Railway Herald

Issue 199 - 26th October 2009

The electronic journal for the railway enthusiast

Railway Herald

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26th October 2009

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Kim Rennie

First 'S' Stock arrives on London Underground

The first of the new 'S' stock trains for the London Underground, currently being built by Bombardier Transportation at Derby Litchurch Lane arrived at Neasden Depot in the early hours of 21st October.

Full story on Page 5

Publication of Issue 200

The *Railway Herald* editorial team are taking a short break next week, with the result that a special Issue 200 will be published the following week, after which we will be back to our normal production schedule.

Issue 200 out on Monday 9th November 2009

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Class 37s Nos. 37603 and 37038 coast through the Tyne Valley at Gilsland with the Nunthorpe to Carlisle RHTT service on 16th October. Michael Dalgleish

ATOC proposes electrifying a further 400 miles to complete the 'missing' links

The latest proposals to electrify up to 400 miles of railways to fill in the Network's 'missing links' and provide better connections between some of Great Britain's largest cities have been set out by the Association of Train Operating Companies (ATOC) on behalf of train companies.

It is keen to see work done that prepares for the electrification in the long-term of a relatively small number of strategic routes, bringing significant benefits to the economy. The proposals would cut carbon emissions and journey times and reduce overcrowding on some of the busiest parts of the network, that at the moment carry around a quarter of a million passengers every day.

The proposals have been developed in the context of industry-wide discussions about a long-term strategy for network electrification, due to be published shortly by Network Rail. ATOC's proposals identify a 10-year rolling programme of work to be completed by 2024 costing around £50 million a year. Once finished, the schemes would allow electric trains to run on one fully electrified route between Liverpool, Manchester, Preston, Leeds and York, as well as linking Birmingham to Bristol, Reading, Swindon and Gloucester, benefiting regions that have well over five million residents.

Most lines in London and the South East and routes running from north to south, such as the East and West Coast Main Lines, are, of course, already electrified, but no lines that run across the width of the country are yet powered in this way, and ATOC estimates that replacing diesel with electric traction on the 10 routes would cut carbon emissions by around 75,000 tonnes a year, a 30% reduction. Also, it would provide extra capacity for at least 85,000 more passengers every day, a 35% increase, and would also create extra room for freight.

ATOC maintains that a rolling programme of works would promote efficiency and provide value for money through the continued use of equipment and workers. In the long-term, the work would pay for itself, as electric traction is much more cost effective than diesel and would generate considerable passenger growth and benefits. The proposals would also complement and build on the recent announcement that the London to Swansea and Liverpool to Manchester lines are to be electrified.

The 10 routes identified by ATOC are Liverpool to Manchester (via Warrington Central), Manchester to Leeds (via Huddersfield), Basingstoke/Reading to Birmingham (via Oxford and Leamington/Coventry), Birmingham to Bristol, (via Cheltenham, including a spur to Gloucester), St Helens to Wigan, Leeds to York, Preston to Manchester (via Bolton), Crewe to Chester, Ipswich to Felixstowe and Swindon to Cheltenham.

▲ **Electrification of the Ipswich to Felixstowe route is planned under the new proposals from ATOC, which would likely allow this intermodal service from Felixstowe to Ditton to operate with electric traction throughout, rather than being Class 66-hauled from the port to Ipswich Yard, where (in this instance) Class 86/6s Nos. 86609 & 86639 would have taken over. The pair are pictured heading north through Norton Bridge on 21st October. David Wragg**

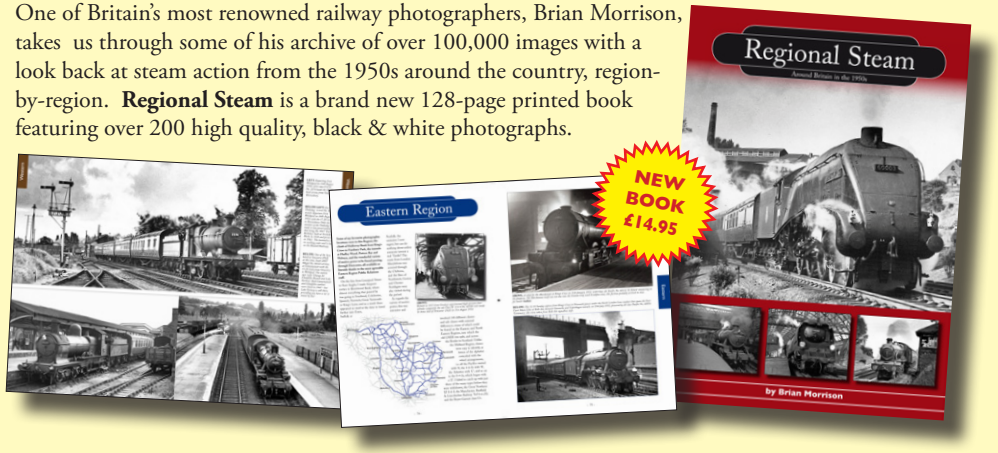
The weather in the Fells, live on the internet

Kirkby Stephen station not only serves trains on the S&C route, it has also now taken on the role of being a weather station.

Funded by the FoSCL, a wide range of weather indicators are updated every six seconds by a modern automatic system, and it also provides a short-term weather forecast. This means it is ideal for anyone planning a walk in the Fells, or simply wanting to know whether they need to water the garden! It is the latest in a series of initiatives designed to bring the station back into the heart of the community and is a joint venture between FoSCL, the Settle & Carlisle Railway Trust, Imagerail (the station tenants) and the local weather network. The weather station itself continuously monitors sunlight, rainfall, cloud base height, temperature, wind chill, wind speed, atmospheric pressure and humidity.. Together with the summary weather forecast for the next 12 and 48 hours, this information is displayed live online at mylocalweather.org.uk/kirkbystephen.

From the days when steam was king and diesels were just a thought on the horizon...

One of Britain's most renowned railway photographers, Brian Morrison, takes us through some of his archive of over 100,000 images with a look back at steam action from the 1950s around the country, region-by-region. **Regional Steam** is a brand new 128-page printed book featuring over 200 high quality, black & white photographs.



To celebrate the 100th anniversary of Eastleigh Works comes this limited print run book

The railway town of Eastleigh has a fascinating history and this special 56-page printed book illustrates the years from the arrival of the railways and documents the growth of the town and its works over the past 100 years since the workshops first opened their doors. **Eastleigh 100** also features numerous black & white and colour images.

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DB Schenker win Lafarge 10-year rail contract

Lafarge has awarded DB Schenker a new 10-year-contract for freight haulage, which for the first time incudes movement of some 200.000 tonnes of gypsum per annum from Cottam Power Station to Ferrybridge.

An average of 45 trains will be operated every week for Lafarge. The National Rail Manager for Lafarge said: "Lafarge is pleased to widen its use of rail in the UK through this new contract with DB Schenker. This enables us to reduce costs, improve operations and enhance safety. These are all vital areas for our continuing success and we look forward to our renewed commitment to rail freight with DB Schenker. The contract with DB Schenker is one of the biggest contracts we have in the UK."

Nigel Smith, Managing Director of the Construction segment of DB Schenker, said: "We have worked closely with Lafarge to create a working relationship that is based on a rich understanding of their needs. This is an innovative contract and has enabled Lafarge to transfer more freight from road to rail, helping them to reduce further CO2 emissions and road congestion".

Best ever performance from Virgin Trains

Virgin Trains has just recorded its best-ever train performance.

In the four weeks ending 17th October, 93.4% of trains arrived on time at their destination, beating the previous record of 91.3% recorded in May 2006. The latest performance figure is the highest since Virgin took over running the West Coast franchise in March 1997, and represents an 8.4% increase from the 85% performance recorded in the same period a year ago.

An improved service has been consistently delivered over the last three months with nine out of every 10 trains on time between August and October. Since taking over the West Coast franchise, Virgin has increased the number of passengers from 13.6 million to 22.5 million a year, replaced the entire motive power fleet, and now runs over 50% more trains on weekdays than it did 12 years ago.

Tony Collins, Virgin Trains Chief Executive Officer said: "After the many infrastructure problems of recent years, our customers have the level of service they rightly expect. Network Rail staff, headed by Route Director Jo Kaye, have made significant improvements, and I would thank them all, along with the people at Virgin Trains and train maintenance firms, Alstom and Bombardier, for delivering these excellent results. There still remain challenges with the infrastructure and Network Rail needs to ensure performance remains good during the late autumn and winter, but these results offer a great foundation".

£4.5 million refurbishment for Epsom station

A new £20 million development will bring major changes to Epsom station and its surrounds.

The massive project, which will bring radical changes to the centre of Epsom will include up to 120 private homes, shop units and a cafe/restaurant and a 60-70 bed hotel.

One of the key parts of the development is a £4.5 million makeover for the station, described as an 'eyesore', including a new ticket hall and improvements to the underpass and station approach, better drop-off and car parking facilities and secure parking for 300 bikes. Solum Regeneration, a joint venture between Kier Property and Network Rail, is putting the proposals forward.

Metro and Light Rail News

TfL Transport Strategy suggests extensions for Tube, Tramlink & DLR could be on the horizon

The latest draft Transport Strategy from the Mayor of London has reinstated proposals to extend the Docklands Light Railway to Dagenham Dock, and also to enlarge the tram network.

Light rail, therefore, would seem to be back on the agenda, the new stance indicating a U-turn from Boris Johnson's original preference for buses, although a new Routemaster is still being planned. The revision now acknowledges the potential of a proposed extension of the DLR to Dagenham Dock, which featured in the agenda of the previous Mayor Ken Livingstone, but was pushed on to the back burner after Boris Johnson was elected.

Other DLR extensions could take light rail south of Lewisham or north of Stratford, and there is also an interesting suggestion that the network could be extended west of Bank, possibly as far as Victoria. Extensions to Tramlink are also back in favour, the strategy now not only envisaging short extensions, but also the possibility of longer new tram routes to improve orbital public transport links across outer south London. Both Crossrail and the Thameslink Programme are acknowledged, and the proposal for a Chelsea-Hackney line, originally seen as an Underground project, is now being dubbed Crossrail 2.

The Underground itself could still be set to grow. The strategy mentions a possible extension of the Northern Line to Battersea, as well as greater separation, for operational purposes, of the two Northern Line branches via Charing Cross and Bank. Such separation, it suggests, would improve capacity. The Croxley Link, long planned but always postponed, is becoming more likely as well. This scheme would divert the present Watford branch of the Metropolitan line, connecting it with the former Croxley Green BR branch, via a new bridge. Metropolitan Line trains would then be able to run through to Watford Junction, providing interchange opportunities with various National Rail services and also Overground trains on the Euston-Watford line.

One more rail proposal in the strategy is an old one, a southbound extension of the Bakerloo Line to an unnamed terminus in southeast London. The last serious proposal to extend the Bakerloo beyond Elephant & Castle featured in London Transport plans soon after the Second World War, but lack of funding meant that the proposal to take the Bakerloo on to Camberwell was abandoned in 1950.

▲ Class 20/0s Nos. 20189 and 20227 'top and tail' the first 'S8' stock livery through Syston on the Midland Mainline on 20th October, passing Class 156 No. 156413 on a Leicester to Lincoln service. **Richard Tuplin**

Pre-production 'S' Stock arrives

London's first air-conditioned Tube train arrived at Neasden early on 21st October.

The new train, which will serve the Metropolitan Line from summer next year, is the first of 58 new 'S8' trains to be rolled out by 2011.

It is the second of two pre-production sets, the first being due to move from Derby to Old Dalby shortly, that will undergo testing prior to delivery of the remainder of the fleet from Bombardier.

▼ **The *Tim O'Toole CBE* nameplate on driving car No. 21100. Kim Rennie**

▼ **The new seven-coach set stands in Neasden Depot on 21st October. Kim Rennie**

New winter fares for S&C travellers

Northern Rail's winter £6 fare offer over the Settle & Carlisle line for Dales Railcard holders has been given enthusiastic support by organisations supporting the line.

For just £6 anyone with a Dales Railcard can travel anywhere on the Leeds to Morecambe and Carlisle lines, also from Carlisle to Wetheral and Brampton on the Hadrian's Wall line. Up to four accompanying children can travel for just £2 each. The special offer started on 19th October and expires on 6th February 2010. The fare is available at any time on all trains, and a break of journey is allowed in each direction. The card costs just £10 per year and is open to all people living in postcode sectors adjacent to the Skipton – Carlisle, Skipton – Carnforth and Carlisle – Brampton lines (now also including CA6 for the first time). Members of the Friends of the Settle Carlisle Line (FoSCL) also qualify for a Dales railcard, wherever they live.

The FoSCL commented "This is great news for residents of Settle – Carlisle country. It makes a shopping trip to Leeds or a day out exploring Carlisle so easy and affordable. Maybe you would prefer a 'Brief Encounter' to Carnforth; every station has something interesting to see and do. At this giveaway price there's no excuse not to take the train. So even if you haven't got a Dales Railcard yet, a single trip with this offer could easily recover the cost – and you then get a third off local fares for the rest of the year too".

More details of the Railcard and special fare can be found from National Rail Enquiries, staffed stations, and the websites for Northern (www.northernrail.org) and Settle Carlisle Partnership (www.settle-carlisle.co.uk).

▲ **Class 376 Electrostar No. 376013 departs from Cannon Street on 23rd October, forming the 11.10 Southeastern service to Dartford, via Woolwich Arsenal. Brian Morrison**

UK News In Brief

■ A railway station facing possible demolition has been named as one of the top 10 most endangered Victorian or Edwardian buildings in Suffolk. The Victorian Society wants Trimley station, near Felixstowe, to be protected and a new use found for it. Network Rail says the building is too dangerous to be left standing and would cost £100,000 to repair.

■ Greater Manchester Passenger Transport Executive (GMPTE) is to fund additional coaches onto several services following the increase in patronage when the Oldham Loop line was closed for conversion to a Metrolink tramline. The Chairman of GMPTE made the announcement at an event attended by the Transport Secretary Lord Adonis. The Chairman said that that he had given instructions for the PTE to make the funding, because overcrowding had become 'ridiculous' at some suburban stations over the past week such as at Mills Hill, where hundreds of passengers literally could not get on the trains. Other stations similarly affected included Ashton, Rochdale and Castleton. Replacement buses have been provided from Oldham since the closure, but it has been conceded that their usage had been light, with most passengers choosing trains on other routes instead.

■ Ashford International station is being upgraded to 'improve the experience of high-speed rail travel'. The results of the first phase of the work will be seen from December, after the entrance area is improved. Phase two, to improve the whole station, is planned for next year. A year-long programme of work planned to start next spring will include enhancing the landscape, improving cycling and pedestrian access, and an upgrade of the appearance of the station area.

■ Plans for a new rail and road freight depot with warehousing and other facilities on land off the M26 to the east of Borough Green, in Kent have been announced. The proposals, known as Kent Rail & Freight Terminal (KRAFT) and still in their early stages, are centred on the quarries and sandpits between the A25 and junction 2a of the M26 on a 250-acre site owned by CEMEX UK, Borough Green Sandpits and adjoining landowners. At the heart of the KRAFT proposals are plans to provide local residents with a much needed and long-awaited bypass for Borough Green, as well as the opportunity to take thousands of heavy goods vehicles off the county's road network.

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 19th - 26th October

Last weeks Issue 198 was downloaded **30,656** times and a total of **2,566** copies of previous issues were also downloaded. The *RH* website has provided **237,493** web pages to users, an average of **17.4** 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.

A new meaning to shopping on the right track?

A project to build a Tesco superstore could be derailed by a Network Rail scheme to build a new line through Redhill.

Plans by Britain's biggest retailer for the 24-hour store on Reading Arch Road and Brighton Road have come under fire from Network Rail, which has earmarked the area for a potential new track to run continental freight through the town, bypassing the station.

The traffic would use a flyover constructed as an alternative to trains using the cross-London network. The proposed route would link the Tonbridge and Reading lines, by-passing Redhill, where trains currently have to stop.

A Network Rail spokesman said: "We are undertaking a study to explore the benefits of running freight trains from the Channel Tunnel to the north of the country via the Redhill to Reading Line, providing an additional option to the busy routes through London. If the scheme did go ahead, it is likely that a flyover would need to be built so the trains could cross from the Tonbridge line to the Reading line. The proposed Tesco store is on the site that would be needed for the flyover. The study is due to be completed by March 2010".

Objections from Network Rail were submitted to Reigate and Banstead Borough Council this month.

▲ **Southeastern Class 395 No. 395017 speeds through the short box tunnel at Harrietsham, east of Maidstone, on HS1 forming the 12.38 St Pancras International to Ashford International on 10th October, the first weekend of operation following the extension of the preview service. With a combination of the new high-speed links from Ramsgate and Dover, together with an amended Eurostar timetable from Ashford, earlier and better access to high-speed services to France is now within the reach of a greater number of people. Chris Wilson**

Eurostar revamps its timetables with earlier trains from Ashford to France

Travelling to Europe from Kent will become easier with the forthcoming changes in the Eurostar timetable from 13th December.

As well as the full introduction of the high-speed domestic services, Eurostar is stopping a Lille train at Ashford International earlier in the day, giving people a three-hour head start on the present timetable. The change also provides time to travel deeper into France the same day.

A Eurostar spokesman said: "This is about flexibility, giving people more opportunity to have business meetings or go on shopping trips in the Nord-Pas de Calais region and return the same day. It also gives customers more time to travel earlier into the middle and south of France".

At present the only direct train for Lille from Ashford leaves at 10.28 and arrives in the French city at 12.28 their time. Other changes from 13th December include the provision of a 06.57 from Ashford arriving at Lille at 09.07 and terminating at Brussels at 09.42. That return will leave Lille at 17.35 and gets to Ashford at 17.33, thanks to the time difference. This provides more than eight hours for a day in Lille against the five-plus hours with the present timetable.

▲ The 10.48 Cannon Street to Cannon Street 'roundabout' service via Sidcup, the Crayford curve and Woolwich Arsenal, restarts from Albany Park on 10th October, formed of Class 465/1 Networker No. 465158. Work on station refurbishment is complete and includes a replacement platform and new bridge canopies, which are made from rigid aluminium profile sheeting. **Bill Turvill**

A new design of points could provide greater safety

A former Oxford University tutor in collaboration with ISIS Innovation is developing gapless railway points that could ensure greater safety for high-speed trains.

The gapless rail arrangement has been designed to replace existing points, and developer John Lucas claims that his design will reduce wear on the railway track, allowing trains to travel at much higher speeds while minimising jolts to improve passenger comfort.

His concept is based on the pivoting movement of railway flanges to the side of the fixed rail and along the railway track. This movement causes the whole rail to move forward and engage at the apex of the crossing where the two inner lines join. The top of the moving blade goes over the sharp apex to form a firm join with the fixed rail going out. Conventional points systems in this country only move sideways, leaving a gap between the blade and the fixed rail.

Lucas explained that this gap, which can be as wide as 4in (10cm), restricts the maximum speed of the train. "If you have a heavy train and the wheel crashes onto the apex of the join, this puts greater wear both on the rail and on the wheels, meaning that they've got to be repaired more often," he said. "This also increases the risk of an accident, and quite a lot of the accidents that have occurred both here and abroad have been on account of points failure".

In the past five years, two major accidents involving fatalities at Potters Bar and Grayrigg have been attributed to points failure. Lucas believes that eliminating the gap in the points to reduce the risk of derailment could prevent accidents such as these. He also claims that the benefits of high-speed rail in Great Britain will be significantly reduced if railway points are not upgraded alongside high-speed lines.

Need to know the nearest station, or the next train? Reach for your iPhone

Rail travellers that have missed their usual train home can now easily find out when the next one is, or even if there is a next one, thanks to a new journey planning iPhone application from thetrainline.com.

Introduced a few days ago, the free app, which gives rail travellers instant access to train times and journey planning functions has already hit the No.1 spot for the most popular free travel downloads and is No.2 for free downloads overall. Users looking for instant information can find their next train in just one touch, with the app using GPS for the current location of the traveller and the pre-stored home station.

Those planning in advance can use the Journey Planning app for start to finish train time planning, and by simply turning the phone upside down the return journey is displayed too! Travellers making the same journey regularly can access the Stored Timetable in just two taps even when they are off-line such as travelling on the Underground.

Social networking addicts will enjoy the unique integration that the pp has with Twitter. With a pre-loaded # tag, specific to the users' trains, travellers can quickly connect to fellow passengers, tweet about their journey, share information or ascertain if anyone wants to share a taxi on arrival.

Other highlights of the app include:

■ Buying train tickets - the app's Journey Planning facility links through to thetrainline.com's site enabling users to purchase tickets for the journey they've just searched for

■ Users can find useful information, including maps and taxi firm details, about the destination station with the Journey Details page

■ The Station Search facility is connected to the device's in-built GPS showing a user the stations closest to their current location in a map - particularly useful when in unfamiliar surroundings

■ Timeline View: for those who enjoy simple, at-a-glance information, a simple turn of the iPhone to its side displays a graphical representation of suggested journey times in a calendar style format

The app is now available to download for free from the Apple Store at http://store.apple.com/uk - simply search for thetrainline or from thetrainline.com website.

▼ **Thetrainline.com app on an iPhone. theTrainline.com**

◀ On its first passenger working, refurbished Class 86/7 No. 86702 *Cassiopeia* powers south through Welwyn Garden City on 17th October with a First GBRf staff special from Newcastle to London King's Cross. Classmate No. 86701 *Orion* was on the rear. **Ken Brunt**

◀▼ Class 67 No. 67004 with the Inverness to Inverness RHTT approaches the curiously named Walnut Grove on the banks of the River Tay, near Perth, on 16th October. The train is operated by DB Schenker this year, after two years of DRS 'top and tail' Class 66 working, although the overall journey time has increased somewhat due to the five run-rounds that are required to take place during the 15-hour journey. **Jim Ramsay**

▼ Class 66/0 No. 66172 runs past the site of the former Lostock Hall shed on the 08.55 Preston Dock-Lindsey bitumin empties on 16th October. **John Wade**

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

WCRC Class 37s Nos. 37676 and 37516 found themselves on Class 1 duties on 17th October when the pairing had charge of a charter working from Taunton to York.

All did not go well however, when the rear of the two locos, No. 37516, shut down at Bristol Temple Meads. Having been restarted, the pair continued to Bristol Parkway, where a 96-minute late departure was incurred after a shunt move was undertaken to position Class 47/4 No. 47851 *Traction Magazine*, which had been on the rear of the train between the '37s' and the stock. A good run north was encountered with the delay being brought down to 70 minutes by York. Also on Class 1 work was Hanson Traction Class 56/3 No. 56312 *Artemis*, which worked north from Shrewsbury to Carlisle on a charter service, with pioneer Class 67 No. 67001 on the rear. Making their debut on a revenue earning service, and also their debut passenger working, Class 86/7s Nos. 86701 *Orion* and 86702 *Cassiopeia* were in 'top and tail' mode from Newcastle to London King's Cross on the same morning, operating a staff special for First GBRf.

First GBRf's Class 66/7 No. 66704, having worked south from Kilmarnock the previous afternoon, continued its journey from Carlisle to Plymouth Laira, via Cardiff Canton, with Mk3 Buffet No. 40808 and Class 50 No. 50049 *Defiance* in tow, the latter being deposited en route at Cardiff. The start of this period found 23 Class 60s in the operational pool, including No. 60013 *Robert Boyle*, which is presently finding use as a 'Super Shunter' at Scunthorpe. Class 60s Nos. 60011 and 60054 *Charles Babbage* ('dead in tow') were provided for the Robeston to Westerleigh working on 17th October, while the following day, Class 67s Nos. 67024 and 67006 *Royal Sovereign* were used to 'top and tail' the VSOE from Folkestone West to London Victoria.

The 19th October found all-over blue-liveried Class 57/3 No. 57313 heading south along the West Coast Main Line with a pair of barrier wagons in tow, bound for Bletchley. British American Rail Services (BARS)-liveried Class 31/4 No. 31452 was in use with Serco the same day, paired with classmate No. 31459 in 'top and tail' formation, on a Derby to London radio survey working, via Peterborough. Following the diesel gala event at the Severn Valley Railway, Tyseley's Class 47/4 No. 47580 *County of Essex* was used to haul Class 37/0 No. 37264 back to Birmingham.

Class 60 No. 60045 was allocated to the 06.57 Didcot Yard to Fenny Compton MOD service the following morning. Following its arrival the previous day, Class 57/3 No. 57313 worked

Operational DB Schenker Class 60s

Loco	Working Area	Loco	Working Area
60004	South Wales	60059	Immingham
60009	Peak Forest	60063	South Wales
60013	Scunthorpe (Shunt Duties)	60073	South Wales
60019	Peterborough	60077	Immingham
60021	Immingham	60084	Immingham
60022	Scotland	60085	North East
60035	South Wales	60091	Doncaster
60039	North West	60096	Immingham
60040	Immingham		
60041	Toton		
60045	South Wales		
60049	North West		
60054	South Wales		

Correct as of 22nd October.

Class 60s Nos. 60010, 60024 and 60074 have been stored between 16th-22nd October.

▼ **Running over an hour late as a result of a failure of one of the two Class 37s, Nos. 37676 'drags' classmate No. 37516, and receives assistance from Class 47/4 No. 47851** *Traction Magazine* **as the trio pass through Croome Perry Wood on 17th October. Stephen Tucker**

south from Bletchley with Class 321 No. 321432 in tow, bound for Eastleigh. The two Class 31/4s, Nos. 31452 and 31459 continued their radio testing around London, while Class 37/6s Nos. 37607 and 37608 remained in Scotland with the *MENTOR* coach. In preparation for forthcoming route-learning between Edinburgh and Aberdeen, Riviera Train's Class 47/4 No. 47812 worked from Crewe to Edinburgh Craigentinny that morning, while that evening Class 66/7 No. 66730 worked from Derby Litchurch Lane to Chart Leacon Depot, conveying Class 378 No. 378140. On the Class 60 front, Nos. 60010, 60024 and 60074 *Teenage Spirit* were all stored during the day, while Nos. 60009 and 60051 were reinstated.

Also on 20th October, Class 56/3 No. 56311 worked 'light engine' from Washwood Heath to Boston Docks, prior to returning with loaded steel that afternoon. Staying in the East Midlands, the first movement of London Underground 'S' stock took place on the 20th, with Class 20s Nos. 20227 and 20189 undertaking the move in a 'top and tail' formation, from Asfordby to Amersham and onto Neasden Depot, arriving shortly after midnight on the 21st. Also heading south overnight was Class 37/4 No. 37401, which along with Class 67 No. 67002 *Special Delivery*, was part of the consist of a Mossend to Wembley working behind Class 92 No. 92036 *Bertolt Brecht*, with the 'Type 3' being removed at Warrington.

On 21st October, No. 37401 was employed on the Liverpool 'Enterprise' trip working. As usual, 'Type 3' traction was also in use on the Carlisle to Nunthorpe RHTT, in the form of Class 37s Nos. 37218 and 37603, while Class 67s Nos. 67001 and 67030 remain the motive power for one of the York-based RHTTs, while classmate No. 67025 was used on a 'Northern Belle' from Birmingham to Alnmouth the same day. Also on 21st October, Class 60 No. 60019 *Pathfinder Tours* worked the Peterborough to Middleton Towers sand, while classmate No. 60022 remains in Scotland working around Grangemouth. Having been allocated to the Colas pool, Class 66/8s Nos. 66841 and 66842 worked 'light engine' from Willesden PRDC to Eastleigh on the 21st in preparation for a repaint and an appearance towards the end of the month in Colas colours. Classmate No. 66843 has been allocated to the First GBRf pool. Class 57/3 No. 57313 *Tracy Island* worked from Eastleigh to Glasgow the same morning, with two translator coaches in tow. That afternoon, First Great Western powercars Nos. 43026 and 43164 had a 'test working' from Plymouth Laira to Newton Abbott and return, comprising Mk3s Nos. 44002, 42365, 42383 and 42382, the latter three of which have been converted from loco-hauled Mk3 stock. Class 66/0 No. 66135 was provided to work a rare MoD service from Redmire to Didcot, over the Wensleydale Railway, during the late afternoon.

The two Class 73s in First GBRf colours, Nos. 73141 and 73213 worked from St. Leonards to Tonbridge during the morning of the 22nd, to collect Class 66/4 No. 66401 and haul it to St. Leonards. Also being hauled was Class 60 No. 60051, which was 'dead in tow' in the consist of the Hinksey Yard to Eastleigh Yard engineers' working, hauled by Class 66 No. 66159. Class 37/4 No. 37401 worked from

▶ The Fifty Alliance's Class 50 No 50049 *Defiance* **is towed south through Spetchley by First GBRf Class 66/7 No. 66704 on the rear of the 08.20 Carlisle to Cardiff Canton Sidings on 17th October. Stephen Tucker**

▼ Class 60 No. 60054 *Charles Babbage* **passes Chepstow on 16th October with the loaded Murco petroleum service from Robeston to Westerleigh. Mark Lee**

▲ The Devon & Cornwall RHTT, with Class 66/0s Nos. 66116 and 66153, climbs Dainton Bank passing Kerswell Bridge on 19th October. **Nathan Williamson**

Warrington to Toton the same day, with seven TTA tanks in tow, the locomotive returning with the same load that afternoon. Also at Toton, Class 60 No. 60011 was stored, bringing the fleet total to 22 examples. Class 66/7 No. 66730 also headed north from Chart Leacon, returning the two barrier coaches to Derby Litchurch Lane, prior to hauling Class 377/5 No. 377515 to Selhurst. Having travelled south the previous day, Freightliner Class 86/6 No. 86632 was provided for the York to Mossend 'crew trainer' on 22nd October. The Colas Rail flow from Burton Yard to Dollands Moor headed south the same afternoon, but with Riviera Trains Class 47/4 No. 47805 *Talisman* and Class 47/7 No. 47769 *Resolve* at the helm. Virgin Trains Class 57/3 No. 57305 *John Tracy* found employment the same afternoon on the Carlisle to Chirk 'timber' service.

Undertaking its first duty for First GBRf, Class 66/8 No. 66843 worked a stock movement from Old Oak Common to Brush Barclay at Kilmarnock, returning south the following day to Plymouth Laira.

▼ The only Class 92 working to use the ECML is the 11.55 Dollands Moor-Scunthorpe empty steel carriers from Ebange, France. On 19th October, the service approaches Harringay, powered by No. 92034 *Kipling*. **Brian Morrison**

UK Steam & Modern Traction Railtour Listings

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

28th 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 **Postponed**
UK Railtours	2xDBS 67	London Euston-Rugby-Manchester-Blackpool North & return
Vintage Trains	6201 & VT47	Tyseley Warwick Road-Carlisle & return **Cancelled**
4th November		
Vintage Trains	9600	Loaded Test Run (evening) Shirley-Stratford upon Avon (rev) & return
6th November		
VSOE	35028	London Victoria-Clapham Jct-Richmond-Staines-Virginia Water-Guildford-Dorking-Reigate-Redhill-East Croydon-Clapham Jct-London Victoria
7th November		
Pathfinder Tours	60163	(Ealing Broadway-Reading-Didcot Pky-Swindon-Chippenham-Bath Spa-Bristol Pky-Gloucester)- Gloucester-Stroud-Swindon-Reading-Wokingham-Reigate-Redhill-East Croydon-London Victoria (& return)
UK Railtours	2xDBS 67	London KX-York Yard-Durham-Newcastle Central-Blyth & Tyne Line-Newsham-Ashington Jct (rev)-North Blyth (rev)-Newsham (rev)-Morpeth North Curve-Pegswood-Wooden Gates Jct (rev)-ECML-Newcastle Central (break)-Durham-& return
11th November		
Steam Dreams	34067	London Waterloo- Vauxhall-Tonbridge-Ashford Intl-Folkestone West-Dover-Canterbury East-Faversham (break/rev)-Canterbury East-Folkestone West-Ashford International & return
VSOE	35028	London Victoria- Staines-Virginia Water-Woking-Salisbury-Westbury-(Westbury-Bath Spa-Bristol TM (break)-Bath Spa- Westbury)-Newbury-Reading-Kensington Olympia-London Victoria (probable route-tbc)
14th November		
Past Time Rail	60163	Gloucester-London Paddington **Cancelled**
Pathfinder Tours	Hanson 56	Eastleigh-Basingstoke-Reading West-Didcot Pky-Oxford-Banbury-Lichfield TV-Stafford-Crewe Basford Hall-Telford Int Freight Depot-Shrewsbury-Wrexham General-Hooton-Folly Lane Branch-Runcorn-Crewe-Rugeley-Bescot-Birmingham International-Coventry & return
UK Railtours	Hastings	Sevenoaks-Bromley South-Kensington Olympia-Willesden Junction HL-London Finsbury Park-Royston-Cambridge-Thetford-Wensum Curve-Cromer (rev)-Sheringham (break/rev) & return via Norwich

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

How times change: by way of contrast, following the glut of railtours that have been seen recently the forthcoming two weeks will see just six tours operating.

Of these, two are VSOE operations, a further two run for UK Railtours and the last pair are one-off specials that include an evening test run (see separate story). But, looking back at the same period last year, a similar dearth of tours were booked to run. It may be that the half-term school break is an influencing factor, in that Dad is encouraged to stay home to help manage the kids, or there is a general malaise following the change to winter time, and gloom descends with the on-set of the dark nights?

On a more positive note, the VSOE British Pullman trains are both booked to feature Merchant Navy Pacific No. 35028 *Clan Line*, starting on 28th October with an outing from London Victoria via Staines, Reading and Didcot to Oxford. This is followed on 6th November with a 'Surrey Hills' luncheon train, again from Victoria, and running via Virginia Water, Woking, Guildford, Redhill and East Croydon.

Probably the busiest tour operator at present is UK Railtours, with a charter scheduled each week until the end of the year, and 2010 is already filling up as well! On 31st October, the company visits Blackpool for the Illuminations, as well as an opportunity to ride the Blackpool tram system. From early November, the section from Starr Gate to Fleetwood will close for relaying and upgrading to light railway status, ahead of new trams being delivered for a major re-launch of the system in 2012, making this an ideal opportunity to sample the full length of the Blackpool and Fleetwood system. The train originates at London Euston, and picks up at Watford Junction, Milton Keynes Central and Rugby, and runs via the West Coast Main Line to Preston, most likely with DBS Class 67s.

The following week there is 'The Pegswood Stage', a 'Forgotten Tracks' type tour to the Blythe & Tyne. This starts from London Kings Cross, picking up at Potters Bar, Stevenage and Peterborough, for an initial set-down at Durham. It then continues north via Newcastle Central to Newsham, Bedlington, Ashington (reverse), North Blythe (reverse), and Cambois, Winning and then via a further reversal at Newsham and onwards over Bedlington and Hepscott Junctions to Morpeth North Curve and Pegswood, before a final reversal at Wooden Gates Junction Loop. The return south is along the East Coast Main Line as far as Newcastle-upon-Tyne, where a break will be taken. Traction is likely to be an electric to Tyne Yard and back, with a diesel taking over for the Blythe & Tyne section.

In a way, Pathfinder inherited its 'Thames Tornado' on 7th November from the demise of Past Time, which had advertised a trip with No. 60163 *Tornado* which included an ascent of the Lickey Incline as part of the itinerary. However, Past Times' train was essentially a positioning special to return *Tornado* to London after its visit to the Severn Valley Railway, and taking on the Lickey never got past checking the rules of the route. As a consequence this working was arranged instead, and now starts at Ealing Broadway and runs to Gloucester, via Swindon, Bristol Parkway, Severn Tunnel and Chepstow. With the 'A1' in charge, the return is booked over Sapperton to Swindon and then on the Great Western Main Line to Reading, before turning off for London Victoria, via Wokingham, Guildford, Redhill and East Croydon. The return is diesel hauled, with No. 60163 on the rear as far as Kensington Olympia, where *Tornado* is detached, and then back to Gloucester as outwards.

And finally, there is Vintage Trains 'jolly', with GW Pannier No. 9600 to Stratford (see separate story) on 4th November, and jolly it should be, as the timings indicate that there is a two or three pint break at Stratford-upon-Avon!

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The reds, greens and golds of the autumn foliage look sublime compared to the garish purple of Hanson Traction's Class 56 No. 56312 *Artemis* with Colas Rail branding, and a mixed rake of turquoise and red coaches. The train is Compass Tours 'The Pennine Lakelander' from Shrewsbury to Carlisle, seen here taking the Crewe line at Kidsgrove on 17th October. **Nigel Capelle**

Stanier 'Black 5s' No. 45407 *The Lancashire Fusilier* **(still carrying its 'Jacobite' headboard) and 45231** *The Sherwood Forester* **descend towards Earles Sidings, Hope, with the 'Tin Bath Extra' railtour from Manchester Victoria, via Sheffield and Blackburn, on 18th October. Nigel Capelle**

Up & Down by John Whitehouse

■ Rail Blue Charters will not be processing any bookings for the 12th December outing with 'Deltic' No. 55022 *Royal Scots Grey* from Barrow Hill on a circular routing via the Hope Valley, Manchester and Crewe until just a few days prior to the operating day. While it confirms that the tour is running and bookings are being taken, not processing the bookings until just prior to the tour does mean that should there be a problem it will not be necessary to have to go through the hassle of processing refunds. This should be of advantage to everyone.

Sell out for Ironbridge Pannier trip ... but test train is open to the public

First the bad news; if you have any thoughts about travelling on Vintage Trains 'SLS Special' to Ironbridge and Bridgnorth with 9400 class 0-6-0PT No. 9466 and 5700 class 0-6-0PT No. 9600 on 14th November - forget it, because the additional capacity provided due to popular demand has indeed proved to be just that and the train is once again a sell-out.

However, if Panniers are your thing, or even if you just fancy a pleasant night out with a bit of steam followed by a good Balti and a beer, then Vintage Trains has the answer.

Its Pannier No. 9600 has not been on the main line for five years, and so, on the evening of Wednesday 4th November it is planned to take it for a test run to Stratford-upon- Avon and back from Shirley, via Henley-in-Arden in each direction, and for an investment of £20, you can join them as this loaded test will be open to the public. The provisional schedule is to depart from Shirley at 17.02, with an approximate return of 20.00 hrs, which will leave the rest of the evening free to reflect on the entertainment so far in an appropriate manner. Tickets will be sold by Vintage Train staff at Shirley station prior to departure.

▲ **LMS 'Duchess' No. 6233** *Duchess of Sutherland* **passes Netherfield Junction, on the outskirts of Nottingham, heading for Grantham and London King's Cross with the 'Capital Duchess' tour. This may be the last time that No. 6233 will see main line use for sometime as is to be withdrawn for overhaul, subject to a boiler examination in December, which may provide an extension of its boiler ticket. John Whitehouse**

This view from Carlisle taken on 10th October this year, really shows how far the preservation movement has come. The recreation of a scene that could have taken place in the days of steam, using one locomotive that has been restored from dereliction and another that has been built completely from scratch, and both have hauled the Royal Train within the past few years! No. 6233 *Duchess of Sutherland* awaits departure with the 'Royal Scot' charter via Shap, bound for Crewe and ultimately London Euston, while No. 60163 *Tornado* is seen manouvering around its stock before heading for Carnforth, via Shap. **Jon Easton**

Royal Scot moves closer to mainline test, but could visit the Great Central first

The news from Crewe Heritage Centre is positive with most of the outstanding work on No. 6100 *Royal Scot* now complete, says Howard Stephens, Bressingham Steam Museum's General Manager and a trustee of the 'Royal Scot and General Trust', which now owns the locomotive. OTMR, TPWS and air-braking equipment is all installed and ready to go.

Outstanding tasks include a formal laser gauging check, with particular attention being given to the top-feed dome cover and the mud-hole door washout plug, adjustments to valves and pistons and the smaller bushes on the motion. Also, remedial work following the damage to the locomotive due to the fire in the rear axle of the low-loader transporting No. 6100 to the West Somerset Railway earlier this year has been completed, which included attention to the rear cover of the middle cylinder. All this work is reported to have been signed off by the insurance assessor.

With winter now officially here, the Trustees are in no hurry to get the locomotive main line certified, says Howard Stephens, and are looking to ensure that the locomotive approaches that stage in tip-top condition. As a consequence, the Trustees are considering an offer from the Great Central Railway to accumulate running-in mileage on its 75mph passed double-track railway. This would mean that the projected move to Tyseley, from where it is planned to conduct the main line certification process, will not now take place until early next year. Indeed, when asked about the likely timescale, Howard did add that any move away from Crewe is unlikely to take place until early 2010.

The plan at Tyseley is said to remain unaltered, as in addition to the test runs to obtain its mainline ticket, *Royal Scot* is likely to haul two charters for Vintage Trains, possibly on the Stratford-upon-Avon circuit. And talking of railtour activity Howard Stephens added, a little tersely, "that currently the Trustees have made absolutely no commitment for any main line work beyond that already agreed with Tyseley".

Looking at the projected timescales as detailed it looks fairly certain that the locomotive will not be available much before the second quarter of next year, so RTC could well be looking for a replacement for the sections provisionally allocated to Royal Scot on next years 'GBIII'? The move to its permanent base at Southall will follow its visit to Tyseley, where the 4-6-0 will be ideally placed for operating on tours originating from the Capital as well as, no doubt, returning to Bressingham for special events.

▼ **Fairburn tank No. 42085 approaches Quorn on the GCR under clear skies, during a Russ Hillier photographic charter on 14th October. Stuart Chapman**

Austerity tank moves to Wales

Built in the 1940s for the War Department, Robert Stephenson and Hawthorn Austerity 0-6-0ST No. 7169 worked in the coalfields of the North East, but when it entered preservation in 1973 it was given British Rail colours and the number 68005 - but this is about to change.

The locomotive has been purchased by a volunteer at Blaenavon's Heritage Railway, the Pontypool and Blaenavon Railway (PBR), with a view to using it on services from Blaenavon High Level commencing in 2010. Always keen on the historical aspect, its owner has decided that No. 7169 will be returned to more authentic and correct liveries.

The locomotive has been moved from the Embsay and Bolton Abbey Railway to the Flour Mill Workshop in the Forest of Dean for a full inspection and overhaul prior to a move to the PBR in 2010. Work has already commenced on the restoration and this will include everything but the final livery touches completed on site by a combination of Flour Mill Staff and railway volunteers. Traffic Manager Alex Hinshelwood said: "This is fantastic news for the railway, with the Blaenavon extension opening in 2010, this is ideal motive power for the line and a big step forward for the railway".

GWR 5700 Class Pannier No. 9682, owned by the Great Western Preservation Group, was in use on the Chinnor & Princes Risborough Railway for the last day prior to its boiler overhaul on 18th October. In autumn sunshine, the loco climbs the bank from Bledlow to Wainhill with the return working of the 14.30 service from Chinnor, its penultimate trip. **Tim Edmonds**

With the sun briefly hiding behind fast moving cloud, the Severn Valley Railway's temporary timetabled 12.10 Bridgnorth to Kidderminster service passes Northwood, on the final approach to Bewdley, behind LMS 5MT No. 42968 on 16th October. **John Stretton**

Class 92 No. 92034 calls at Peterborough to allow a crew change, while working the Scunthorpe to Dollands Moor loaded steel, which the '92' took over from a Class 66 at Doncaster. **Jonathan Benton**

DB Schenker's unique-liveried Class 60 No. 60074 *Teenage Spirit* with its front end coated in aggregate dust, passes through Wellingborough on 17th October, heading the 11.09 empty bogie hoppers from Crawley to Peak Forest. In the platform is the 14.30 HST from St Pancras International to Nottingham. **Brian Morrison**

▲ Amtrak's F59PHI No. 462 stands with the 'Pacific Surfliner' service in San Diego on 15th August. **Andy Carr**

Canadian National upgrades its Memphis Yard facility

CN has announced the completion of its $100 million construction project to reconfigure and modernise its Memphis rail classification yard.

The project is said to have transformed an aged, inefficient rail yard into a state-of-the-art, effectively designed major terminal, capable of handling existing and future traffic quickly and efficiently, and being able to handle nearly double the traffic of the old facility in a 24 hour period.

Memphis is a major freight distribution hub, and is a key operating centre on CN's North American network, and is also an important destination for freight traffic on the system, being the gateway to CN's rail operations in the Gulf region. The city is also the largest U.S.A location outside of Chicago, where CN interchanges traffic with four of the major U.S.A Class 1 railroads. The new yard is CN's second largest classification yard in the United States. It has a capacity of more than 3,100 freight cars with 45 tracks in the classification yard along with 12 receiving and departure tracks. The revised operation can handle 35 or more freight trains per day. It took more than two years to construct and included rebuilding the terminal's aged locomotive repair and car shops and upgrading the locomotive fueling station.

New Skytrain line opens ahead of schedule

The new Canada Line, which links Richmond, Vancouver International Airport and downtown Vancouver opened to passenger service more than three months ahead of schedule.

Built to meet the needs of Vancouver's rapidly growing population, the Canada Line has been opened in time for the winter Olympics, which will be hosted by the city in February 2010.

The new line adds 16 stations to Vancouver's driverless SkyTrain network, the 19 kilometre line running both underground and overground, with bi-directional track located either side-by-side or stacked on separate decks.

Each of the 20 new train sets are capable of carrying up to 400 passengers and achieving speeds of 80 kilometres per hour – giving the network a capacity of 100,000 passengers per day, rising to 142,000 by 2021.

California Governor outlines a $4.7 billion bid for state high-speed rail project

On the application deadline for federal stimulus funding, Governor Arnold Schwarzenegger joined federal, state and local officials to outline California's bid for more than $4.7 billion in funding for engineering, design and construction of the state's high-speed train system, an investment of nearly $10 billion when state, local and private matching funds are added.

The proposal is for what is termed as the only true high-speed train capable of traveling at 200+ miles per hour. Plans for California's application include:

- $2.19 billion for the route from Los Angeles to Anaheim, including high-speed train facilities between Los Angeles Union and Norwalk stations and the Anaheim Regional Transportation Intermodal Center; right-of-way acquisition, grade separations, utility relocation, environmental mitigation, earthwork, guideway structures, tunneling, and track work. The total jobs created would be 53,700.
- $980 million for the line between San Francisco and San Jose, including station improvements, grade separations, electrification and safety state-of-the-art 'positive train control' in an upgraded, shared alignment with Caltrain. Total jobs created 34,200.
- $466 million between Merced and Fresno, including right-of-way acquisition, grade- separations, utility relocation, environmental mitigation, earthwork, guideway structures and track. Total jobs created 10,500.
- $819.5 million for the Fresno to Bakersfield route, including right-of-way acquisition, grade separations, utility relocation, environmental mitigation, earthwork, guideway structures, track relocation and new track. Total jobs created 16,500.
- $276.5 million for preliminary engineering and environmental work for all the systems, including Los Angeles to San Diego, via the Inland Empire, Los Angeles to Palmdale and Bakersfield, Sacramento to Merced and the Altamont Rail Corridor. Total jobs created 12,000.

UP opens 2,800ft long rail bridge in Iowa

Under construction since 2006, Union Pacific has commemorated one of North America's tallest double-track railroad bridges, the new Kate Shelley Bridge in Iowa, spanning the Des Moines River.

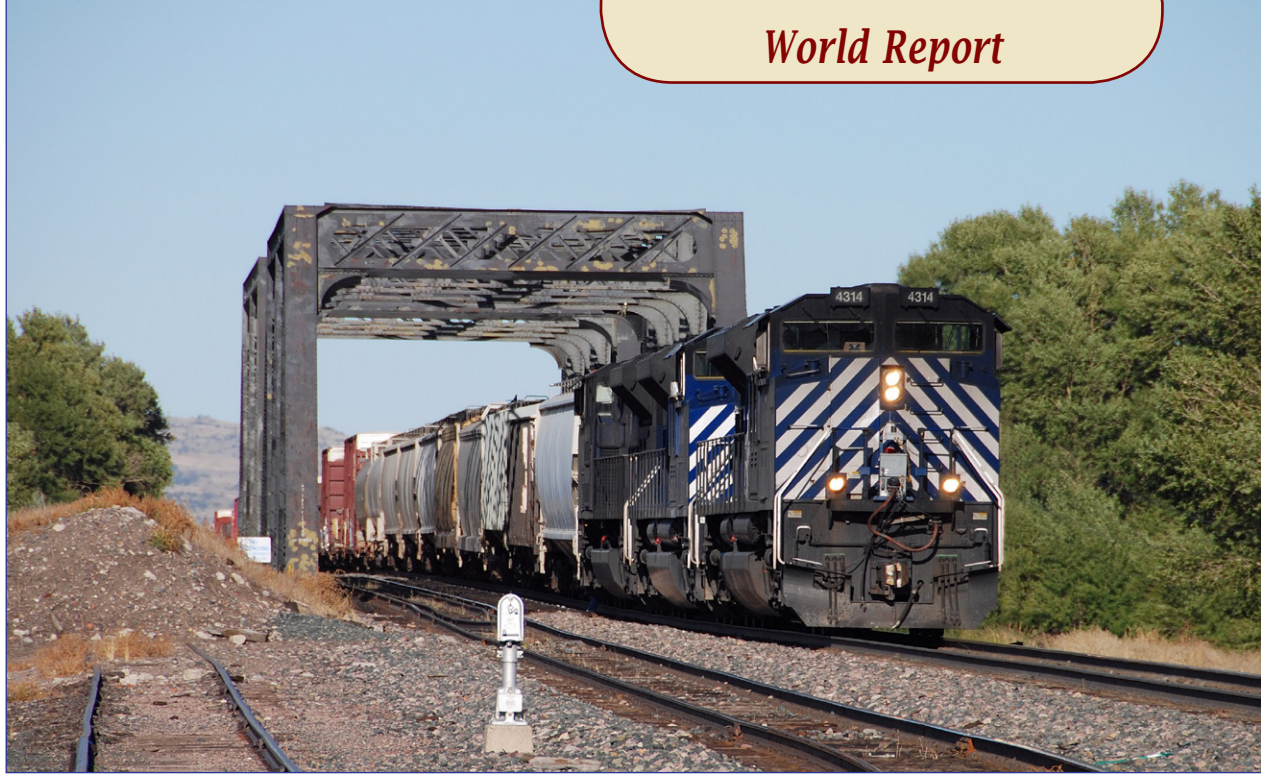
Railway and local dignitaries travelled in a train over the bridge, which is more than 2,800 feet long and 190 feet high, on 1st October. Representing an investment of more than $50 million by Union Pacific, the structure improves operating efficiency, supports growth in customers' businesses and delivers increased freight capacity on the railroad's busy corridor linking Chicago to the West Coast.

Constructed to handle heavy trains such as coal and grain, its two tracks, 20 feet apart, are set on a ballast deck that is supported by reinforced concrete towers and steel piles. Two trains can operate on the bridge at the same time at a maximum speed of 70 mph.

Since 1997, Union Pacific has invested more than $1 billion in Iowa in branch line upgrades, east-west corridor capacity improvements, ethanol and grain related projects, communication and signal improvements, and this latest project, the new Kate Shelley Bridge.

Major rebuilding work for GO Transit

▼ **GO Transit's Bathurst North Yard in Toronto is currently being completely rebuilt. During the middle of 2008, this midday scene taken on 15th October this year, would have featured at least six GO commuter trains waiting for the afternoon rush hour, instead the vast amount of work taking place can be seen. Thomas Blampied**



▲ **Preparing to cross Bennett Street in Livingston, Montana, are a trio of Montana Rail Link SD70ACe's Nos. 4314, 4312 and 4315, working the rear portion of a recently split westbound freight. Upon entering Livingston yard they will attach to the front portion of the freight in preparation for the climb of the eastern slope of the Bozeman Pass. Andy Carr**

Norfolk Southern promotes its Public-Private Partnership projects

Norfolk Southern has introduced a new website, focusing on the benefits of its corridor and public-private partnership projects.

Describing projects to increase rail freight transportation capacity and improve mobility and the environment, the website can be found at thefutureneedsus.com. Information is provided for projects in Alabama, Mississippi, Pennsylvania, Tennessee, Virginia, and West Virginia. The site outlines how upgrading the Crescent Corridor – the existing 2,500-mile rail route from the South East to the North East – will support a stronger economy, less highway congestion, cleaner air, and fuel savings. The Corridor will be among the largest additions of new freight transportation capacity since the Interstate Highway System, its components including new intermodal facilities at Memphis, Birmingham, and Franklin County, Pennsylvania, and the expansion of terminals in Harrisburg and Philadelphia. Other projects include straightening curves, adding passing tracks, double tracks, signals, and running more efficient trains.

The dedicated website also provides detailed information about other Norfolk Southern corridor projects, including the Heartland Corridor to open a new gateway for double-stacked container traffic from the East Coast to the Mid-west, the MidAmerica Corridor to create shorter and faster routes for merchandise moving between the Midwest and Southeast, and the Pan Am Southern Corridor to create an improved rail route between Albany, New York, and the greater Boston area. The site includes photos, videos, maps, fact sheets, links, contacts, and a convenient form for contacting Norfolk Southern.

BNSF opens Memphis Intermodal Facility

Burlington Northern Santa Fe Railway (BNSF) has opened its Memphis Intermodal Facility for an advance look by members of its customer advisory board.

The more than $200 million expansion is in its final phase of work. When fully operational next year, the site will have double the capacity, reduced emissions and improved air quality. It spans 185 acres and will have the capacity to handle one million lifts per year. It is equipped with eight wide-span, electric, rail-mounted gantry cranes that produce zero emissions on site and significantly reduce the number of trucks needed to move containers within the yard.

Additionally, BNSF has installed an automated gate system for trucks as they enter and exit the site, using digital cameras to record images of containers, chassis and tractors. Drivers are also identified using a biometric system. These enhancements have increased security, while improving throughput, reducing truck idling time and emissions by 50%.

Buffalo to New York and Philadelphia linked with new intermodal service

CSX Intermodal (CSXI) has begun two new international services that link Buffalo, New York, to the Port Authority of New York and New Jersey and Philadelphia.

The services use the new CSXI Buffalo Terminal opened in 2008, with the support of the New York Department of Transportation and Erie County. Trains destined for Buffalo from the Elizabeth Marine Terminal (EMT) will be available on the second day after departure; Buffalo traffic destined for EMT will be available on the third day. The Buffalo-Philadelphia service will provide third-day availability southbound and fourth-day availability northbound.

▲ One of the Northstar Motive Power Industries' MP36PH-3C locos, No. 501, pushes a test service through Elk River, Minnesota, on 19th October, passing beneath one of the new cantilever signals that have been erected recently. The trains are currently testing prior to the start of the new commuter service from Big Lake to downtown Minneapolis on 16th November. **Brian Ziegler**

CP operates 2.3 mile long intermodal

Canadian Pacific operated its longest and heaviest intermodal service on 30th September.

The train worked from Vancouver to Toronto and was 2.3 miles long! It consisted of 165 wagons, waying 11,412 tons and was powered by five locomotives, three of which were distributed throughout the train at 4,000ft intervals and operated remotely by radio control, giving a total of 21,920hp.

Canadian National announce new orders from GE and EMD for 4,000+ horsepower locos

Canadian National has announced orders for 70 new high-horsepower locomotives from GE Transportation, a unit of General Electric Co. (GE), and Electro-Motive Diesel Inc. (EMD).

CN will acquire 35 ES44DC locomotives from GE starting in the fourth quarter of 2010, and 35 SD70M-2s from EMD beginning in January 2011. The GE locomotives produce 4,400 horsepower and the EMDs 4,350 horsepower. The new units are part of CN's multi-year locomotive-renewal programme aimed at continuously increasing fuel efficiency, improving service reliability for its customers, and reducing greenhouse gas emissions.

The new locomotives are 15 to 20% more fuel-efficient than the vehicles they will replace, and will comply fully with the latest regulatory requirements for reduced locomotive exhaust emissions.

SNCF plans to order up to 100 new high-speed trainsets to augment and replace TGV fleet

SNCF is planning to call for tenders shortly for the supply of up to 100 new-generation high-speed trains, equipped to operate cross-border services, following the liberalisation of international passenger services in the European Union.

There is to be a firm order for 35 trainsets, with options for another 65. Under a procurement strategy approved by the railway's board in July, the operator expects to start discussions with major manufacturers, including Alstom, Bombardier and Siemens by the end of October, and issue a formal tender invitation in January 2010.

The programme replaces earlier proposals to award a framework contract covering several hundred trainsets, which would both augment the fleet and allow replacement of the oldest TGVs. The new multi-system trains would be cleared to operate both in France and neighbouring countries.

A batch of 13 sets valued at around €400 million would replace the multi-system TGVs used by the SNCF-SBB joint venture, Lyria, and a similar number would augment the fleet used on Thalys services to Brussels, Amsterdam and Cologne. The remaining units would be held in reserve until suitable opportunities for international expansion had been identified.

A sweeping vision to expand the TGV network in and around the Grand Paris region has also been outlined, developing extra stations to relieve the current four termini and improve accessibility to high-speed services for the 80% of residents living in the surrounding suburbs. Top priority is to complete the long-planned extension of TGV Interconnexion across the south of Paris, from Valenton to Massy, where inter-regional TGVs currently have to share tracks on the Grande Ceinture with suburban EMUs. This line would have an intermediate station close to Orly airport and another at Villeneuve-Saint Georges. A further station would be developed at La Défense, on the western side of the city, as the main hub for the proposed Paris–Rouen–Le Havre high-speed line. This would be connected to Massy by an orbital route around the south west of the city. A link across the north of Paris would connect La Défense with LGV Nord, enabling Eurostar to serve the new hub with a 2hr 15min journey time from London.

The northern link would serve another TGV interchange at Carrefour Pleyel, near Saint Denis, where connections would be provided with the RER D line and an extension of the Météor Line 14. The hope is to have 12 TGV stations for the 12 million inhabitants of Ile de France, and for Grand Paris to be linked with the European high-speed network, to challenge London or Frankfurt.

Total cost of the project is put at between €250 and €500 million, with much of the funding expected to come from the national and regional governments.

Bombardier wins Italian order for 100 locomotives

Trenitalia (Italian Railways) has awarded Bombardier Transportation a new order to supply another 100 of its 160km/h E464 electric locomotives.

Valued at approximately €258 million, the contract is a further landmark for Bombardier, which has already received orders from Trenitalia for a total of 638 of the E464s, 480 of which are already in commercial service. The contract also considers an option for a further 50.

This latest order means that Trenitalia will be operating one of the largest single vehicle-type fleets in Europe, making it one of the first operators to benefit from the resulting reduced operational and maintenance costs. Delivery of the locomotives is scheduled for between 2010 and 2012.

◀ **Arriva/ALEX Class 223 No. 223 064 stands at Lindau Hbf with the 11.59 to Munich.**
Peter Heppenstall

▲ The splendid autumn colours in south Graubunden, Switzerland were enhanced in mid-October when overnight snow provided an early reminder that winter is not that far away. On 14th October, RhB Ge 6/6 No. 704 *Davos* was recorded heading along the Upper Engadine Valley towards Bever, having originated at Pontresina, and destined for Landquart, via the Albula Valley. The consist from Sameden included engineers' equipment, postal and supermarket containers and a discharged Holcim cement silo. **Don Gatehouse**

First Chinese EMUs delivered to European operator

CSR Nanjing Puzhen Rolling Stock Co. Ltd has become the first Chinese rail vehicle manufacturer to provide passenger rolling stock to a European train operator.

On 13th October, the company successfully completed the shipment of three EMU trainsets to Georgia, fulfilling a contract that was signed in August 2007. The units comprise two, two-car units, consisting of one motor and one trailer car, and one eight-car unit of four motor and four trailer cars.

The new 3,000V dc electric units are of lightweight design and incorporate powered sliding plug doors, continuous ribbon glazing and an aerodynamically curved front end, designed to ensure that they achieve their 130km/h maximum speed in as energy efficiently a manner as possible.

The delivery of these units builds on CSR Nanjing Puzhen's recent success in winning new orders, having also signed a contract in October to supply Hangzhou Metro Group with 48 six-car EMU trainsets for delivery in 2011 and with the Chinese Ministry of Railways for a further 1,100 passenger coaches for delivery in 2010. Nanjing also has export orders on its books for the railways of Malaysia and Tunisia.

▶ Over the weekend of 10th/11th September, Damfbahn-Veirin Zurher Oberland (DVZO) held an end of season gala with five visiting locos being supported by homefleet E3/3s Nos. 401, 10 (ex SBB 8476) and 8518. BLS heritage Ae6/8 No. 205, built in 1931, approaches Bauma with a mixed-train on 11th September. **Mark Pichowicz**

Alstom win initial French ETCS contract covering 2,200km

Following a European tender, Réseau Ferré de France has awarded Alstom Transport a contract for the first implementation of European Train Control System (ETCS) on 2,200km of lines constituting the French sections of two major European corridors for rail freight, Antwerp-Basel/Lyon and Valencia-Budapest, which connects Lyon and Ambérieu.

The project concentrates initially on developing the system and its installation on two pilot sites for approval, and then in a second project focuses on the equipment in 2018. The project receives funding from the European Union under the European transport networks. ETCS will then be deployed on a large scale on the national rail network.

Initially, it will be superimposed on the present national system to enable the progressive equipment for rolling stock, and at a later stage, it will completely replace the present system.

Passenger figures are 60% down on Dublin to Belfast 'Enterprise' service since August

The number of passengers travelling on the 'Enterprise' services between Belfast and Dublin is down 60% since part of the track collapsed in August.

It is estimated that between £1 million and £2 million could be lost in revenue because of the disruption. Bus transfers have been in place between Dublin and Drogheda since a bridge fell into the sea at Malahide, the repairs to which are now expected to be completed by November.

The 'Enterprise' service is jointly run by Translink and the Republic of Ireland's Iarnrod Eireann, which says that the company's research indicates that most of those who have stopped taking the train have moved to cars, but it would have some 'headline grabbing promotions' to attract people away from their cars when the line is back to normal. Cross-border travellers have been also been opting for hourly bus services between the two cities in recent months, despite the longer journey time. On the train, a standard adult return ticket from Belfast to Dublin costs £40, a day return ticket costs £30. An Ulsterbus/Bus Eireann day return ticket costs £19.15, while a return ticket on the Aircoach costs £19, although on this service passengers must transfer to a different bus at Dublin Airport.

Iarnrod Eireann has said that the line collapse could have resulted in tragedy and an inquiry into why it happened is still ongoing. The damage was discovered when a train driver spotted subsidence on the line while crossing the viaduct. He managed to reach Malahide station and report the incident, but a section of the line collapsed into the water a short time later.

Ansaldo provides ERTMS maintenance

Alstom and its partner Ansaldo STS have signed a contract with Trenitalia for the maintenance of the European Railway Traffic Management System (ERTMS) Level 2 solution onboard ETR500 high-speed trains.

The total value of the contract amounts to some €25 million. Trenitalia's high-speed trains are currently operating on the new lines linking Milan to Naples, via Bologna, Florence and Rome, and Torino to Venice. The 62 trains were equipped in 2005 with the ERTMS Level 2 solution, which ensures a high level of safety and availability. Alstom will provide the diagnostic, monitoring, assistance and on-site maintenance of the onboard equipment for 31 trains. The company will also provide the same services for the GSM-R voice equipments mounted on the whole fleet. The Alstom site in Bologna, engineering centre for railway signaling, will carry out the activities. Currently, Alstom has more than 20 ERTMS projects in service in nine European countries, including the Rome-Naples line, the Mattesten-Rothrist line in Switzerland, used by the biggest equipped fleet, and the freight line Betuwe Route in the Netherlands, part of Corridor C.

◀ **With the Eiffel tower standing tall and impressive in the background, an unidentified SNCF Z8800 dual voltage EMU crosses the River Seine, near Champ de Mars, on RER line C forming the 16.33 Massy Palaiseau to Pontoise service. Chris Wilson**

▲ The recently introduced Melbourne to Adelaide intermodal service, operated by P and O Trans Australia, departs from its origin city behind GT26-G3 Class Nos. VL355-VL356, as it rolls into Bunbury Street tunnel in suburban Footscray on 10th October. Steve Molloy

Freightliner Australia sign coal traffic contract in New South Wales

Freightliner Australia Pty Ltd, has signed a long-term contract with Xstrata Coal for the provision of rail haulage services.

Commencing in late 2010, the deal, which is part of an initiative to ensure long-term security over key coal movements in the Hunter Valley, will see Freightliner operating coal services from the Hunter Valley, NSW to the Port of Newcastle. The relationship will supplement Xstrata Coal's existing haulage arrangements, and will enable it to effectively manage capacity growth while also managing associated risks.

The initial operation will commence with three train sets, each consisting of three locomotives and 90 wagons, providing haulage in the region of 10million tonnes of coal a year. Freightliner Australia commenced operations in regional New South Wales in July this year, with services transporting containerised cotton and agricultural products to Port Botany in Sydney.

Bombardier venture wins China rolling stock order

Bombardier Transportation has announced that its Chinese joint venture, Bombardier Sifang (Qingdao) Transportation Limited, has been selected by the Chinese Ministry of Railways to supply 80 Zefiro 380 high-speed trains (1,120 cars) for the country's rapidly growing high-speed network.

The contract, including 20 eight-car trainsets and 60 sixteen-car trainsets, is valued at an estimated €2.7 billion. The first train is scheduled for delivery in 2012, with final deliveries expected in 2014.

The new trainsets will be an integral part of an evolving high-speed rail capability in China, which is developing more than 6,000km of new high-speed lines to create one of the most advanced high-speed rail networks in the world. The trains, with maximum operating speeds of 380kph, are based on Bombardier's next-generation of high-speed rail technology, and powered by the energy efficient Bombardier Mitrac propulsion and control system.

The Zefiros will be manufactured at Qingdao, China, and engineering will take place in Qingdao and at Bombardier centres in Europe, with project management and components provided from sites in Europe and China.

ARG signs grain contract

Australia's rail operator ARG, a specialist bulk freight subsidiary of Queensland Rail, has announced it has signed a three-year bulk grain rail haulage contract with GrainCorp.

Under the contract, which took effect from 1st October, ARG will transport grain to the company's Mackay, Gladstone, and Fisherman Islands (Brisbane) export grain port terminals from numerous storage depots in South West and Central Queensland.

Elsewhere, QR has recently started a major national recruitment drive for new coal train drivers, a part of QR's business that last year accounted for 186 million tonnes of product.

26th October 2009

Locomotive Club of Great Britain (Brighton Branch)
Brighton Model Railway Club Room, BR London Road Station, Shaftsbury Place, Brighton. 'The Development of the Railway around the Port of Newhaven' by John Blackwell. Meeting commences at 19.30.

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)
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 starts 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. Starts 20.00.

28th October 2009

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

29th October 2009

Locomotive Club of Great Britain (Croydon)
United Reform Church Hall, Addiscombe Grove, East Croydon. Branch Photo Competition & Members' Slides. Meeting commences at 19.15.

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. Starts 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.

Stevenage Locomotive Society
Community Arts Centre, London Road, Stevenage, SG1 1XN. 'Potton 150' by George Howe. Meeting commences at 19.45. Admission, Visitors £2. Contact the Secretary, Alan Pitt on 07803 046076 or alan.pitt@lineone.net for details.

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)
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.

RCTS (Ashford Branch)
The Elwick Club, Church Road, Ashford. 'New Zealand Railways 2008@ by Gerald Siviour. Meeting commences at 19.30. Contact southeast@rcts.org.uk for details.

RCTS (Croydon Branch)
Small Hall, United Reform Church, Addiscombe Grove, Croydon. 'Crossrail' by Simon Bennett. Meeting commences at 19.30.

RCTS (Port Sunlight)
The Lever Club, Greendale Road, Port Sunlight. Members show 30 Slides or Digital View - My Favourite Class'. Meeting commences at 19.45.

3rd November 2009

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. Annual Quiz. Meeting commences at 19.45. Contact Roger Hart on 01474 833320 for further details.

Locomotive and Carriage Institution
LUL Headquarters, 55 Broadway, St James's Park, London. 'Development of High Speed Railways in the World' by Gordon Pettitt. Starts 18.00. Contact 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 'Westwards from Dover: in search of steam in the 1960s' by Peter Groom. Starts 19.30. Contact the Secretary on 01525 750149 for further details.

Locomotive Club of Great Britain (North London Branch)
Wood Green Social Club, 2 Stuart Crescent, Wood Green, London, N22 5NJ. Railway Video Film Evening. Meeting commences at 19.00.

Permanent Way Institution (Darlington & North East Branch)
Railway Athletic Club, Brinkburn Road, Darlington. 'The Worth Valley Railway' by Bruce McDougall. Starts 19.00. Contact David Lugsden on 07825 766328 for details.

Permanent Way Institution (Edinburgh)
The Scotts Guards Club, 2 Clifton Terrace, opposite Haymarket Station, Edinburgh. 'Plain Line Tract Renewals using the Bottom up Method' by Hugh Delahunt and Jamie Breckenridge. Starts 18.00. Contact Alan Morrison on 07834 507497 for further details.

Permanent Way Institution (Wessex)
The Rose & Crown, Columbo Street, Waterloo, London. 'The East London Line Project' by Ed Gardiner. Meeting commences at 18.30. Contact the Secretary, Richard Workman on 01428 645771 for further details.

RCTS (Watford Branch)
St. Thomas's United Reformed Church, Langley Road, Watford. 'The Mangapps Farm Railway Museum' by John Jolly. Meeting commences at 19.30.

Southern Electric Group (South Hampshire)
Eastleigh Railway Institute, Romsey Road, Eastleigh. AGM followed by Mermbers' Slides. Meeting commences at 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. Annual General Meeting. Meeting commences at 20.00. Contact Lionel Jones on 01934 628289 or e-mail fotophile69@talktalk.net for details.

4th November 2009

Burton Railway Society
Marston's Social Club, Shobnall Road, Burton upon Trent. 'The Hope Valley Route in the Transition Period from Steam to Diesel' by Brian Staniland. Starts 19.30. Admission £1.50. Call Mark Ratcliffe on 01283 221537 for details.

Permanent Way Institution (Thames Valley)
Davidson House, Reading. 'Shovelling the Muck' by David Boughen. Starts 18.00. Email Peter Simmonds on peter181102@yahoo.co.uk for info.

5th November 2009

Permanent Way Institution (York)
Park Inn, North Street, York,. 'Does Modern Track Need Ballast and can we afford It' by Colin Wheeler. Starts 18.00. Contact Martin Fairbrother on 07802 657839 for info.

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.

▼ In a convoy of locomotives, Class 66/0 No. 66107 leads classmates Nos. 66178, 66019, 66121 and 66183, while working a Toton TMD to Doncaster LIP passing Mexborough on 12th October. **Steve Smith**

RCTS (Milton Keynes Branch)
The Crown Public House, Market Square, Stony Stratford 'Railway Magazine Present and Future' by Phil Marsh. Starts 19.30. Contact the Secretary at dexter-skiddaw@tiscali.co.uk for details.

Scottish Railway Preservation Society (Edinburgh Branch)
Quaker Meeting House, 7 Victoria Terrace, Edinburgh. 'The Deeside Railway' by Dr Mike Cooper. Contact the Secretary Dr Peter Howell on 0131 334 5232 for further details.

6th November 2009
Cambridge Rly Circle
Arbury Community Centre, Campkin Road, Cambridge, CB4 2LD 'Memories and Hopes' by Chris Green. Meeting starts at 19.30.

Friends of Hellifield Station
Refreshment Room, Hellifield Station. 'Preserved Steam in Medium Format Colour'. Starts 19.30. Contact Barry Atkinson on 01282 842505 for further details.

Gloucestershire & Warwickshire Railway (Birmingham Branch)
Northfield Library, Church Road, Northfield, Birmingham. The Paul Riley Commemorative Show Part 1: 1961 - 1965' by Tony Bowles. Doors open at 19.00 for 19.30 start.

RCTS (Bristol Branch)
St Peters Church Hall, Church Road, Filton. 'More London Steam on Shed in the 1960s' by Peter Groom. Starts 19.30. Contact the Branch Secretary at paul.udey@talktalk.net for details.

Scarborough Railway Society
Public Library, Vernon Road, Scarborough. 'Railway Roundabout' by J.Hunt. Meeting commences at 19.30. Contact the Secretary, Adrian Scales on 01723 366974 for details

Stephenson Locomotive Society
Settlement Centre, Union Street, Middlesbrough. 'The Denver and Rio Grande' by Phil Kirkland. Meeting starts at 19.00. Contact the Secretary on 01642 321205 for further details.

7th November 2009
Caledonian Railway Association
Glasgow Metropolitan College, North Hanover Street, Glasgow. (opposite the eastern entrance of Queen St. station) 'Railways North and West of Stirling' by Mike Jodeluk. Starts 14.00. Contact William Cooper on 01357 521540.

Stephenson Locomotive Society
The Friends Meeting House, Mount Street, Manchester. 'Brunel's Timber Bridges and Viaducts' by Brian Lewis. Starts at 14.00. Contact the Secretary on 0161 928 2461 for further details.

9th November 2009
Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln. AGM and Photo Competition. Meeting commences at 20.00. Contact the Secretary on 01522 705365 for further details

Permanent Way Institution (London Branch)
7th Floor District Room, 55 Broadway (LUL HQ), London. 'Prbably the Best Job in the World' by Phil Ransom. Doors open 17.30 for 18.00. Contact Shazma Mahmood-Shakoor on 07921 943820 or by e-mail at shazma.shakoor@gmail.com for details.

RCTS (Ipswich Branch)
Bridge Ward Social Club, 68 Austin Street, Ipswich. 'Mikes Wanderings 1959-63 and War Department Diesels' by Mike Walshaw. Meeting commences at 19.30. Contact the Branch Secretary at ipswich@rcts.org.uk for further details.

RCTS (Northampton Branch)
St Crispins Social Club, Berrywood Road, Duston. 'Quiz versus Bedford LCGB for 'The Ashes' Trophy'. Meeting commences at 19.30.

RCTS (Sheffield Branch)
St Mathews Church Rooms, Carver Street, Sheffield. 'Last Years of BR Steam' by Roger Jones. Meeting commences at 19.30.

Severn Valley Railway (Wolverhampton Branch)
Old Wulfrunians Club, 253A Castlecroft Road, Castlecroft, Wolverhampton, WV3 8NA. 'Railways of Colonel Stephens, including Leed & Manifold' by Tony Ward. Doors open at 19.00 for 19.30 start.

Southern Electric Group (Sussex Branch)
The Deall Room, Southwick Community Centre. 'Living Southern' by Andrew Marshall. Meeting commences at 19.30. Donation of £2 requested. Contact the Branch 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. 'North American Motive Power etc' by Graham McLachlan. Meeting commences at 19.30. Contact the Secretary on 01294 822303 for further details.

Wrexham Railway Society
St Mary's Catholic Club, Regent Street, Wrexham. 'Sixties Steam Off Shed' by Barry Shore. Meeting commences at 19.45. Admission £2.

York Railway Circle
The Library, Archbishop Holgate's School, Hull Road, York. 'Recent Wanderings' by Steve Batty. Meeting commences at 19.30. Contact Robin Patrick by e-mail at locopatrick@aol,com for further details.

10th November 2009
Abergavenny and District Steam Society
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny 'Severn Tunnel Junction Revisited' by Bryn Thomas. Meeting commences at 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ntlworld.com for further details.

Permanent Way Institution (Croydon & Brighton Branch)
Matt MacDonald House, Sydenham Road, Croydon, CR0 2EE. 'Capacity Improvements at Axminster' by Jason Grocott. 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.

RCTS (Merseyside, Chester and North Wales Branch)
Observation at Stafford 08.30 to 19.30. Contact Geoff Morris on 01244 376808 for by e-mail at geoffreymorris@tiscali.com for further details.

RCTS (Nottingham Branch)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'LMS Steam around the time of Nationalisation' by Arthur Turner. Meecint commences at 19.30.

Scottish Railway Preservation Society (Lanarkshire Branch)
Vestry Hall, Holy Trinity Church, Avon Street, Motherwell. SRPS Grand Challenge Quiz. Contact the Secretary, Fred Landery on 01698 457777 for further details.

Tewkesbury Railway Society
YMCA, Church Street, Tewkesbury. Slide show ' A Little Bit More from the Archive' by Dave Smith. Meeting commences at 20.00.

11th November 2009
Basingstoke & District Railway Society
Wote St Club, New Road, Basingstoke. 'The Harrow and Wealdstone Crash' by Peter Tatlow. Meeting commences at 20.00. Visitors welcome. Contact the Secretary on 01256 326096 for info.

Oxfordshire Railway Society
Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LN. 'Abingdon' by Ivan Cadge. Meeting commences at 19.30. Visitors welcome £3.

RCTS (Hitchin Branch)
Hitchin Christian Centre, Bedford Road, Hitchin. 'Midland Main Line - St Pancras to Leicester' by Bob Goodman. Starts 19.30.

RCTS (Radyr Branch)
Old Church Rooms, Park Road, Radyr. 'Past to Present' by Peter Skelton. Meeting commences at 19.30. Contact the Branch Secretary at noelinda@noel65.fsnet.co.uk for info.

Stephenson Locomotive Society
YMCA, Bridge Street, Guildford. 'Railways of Southern South America Today, part 2' by Peter Worsley. Starts 19.30. Contact the Secretary on 01372 379216 for further details.

Swiss Railways Society (London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross Station). 'A Different Way to Switzerland' by Alan Snowden. Meeting commences at 19.00. A £2 donation is requested. Contact Ron Dawes on 020 8660 3532 for further details

12th November 2009
Continental Railway Circle (London & The Home Counties Branch)
St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ 'Steam on the Union Pacific' by Tom Watson. Starts19.15. Contact Adrian Palmer on 01932 850624 for 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

Two track workers acknowledge Class 66/7 No. 66716 *Willesden Traincare Depot* **as it passes Melton Mowbray on 20th October with a ballast working to Whitemoor Yard. Richard Tuplin**

Magazine Information

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