# Railway Herald

Issue 234 - 16th August 2010

*The electronic journal for the railway enthusiast*

# Railway Herald

**Issue 234**
**16th August 2010**

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Fred Kerr

# New timber flow starts from Ribblehead

Colas Rail has commenced operating a new timber flow from Ribblehead to the Kronospan factory at Chirk. The first working operated on 13th August, with Class 47/7 No. 47739 *Robin of Templecombe* being provided as motive power.


**Read more on Page 7**


## In This Issue

### Pendolino on ECML?
East Coast MD, Elaine Holt, has announced that the company could test one of the new Class 390 'Pendolino' EMUs for nine months.


**Click here to read the story on Page 3**


### Ipswich Curve to be doubled
Network Rail has announced that the new curve to be built at East Suffolk Junction in Ipswich will be double-tracked from the start.


**Click here to read the story on Page 4**


### Metro & Light Rail News
Green light for Manchester Metrolink extensions to Oldham, Rochdale and the Airport, and Tube Lines upgrades battery electric locos


**Click here to read the story on Page 5**


### EMT to close Buffet cars
East Midlands Trains has announced it is to close its buffet cars on all trains and move to a trolley based service in both First and Standard Class


**Click here to read the story on Page 8**


## Elsewhere in this issue

**9 News in Pictures**
The weekly round-up from a pictorial viewpoint of newsworthy and unusual workings across the country.

**16 Preservation News**
T9 returns to steam at Bodmin. Severn Valley Railway announces *Manston* visit for Autumn Steam Gala. What future for 6024? East Anglia gala brings together several Class 37 locos.


### Essentials


**10 Railtours & Excursions**
Including comprehensive listings.


### Front Cover Caption:

**Beautiful sunshine accompanied the departure of the 'Dorset Coast Express' from London Victoria on 11th August, behind A4 No. 60019 *Bittern*. Here, the train passes Stewarts Lane, with the ruins of Battersea Power Station in the background. Ian Docwra**

# Pendolino could be tested on ECML

**Directly Operated Railways Limited, the company established by the Government in 2009 to manage train operating companies that come back to the public sector, has announced that it is in discussion concerning the possibility of commissioning a new 11-car Pendolino for the East Coast Main Line.**

Elaine Holt, Chairman and Chief Executive of Directly Operated Railways, and Chairman of East Coast, said: "I am very pleased that East Coast has been asked to commission the new Pendolino on the East Coast Main Line. Although a final decision has not yet been made, if it goes ahead, the train would add extra capacity to our fleet, and we are sure our customers would appreciate the comfort and facilities that the new Pendolino has to offer. We are currently talking with the manufacturers Alstom, and other key industry partners to understand the challenges and opportunities involved in the commissioning and certification of the Pendolino on East Coast".

Under the plan, East Coast would take delivery of the new train in July next year, and would operate it in daily passenger service, principally between London and Edinburgh, for a period currently estimated to be nine months. Alstom is building the new 11-car Class 390 at its facility in Savigliano, Italy, and it forms part of an order for four such train-sets, on which Alstom started work early last year. The units will be very similar to the 52 Pendolino Class 390s, each of 9 cars, currently in service on the West Coast Main Line. The 11-car Pendolino will be only slightly longer than trains in the existing East Coast fleet, enabling all current station stops to be used by the train without the use of Selective Door Operation. While the new 11-car '390' is being commissioned with East Coast, it would be fully integrated into the East Coast fleet and timetable, and would be maintained by the Alstom train care centre at Polmadie, Glasgow.

# Double rail traffic predicted on Britain's railways by 2035

**Twice as many passengers and a doubling of freight by 2035 is predicted in a newly published document, looking at long-term planning for the rail industry.**

Entitled 'Planning Ahead', it has been prepared by an industry steering group, led by Network Rail, the Association of Train Operating Companies and the Rail Freight Operators' Association. Network Rail's Director of Planning and Development, Paul Plummer, said: "Despite the tough economic times, we must continue to plan for the future and look to how we affordably expand the railway to meet big increases in passengers and freight. The railway is presently too expensive and must reduce its costs to ensure that the money it does invest delivers best value for Britain".

Over the next 25 years the London commuter market, already very well served by rail, is likely to see growth of up to 35%. In contrast, regional urban commuting to cities such as Birmingham, Manchester, Leeds and Glasgow, is expected to see growth of over 100%, with an increase on some routes predicted to be in excess of 115%. The demand for tonnage moved by rail freight is similarly predicted to double by 2030.

# Manchester Victoria to be transformed in four years

**The overdue upgrade of Manchester Victoria station into a bright, clean, modern facility has taken a large step towards becoming a reality, Network Rail having awarded a contract to cover the first three stages of a process that should make the station almost unrecognisable by 2014.**

Network Rail is funding £16 million of the project, with Manchester City Council providing £5 million and GMITA £4 million. Work expected to be completed during March next year is a new roof, a glazed screen between platforms and concourse to improve environment and provide protection from the weather, and glazed station entrance doors.

In addition, there is a likely relocation of the ticket office and provision of a centrally located travel centre, and there will be work to protect the heritage features of the station, such as the external façade and canopy, the war memorials, the domed roof in the café, and the station mosaics. There will also be provision for step-free access to the MEN arena above, and additional Metrolink platforms if required in the future. In a separate scheme valued at £1.7 million (including a £40,000 contribution from GMITA), funded as part of the Department for Transport's National Stations Improvement Programme, the lighting on Platforms 3 to 6 will be upgraded, the current ladies toilet will be completely renovated to provide ladies, gents, baby changing and fully accessible facilities, and there will be additional CCTV, help points and extra cycle hoops. Platforms 1 & 2 have recently been completely rebuilt and the tracks relaid at a cost of £3.6 million.

The work at Manchester Victoria supports the plans for the Northern Hub, which provides the opportunity for 700 more trains a day and 3.5 million more passengers each year through enhancements to the rail network, which includes a significantly greater role for Manchester Victoria and a new connection between Manchester Victoria and Manchester Piccadilly and Manchester Airport.

▼ **Class 47/7 No. 47790** *Galloway Princess* **passes Postwick after a rain storm, heading a Great Yarmouth-Norwich service, via Acle. Tom Jenkins**

# Ipswich curve to be doubled

**Network Rail has agreed to install double track on the new curve installation north of East Suffolk Junction, near Ipswich, which will allow freight from Felixstowe to reach the Midlands and the North of England without having to travel via London.**

The company had been preparing to spend £35 million on a single-track curve, but is now planning to spend an extra £13 million on making it double-track. However, because of other efficiencies it has managed to find in the project, the total cost will be £41 million.

Network Rail said: "The cord does not need to be double track immediately, but hopefully we will need that extra capacity within a few years. By doing it all at once it will make the project more expensive, but if we installed dual lines in two bites it would cost much more. Once the single-track cord was built it would cost a further £30 million to double it. We have listened to what people have said and decided to go ahead with the whole project in one go".

It is estimated that by 2030, the new cross-country route will be taking 750,000 lorry journeys off the busy A14 every year, which works out at a reduction of more than 2,000 lorries a day on the road.

# Network Rail investigates capacity upgrades on WCML

**Options to upgrade the railway in the Stafford area around Norton Bridge are to be considered over the coming months after an initial exercise has been completed to identify the various bodies that Network Rail is legally required to notify.**

This is due to be carried out ahead of public consultation later this year. The existing layout of the railway around the area restricts both capacity and performance along the main line, and improving key junctions in the area, combined with signalling and track improvements, will provide greater reliability and allow extra trains to run.

It is anticipated that public consultation will start later this year, the process anticipated to continue throughout 2011 before a final scheme is prepared in 2012.

▲ The irregular working of the Fiddlers Ferry to Newbiggin gypsum service was operated on 11th August by GBRf Class 66/4 No. 66401, seen here passing through the offset platforms at Ribblehead on the Settle & Carlisle line, while working the northbound service. **Fred Kerr**

# Shrewsbury signalling upgrades

**New signal equipment installed on Platform 3 at Shrewsbury, coupled with changes made to the interlocking system and points at Severn Bridge Junction, has provided an enhanced capability to help ease congestion on the line.**

Platform 3 can now be used for trains between Hereford and Shrewsbury and the Cambrian Lines to Shrewsbury, and in addition, the new infrastructure will pave the way for more capacity and better performing rail services on the North-South Wales rail link. The number of passengers travelling through Shrewsbury station has grown by around 25% in the last five years, and it now serves some 1.6 million people per year.

In addition to the signalling investment, the station has also benefited from a series of upgrades, including a new electrical system, real-time customer information system, CCTV and a new lift at Platform 3. Network Rail is also currently working with Arriva Trains Wales and the Welsh Assembly Government to further improve the station with new lighting, paint, canopies and waiting facilities to provide passengers with a cleaner, brighter and more secure environment.

# Step-free changes to Staines start

**Under the Department for Transport (DfT) Access for All programme, construction starts at Staines station on 16th August to provide step-free access between the station entrance and the platforms.**

The project also includes the installation of a new footbridge and two new lifts, plus improvements to lighting and CCTV. The work is expected to be completed by spring next year. Staines station has a total of 2.7 million journeys every year, reflecting its importance to the community.

The work has been planned to keep disruption to a minimum. Access for All is a £370 million fund for station accessibility. Station selection and prioritisation is made by the DfT. To date, 148 stations in England, Scotland and Wales have been selected to receive step-free access improvements.

## Metro and Light Rail News

# All systems go in Manchester

**Manchester Metro's tram expansion is back on track, with contractors appointed for the last stages of the extensions to Oldham, Rochdale, south Manchester, Ashton-under-Lyne and Manchester Airport.**

Parts of the extension appeared under threat when the Government announced it was slashing public spending, but it is now confirmed that the project will go ahead in its entirety. Work on the routes from Manchester through Droylsden to Ashton-under-Lyne and through Chorlton to East Didsbury is underway, and the former heavy rail line to Oldham, via Rochdale, is being converted to carry trams. The whole project is now set to be complete by 2016, the link to Chorlton to be in place by spring 2011 and to East Didsbury by summer 2013. Droylsden will be connected by spring 2012 and Ashton by the winter of 2013/14. The Oldham-Rochdale line will reach the new Central Park station in Newton Heath by spring 2011, Oldham Mumps in autumn 2011, Rochdale station in spring 2012 and Rochdale and Oldham town centres by spring 2014. The airport line, the last piece of the expansion, is scheduled to be completed by mid-2016. When complete, the system will almost treble the current network.

Meanwhile, Bombardier Transportation, together with its consortium partner, Vossloh Kiepe, has signed an option to supply an additional 14 Flexity Swift trams to the Greater Manchester Passenger Transport Executive (GMPTE's) Metrolink system, the option forming part of the contract signed with GMPTE three years ago, valued at £27 million.

Bombardier received its first order from GMPTE in April 2007 for 12 trams, and the contract included an option for GMPTE to order up to 97. The first option order for a further 28 vehicles followed in June 2008, with a second option for eight announced in March 2010. This latest order for 14 trams brings the total number ordered to date to 62.

The manufacture of the vehicles will follow straight on from the ones currently being built for Manchester, and the first of the additional 14 (tram 49) is scheduled to be delivered in October 2011.

Bombardier manufactures the vehicles at its sites in Bautzen, Germany and Vienna, Austria. Bombardier's Siegen plant is responsible for delivering the bogies, and partner Vossloh Kiepe is providing the electrical equipment.

# Tube Lines to overhaul and upgrade its battery-electric locomotives

**Tube Lines, which provides maintenance services for trains and infrastructure on the Jubilee, Northern and Piccadilly Lines of London Underground, is to refit its fleet of 29 electric engineering locomotives.**

Although the team responsible for the redesign decided to stay with trusted vented lead acid batteries, new production techniques and cell design have allowed for a number of improvements, particularly in cab size, battery installation procedures and safety.

A prototype locomotive, No. L24, currently undergoing commissioning and evaluation trials, has had 168 new design lead acid cells installed, using a new more efficient and safer method. The locomotive has also had the driving cab layout improved ergonomically, new equipment fitted, LED lighting and cab access and egress improved.

The fleet is used to support engineering work, ranging from day-to-day infrastructure maintenance, through to major track renewal and system improvements across the entire underground and sub-surface networks, and have been specifically designed for dual traction power capability. This enables them to travel to and from worksites using third and fourth rail electric traction current at times when passenger trains are operating, and allows a switch to battery power when passenger services stop running and current is switched off. The battery power comes from the 168 lead acid cells fitted within the locomotive. The battery cell design and layout has remained essentially unchanged since originally first supplied and installed in the 1960s. As well as providing traction power for the locomotives, the batteries also power on-board equipment and lighting as well as wagon mounted equipment.

Apart from the opportunity to improve the cab space and ergonomic layout, the taller, narrower cells and layout have allowed the battery cells to be installed from the outside of the locomotive, via removable panels, enabling the cells to be lifted into position by a forklift truck in banks of 12 at a time. Previously each cell had to be installed individually by hand and lifted into position by two men from inside the loco. Therefore, not only has the installation and removal of cells become easier and quicker, but more importantly, it has reduced the handling risks associated with the installation, making the whole process from delivery to installation far safer. Previously, it would take eight engineers two days to change the batteries manually, with the aid of rollers. Now, it takes two engineers 2hrs 20mins with a forklift. This means that the batteries can be changed at any time, not just at weekends.

▼ **Complete with its new style lights and modified front end, Battery-Electric locomotive No. 24, one of 13 locos built by Metro Cammell in the 1960s, heads south through West Hampstead while on test. On the rear of the train was classmate No. 16. Kim Rennie**

# Gillingham station to be upgraded ready for 2012 Olympics

**Costs have been agreed for a significant upgrade of Gillingham station (the one in Kent with a soft 'G'), and detailed plans will now be developed for the scheme, which will be funded jointly through the National Stations Improvement Programme and the Community Infrastructure Fund in partnership with Medway Council.**

The work will involve extending and refurbishing the station building to provide more space for passengers to circulate, and creating a new glass entrance that will allow more natural light into the building. Toilets will be upgraded to allow access to those with reduced mobility, new ticket vending machines and ticket gates will be provided, and there will be a new second passenger entrance to the station on Railway Street.

In addition, waiting rooms will be refurbished where required, new cycle storage facilities will be provided, and CCTV will be installed. Also, the roofing to the platforms and the overbridge will be upgraded and secondary glazing fitted to the high level walkway between the ticket hall and the lifts.

The work is to start early next year, and the new-look station will be up and running ahead of the London 2012 Olympics, for which Gillingham's Medway Park sports centre will be an athletes training base for the athletes.

# New train washing plant commissioned at Tyseley Depot

**A new £1.6 million train washing plant has been commissioned at London Midland's Tyseley Depot to replace the old model used on the site for over 35 years.**

Funded by Network Rail, the facility will clean approximately 120 trains each day. The washer has an acid and detergent dual function, unlike the old model that had to work harder to remove stubborn particles such as carbon dust and heavy build-ups of dirt and grease. The new system begins with the train passing through an arch of pre-wash spray, being doused with a cleaning solution, and vigorously washed with rotating flails from multiple angles. The exit process involves rinsing the carriages thoroughly using the flails and water jets to remove the cleaning fluid and any remaining residue before the train departs.

London Midland Engineering Director, Mac Mackintosh, said: "The arrival of the new washplant will help to save hours of manual labour in the long-run. The intensity of the cleaning process means dirt and grime is eliminated effectively, which makes the trains easier to maintain. The previous model served us well over the years, but wear and tear over 35 years has meant a new washplant was urgently needed. I'm sure our passengers will also appreciate the results, as a clean train creates a positive image for the passenger".

**Unfortunately, gremlins crept into our last issue.**

The picture of Class 60 No. 60011 (left) printed on page 21 was credited to the wrong photographer and had the wrong caption. Apologies to all - it was taken by **Derek Jones** and the caption should have read ... Mainline-liveried Class 60 No. 60011 approaches Haresfield on 26th July, with the 11.41 Westerleigh - Lindsey discharged bogie petroleum tanks.

Also in the same issue, the picture of the NMT on the Old Dalby test track was taken by **Dave Coxon**.

## UK News In Brief

■ Plans have been published to reopen Bow Street station, near Aberystwyth, for the first time in over 40 years, trains having last stopped there in the 1960s. Currently people living there have to drive to Borth or Aberystwyth to catch the train. A group working with councils on transport issues, is carrying out a feasibility study, and is also working on a scheme to reopen Carno station, near Newtown, campaigners there having been fighting for their station to be reopened for some three years. There is also a bid to provide an hourly service linking Shrewsbury and Aberystwyth.

■ Northern Rail inter-urban Class 158 and 333 operated services are to be fitted with on-board and forward facing CCTV at a cost of £500,000, The number of vehicles involved represents approximately a quarter of the Northern Rail fleet, and future potential could see further phases that will extend the fitment of the Petards 'eyeTrain' system to other vehicles across the Northern network. Deliveries are expected to commence later this year and will be completed by spring 2011.

■ Some 20 Channel Tunnel passengers in a Eurotunnel car shuttle who were delayed for two-and-a-half hours in a freak mishap have been given a profuse apology and double compensation. The people, who were taken from Folkestone to France and back without being able to get off the train, have received refunds and free travel for their next journey. The incident happened on the 08.50 shuttle from Cheriton to Coquelles on 31st July. Seven passengers' cars had been left on the train because staff forgot to unload one of the wagons. A fuel spill had meant one of the wagons was left empty, but when the train reached France, staff unloaded the front vehicle, not realising there were more behind the empty one.

■ Volo TV is to provide its on-train TV entertainment system on the entire First Great Western HST fleet. The company has reported a weekly doubling in viewing figures of its touch screen on-demand entertainment systems following a successful pilot scheme in 2009, which resulted in occupancy rates increasing in Riviera Night Sleeper cabins offering the service. The full Volo TV fit-out of the 54-HSTs is expected to be complete by November. The system, fitted to seatbacks in a dedicated 'entertrainment' carriage, allows passengers to access a variety of content and an interactive journey guide by texting for an access code from £1.50.

Contents Page

# Gipsy Hill upgrade complete

**The Under Secretary of State for Transport, Norman Baker, formally reopened Gipsy Hill station on 11th August, following an upgrading programme costing over £800.000 under the Department for Transport National Stations Improvement Programme.**

The station enhancements include a complete redesign of the booking hall to include a new accessible ticket office window for wheelchair users, an accessible station entrance and toilets, automatic ticket gates, new platform waiting shelters and seating and a new style waiting room with leather armchairs. Streatham Hill station is now receiving similar treatment.

**▲ The 14.45 West Croydon to London Victoria service arrives at Gipsy Hill on 11th August, formed of Class 455/8 No. 455801.**
**▶▲ The refurbished booking hall at Gipsy Hill, with wooden flooring and new automatic ticket gates.**
**▶ Gipsy Hill station waiting room with wooden flooring, leather armchairs and bookcase!**
**All: Brian Morrison**

# Timber from Ribblehead

**Timber traffic has been in the news in recent months, following the take over of the contract by Colas Rail, then the use of the company's own liveried Class 66s on the traffic, followed by the occasional routing of the service over the Settle & Carlisle railway line.**

Now, the traffic is back in the headlines, this time for expansion. The first in a series of operations has taken place from a new loading point at Ribblehead, with the timber being moved to Chirk.

The first service involved the movement of 16 KFA wagons from Carlisle to Ribblehead on 10th August, behind Class 47/7 No. 47739 *Robin of Templecombe* as a prelude to the first train on the evening of 13th August, which was also worked by No. 47739. The loco returned the empty wagons to Ribblehead on 15th August.

**▲ On 11th August, a set of 16 wagons were stabled in the sidings at Ribblehead being loaded for the first departure to Chirk.**

**▼ The empty wagons from Carlisle to Ribblehead were worked by Class 47/7 No. 47739** *Robin of Templecombe*, **pictured curving away from the WCML at Farington Junction en route to Ribblehead, via Blackburn and the Ribble Valley. Both: Fred Kerr**

# Signalling contract awarded

**Network Rail has awarded the £32 million Thameslink core area resignalling contract to Invensys Rail.**

On completion, the project will provide a significant increase in route capacity, allowing 24 trains an hour to run from Loughborough Junction in the south, through Central London and on to Kentish Town.

To be commissioned in four stages, the scope of the project includes all elements of design, manufacture, installation, testing and commissioning. The equivalent of six solid state Interlockings will be controlled by the company's Westlock and Westcad computer-based control systems, which are to be installed at both West Hampstead and Victoria Signalling Centres.

The first stage of the project will be commissioned at Kentish Town station in April 2011, with the final stage scheduled for completion in April 2012, prior to commencement of the London 2012 Olympics.

# Now EMT stops its buffet counter service

**Buffet car services are to be scrapped on East Midlands Trains (EMT) and replaced with a trolley service, although Standard Class passengers will still be able to choose hot and cold drinks, and hot baguettes.**

First Class will have more catering staff, in a bid to reverse a 30% decline in premium passengers. The operator maintains that all passengers will have an improved experience being served in their seats. Stagecoach tried to remove buffet cars when it took over the franchise in 2007, but changed its mind after passenger protests.

David Horne, Commercial Director for EMT, said: "This will be better for passengers as we will be bringing the refreshments to them instead of them having to walk through a moving train to get to the buffet car. People will still get the service they do today, just in a different way."

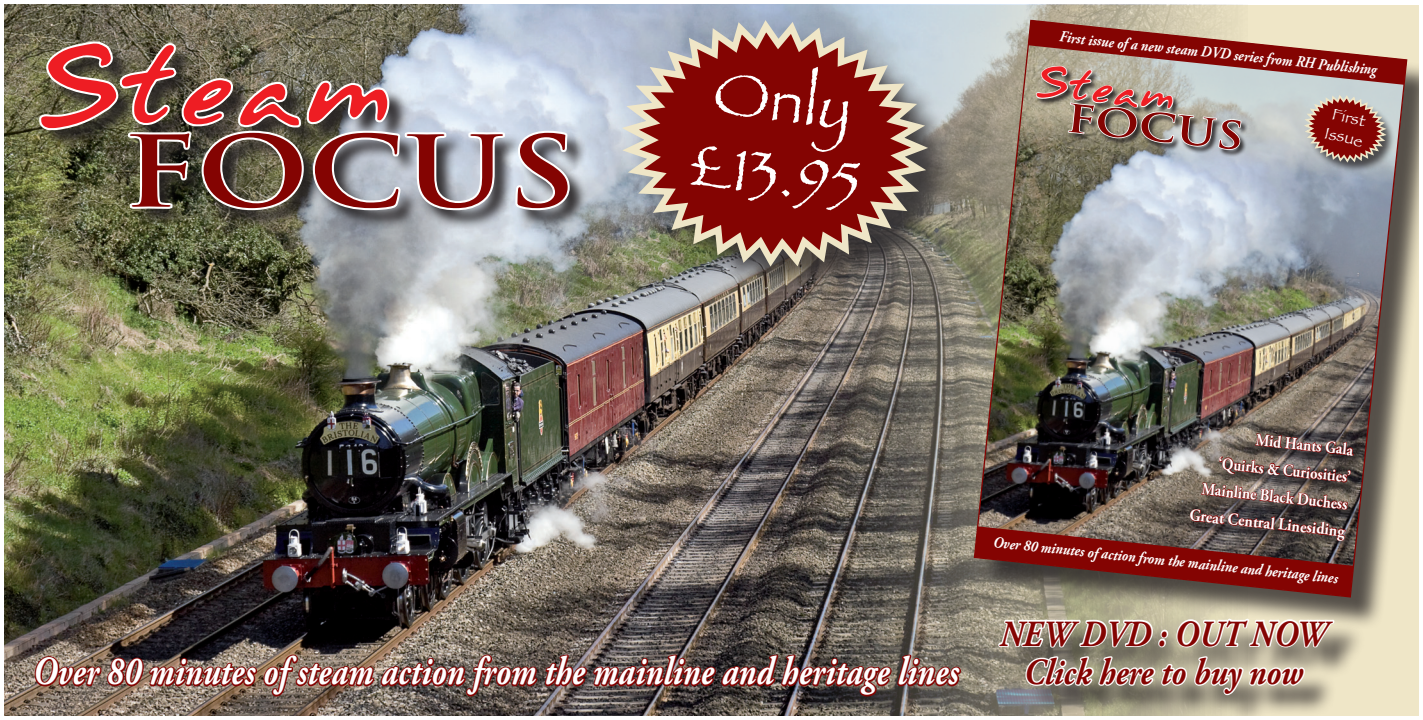
The buffet cars will be closed from the end of this month, but the carriages will be kept to allow the counter service to be reopened if the train is crowded.

▶ **Buffet cars on EMT will be closed from September. Brian Morrison**

# Airdrie route opening on target

**The major engineering work on the new Airdrie-Bathgate rail link is nearing completion and the entire route has now been handed over from the civil engineering contractor to the track laying contractor.**

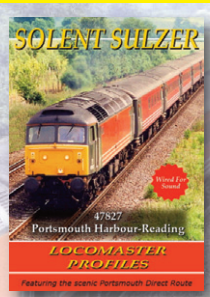
As part of the construction of the new rail link, the old road bridge deck has been replaced to allow more room for the double-tracked line and overhead power cables. The road diversion across the bridge will remain in place until 24th August. However, service redirection work by utility companies will continue in Airdrie for a week longer than anticipated. The overall programme for the route has not been affected, however, and it is still expected that track will be laid to Airdrie station by the end of August, with the line open to the public by 12th December.


A new Locomaster *Wired for Sound* DVD

**SOLENT SULZER**

47827: Portsmouth Harbour-Reading




Turn the clock back to the summer of 1999 for a nostalgic cab ride over the Portsmouth Direct Line on board Virgin CrossCountry's 1M32 service from Portsmouth Harbour to Reading. 47827 was specially ***Wired for Sound*** to capture the sound of the Sulzer hard at work over the steeply-graded route, where it passes various slam-door and 442 'Wessex' EMU's. The journey starts at Portsmouth Harbour and continues via Fratton to Havant where the train heads north over the 'Pompey Direct' starting with an 8 mile climb over the North Downs through Rowlands Castle to Buriton summit. After descending to Petersfield, there then follows another climb – this time for 13 miles over the western Weald through Liss and Liphook to Haslemere where there's a standing start on a gradient of 1 in 101. After descending to Guildford, the 1M32 takes the North Downs route to Reading, which starts with a taxing two mile 1 in 100 climb out of Guildford. The journey continues across Surrey Heath through Ash Vale, Sandhurst and Wokingham to Reading where the train takes the short connecting spur to the Great Western main line.

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

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▲◀ The last seven days has brought about a rare sight in Lincolnshire, that of a Class 60 working the iron-ore traffic. No. 60074 *Teenage Spirit* leads the 15.04 Immingham to Santon loaded service past the lime quarry between Melton Ross and Brocklesby on 14th August. **Steve Harper**

▲ As reported on Page 7 of this issue, the first Ribblehead to Chirk loaded service operated on 14th August, behind No. 47739, resulting in the first visit of a Class 47 to the Kronospan plant. After having reversed the KFA wagons into the yard, the loco sits in almost total darkness as it awaits the unloading process to begin. **Mark Riley**

◀ Class 66/0 No. 66132 departs from Brett Cliffe works on a local 'trip' working to Hoo Junction carrying sand on 11th August. **Bill Turvill**

## UK Steam & Modern Traction Railtour Listings

### 16th August 2010

| | | |
|---|---|---|
| WCRC | 45407 or 61994 | Fort William-Glenfinnan-Arisaig-Mallaig & return |
| WCRC | 44871 | Machynlleth-Dovey Junction-Tywyn-Harlech-Porthmadog-Pwllheli & return |

### 17th August 2010

| | | |
|---|---|---|
| Steam Dreams | 60163 | London King's Cross-York & return |
| WCRC | 45407 or 61994 | Fort William-Glenfinnan-Arisaig-Mallaig & return |
| WCRC | 44871 | Machynlleth-Dovey Junction-Tywyn-Harlech-Porthmadog & return |
| WCRC | 46115 | York-Normanton-Wakefield-Woodlesford-Castleford-York-Scarborough & rtn |

### 18th August 2010

| | | | |
|---|---|---|---|
| Railway Touring Co. | tbc | Preston-Blaenau Ffestiniog & rtn | **Cancelled** |
| Railway Touring Co. | 30777 | London Victoria-Woking-Bournemouth-Wareham-Weymouth and return | |
| Statesman Rail | tbc | Lancaster-Blackburn-Long Preston-S&C-Appleby-Carlisle and return | |
| Steam Dreams | 44932 | London-Woking-Weymouth(-Dorchester West-Yeovil-Salisbury-Basingstoke-London | |
| WCRC | 45407 or 61994 | Fort William-Glenfinnan-Arisaig-Mallaig & return | |
| WCRC | 44871 | Machynlleth-Dovey Junction-Tywyn-Harlech-Porthmadog-Pwllheli & return | |
| WCRC | 46115 | York-Normanton-Wakefield-Woodlesford-Castleford-York-Scarborough & rtn | |

### 19th August 2010

| | | |
|---|---|---|
| WCRC | 45407 or 61994 | Fort William-Glenfinnan-Arisaig-Mallaig & return |
| WCRC | 44871 | Machynlleth-Dovey Junction-Tywyn-Harlech-Porthmadog & return |
| WCRC | 46115 | York-Normanton-Wakefield-Woodlesford-Castleford-York-Scarborough & rtn |
| Statesman Rail | 2xWCRC 47 | Shrewsbury-Wolverhampton-Kemble-Brockenhurst-Poole-Weymouth & return |

### 20th August 2010

| | | |
|---|---|---|
| Railway Touring Co. | 6201 | Crewe-Wilmslow-Stockport-Huddersfield-York-Scarborough and return |
| WCRC | 45407 or 61994 | Fort William-Glenfinnan-Arisaig-Mallaig & return |
| WCRC | 44871 | Machynlleth-Dovey Junction-Tywyn-Harlech-Porthmadog-Pwllheli & return |
| VSOE | 35028 | London Victoria-Guildford-London Victoria |

### 21st August 2010

| | | | |
|---|---|---|---|
| Amethyst Experience | tbc | Ashford-Tonbridge-Orpington-Bromley South-K' Olympia-Minehead & rtn | |
| Pathfinder Tours | 60163 | (Eastleigh-)Bristol TM-Plymouth & return | **Cancelled** |
| Railway Touring Co. | 6201 | Liverpool LS-Wigan-Carnforth-Shap-Carlisle-S&C-Hellifield-Blackburn-Liverpool & rtn | |
| UK Railtours | GBRf 66 & 73 | London Bridge-Hayes-Waterloo-Olympia-Sheerness-Sittingbourne-Dover Priory-Dungeness-Ashford-Clapham Jct-Neasden-London Marylebone | |
| Vintage Trains | 5043 | Tyseley WR-Walsall-Wolverhampton-Stafford-Crewe-Rhyl-Llandudno Jn & return | |
| WCRC | 45407 or 61994 | Fort William-Glenfinnan-Arisaig-Mallaig & return | |
| Whestrail | WCRC 37/47 | Edinburgh Waverley-Fort William | **Cancelled** |

### 22nd August 2010

| | | |
|---|---|---|
| Railway Touring Co. | WCRC Pool | York-Leeds-Shipley-Keighley-Skipton-Hellifield-S&C-Carlisle & return |
| Railway Touring Co. | 6201 | Liverpool LS-Broad Green-Warrington BQ-Chester-Bangor-Holyhead & return |
| SRPS Railtours | 61994 | Linlithgow-Forth Bridge-Thornton Jcts-Dunfirmline-Alloa-Larbert-Linlithgow |
| SRPS Railtours | 61994 | Dalmeny-Inverleithing-Kirkcaldy-Thornton Jcts-Cowdenbeath-Dunfirmline-Alloa-Stirling-Larbert-Linlithgow-Dalmeny-Inverkeithing |
| Torbay Express Ltd | 71000 | Bristol Temple Meads-Kingswear & return |
| Vintage Trains | Tyseley Pool | B'ham SH-Henley in Arden-Stratford-Dorridge-B'ham SH (two trips) |
| WCRC | 45407 or 61994 | Fort William-Glenfinnan-Arisaig-Mallaig & return |
| Whestrail | WCRC 37/47 | Fort William-Edinburgh Waverley | **Cancelled** |

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

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

# The Week Ahead

**by John Whitehouse**

**After all the repeat itinerary workings are stripped out of the coming weeks tours, there are still a few little gems to look forward to, and which provide a contrast to the high season outings.**

Top of the list has to be UK Railtours 'The Ness Monster' on 21st August. Now if you think at some point this tour will end up in Inverness, you would be wrong. About 647 miles wrong in fact according to 'Multimap', as the 'Ness' referred to here relates to Dungeness, with Sheerness not forgotten, either. UKR describe it as a 'good old fashion enthusiast 'Crankex', which is spot on. Throw in a GBRf Class 66 and a pair of 73s and the raison d'être of this tour becomes evident.

It departs from London Bridge and terminates at London Marylebone, and in between visits Sheerness-on-Sea and Dungeness and a good part of South East England for good measure. On the outward run, reversals at Waterloo and Kensington Olympia are required to reach Sheerness, where a break will be taken, prior to heading off to Dungeness, via Margate, Dover Priory and another reversal at Ashford. The return takes in Ashford (again), Tonbridge, Orpington, Barnes, Acton Wells and a further reversal at Neasden. Quite a tour, and guess what? It is reported as fully booked.

Llandudno Junction is the destination for Vintage Trains 'North Wales Explorer', also on 21st August, but that is only a staging post for 'off-train' tours to either the Ffestiniog or Welsh Highland railways. If neither of those points sound an exciting proposition, then there is also a mystery excursion to .... well, wait and see!

An added attraction is the unusual sight of a Great Western 'Castle' on the North Wales main line, which provides the tour with extra spice. Tyseley's 'Castle' 4-6-0 No. 5043 *Earl of Mount Edgcumbe* is the booked traction throughout from Tyseley Warwick Road, via Walsall, Wolverhampton, Stafford, Crewe and Chester to 'the Junction'.

The following day and the SRPS will be operating another two trains, taking in the 'Fife and Clackmannan Circles', both of which are booked for 'K4' Mogul No. 61994 *The Great Marquess*. The morning train sets out from Linlithgow, and the afternoon working from one station further along the line at Dalmeny. The route for both is outwards over the Forth Bridge and then through Burntisland and Kirkcaldy before turning back at Thornton Junction to Dunfermline, via Cowdenbeath, prior to continuing past Longannet onto the new section of line at Alloa to Stirling and back to Linlithgow, via Larbert and Falkirk Grahamston. The train will then work empty stock to Dalmeny for the afternoon working.

Earlier, on 19th August, Statesman Rail head for Weymouth from Shrewsbury. Its 'Dorset Coast Statesman' charter works south, via Wolverhampton, Stourbridge Junction, Worcester Shrub Hill and the Sapperton route, with optional set down points at Brockenhurst, Bournemouth and Poole. West Coast Class 47s should feature.

The only remaining question is what will head the Venice-Simplon Orient Express 'British Pullman' luncheon working from London Victoria around the Surrey Hills on 20th August? The working is booked for SR 'Merchant Navy' Pacific No. 35028 *Clan Line* (see Ups & Downs), but all will depend on the locomotive's availability, as otherwise it could end up with a DBS Class 67 at the helm.

**For details of future railtour operations, involving steam or modern traction, don't forget to visit our railtour listings page on our website at www.railwayherald.com or click here.**

# *Tornado* returns to the main line after repairs - but now tour operator says 'we will not use it'

**The ripples caused by the recent withdrawal of No. 60163 *Tornado* from main line duty continue to spread, and have now reached the West Country.**

Torbay Express has announced that the A1 will no longer feature on any of its remaining 'Torbay Expresses' for this season, which has a knock-on effect for other tours that were to use the loco, while it was positioned at Bristol. Pathfinder's 30th August 'Towy Tornado' now looks like being a 'Towy Duke', as No. 71000 *Duke of Gloucester* is positioned to haul the train. Pathfinder says that the 'Duke' is a standby in case *Tornado* is not stabled in Bristol at the time and "therefore unable to work the train", but the A1 Trust says it is no longer working the train.

The same applies to Pathfinder's 'Tamar Devonian' on 25th September, which is scheduled to be double-headed by 'King' No. 6024 *King Edward I* and No. 60163 *Tornado* from Bristol to Plymouth and back, as *Duke of Gloucester* is again stated to be on standby should *Tornado* not be available for the same reason as for the 'Towy Tornado'. Caught up in this situation is Ranger Trains, whose 'Solent Tornado' on 18th September also seems to have hit the buffers, and been cancelled.

No. 71000 is currently at St. Phillips Marsh where the flat detected on one wheel of its trailing truck is being rectified, and it is booked to work the 'Bristolian' charter for Torbay Express from Temple Meads to Paddington on 28th August.

◀ **Having undertaken a test run following its boiler repairs at Hither Green, A1 Pacific No. 60163 *Tornado* passes Crayford on 10th August. Brian Morrison**

▼ **Working the return leg of a Steam Dreams London to York charter, No. 60163 *Tornado* approaches Bridge 33, south of Colton Junction, on 14th August. Ron Cover**

# UK Railtours becomes first tour operator to announce a charter over the Bathgate line

**UK Railtours became the first tour company to announce a charter covering the reopening of the line from Drumgelloch to Bathgate.**

Its 'Coatbridge and Bathgate Phoenix' is booked to run on 13th November, picking up at London King's Cross, Potters Bar, Stevenage, Peterborough and York. The train will continue to Edinburgh, where it will then proceed via Niddrie West Junction to Haymarket West Junction, and then onwards through Livingston, Bathgate, Caldercruix, Airdrie and Bellgrove to High Street Junction, where it takes the rare City Union Line to Shields Junction, where the train will reverse. The return to Edinburgh presents a rare chance to travel over the Shotts route, and Waverley is reached by way of the Suburban Line. The tour offers a number of highlights, of which the chance to travel over the reinstated electrified route between Bathgate and Airdrie must be the principal attraction.

Train services over the new route are expected to start in December, and as the new line is due to be handed over by Network Rail in late October there is this opportunity for charter operations ahead of the commencement of the timetabled workings.

One week earlier, and UKR takes an interesting wander around eastern England, with Melton Mowbray the destination. The tour originates at Stevenage, picking up at Welwyn Garden City, Potters Bar and Finsbury Park, before heading via the North London Line to reach the West Coast Main Line, which will be followed as far as Bletchley, where 'The Wandering Pieman' diverts onto the branch to Bedford for the Midland Main Line to Kettering. After taking the line through Corby, the high spot of the day follows in the shape of the massive Harringworth Viaduct. Following an opportunity to feast on the culinary delights of Melton Mowbray, the train continues to Syston Junction, and then through Nottingham, Newark Castle, Lincoln and Spalding to Peterborough and home.

Earlier, on 23rd October, UKR's 'Cracoe Jack' heads for the Yorkshire Dales and the branch line from Skipton through to Rylstone Quarry, which is situated close to the village of Cracoe (in case you were wondering where the train name came from). Tarmac Ltd, which owns the quarry, has agreed that the train can continue beyond the Network Rail boundary and into the quarry site. Unfortunately, the platform that existed within the quarry a few years ago has been dismantled. The train initially heads to York from Shenfield, Romford, Stratford and Finsbury Park, followed by a dash along the East Coast Main Line. It also sets down at York, where it is possible to join the charter for the 'Forgotten Tracks' experience to Rylestone, which is reached via Leeds.


**The Tornado Story - £10.95** post free

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

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

**STILL AVAILABLE** - Call 01904 500175 - **Click here** for details.

# West Coast keeps steam at the helm after *Leander* failure on SSE

**A classic piece of improvisation and a willingness to keep the job rolling saw West Coast ensure that Thursday's 'Scarborough Spa Express' was mostly steam-hauled throughout the day.**

The drama began when the rostered 'Jubilee' 4-6-0 No. 5690 *Leander* failed its fitness to run examination that morning, and it looked likely that the train would have to be worked by West Coast's Class 47 No. 47760 from York on the outward leg. It was hoped to get a replacement steam locomotive to York in time to take over the train for the leg to Scarborough, but to the joy of everyone, No. 46115 *Scots Guardsman* was waiting at Milford Junction to take over the train at the conclusion of the outward circle, having operated light engine (and support coach) from Carnforth. The 'Royal Scot' then worked the remainder of the diagram to the satisfaction of everyone, particularly so in some cases with reports of spirited running.

All this was possible due to the 'Royal Scot' being in steam at Carnforth following the previous day's outing with 'The Fellsman', and after securing a support crew and the necessary pathing it was all systems go to get *Scots Guardsman* to the 'Scarborough Spa Express' as soon as possible. It is understood that No. 46115 will cover the 'SSE' turns this coming week.

The problem with *Leander* is not known, but would appear not to be serious as it worked back from York to Carnforth under its own steam on 13th August, together with its support coach.

◀ **Having taken over the train from Class 47/7 No. 47760 at Milford Junction, LMS 'Royal Scot' No. 46115** *Scots Guardsman* **stands at York, bound for Scarborough on 12th August. Bernard Warr**

**The CFPS are operating a MINI-TOUR from CAMBRIDGE to STANSTED AIRPORT on 4th September, as an add-on to their main charter from RAWTENSTALL**

An 'add-on' **MINI TOUR** from Cambridge to Stansted Airport will use 40145 in 'top and tail' mode with a Class 67, with the '40' leading from Cambridge to Stansted and again from Bishops Stortford to Cambridge, while the '67' will work from Stansted to Bishops Stortford.

Tickets for participants boarding at Cambridge for the mini-tour to Stansted Airport are priced at **£20 per person** Standard Class and **£30 per person** First Class. Under 16s, travel at half-price on the mini-tour.

The main train departs from RAWTENSTALL and picks up at RAMSBOTTOM (ELR), BURY (ELR), HEYWOOD (ELR), STOCKPORT, CHESTERFIELD, PETERBOROUGH AND ELY. All timings are provisional and will be posted on the CFPS website as soon as confirmation is recieved.

Please add £10 (£5 for under 16s) to the prices listed if you wish to travel on the mini-tour and you have booked on the main tour. The add-on price is the same for both standard and first class passengers.

All tickets will be allocated on a first come, first served basis. Please provide BOTH a phone number and email address (if possible) so that we have adequate means of being able to make contact with you at short notice in case of any unforeseen problems.

| Joining Points | Depart | Return |
|---|---|---|
| Rawtenstall | 0645 | 2245 |
| Ramsbottom | 0700 | 2230 |
| Bury | 0715 | 2215 |
| Heywood | 0730 | 2200 |
| Stockport | 0830 | 2045 |
| Chesterfield | 0930 | 1945 |
| Peterborough | 1130 | 1800 |
| Ely | 1205 | 1720 |
| Cambridge | 1230 | 1650 |
| **Fares (from all joining points)** | | |
| Standard Class | £59.00 | £39.00 |
| First Class | £89.00 | £69.00 |
| Table for Two *(first class supplement)* | £10.00 | £10.00 |

**CFPS Bookings, 38 Watkins Drive, Prestwich, Manchester. M25 0DS. Telephone: 075 000 40145**

## Ups & Downs

by John Whitehouse

■ Railway Touring Company has cancelled this coming week's 'Welsh Mountaineer', probably due to lack of patronage, as last week's train was observed as being 'less than half full'. The last 'Welsh Mountaineer' on this year's four-train programme is booked for 25th August.

■ A main line test run for Merchant Navy Pacific No. 35028 *Clan Line* scheduled for the evening of 30th July was cancelled, as the locomotive is believed to have failed a fitness to run examination due to faulty injectors. The Merchant Navy Locomotive Preservation Society (MNLPS) has been working hard over recent weeks to resolve the problems with the injectors, the investigations being concentrated into two areas; firstly a wider industry report concerning the operation of the locomotive on the working where the injectors failed, and secondly suggestions that the water supply to the locomotive is impaired through faulty systems. A satisfactory main line test run was accomplished on 14th June, but subsequently it was clear that the performance of the water delivery system was inconsistent. The work is proving both exhaustive and complex, and the Society thanks the other locomotive owners and groups for the help and support they have received. *Clan Line* will remain sidelined until the problem has been resolved.

▲ **LMS 'Princess Royal' class Pacific No. 6201** *Princess Elizabeth* **nears Kirkby Stephen on 14th August, while working the 'Cumbrian Mountain Express' over the Settle & Carlisle line on the return journey from Carlisle to Crewe. Rod Smith**

LMS Stanier 'Black 5' 4-6-0 No. 45407 makes an impressive sight and sound as it accelerates away from Skipton, in North Yorkshire, with the northbound leg of 'The Waverley' on 8th August. **Richard Whiteley**

▲ **With BR Standard 8P No. 71000** *Duke of Gloucester* **having failed a fitness to run exam, Class 67 No. 67018** *Keith Heller* **was provided to work the 'Torbay Express' on 8th August, pictured passing Waterside on the Paignton & Dartmouth Railway, with the return working. Robert Sherwood**

▲ With the overhaul of of SR Pacific No. 34067 *Tangmere* at Carnforth still underway, West Coast's newest member of the fleet, LMS 'Black 5' No. 44932 has come to the rescue of the south-east steam programme, having entered traffic without any major problems - a remarkable achievement given its extensive use since returning to the main line. No. 44932 accelerates away from Standish Junction on 12th August with the 'Cathedrals Express' from London Victoria to Gloucester, having worked outwards via Guildford, Swindon and the Golden Valley. **Derek Jones**

◀ On the return working from Gloucester to London Victoria, and with a slightly work-stained look to locomotive, the fireman looks back as the loco departs from Redhill. **Dudley Hubbard**

▼ **LMS 'Jubilee' No. 5690 *Leander* crosses the River Nidd at Knaresborough on 9th August with 'The Tall Ships' charter from York to Hartlepool. The train ran to Harrogate and Leeds, before returning to York and going forward via Northallerton and Eaglescliffe.**
**Paul Braybrook**

# Profitable year for North Norfolk

**The Annual General Meeting of North Norfolk Railway plc posted a net pre-tax profit of £187,310, marking a significant turn round in the financial position of the company.**

Previous years had seen paper losses, especially as depreciation of the growing asset base runs at some £100,000. Managing Director, Hugh Harkett, commented: "This is an impressive financial result, thanks to tremendous efforts by our volunteers and staff the railway has been able to repay all its private loans, and is now in a much improved cash position".

Also at the AGM, former Chairman David Morgan introduced his successor, Steven Ashling. Steven is a long-standing NNR volunteer signalman and a professional railwayman, his day job being with Network Rail as an operations manager. He was instrumental in bringing about the reinstatement of the level crossing at Sheringham, opened in March this year. David Morgan accepted the Board's invitation to become the company's first president, so his long association with the railway will be maintained.

# NRM's T9 returns to steam at Bodmin & Wenford gala

**On 11th August, the event that the Bodmin & Wenford Railway (B&WR) had looked forward to for a long time became reality, with the appearance of ex-L&SWR Drummond 'Greyhound' T9 4-4-0 No. 30120 on a low loader, being returned to Bodmin following overhaul at Bill Potter's Flour Mill Works in the Forest of Dean.**

No. 30120 is the only surviving member of the class, and is now approaching 110 years of age! It became part of the national collection and has previously operated on the Mid-Hants and Bluebell railways. The nickname 'Greyhounds' is reputed to have been ascribed by L&SWR footplate men as the Class was regarded as sprightly locomotives.

The official reintroduction of the locomotive will take place at 12.30 on Thursday 2nd September, and it will take part in a night shoot for photographers later that evening prior to participating in the B&WR Steam Gala and Real Ale Festival, which is scheduled for 2nd-5th September. The steam gala will have a decided L&SWR theme, as the 'T9' will be joined by the two preserved Beattie 2-4-0WT 'Well Tank' locomotives Nos. 30585 & 30587, plus Class M7 0-4-4T No. 53, which is normally based on the Swanage Railway.

An intensive timetable will operate, which will include a demonstration goods train departing from Bodmin General at 08.45 on 3rd September, which will convey photographers in the brakevan. Stops will be made at various points to enable run pasts to take place. Also, a real ale special will operate on Saturday evening, and the real festival itself will be based at Bodmin General station.

# Bluebell Railway celebrates 50th anniversary

▼ **Running back to back, the Bluebell Railway's LBSCR Stroudley 0-6-0T Terriers Nos. 55 *Stepney* and 672 *Fenchurch* head the 12.50 service from Sheffield Park, as the pair climb Freshfield Bank towards Horsted Keynes on 8th August. LBSCR E4 Class 0-6-2T No. B473 was at the rear. Mick Rogers**

▼ **Visiting the railway for the gala weekend, Furness Railway 0-4-0 No. 20 is paired with the line's LNWR Observation car, and is seen at the extent of the Bluebell's northern extension at Imberhorne Lane cutting during the 50th anniversary gala. Gary Packer**

# News In Brief

■ The West Somerset Railway's diesel diagram will be operating on 21st August (worked by D1661), 28th August (D6566) and 12th September (D7017). Due to operational issues over the Real Ale Festival weekend, the proposed diesel diagram with 'Western' No. D1010 on 11th September has been cancelled.

■ On the East Lancashire Railway, Class 37/0 No. 37109 will be working the diesel diagram on 21st/22nd August, while Class 55 No. 55022 will be the motive power over the Bank Holiday weekend 28th-30th August.

■ *Tornado* is to pay an impromptu visit to the Mid-Hants Railway. With the locomotive no longer rostered for the Torbay Express workings (see Railtours), the 'A1' will be working the timetabled services on 21st/22nd and 28th-30th August.

■ The Severn Valley Railway has announced that unrebuilt 'Battle of Britain' No. 34070 *Manston* will visit its Autumn Steam Gala on 24th-26th September in place of BR Standard Class 7MT Pacific No. 70000 *Britannia*, which is still undergoing overhaul. The move will be the first heritage line visit by *Manston* since its restoration was completed in 2008, and brings only the second-ever appearance by a Bulleid 'Spam Can' on the SVR, the first being No. 34072 *257 Squadron* in April 1992. Full details of the gala weekend will be in the next issue.

◀ **Having undertaken several successful test runs since its delivery from the Llangollen Railway, GWR 2800 Class 2-8-0 No. 2807 was diagrammed for its first public passenger service on 7th August. Unfortunately, problems occurred shortly after departing from Winchcombe and exiting Greet Tunnel, where the locomotive was declared a total failure. The train was hauled back to Toddington by a diesel loco, which was 'topping and tailing' the service because of the landslide at Gotherington, leaving the '2800' in section. This was the scene, shortly afterwards. Jack Boskett**

# Underhill v Watson libel case settled, but what future for 6024?

**The libel action brought by Stephen Underhill, previously Chairman and Chief Engineer of the 6024 Preservation Society Ltd, against management board members Tim Watson and Richard Corser has been settled.**

The action principally related to an editorial written by Mr. Watson in the society's house magazine *Kings Messenger*. It was stated at an earlier hearing that Mr. Corser should not be included in this action, and so the case progressed against Mr. Watson alone.

In a Statement read in Open Court by the Council for the Claimant (Mr. Underhill), the background of Mr. Underhill's employment with Tyseley Locomotive Works was described, which included working on No. 6024 in a professional capacity as an employee of the Works as well as on a voluntary basis in his role as the society's Chief Engineer. The method of remuneration was also set out in detail in the statement, as was the method of ensuring there was no conflict of interest.

The Statement further noted that at a 6024 Society Management Board meeting in October 2007, members of the board confronted Mr. Underhill with allegations about certain payments he was alleged to have received contrary to his position with the society, and he was left with no choice but to resign immediately. He had been given no warning of these allegations nor was he given proper opportunity to respond.

Furthermore, the Statement described the editorial in the Autumn 2007 edition of *Kings Messenger*, which was written by Mr. Watson in his capacity as Editor, and 'effectively accused Mr. Underhill of dishonestly enriching himself at the Society's expense, and thereby damaging the locomotive, disgracing the Society and having a massively detrimental effect on every members interests'.

Copies of the Editorial were published to over 400 of the Society's members and also a small number of non-members. The Statement also refers to three letters to a member of the Society, where similar allegations were made. No attempt was made to put Mr. Underhill's side of the story or give him a chance to respond to the very serious allegation made against him, the Statement added.

The libel action arose as a result of these very serious accusations. In response to the action, Mr. Watson and Mr. Corser pleaded defence of privilege and that the allegation was not only fair comment but true. In reply, Mr. Underhill set out in great detail the reasons why he had not acted dishonestly or otherwise improperly and he also contended that the words of which he complained were published maliciously.

As mentioned earlier, at a hearing on 27th May, the Court ruled that Mr. Corser had not taken part in the publication of the editorial, and he was excused, but that the publication of the Editorial by Mr. Watson to recipients who were not members of the Society had not been privileged.

The Statement concludes that 'In the aftermath of these and other rulings, Mr. Watson, while stressing that he honestly believed at the time that the allegations that he made against Mr. Underhill were true, has agreed to withdraw the defences of justification and fair comment and to pay Mr. Underhill damages, in relation to the recipients who were not members, and costs. In consequence Stephen Underhill feels that his honesty and integrity have finally and completely been vindicated; and he has therefore agreed to withdraw from these proceedings'

While the libel case has now been settled, the consequences could be far reaching. Unconfirmed reports indicate that the Society may be financially involved in providing for Mr. Watson's costs, which if so, could have a material effect on its own financial structure and the ability of the society to operate the locomotive.

▼ **GWR 'King' class 4-6-0 No. 6024** *King Edward I* **draws into Bristol Temple Meads on 15th August, with the stock to form the 'Torbay Express' special to Kingswear. Derek Jones**

# Heritage and Sci-Fi at Butterley this summer

**A busy few weeks are in store for the Midland Railway at Butterley, principally with the Heritage Open Weekend that will span the August Bank Holiday period from 28th to 30th August.**

The theme is still based on the works open day concept, and many of the facilities at Swanwick Junction will be opened up to the public. Included will be the locations where both steam and diesel restoration and maintenance is carried out. An intensive timetable will be in operation over all three days.

The previous weekend, 21st/22nd August, will again have the popular vintage coaching set in operation, in conjunction with Thomas-liveried 'Jinty' No. 47327. The set of mainly 19th Century coaches provide a vivid example of what train travel used to be like in those bygone days. Indeed, the other event could provide a connection, by means of time travel back to the mid-19th Century, or any other time in fact. This is because the Midland Railway will be hosting a Doctor Who Convention on 5th September. It is organised by a Derbyshire Doctor Who appreciation society known as 'Whoovers', in association with the railway, and will feature artists from the series as well as well known 'props', no doubt. Access is only by train from Butterley station.

# Long Marston Open Day

**The Long Marston site of Motorail Logistics will be open for just one day this year, on Sunday 12th September.**

It will be a more low-key event this year, but still has ambitions to raise £50,000 for charity, and site manager Richard Popple has taken on the challenge for his 50th birthday! Internal transport around the site will be by bus for those who wish to have a good look at the stock on display. It is intended to open the storage lines, which should provide better photographic opportunities as more stock can be placed on display.

The event will be open from 10.00 through to 17.00, and a lower entry fee of £10 will be charged this year 'on the day'.

Motorai Logistic

Long Marston Open Day

Sunday 12th September 2010

Gates open 10am until 5pm

£10 Adults £5 children under 15 years (pay on day only)

'Photographic Special'

Details at www.motorail.co.uk

# Heaven is East Anglia in September for '37' fans

**Coming events at the Mid-Norfolk Railway (MNR) have a definitive English Electric theme, with the highlight being a Class 37 Golden Jubilee Gala scheduled for 24th-26th September.**

The first use of the then English Electric Type 3 locomotive was in December 1960, appropriately in East Anglia, and of course the class has seen extensive service in the region ever since. Indeed, the use of Class 37s on the DRS Sizewell traffic remains today.

Direct Rail Services and West Coast Railways will be supporting the event with Class 37s from their respective fleets, together with requested visiting locomotives, which at present includes (subject to availability) MNR resident No. 37003, No. 6700 from the NRM, Nos. D6729, D6737 (from the Devon Diesel Society), 37109, 37275, 37906, and a Class 37/4 and 37/5, together with a Network Rail Class 97/3. This list is not definitive, and at this stage is obviously subject to change.

The weekend will also see the introduction of the MNR's new passing loop at Thuxton, which will enable a two-train service to operate for the first time. An hourly service is planned, with departures from both Dereham and Wymondham Abbey, with the MNR's blue and grey Mk2 set in action.

The feature of the proceedings will be a cavalcade of locomotives through Dereham station, which will culminate in a naming ceremony for one of those participating. The MNR is striving to have as many variations of the Class 37 fleet as possible available for the gala, and the three-day event will be one of the highlights of the heritage modern traction year. It is also planned to have a Class 37 running day in December, to celebrate the very first day of Class 37 service on British Railways.

And there is more, because it is also planned to have two of the famed '100 miles in a day' events booked for MNR resident diesels, with the first on 4th September featuring another English Electric product, Class 50 No. 50019 *Ramillies*.

This is followed on 2nd October when one of the MNR's Class 31s (also with strong English Electric connections) will be the featured locomotive. On these particular days there will be five return journeys between Dereham and Wymondham Abbey.

▼ **On a wet 13th August, the Weardale Railway's Class 141/1 No. 141103 stands at Stanhope with the 13.50 service from Bishop Auckland West, prior to returning with the 15.20 service. Bernard Warr**

# New late summer gala for West Somerset

**A late summer gala weekend is a new item in the West Somerset Railway's calendar, and will operate over the weekend of 4th/5th September.**

The object is to provide both enthusiasts and the general public with a final summer holiday weekend of intensive steam and diesel operations. The plan is to have alternate steam and diesel-hauled departures from each end of the line throughout the weekend, on the hour between 09.00 and 18.00 each day, with an impressive line-up which includes LNER 'A1' Pacific No. 60163 *Tornado*, GWR 'Castle' 4-6-0 No. 5029 *Nunney Castle*, SR rebuilt 'West Country' Pacific No. 34046 *Braunton*, Class 52 'Western' No. D1010 *Western Campaigner*, Hymek No. 7017 and Class 47 No. D1661 *North Star*. The Minehead turntable will be in use to provide the spectacle of main line engines being turned.

This new event is a replacement for the 'Somerset in Autumn' event normally held in October.

◀ **Hudswell Clarke 0-6-0 ST No. 31 descends the bank at Sir William McAlpine's private Fawley Hill Railway on 8th August. It was delivered new to Robert McAlpine & Sons in 1913, and is the only surviving locomotive to have been owned by McAlpine's for its entire working life, arriving at Fawley Hill in September 1965. The arches in the background came from London Waterloo in 1991. Stuart Chapman**


NYMR
NORTH YORKSHIRE MOORS RAILWAY

**More diesels on the Moors!**

**DIESEL GALA**
**17-19 September**

**Guests** 20227, 31271 Stratford TMD 1840-2001 and 31128, 37264, 45041 Royal Tank Regiment

**Home based** D2207, 08556 or 08850, D5061, D7628, 50027 Lion, 101680

**Highlights**
Class 20 to Whitby (Sun), 31 on Esk Valley, shunter shuttle.
Fri and Sat evening Dining trains will be steam hauled between Grosmont and Pickering.
Diesel-hauled Pie and Pea special Pickering to Grosmont and return on Sat/Sun.
Sun Moorlander will be diesel hauled by 45041 Royal Tank Regiment.
Fri will be an intensive timetable between Pickering and Grosmont
Sat - through trains to Whitby Town from Pickering
Sun - will see trains Pickering to Grosmont and Whitby Town to Battersby Junction.

**Tel. 01751 472508 www.nymr.co.uk**

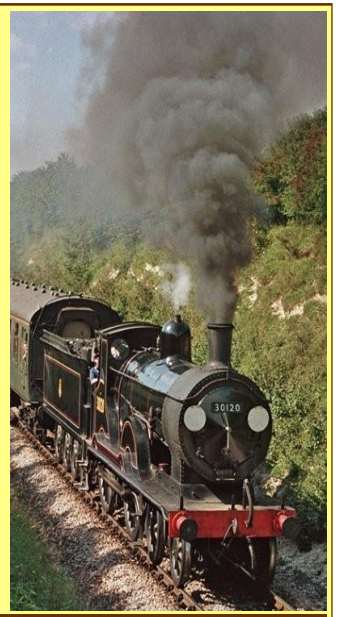


BODMIN & WENFORD RAILWAY

STEAM GALA & REAL ALE FESTIVAL
Thursday-Sunday 2-5 September

*The return of the Southern to North Cornwall…*

- Return to steam of the iconic LSWR T9 4-4-0 No 30120 *(courtesy of the National Railway Museum)*
- Four ex-LSWR engines in action - T9 No 30120, M7 No 53 & Beattie well tanks 30585 & 30587
- Intensive timetable
- Heritage goods trains
- Evening events and special trains
- Real Ale Festival at Bodmin General *(Friday-Sunday)*



**0845 125 9678** www.bodminandwenfordrailway.co.uk

**The Gwili Railway held its first diesel gala over 14th/15th August, featuring visiting locomotives as well as the resident DMU set.**

▲ The railway's Class 117 unit (Nos. 51347, 59508 and 51401) approaches Bronwydd Arms, forming the 11.40 Llwyfan Cerrig-Bronwydd Arms ECS move on 14th August.

◀▲ Class 14 No. D9521, the move of the locomotive from the Dean Forest Railway being sponsored by *Railway Herald* magazine, and Class 03 No. D2178 approach Llwyfan Cerrig with 14.10 Danycoed-Bronwydd Arms.

◀ Class 08 No. 08631, Class 03 No. D2178 and Class 14 No. D9521 are seen at Llwyfan Cerrig working the 14.40 Bronwydd Arms to Danycoed service. **All: Mark Thomas**

**DBS Class 60 No. 60071** *Ribblehead Viaduct* **passes Badgeworth on 12th August, with the 11.41 Westerleigh to Lindsey Oil Refinery discharged petroleum tanks. Derek Jones**

Freightliner 'Powerhaul' Class 70 No. 70002 passes underneath Warrington Bank Quay station on 12th August, with a Fiddlers Ferry Power Station to Ellesmere Port empty coal working. **Anthony Roberts**

DRS Class 47/4 No. 47802 passes Silkstream Junction, near Hendon on the Midland Main Line, on 14th August, powering a Barrow Hill to Salisbury, via Eastleigh, charter. On the rear of the train was Class 47/7 No. 47712. **Ken Brunt**

The 13.43 London Overground service to Dalston Junction departs from Crystal Palace on 11th August, formed of Class 378/1 'Capitalstar' No. 378142.
**Brian Morrison**

**16th August 2010**
### Great Central Railway Society (Spinkhill)
The Angel Hotel 26 College Road, Spinkhill, Sheffield S21 3YB. 'Nottingham Victoria' by Ken Grainger. Starts 19.30. Contact the Secretary, Frank Greaves on 01909 473927 for details.

### RCTS (Northampton)
Visit to Midland Metro Depot at Wednesbury. Contact the Secretary, David Pick on 01604 810613 or at northampton@rcts.org.uk for further details.

### RCTS (Thames Valley)
Evening Observation At Didcot Station. Contact Murray Lewis at thamesvalleyoutdoor@rcts.org.uk for further details.

**17th August 2010**
### Locomotive Club of Great Britain (Dorking)
Pethick-Lawrence House, 85 South Street, Dorking. 'European Trams and Trolleybuses' by John Zebedee. Meeting commences a 19.30.

**19th August 2010**
### Barrow Hill Engine Shed Society
Roundhouse Lecture Theatre, Barrow Hill, Chesterfield. 'The Woodhead Route' by Jeff Lane. Meeting commences at 19.30. Admission £1.50 members, £2 non members. Contact the Secretary at beardspaul@aol.com for details.

### Breconshire Railway Society
R.A.F.A.Club, The Struet, Brecon. 'The Great Western Society at Didcot' by Andrew Hook. Meeting commences at 19.30. Members only. Please contact the Secretary, Arthur Robinson on 01982 560219 for further details and all membership enquiries.

**21st August 2010**
### Locomotive Club of Great Britain (Central London)
Keen House, Calshot Street, London N1. 'Members Slides Evening'. Meeting commences a 19.00.

**22nd August 2010**
### RCTS (Merseyside, Chester & North Wales)
'Preservation Sites in Welshpool/ Oswestry Area'. Contact the Secretary, Geoff Morris on 01244 376808 or at geoffreymorris@tiscali.co.uk for further details

### St Albans Signal Box Open Day
St Albans Signal Box Preservation Trust, Ridgmont Road, St Albans AL1 3AJ.
Exhibition of signalling and railway ephemera within the preserved signal box. Admission free. Open 14.00 - 17.00. Contact the Chairman, K.Webster on 01727 836131 for further details.

**25th August 2010**
### Basingstoke & District Railway Society
Wote St. Club, New Road, Basingstoke. 'The History of the Ian Allan Publishing Group' by David Allan. Meeting commences at 20.00. Visitors Welcome. Contact the Secretary on 01256 819401 for further details.

**1st September 2010**
### Locomotive Club of Great Britain (Bedford)
St John's Church Hall, St John's Street, Bedford.
'The Dick Schaffer and Ian Hall Collections' by Ken Dickens. Meeting commences at 19.30.

### Locomotive Club of Great Britain (North London)
Wood Green Social Club, 3 Stuart Crescent, Wood Green, London N22 5NJ.
'57 Ways of Wheels Going Uphill & Around Corners (Pt 1)' by Ray Schofield. Meeting commences at 19.00.

### Warwickshire Railway Society
The Lamp Tavern PH, Barford Steket, Highgate, Birmingham.
'Two Americas' by Dave Lacey. Meeting commences at 19.30.. Contactthe Secretary, Don Taggart on 01746 710676 for further details.

**2nd September 2010**
### Great Central Railway Society (Rotherham)
TheThree Horseshoes,Bawtry Road, Wickersley, Rotherham S66 2BW. 'J.G.Robinson and other Railway Artists' by Ken Grainger. Meeting commences at 19.30. Contact the Secretary, Mick Hayes on 01709 821544 for further details.

**3rd September 2010**
### Stephenson Locomotive Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'Browsing Around Britain in the Early 1970s' by David Sharp. Meeting commences at 19.00. Contact the Secretary on 01434 688946 for further details.

**6th September 2010**
### North Yorkshire Moors Railway (Northallerton)
Northallerton Town Cricket Club, Farndale Avenue, Northallerton. 'Slides from the Raymond Rourke Collection' by Ian McInnes. Meeting commences at 19.30. Admission £1.50. Contact the Secretary, Ian McInnes on 01642 767233 for further details.

**7th September 2010**
### Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 'GRES Reminiscences'. Meeting commences at 19.45. Contact the Secretary, Roger Hart on 01474 833320 for further details.

### Locomotive & Carriage Institution
55 Broadway, London. 'Presidential Address' by Nick Agnew. Meeting commences at 18.00. Contact the Secretary, Stuart Smith at smithstuart@btinternet.com for further details.

### Permanent Way Institution (Wessex)
The Freemantle Club, Waterloo Road, Southampton 'An evening of historic railway films' by Frank Barfield Meeting commences at 18.00 Contact the secretary, Richard Workman, on 01428 645771 or email richardworkman5@tiscali.co.uk

### Southern Electric Group (South Hampshire)/ LRTA (Southern)
Eastleigh Railway Institute, Romsey Road, Eastleigh.
'Railways in the North East - Retrospective and Recent' by Bruce Oliver. Meeting commences at 19.30. Admission £2. Contact the SEG Secretary, John Goodrich on 023 8067 0028 for further details

### Weston super Mare Railway Society
Function Room, Conservative Club, Alexandra Parade, Weston super Mare. 'Central Switzerland's Railway Wonderland' by Arthur Turner. Meeting commences at 20.00. Contact the Secretary, Lionel Jones on 01934 628289 or at wsm1977rlysocy@talktalk.net for further details.

**8th September 2010**
### Basingstoke & District Railway Society
Wote St. Club, New Road, Basingstoke. 'Broad Gauge Railway Journey' by Canon Brian Arman. Meeting starts 20.00. Visitors Welcome. Contact the Secretary on 01256 819401 for further details.

### Bromsgrove Rly Club
St Godwalds Church Hall, Aston Fields, Bromsgrove. 'Cine Film Evening' by John Constable Meeting commences at 19.45. Contact Dave on 01527 873800 or Gordon on 015127 873609 for further details.

### Swiss Railways Society (London)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. 'An Evening with Ron and Allan Dawes'. Meeting commences at 19.00. Donation of £2 requested. Contact the Secretary, Ron Dawes on 020 8660 3532 for further details.

**9th September 2010**
### Bath Railway Society
Bath Green Park Station Meeting Room. 'Rare, Unique and High Quality Photographs - with an Emphasis on the Bath Area' by Paul Chancellor. Starts 19.30. Contact Kevin Plummer (evenings) 01225 312564 for further details.

### Continental Rly Circle
St Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ.'Southern Africa' by Ron White. Meeting commences at 19.15. Admission £2. Contact the Secretary, Adrian Palmer on 01932 850624 or at akpalmer@talktalk.net for details.

### Permanent Way Institution (North Wales)
The Town Crier Inn, City Road, Chester 'Lineside Engineering' by Neil Strong, Network Rail. Starts 18.30. Contact the secretary Lynne Garner, on 07771 672274 or email lynne.garner@networkrail.co.uk

**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 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.

### Web Links
Links to the various society websites can be found by clicking here. Is yours missing? Send the details to the editor.

▼ **Andrew Barclay 0-6-0ST No. 2139 *Salmon* heads towards Haynes Knoll on the Swindon & Cricklade Railway on 14th August. The loco was built in 1942 for Stanton Ironworks' Harlaxton Ironstone Quarries. Keith Brown**

**10th September 2010**
**Great Western Society (Swindon)**
Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon, SN3 1JE.
TBA. Meeting commences at 19.30. Contact the Secretary on 01793 495976 for further details.

**Locomotive Club of Great Britain (St Albans)**
United Reform Church, Watford Road, Chiswell Green, St Albans. 'The Isle of Wight Railway: Past, Present & Future' by Jim Loe. Meeting commences at 19.30.

**11th/12th September 2010**
**St Albans Signal Box Heritage Open Day**
St Albans Signal Box Preservation Trust, Ridgmont Road, St Albans AL1 3AJ.
Exhibition of signalling and railway ephemera within the preserved signal box with model railway and other attractions. Admission free. Open 10.00 - 16.00. Contact the Chairman, K.Webster on 01727 836131 for further details.

**13th September 2010**
**Lincoln Railway Society**
St Hugh's Church Hall, North Hykeham, Lincoln.
'British Transport Police' by Brian Bell. Meeting commences at 20.00. Contact the Secretary on 01522 705365 for further details

**Southern Electric Group (Sussex)**
Deall Room, Southwick Community Centre. 'Vintage SR EMU Photographs from the 1950s' by Richard Larkin. Meeting commences at 19.30. Donation of £2 requested. Contact the Secretary, Bruce Cakebread on 01273 462094 or at b.cakebread@ntlworld.com for further details.

**14th September 2010**
**Abergavenny & District Steam Society**
Upper Room, The Hen and Chickens, Flannel Street, Abergavenny.
'The Power of Steam' by Peter Donovan. Meeting commences at 20.00. Contact, Ken Mumford at ken.mumford@ntlworld.com for details.

**Great Western Society (Bristol)**
BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG. 'Spotting with a Pentax Spotmatic & a Cannon EOS' by Wayne Finch. Meeting starts at 19.45. Contact the Secretary on 01454 324230 for further details.

**Permanent Way Institution (Croydon & Brighton)**
Mott MacDonald House, Sydenham Road, Croydon, CR0 2EE
'High Speed 2' by John Castle. Meeting starts at 17.45. Contact the secretary, Martin Cresswell on 07815 968245 or email martincresswell@amey.co.uk for further details.

**Permanent Way Institution (Manchester & Liverpool)**
Ove Arup Offices, St. James Building, Oxford Street, Manchester.
'High Speed Rail' by Colin Stewart, Arup. Meeting starts at 12.30. Contact Rob Cummings, on 07798 858784 or email rob.cummings@networkrail.co.uk

**15th September 2010**
**Permanent Way Institution (Bristol & West of England)**
Arup Auditorium, 63 St Thomas Street, Bristol. Innotrack by Charles Penny. Meeting commences at 18.00 Contact the secretary, Phil Harrison on 0117 976 5432 or e-mail philip.harrison@arup.com for details

**Permanent Way Institution (Bristol & West of England)**
Great Western Hotel, Swindon. Reading Station Area Remodelling by Sean Murray. Starts 18.00. Contact the secretary, Phil Harrison on 0117 976 5432 or e-mail philip.harrison@arup.com for details

**Permanent Way Institution (Glasgow)**
Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow. 'Airdrie to Bathgate Rail Link Progress' by Hugh Wark, Network Rail. Meeting commences at 17.30. Contact the secretary, Jack Scott, on 07789 765291 for further details

**16th September 2010**
**Barrow Hill Engine Shed Society**
Roundhouse Lecture Theatre, Barrow Hill, Chesterfield. 'Steaming Through Britain'. Meeting commences at 19.30. Admission £2 non-members. Contact the Secretary at beardspaul@aol.com for details.

**Breconshire Rly Society**
R.A.F.A.Club, The Struet, Brecon. Annual Luncheon. Meeting commences at 19.30. Members only. Please contact Arthur Robinson on 01982 560219 for further details and all membership enquiries.

**Marlow & District Railway Society**
Bourne End Community Centre, Wakeman Road, Bourne End.
'The Alan Morris Collection - a selection of pictures' by Julian Heard. Starts 20.00. Admission £2.

**17th September 2010**
**Great Western Society (Taunton)**
Village Hall, Stoke St Mary, Nr Taunton. 'Bodmin & Wenford' by Richard Jones. Meeting commences at 19.30. Contact the Secretary on 01823 334188 for further details.

**Locomotive Club of Great Britain (Nth West)**
The St David's Social Centre, 249 Wargrave Road, Newton-le-Willows, '1968: The Last Months of BR Steam' by Peter Fitton. Meeting starts 19.30.

**Stephenson Locomotive Society**
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'Railway Routes from Darlington to Newcastle' by Roger Darsley. Starts 19.00. Contact 01434 688946 for details.

**18th September 2010**
**Great Western Society (South West)**
Parish Centre, Church End Road, Kingskerswell, Torbay. 'History of the Dartmouth & Torbay Railway' by John Risdon. Meeting commences at 18.30. Contact the Secretary on 01803 336329 for further details.

**Locomotive Club of Great Britain (Central London)**
Keen House, Calshot Street, London N1. 'The Crossrail Project' by Simon Bennett. Meeting starts 19.00.

**20th September 2010**
**GCR Society (Spinkhill)**
The Angel Hotel 26 College Road, Spinkhill, Sheffield S21 3YB.
'Classic Film Night' with Mick Hayes. Starts 19.30. Contact Frank Greaves on 01909 473927 for further details.

**21st September 2010**
**Locomotive Club of Great Britain (Dorking)**
Pethick-Lawrence House, 85 South Street, Dorking.
'Narrow Gauge Around the World' by David Cox. Starts 19.30.

**Permanent Way Institution (York)**
Park Inn, North Street, York. 'North East Railway Engineers Forum' Meeting commences at 18.00 Contact the secretary, Ken Aiston, on 01904 656991 or email kaistonyork@btinternet.com

**22nd September 2010**
**Basingstoke & District Railway Society**
Wote St. Club, New Road, Basingstoke.
'Trains in the Snow' by Les Nixon. Meeting commences at 20.00. Visitors Welcome. Contact the Secretary on 01256 819401 for further details.

**Locomotive Club of Great Britain (Bedford)**
St John's Church Hall, St John's Street, Bedford.
AGM & Branch Annual Photographic Competition. Meeting commences at 19.30. Contact the Secretary on 01525 750149 for further details.

**Permanent Way Institution (Nottingham)**
Hallmark Midland Hotel, adjacent to Derby station. '90 Years on the Railway' by Andy Clayton, Colin Cotter and Andy Packham Meeting commences at 18.30 Contact the secretary, Colin Cowey, 07946 482343 or email colin.cowey@talk21.com

**23rd September 2010**
**Gravesend Railway Enthusiasts Society**
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB.
AGM. Starts 19.45. Contact Roger Hart on 01474 833320 for details.

**Locomotive Club of Great Britain (North West)**
St David's Social Centre, 249 Wargrave Road, Newton-le-Willows, WA12 8EW. 'The Lancaster & Carlisle Railway' by Noel Machell. Starts 19.30. Contact Neville Bond on 01925 226473 for further details.

**24th September 2010**
**Great Western Society (North West)**
St. Hilda's Clubroom, Slater Street, Latchford, Warrington. 'Lost Stations of St. Helens' by Alan Moore. Meeting commences at 19.30.

**Locomotive Club of Great Britain (Croydon)**
United Reform Church Hall, Addiscombe Grove, East Croydon. 'From the 90s to the 00s at Home & Abroad' by Bob Stonehouse. Starts 19.15.

**The Great Central Railway (London)**
The Exmouth Arms, 1 Starcross Street, Euston, London NW1 2HR.
'My Railway Career' by Bill Davies. Starts 19.30. Contact Richard Butler on 01525 372487 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

**Dusk on 9th August finds an unidentified East Coast service passing Conington North level crossing on the ECML, bound for King's Cross, before an overnight possession occurs. Andy Moore**

## Magazine Information

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