford route for a local organisation.

The locomotive will also star at the Tyseley Open Day on 25th October, where it will carry its earlier name of *Albert Hall* on one side. It is also booked to haul Vintage Trains charter to Chester on 28th November, in place of No. 5043.

This is a tremendous achievement by Tyseley, and arguably a candidate for the Guinness Book of Records as the fastest main line overhaul ever!

Rail-Blue take Deltic to Buxton and Class 20s to Margate

As previously reported, Rail Blue Charters will be operating a one-off charter on 12th December in support of 'Deltic' No. 55022 *Royal Scots Grey* **and the costs of repairing its damaged power units.**

The locomotive has been operating on one engine since the failure of its second one, and to make matters worse the replacement power unit also failed. The charter has been given dispensation to run the locomotive on one engine on a route from Barrow Hill along the Hope Valley to Buxton. The return will be via Manchester Victoria, Warrington Bank Quay, Knutsford, Altricham and the Hope Valley to Barrow Hill. The train will be limited to seven vehicles plus an assisting locomotive for shunting and 'insurance' purposes. As a bonus, upon arrival back at Barrow Hill No. 55022 will be placed onto the turntable in the roundhouse for a photo-call.

Rail Blue close the year with a trip to Hastings, featuring a pair of DRS Class 20s throughout, which is booked for Wednesday 30th December. The train originates at Barrow Hill and picks up at Chesterfield, Derby, Loughborough, Leicester, Market Harborough, Kettering, Wellingborough, Bedford, St Albans and Clapham Junction. The outward route is via Brixton, Catford and Ashford and a two to three-hour break by the seaside has been requested. A different route will be taken back to Clapham Junction, which takes in Battle, Tonbridge, Redhill, East Croydon, Herne Hill and Brixton. A long day out, by necessity, due to the locomotives being restricted to 60 mph, but when was the last time there was the chance to ride behind 'Choppers' in Kent and Sussex?

Earlier on 4th December, Rail Blue teams up with First Rail Support Group, which is the Burnley-based subsidiary of First Group, which deal with both emergency and planned rail replacement services, for a visit to the Lincoln 'Christmas Fayre'. 'The Lincoln Executive' starts at Manchester Piccadilly and runs via Bolton, Leyland, Blackburn, Accrington, Rose Grove, Hebdon Bridge and Brighouse. Earlier, the re-dated 'Tyneside Executive' is also running in conjunction with the First Rail Support Group, and runs from Shrewsbury picking up at Nantwich, Crewe, Wigan North Western and then the same stations as the Lincoln train to Brighouse. York, Durham and Newcastle-upon-Tyne are the destination options.

The other re-dated tour, 'The Carlisle Executive' is now a pre-Christmas outing operating on 19th December. With a pair of DRS Class 47s for traction, the tour sets out from Barrow Hill to pick up at Derby, Spondon, Long Eaton, Langley Mill, Alfreton and Mansfield Parkway, Chesterfield, Dronfield, Sheffield, Meadowhall and Barnsley. The train runs outwards over the S&C, returning along the Tyne Valley and the East Coast Main Line.

During the 2009 Scottish Photo Charter, and under a threatening sky, but in glorious lighting, LNER 'K1' No. 62005 crosses Rannoch Moor, north of Corrour.
David Gibson

▲ With snow capped mountains in the background, LMS 'Black 5' No. 45407, disguised as No. 44996, climbs across the wilderness of Rannoch Moor.

▶ 'K1' No. 62034 (alias 62005 climbs through the south-eastern Tunnel Cutting between Cuildarrach & Beasdale on the West Highland Extension. **Both: David Gibson**

▼ LMS 'Black 5' No. 44996 catches the sun as it crosses Rannoch Moor south of Corrour. **John Whitehouse**

The North Eastern Locomotive Preservation Group's 'K1' No. 62005 was disguised as No. 62034 for the charter, seen here at Sword Loch, between Rannoch and Corrour. **John Whitehouse**

With gale force winds, horizontal rain and distant hills only just visible, this shot of 'K1' No. 62034 \ (alias 62005) shows just what can be achieved on these charters. Despite the weather, the sun was shining and a rainbow appeared overhead.
John Whitehouse

Limited 'Drive 6233' days still available and *Duchess of Sutherland* may run main line in 2010

The opportunity to occupy the seat of legendary West Coast driver Bill Andrews, as well as having your hand on the regulator of No. 6233 *Duchess of Sutherland* **remains, but interested parties should not delay as the number of vacancies on PRCLT's footplate experience programme between 2nd & 6th November is now very limited.**

With Tuesday and Friday already fully booked, a few places remain on Wednesday and Thursday 4th & 5th November and at the time of writing just one vacancy remained on Monday 2nd November. Participants are guaranteed two round trips on the Midland Railway at Butterley driving No. 6233, and a further two trips 'on the shovel'.

The inclusive cost of £500 also includes a light breakfast, afternoon tea and biscuits and a hot dinner, together with tours of the West Shed and Midland Railway facilities. Telephone 01773 743986 for further information.

In a separate development, PRCLT's chairman Malcolm Baker has confirmed that mainline operations may extend into 2010 subject to a satisfactory boiler inspection in December. If all is well a 12-month extension to No. 6233's 'ticket' will be sought to allow another year of main line running.

▲ **BR Standard 7P Pacific No. 70013** *Oliver Cromwell* **passes Moorgates on the North Yorkshire Moors Railway with the late running 13.30 service from Grosmont to Pickering, formed of an almost complete set of maroon-liveried Mk1s. Stuart Newman**

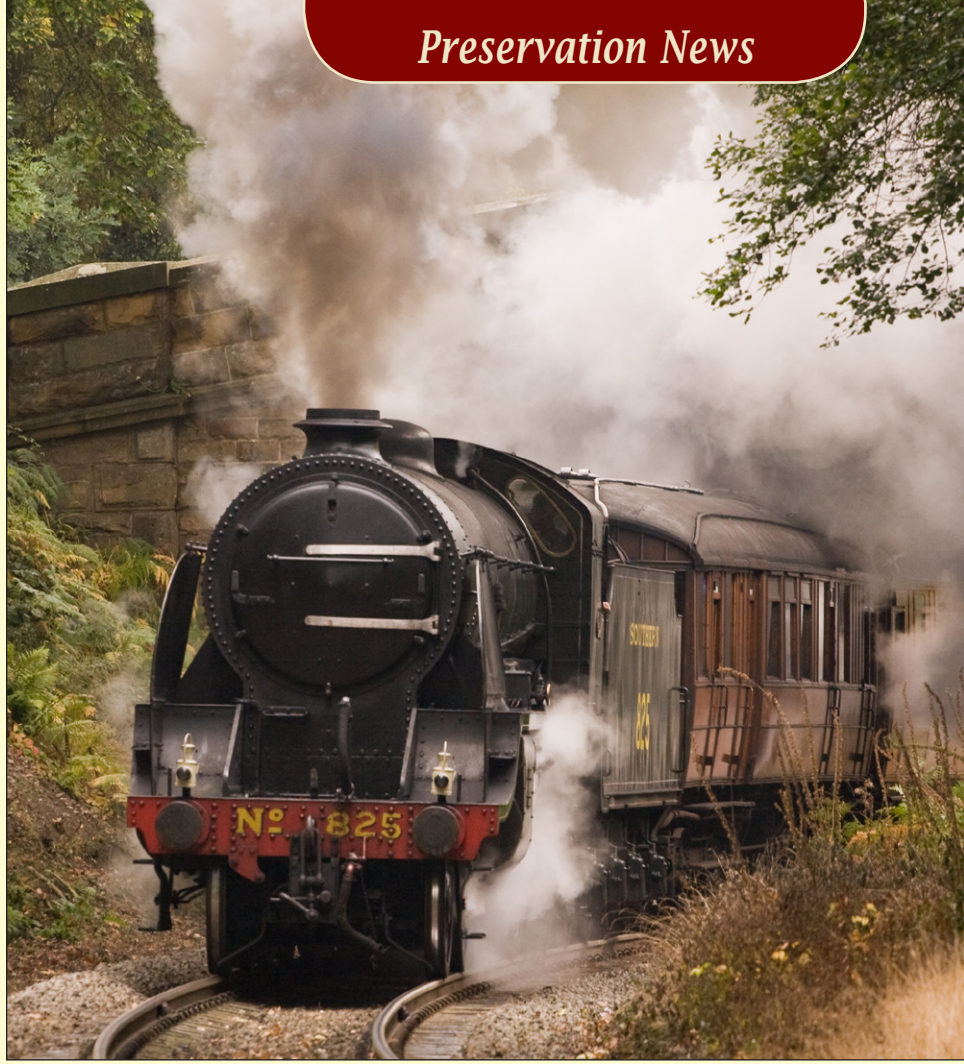
Through running to Bridgnorth resumes, but Hampton Loade could be out until next year

Through train operating was resumed between Kidderminster and Bridgnorth late last week following the interruption of services due to the derailment of freshly overhauled Ivatt Class 4MT Mogul No. 43106 at Hampton Loade on 28th September.

The RAIB attended the scene to conduct its investigation, and the SVR will commence its own internal inquiry in a few days time. The locomotive and de-railed tender remained on the scene for a few days while the respective investigations were conducted, prior to removal back to Bridgnorth. While the locomotive is believed to have come through the incident unscathed, it is understood that its tender has incurred substantial damage to its running gear,

Meanwhile, plain track has been laid following removal of the remains of the pointwork, which was badly damaged in the incident to permit the recommencement of through services. However, as mentioned last week, the SVR's inability now to cross trains at Hampton Loade has impacted on the its timetable. This week's diesel gala timetable had to be redrafted at the last minute, and as a consequence the planned visit of Classes 26, 56 and 57/3 locomotives, together with a rake of air-braked Mk2 coaching stock was cancelled as their use would have been restricted due to the reduction of available paths. The SVR estimates that the available paths have been reduced by around 20% as a consequence of the incident.

Replacement of the points, which were at the southern end of Hampton Loade and controlled access to the station loop, is not going to be a straight forward matter. The point-work was of Great Western vintage, and it is believed that a number of double chairs were damaged beyond repair and these are going to be difficult to replace. Also, adapting modern pointwork is not likely to be an option due to the bullhead track at that location. Current estimates indicate that normal operations at Hampton Loade are unlikely to return until the New Year.



▲ Southern Railway S15 4-6-0 No.825 passes under Beck Hole road bridge with a Pickering-bound train on 2nd October during the NYMR Autumn Steam Gala.

◀▲ SR 'Schools' Class 4-4-0 No. 30926 *Repton* arrives at Battersby with the 11.00 service from Whitby on 4th October, its first public train on Network Rail in preservation. **Both: Nick Wise**

◀ With BR Standard 4MT 2-6-0 No. 76079 assisting S&DJR '7F' 2-8-0 No. 53808, this scene could be just south of Midsomer Norton on the Somerset and Dorset with the 14.00 Bath to Bournemouth service in the 1960s ... but in reality is the 15.55 Grosmont to Pickering trip at Moorgates on the NYMR on 4th October, unusually with two engines up front as no services were booked for double-heading due to the weak bridge north of Goathland. **Bob Lumley**

▲ Visiting 'Peak' Class 45/1 No. 45133 works the 10.02 Wansford - Peterborough NVR at Castor during the Nene Valley Autumn Diesel Gala weekend on 4th October. **Steve Madden**

▲ Hanson Traction's Class 50 No. 50008 and the Deltic Preservation Society's Class 55 No. D9009 *Alycidon*, head away from Wansford during the gala on 2nd October.

▼ Visiting Class 25 No. 25035 and resident Class 37/5 No. 37518 cross the River Nene at Wansford with an afternoon departure on 2nd October. **Both: Stuart Chapman**

On 3rd October, Class 67 No. 67001 enters Altrincham while working the return leg of the Peak Forest Ranger railtour from Watford Junction to Buxton.
Christopher Lowe

12th October 2009

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

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

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

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

Severn Valley Railway (Wolverhampton)
Old Wulfrunians Club, 253A Castlecroft Road, Castlecroft, Wolverhampton, WV3 8NA.
'The Corris Railway, Beginnings to Rebirth' by Rosie & John Guest. Doors open at 19.00 for 19.30 start.

Southern Electric Group (Sussex Branch)
The Deall Room, Southwick Community Centre. 'Steam on the Road' by Joe Whicher. Meeting commences at 19.30. Donation of £2 requested. Contact the secretary, Bruce Cakebread on 01273 462094 or by e-mail at b.cakebread@ntlworld.com for further details.

Stephenson Locomotive Society
New Trinity Parish Hall, Saltcoats, Ayreshire. 'My Pictorial Review of 2004 - 2009' by Stuart Fowler. Starts 19.30. Contact the Secretary on 01294 822303 for further details.

Wrexham Railway Society
St Mary's Catholic Club, Regent Street, Wrexham. PSOV - 'Main Line Steam 2009'. Meeting commences at 19.45. Admission £2.

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 further 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. Meeting commences at 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ntlworld.com for further details.

Monmouthshire Railway Society
Room A28, UWCN, Allt-Yr-Yn Ave, Newport, South Wales.
'Railways of S.Wales in WWII' by T.McCarthy. Meeting commences at 19.30. Admission: non-members £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 the Secretary, 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. Doors open at 17.15 for 17.30 start. Contact, Jack Scott on 07789 765291 or by e-mail at jack.scott1@btinternet.com for further details.

Permanent Way Institution (Irish Branch)
Bridge House, Tullamor
'Strail' by Robert Kaser. Meeting commences at 14.00. Contact the Secretary, Tara O'Rourke on 00353 87 2943562 or be e-mail at tara.orouke@irishrail.ie for further details.

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

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

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

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

Tewkesbury Railway 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. Meeting commences at 20.00. Visitors welcome. Contact the Secretary on 01256 326096 for further details.

Oxfordshire Railway Society
Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LN.
'SERCO Rail Test Vehicles' by Chris O'Donnell. Meeting commences at 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 commences at 19.30.

Stephenson Locomotive Society
YMCA, Bridge Street, Guildford.
'Swindon and the Great Western Railway' by Bernie Holland. Meeting starts at 19.30. Contact the Secretary on 01372 379216 for details.

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. Contact Ron Dawes on 020 8660 3532 for details

15th October 2009

Breconshire Railway Society
R.A.F.A. Club, The Struet, Brecon
'Neath to Fishguard in the 60s' by Martin Davies, Starts 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. '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 details.

Marlow & District Railway Society
British Red Cross Society, Victoria Road, Marlow. 'A Railway Retirement - the journey continues...' by Phil Marsh. Meeting commences at 20.00. Non-members £2.

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.

▼ **Arriva Trains Wales Class 175 No. 175115 arrives at Bridgend with the delayed 11.25 service to Manchester Piccadily. A Class 158 on a Cheltenham Spa service waits patiently on the Maesteg branch. Richard Francis**

15th October 2009
RCTS (Darlington Branch)
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.

Stephenson Locomotive Society
United Reform Church Hall, Mowbray Road, New Barnet, Hertfordshire. 'Abandoned Underground Stations' by Jim Connor. Starts 19.30. Contact 0208 368 6200 for further details.

Welsh Highland Railway Society (East Anglian)
The Black Bull Public House, 27 High Street, Balsham, Nr Cambridge, CB1 6DJ. 'The Midland and Great Northern Joint Railway' by John Hobden. Doors open 19.30 for 20.00. Contact Richard Watson on 07971 130829 for details.

16th October 2009
Stephenson Locomotive Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'APT - Experimental' by Kit Spackman. Starts 19.00. Contact 01434 688946 for further details.

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.

RCTS (Coventry Branch)
Maudslay Hotel, 190 Allesley Old Road. 'Living with Lizzie' by Clive Mojonnier. Meeting commences at 19.30.

RCTS (Oxford Branch)
West Oxford Democrats Club, 1 North Street, Osney.
'Out and About in 2008' by Hugh Gould. Meeting starts 19.30.

RCTS (Shenfield)
Parish Hall, 80 Hutton Road.
'21st Century Steam' by John Day. Meeting commences at 19.30.

20th October 2009
Permanent Way Institution (West Yorkshire Section)
The Pullman Room, The Cosmopolitan Hotel, 2 Lower Briggate, Leeds LS1 4AE.
'Presidential Address - The Role of the PWI in the Future Railway' by Richard Spoors. Doors open at 18.00 for 18.30 start. Contact the Secretary, Martin Wooff on 07747 760949 or by e-mail at abcts@daelnet.co.uk for further details.

Permanent Way Institution (Nottingham & Derby Branch)
Jurys Inn Hotel, Station Street, Nottingham. 'Rail Operations in Australia' by Peter Metcalf. Meeting starts 18.30. Contact Colin Cowey on 07946 482343 for further details.

Tewkesbury Rly Society
YMCA, Church Street, Tewkesbury. Video/DVD Evening. Starts 20.00.

20th -28th October 2009
LCGB Overseas Tours.
Eritrea 'Steam Specials. LCGB Membership is compulsory.

Stephenson Locomotive Society
Fox Covert Inn, High Leven, Nr Yarm, Teeside. 'Your Next Station Stop is Stokesley' by Tony Daniels. Starts 19.30. Call 01642 321205 for details.

21st October 2009
Aeron Valley Rly Society
P;rince of Wales Hotel, Aberaeron. AGM and Buffett. Starts 19.45.

Permanent Way Institution (Bristol & West of England Section)
Scott Wilson, The Tri Centre Three, New Bridge Square, Swindon.
'Trent Valley Four Tracking'. Starts 18.00. Contact Phil Harrison on 01179 765432 or by e-mail at philip.harrison@arup.com for details.

RCTS (Eastleigh Branch)/ Mid Hants Railway
Eastleigh Railway Institute, Romsey Road. 'First and Second Generation EMU's' by Bruce Oliver. Meeting commences at 19.45.

Severn Valley Railway (South East Branch)
Wenlock Arms, 26 Wenlock Road, Islington, London N1 7TA.
'Just in Front of the Doctor' by Blake Paterson. Meeting starts at 19.30.

22nd October 2009
Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB.
'Railway Oddities' by David Ventry. Meeting commences at 19.45. Contact Roger Hart on 01474 833320 for further details.

Mid Hants Railway Preservation Society (Thames Valley Branch)
The Church House, Church Street, Caversham.
'The GWR Railmotor - History and Restoration' by Richard Croucher. Doors open 19.30 for 19.45 start. Donations appreciated.

RCTS (Brighton Branch)
Brighthelm Church and Community Centre, North Road.'A Transport of Delight' by Godfrey Gould. Meeting commences at 19.30.

Stevenage Locomotive Society
Community Arts Centre, London Road, Stevenage, SG1 1XN.
'Kidderminster Railway Museum Collection 1959' by David Postle. Meeting commences at 19.45. Visitors admission £2. Contact the Secretary, Alan Pitt on 07803 046076 or by e-mail at alan.pitt@lineone.net for further details.

23rd October 2009
Shropshire Railway Society
The Gateway, Chester Road, Shrewsbury. Slide Show by John Field. Meeting commences at 19.30.

26th October 2009
RCTS (Sheffield Branch)
Grosvenor Hotel, Charter Square.
'Year by Year from 1961' by John Whiteley. Meeting starts at 19.30.

27th October 2009
RCTS (Nottingham Branch)
Nottingham Mechanics, 3 North Sherwood Street. 'From Waterloo to Weymouth' by Rodney Allen. Meeting commences at 19.30.

RCTS (Welwyn Garden City)
The Methodist Church, Junction of Ludwick Way and Colegreen Lane.
'That Was the Year that Was 1973' by Geoff Plumb. Meeting commences at 14.15.

RCTS (Woking Branch)
The Wheatsheaf Ember Inn, Chobham Road.
'Plasser & Theurer Track Laying and Maintenance Machines' by Mark Simmons. Meeting starts at 19.30.

Tewkesbury Railway Society
YMCA, Church Street, Tewkesbury. Slide Show ' Nowhere near Rose Grove - my last 5 years of BR steam' by Paul Dorney. Meeting commences at 20.00.

28th October 2009
Basingstoke & District Railway Society
Wote St Club, New Road, Basingstoke. Inter-Society Quiz. Meeting commences at 20.00. Visitors welcome. Contact the Secretary on 01256 326096 for further details.

29th October 2009
RCTS (Merseyside, Chester & North Wales Branch)
Trip over the Welsh Highland (Caernarfon) and Ffestioniog Railway. Contact Geoff Morris on 01244 976808 for further details.

RCTS (Darlington Branch)
The Scout Building, Widdowfield Street. 'BR Western Steam on Cine' by Peter Stoddart. Meeting commences at 14.00.

RCTS (Preston Branch)
Claremont Hotel, Blackpool Road.
'The History of the Lancashire and Yorkshire Railway Works at Horwich' by Peter Stoddard. Meeting commences at 19.30.

30th October 2009
Great Western Society (Oxford Branch)
Pauling Human Sciences Centre, 58 Banbury Road, Oxford.
'The G.W. to Birmingham & the North West via the Chiltern Line' by Ian Baxter. Meeting commences at 19.30.

Stephenson Locomotive Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne.
'Scotland and The Green Revolution - A Miscellany from the 1970s and 1980s' by Michael Ellison. Meeting commences at 19.00. Contact the Secretary on 01434 688946 for further details.

2nd November 2009
North Yorkshire Moors Railway (Northallerton Branch)
Northallerton Cricket Club, Farndale Avenue, Northallerton.
'Glorious Days, South and West' by Martin Green. Meeting commences at 19.30. Admission £1.50. Contact the Secretary, Ian McInnes on 01642 767233 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

Carrying newly applied National Express vinyls Class 357/2 No. 357203 departs Southend Central on the rear of the 09.30 service to Shoeburyness as it on 8th October. Brian Morrison

Magazine Information

Editorial Address:
The Railway Herald, PO Box 252, Scunthorpe, North Lincolnshire. United Kingdom. DN17 2WY
Telephone: 01904 500175

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

Advertising in Railway Herald
We welcome advertisements from any industry, business or organisation connected in some way, shape or form with the railway movement. A rate card is available from our advertising manager. Please email advertising@railwayherald.com for further details. Discounts can be offered on advertising plans covering a longer period and advertisements do not need to appear in consecutive issues. All artwork must be received by mid-day on the Friday, prior to publication on a Monday. Advertising on the Railway Herald website is also available at competitive rates. Please contact our advertising manager for details.

Reading the magazine
Railway Herald would advise all readers to view the magazine using the very latest version of Adobe Acrobat Reader (AAR). This software is available to be downloaded free of charge from http://www.adobe.com or click on the button below. If you are viewing this PDF document on a corporate system, you should contact your system administrator for details about upgrading to the latest version of Acrobat Reader. We do not guarantee that the document will view correctly on any other software.

Copyright, printing and distribution
The content, design and style of this PDF file, referred to as 'this issue of Railway Herald magazine' is protected by copyright. All photographs remain the copyright property of the stated photographer. Readers are permitted to print copies for their own reading or to provide to friends/colleagues. But being a complimentary magazine, Railway Herald must not be sold by any means, printed or electronic. All of our back issues are freely available from http://www.railwayherald.com and our PDF files may be passed onto interested parties in either a printed or electronic format.

357 203
national express
Lufthansa
Reverse
4