Railway Herald

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The electronic journal for the railway enthusiast

Railway Herald

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25th October 2010

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National Express East Anglia shows off Class 379s

With the first unit now off the production line, National Express East Anglia and Bombardier Transportation showed off the new Class 379 EMUs for the Stansted Express services at Derby Litchurch Lane works on 13th October.

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Magazine Downloads

We are aware that a small number of people experience problems downloading *Railway Herald*, especially in the period immediately after publication.

In an attempt to solve these problems, over the next four weeks, we are testing a new system called a Content Delivery Network. This should eradicate all the problems associated with downloading.

This does not affect the way you download the magazine, simply click on the download button as normal.

We want to hear how readers find the new system, so please do email feedback@railwayherald.com and tell us how you found this weeks download, and how that compares to your previous experiences. Feedback from as many readers as possible is welcomed.

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Front Cover Caption:

The first ICE set to arrive in England stands at St Pancras International on 16th October, during a press preview for Deutsche Bahn's forthcoming international services. Ron Cover

Deutsche Bahn formally announces its new London services

One of the ICE trains operated by Deutsche Bahn was proudly displayed at London St Pancras International on 19th October, as part of the media launch surrounding its plans to operate international services from 2013.

Attending the presentation of the ICE3 at the International terminus were the UK Minister of State for Transport Rt Hon. Theresa Villiers MP, German Federal Minister of Transport, Construction and Urban Development, Dr. Peter Ramsauer, as well as Managing Director of High Speed 1, Paul Chapman and Chairman of the DB Management Board Dr. Rüdiger Grube, with Members of the DB Management Board, Ulrich Homburg and Dr. Richard Lutz.

The event, held under the banner of 'Presenting the ICE to London 19th October 2010' showed that the first milestone in gaining approval to operate had been reached. It was a series of trials that started during the afternoon of 13th October, when Class 406 ICE units Nos. 406085 *Schewäbish Hall* (ICE3MF) and 406010 (ICE3M) undertook the first of a series of test runs, and in the process became the first non-Eurostar passenger stock to enter the Channel Tunnel. The inaugural trip to the tunnel, which conveyed drivers and technical staff from Deutsche Bahn and Eurotunnel, only travelled as far as the French crossover, from where the train reversed and returned to France, reappearing at the French portal 10 minutes after entering.

On 17th October, one of the key trials was undertaken with the aim of proving that two ICE sets, coupled to form one train, could be evacuated successfully from deep within the Channel Tunnel. One of the key issues surrounding the operation of the Siemens-built ICE trains is their length. Current tunnel safety rules require that trains be 375 metres

◀▲ **The promotional branding on the lead driving car of DB Class 406 ICE No. 406085. Ron Cover**

▲ **The first view of the future - Deutsche Bahn Class 406 ICE set No. 406085 stands beside Eurostar Class 373 No. (37)3221 at London St Pancras International on 19th October. DB**

▶ **History in the making - The first ICE set enters the French portal of the Channel Tunnel at Frethan. Eurotunnel**

in length, so that the train is, in effect, always covering at least one emergency exit. The trial, which was completed successfully, not once, but twice, using volunteers, proved that the passengers onboard two ICE sets could be evacuated into the service tunnel within 20 minutes, and started the important safety approvals process, three years prior to service commencement. Further testing and approval measures will be carried out in the coming months.

Groupe Eurotunnel confirmed that the evacuation tests were successful. In an interview with *Bloomberg*, Eurotunnel spokesperson, Fabienne Lissak is quoted as saying: "Eurotunnel now sees no reason why the safety rule book can't be augmented to allow access to these trains, opening the door to offering more services to passengers in Europe".

Following the opening of European Union cross-border high-speed services to competition from 1st January 2010, Deutsche Bahn is planning to commence regular ICE services from London to Frankfurt, via Cologne, from 2013. The service will include connections from Amsterdam, via Rotterdam. Estimated journey times to London are five hours from Frankfurt and four hours from Cologne and Amsterdam. Services will operate in pairs between London and Brussels, from where one set will head for Amsterdam and the other for Frankfurt. Initially there will be one train running in each direction in the morning, another around lunchtime and a third pair in the early evening. The move by DB is well timed, as its 'Velaro' sets will be able to commence the first through services from London to Rotterdam and Amsterdam 12 months ahead of the proposed Eurostar service.

DB is already gearing up for the new services, with the introduction of an additional return working between Frankfurt and Brussels from the December 2010 timetable change, bringing the total number of daily trains to four in each direction. However, speculation is rising that services could start ahead of the 2013 timescale. The Executive Chairman of Groupe Eurotunnel, Jacques Gounon, has said that if all tests are successful and approval is gained in a reasonably short period of time, he believes it is possible that Deutsche Bahn could operate passenger services to London for the Olympics.

Rolling stock for the new services will not, however, be the same type of ICE3 units used on the tests, but the next generation that Deutsche Bahn has commissioned from manufacturer Siemens at a cost of €500 million. Known as 'Velaro D' sets, the 15 German Class 407s currently being constructed will be, according to DB, the most advanced high-speed trains in Europe, and according to Ulrich Homburg, Member of the DB Management Board for Passenger Transport, will "meet the highest standards of safety, passenger comfort and efficiency". Due to commence delivery during 2011, all 15 should be in service by summer 2012, and will undergo the acceptance testing necessary for the new services. These sets are similar to the new e320 trains, ordered by Eurostar, although in the case of the latter operator, they will be a bespoke 400 metre-long configuration capable of seating 900 passengers. They are due to be delivered to Eurostar in 2014.

The operation of the ICE services into the UK, when they start, will continue a chapter in the history of the UK's railways that commenced with the arrival through the British portal of the Channel Tunnel of the ICE3 - the train being the first passenger stock (albeit not carrying passengers) built to the less-restrictive European loading gauge, to operate under its own power in the UK. HS1 was built to the European and not the smaller UK loading gauge, allowing European stock to work through.

For the media presentation in London, the ICE sets used on the testing were hauled from workshops near Frankfurt through to Calais Frethun on 11th October, by a Euro Cargo Rail Class 186 locomotive. After testing in the tunnel, ICE set No. 406085 was hauled from the Eurotunnel terminal at Cheriton, along High Speed 1 to St Pancras by a pair of the EuroTunnel-operated Krupp-Mak diesels, arriving in the capital shortly before 03.00 on 19th October. A mock arrival of the set coasting to a stand under its own power, was undertaken later for the media. The set returned to the tunnel, again behind diesel traction, during the early hours of 20th October.

The two ICE units are of different types, the ICE3M model being equipped for operation in Germany, Belgium and the Netherlands, while the other unit was of type ICE3MF, which can be operated in the same three countries, plus France on the LGV Est Line.

▼ **The futuristic driving cab layout of the ICE.**

▼ **The attractive plush look to the ICE Standard Class coaches.**

▼ **The ICE Bistro Bar vehicle. All images by Ron Cover**

How did rail score in the Comprehensive Spending Review?

Transport for London has announced that its funding from the Department for Transport is to be reduced by £2.17 billion (21%) over the next four years as a result of the Comprehensive Spending Review, although TfL says the reduction is in part covered by higher than expected passenger numbers on London's transport network.

The upgrade of the Tube is to continue, in addition it is confirmed that the CrossRail project will go ahead. Funding has been guaranteed beyond 2014/2015 for both projects. Also confirmed as proceeding is the East London Line extension to Clapham Junction, to be delivered by the end of 2012, and free travel and concessions for Londoners are protected. £1 billion in savings will be made in the construction of Crossrail and 'a more efficient construction timetable' will mean the central section of the route now being completed in 2018, with a phased introduction of the other sections and stations.

The wider picture across the country will see a number of projects continuing to be funded, such as the redevelopment of King's Cross station, the Birmingham Gateway project, the Southampton to Nuneaton gauge enhancement scheme, and improvements to the East Coast Main Line. High Speed 2 stays on the agenda, aimed at improving links within the UK and also within Europe. As previously commented, Crossrail will go ahead, but with funding reduced by £1 billion. The Government says that the project is not expected to cost anymore than £14.5 billion.

The announcement also confirmed that the Government is considering revised proposals from Agility Trains for the Intercity Express Programme (IEP) and that an announcement will be made in due course. Because aspects of Thameslink and HLOS rolling stock programmes, as well as projects to electrify the Great Western Main Line, and the rail routes around Manchester and Liverpool, are inter-dependent with the IEP decision, a full announcement on all these programmes is expected to be made at the same time.

£5 million spent on Heart of Wales line

The 142-year old route from Craven Arms to Llandeilo, known as the Heart of Wales line, has been upgraded following a £5 million project.

The scheme has modernised five passing loops on the route, restoring the line to its maximum capacity.

Passengers can now expect a more reliable rail service as the infrastructure is upgraded to last for another 30 years or more. In addition, the improved infrastructure is now capable of providing a more robust diversionary route for freight and passenger trains between Swansea and Bridgend.

Work on the passing loops was carried out at Knighton, Llandrindod, Llanwrtyd, Llandovery and Llandeilo, which has helped boost the capacity on the line and enabled more trains to run, catering for any future growth in demand. Similar work is also being carried out at Ystrad Rhonda and Tenby.

First stage of Airdrie route inaugurated as the new Bathgate station opens to public services

Scotland's newest railway station opened on 18th October, as part of the preparations for the introduction of the Airdrie to Bathgate rail link service in December.

The first element of the Airdrie route was officially opened by Scottish Transport Minister Stewart Stevenson, and offers passengers one of the most modern and accessible travel facilities in Scotland. The new station, which is currently served by trains from Edinburgh, is located 400-metres from the old station, and joins Drumgelloch, Livingston North and Uphall on the route, which have either been upgraded or rebuilt. Facilities at the new station, which will be operated by First ScotRail, include a ticket office, waiting shelters, help points and cycle racks.

Unfortunately, the opening day did not go according to plan as an overhead line fault at the station meant that only one line could operate, resulting in delays and cancellations, with passengers being transported by road coaches instead.

Grand Central name Class 180 DMU *Hart of the North*

▲ **The winner of a competition in the *Hartlepool Mail* to name a Grand Central Class 180, 14-year-old Jack Sharp, unveils his suggested name on Class 180 No. 180107 at London King's Cross on 23rd October, accompanied by Grand Central MD, Tom Clift. Brian Morrison**

UK News In Brief

■ West Sussex council has approved refurbishment plans for East Grinstead station. The original proposals brought criticism from local residents and the town council, but the revised options are to go ahead with £1.6 million from Network Rail.

■ DP World Southampton is to introduce a levy on loaded containers arriving through the port, to help Associated British Ports (ABP) recover its costs in the Southampton to Nuneaton gauge clearance project, which is due to be completed on budget in March 2011. For a period of six years, a levy of £3 per container will be charged. ABP's bill is £6 million, or 10% of the total costs, whichever is lower.

■ Architects have been invited to submit proposals and costings for work associated with the restoration of the old signal box at Kyle of Lochalsh. Deadline for entries is 29th October.

■ National Rail Enquiries has upgraded its website, meaning that pages now load 20% faster. In addition, several tools have been upgraded, including the journey planner, which now allows passengers to plan travel direct into London Zone 1 tube stations.

■ The Labour MP for Glasgow South, Tom Harris, asked the Minister of State (Rail and Aviation) Theresa Villiers what plans there were for the use of Pendolino rolling stock on the ECML, especially in respect of the availability of vehicles for the 2011 timetable. The Minister responded that Directly Operated Railways (which is currently operating the East Coast service) had engaged in discussions over the use of a new Pendolino set on the East Coast Main Line, but that it was an operational matter for DOR. In addition, the 2011 timetable had been developed on the assumption of being operated by the existing East Coast fleet.

■ Merseytravel is to launch a campaign to raise the profile of Edge Hill - the oldest working railway station in the world. Millions of people pass through Edge Hill every year, but few have any knowledge of its history. A working party to explore the potential of the station as a tourist attraction has been set up by Merseytravel with the support of all rail companies serving the station.

■ Deutsche Bahn's Head of Passenger Transport Division, Ulrich Homburg, has said that the company will be looking at the East Coast franchise when bidding opens.

■ GB Railfreight has broken its record for the number of trains run in a week. During the week commencing 5th September, the company planned and delivered 529 train services, beating the previous record of 470. Of the trains run, 212 were in connection with coal services in the North East and 69 were Intermodal services running from Felixstowe.

■ Network Rail has approached Stirling Council over plans to build a minor maintenance and cleaning facility on the site of Polmaise Junction, south of the city. The company wants the site within three miles of the station as part of its plans for electric trains in the area from 2015.

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Eastern Daily Press celebrates 140th anniversary

National Express East Anglia (NXEA) has named one of its Class 90 locomotives *Eastern Daily Press* **in recognition of the newspaper's 140th anniversary which is being celebrated this month.**

The Eastern Daily Press (EDP) was founded in 1870, and Editor Peter Waters watched on as reader Pat Callis and retired elderly EDP employee Geoffrey Copeman unveiled the *Eastern Daily Press* nameplate on Class 90 No. 90004 at Norwich on 22nd October.

NXEA has continued a rail industry tradition of naming the locomotives that operate the Norwich to London main line services after well-known East Anglian individuals or organisations.

▲ **NXEA Class 90 No. 90004 is named at Norwich on 22nd October, by Pat Callis, the winner of the EDP competition to name the train, and Geoffrey Copeman, a retired Eastern Counties Newspapers employee. Clapping happily behind them is the newspaper editor, Peter Waters. Brian Morrison**

New Humber expansion could mean more rail traffic

North Lincolnshire Council has approved the areas biggest-ever planning application for a £100 million port related development on the South Humber Bank.

The development, by Able UK, on land at East Halton in North Lincolnshire, covers an area of around 1,500 acres and includes plans for a wide range of developments designed to provide services needed for the continuing expansion of the South Humber Bank. This includes the creation of transport depots, warehousing and external storage areas, offices, a business park and motel. There will be road and rail links to nearby ports and the Humber Sea Terminal and a large part of the site will provide landscaping and provision for wildlife and ecology.

Because the application is so significant, it must now go to the Secretary of State for Communities and Local Government to decide whether or not he wishes to intervene in determining the application.

National Express East Anglia and Bombardier preview the new Class 379 EMUs for Stansted Express

The first of 30 new four-car Class 379 Electrostars for use by National Express East Anglia (NXEA) on 'Stansted Express' and Liverpool Street-Cambridge services to come off the production line at Bombardier Transportation's Derby Litchurch Lane works was previewed there on 13th October.

The Class 379s have a top speed capacity of 100mph, although they will be restricted to 80mph when in service. Each unit will have 20 First Class and 189 Standard Class seats and will feature integral CCTV, a Wi-Fi network and what is termed a 'state-of-the-art train management system'.

Following No. 379001 breaking a banner and setting off thunderflashes, the many guests at the preview were given the opportunity to travel on the train while it made several runs on the Derby test track. Classmates Nos. 379002, 379003 and 379004 were in various stages of construction on the construction line.

No. 379001 will undergo stringent testing on the Vellum test track in the Czech Republic, and is scheduled to enter service for NXEA in March 2011.

▲ Class 379 Electrostar No. 379002 nearly complete on the Bombardier production line at Derby Litchurch Lane

◀ The first Class 379 Electrostar off the Bombardier production line, No. 379001, breaks a banner and sets off thunderflashes on the test track at Derby Litchurch Lane on 13th October.

▶ The First Class interior of the Class 379 'Electrostar'.

All: Brian Morrison

Station upgrade projects

Work is progressing on numerous station upgrade projects around the country at the present moment in time.

In Birmingham, the first half of the Gateway Project, which will transform New Street station, is beginning to take shape. Behind the scenes, engineers have been working to create a huge new space that will form a new station concourse, due to open as Phase 1 completes in 2012, by carefully removing an entire floor of the car park adjacent to the station. This equates to 7,500 tonnes or over 1,000 lorry loads of concrete. The project to remove the concrete will be completed in December, after which the process to transform the space into the station concourse will commence. The project team is also undertaking work on Platform 1, while all other platforms at the station remain open to passengers.

On the outskirts of the city, work has commenced on extending the popular 'Park and Ride' facility at Tile Hill. The work, which will increase the amount of parking from 240 to 332 spaces, as well as providing upgraded lighting and CCTV is due to be completed in Spring 2011.

At Cheadle Hulme, work starts at the end of the month to install three new lifts to link platforms to a new footbridge, which will have an aluminium roof.

In Carlisle, the £500,000 project to improve the passenger areas of the station as part of the DfTs National Stations Improvement Programme has started, and includes a new passenger waiting area and relocated lighting so that wooden ceiling beams can be seen. Other seating areas will be screened off to give passengers respite from draughts caused by the design which 'channels' the wind.

South Yorkshire Passenger Transport Executive will host a consultation event later this year to give the public a chance to view plans and give comments on proposals for a new 100-space car parking facility at Dore & Totley station on the site of the former Abbeydale Garden Centre. Meanwhile in Sheffield, the battle over public access to the footbridge across the station continues, with South Yorkshire Integrated Transport Authority calling in lawyers for advice. The council wants to secure a right of way, either on a legal or voluntary basis, through the concourse. EMT wants to install ticket barriers to stop fare dodging which is estimated to cost £2 million a year.

Metro and Light Rail News

Trams to return to the streets of Birmingham as Centro gets go-ahead

Trams are set to return to the streets of Birmingham after the Government approved plans by transport authority, Centro, to extend the Midland Metro through the heart of the city.

The project will also include upgrading the current fleet with new, bigger trams, which will bring benefits to Metro in the Black Country by increasing passenger capacity and frequency of service to every six minutes throughout the day. In announcing the Government's Comprehensive Spending Review, Chancellor George Osborne confirmed the Department for Transport's approval for the £127.1 million scheme, which will see the Metro exit Snow Hill Station and run on-street along Corporation Street, before terminating at the redeveloped New Street station.

The joint project by Centro, the Black Country and Birmingham City councils, will provide a fast link between Birmingham's two major rail stations, as well as providing easier access to the heart of the city's shopping district for more than 3.5 million passengers a year, and serve as a platform for a future rapid transit network that can connect and feed into the city's forthcoming High Speed Rail terminus. Centro Chief Executive, Geoff Inskip said: "We intend to waste no time in pressing ahead with this exciting scheme" and added that they "plan to have the project completed to coincide with the opening of the New Street Gateway in 2015".

Work on the Metro extension will coincide and be closely co-ordinated with that currently underway on the Birmingham Gateway project. Infrastructure such as shelters and stops will also be carefully designed to reflect those at Gateway and the proposed new bus interchange facilities for the city centre, another key element in the city centre transport master plan.

The extension will see trams follow a route from the existing Metro terminus at Snow Hill, along a £9 million viaduct already built, down Upper Bull Street and Corporation Street and onto Stephenson Street, stopping outside a new entrance at New Street Station.

The extension is expected to take around two years to build with work, starting on-street in 2012. Other parts of the project, such as a major extension to the Metro maintenance depot at Wednesbury, will start sooner.

▲ **Midlands Metro tram No. 16 departs Birmingham Snow Hill destination, with a service to Wolverhampton St George's. In the future, these services will commence from a new terminus at Birmingham New Street. Brian Morrison**

Edinburgh trams route will be cut short and could cost £200 million more

The long-running saga of Edinburgh's Tram project could be about to get worse.

The proposed route from Edinburgh Airport to Newhaven will terminate short at St Andrew Square, because of cost uncertainties, and council officials are unable to say how much the the shorter route will cost after failing to end the dispute with German contractor Bilfinger Berger! The issues surrounding the wrangling with the contractor are now likely to end in a court battle and suggestions are that the shortened route could now cost around £700 million. The move has provoked fury from local residents and businesses in the Leith area, which has been heavily disrupted by the construction work and will not now see a tram.

A report by Edinburgh Council states that the proposed extension to the city's waterfront will not be possible until 2031! Elsewhere, the scheme that is already two years behind schedule and unlikely to open until 2013, may see its first four trams delivered to Croydon!

Extremely Detailed Limited Edition Prints by Richard Green

NEW

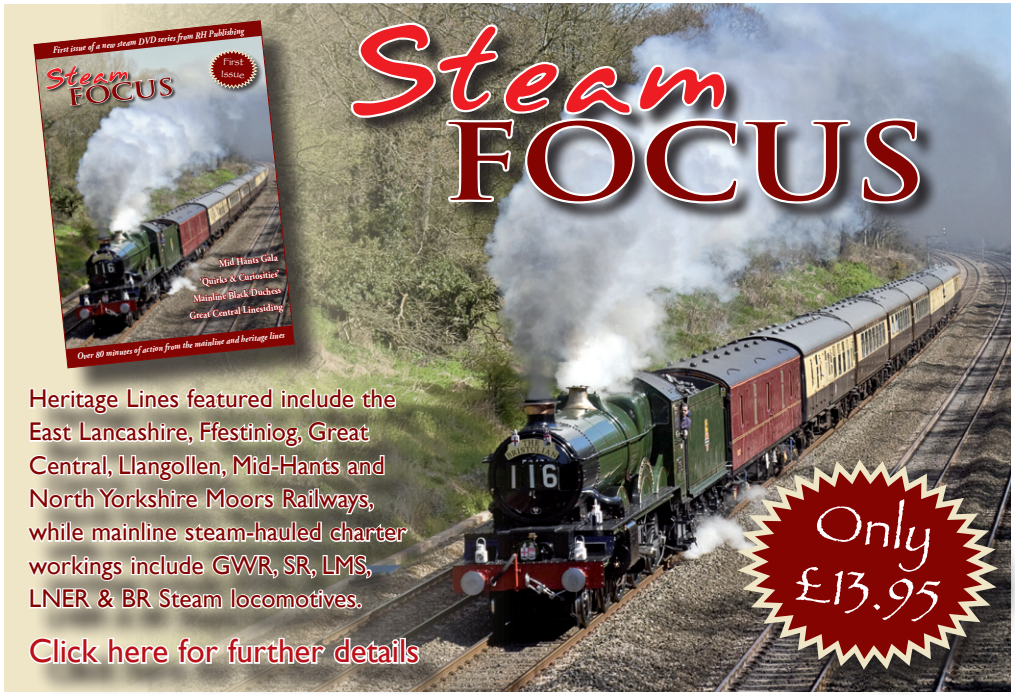
LNER 4-6-2 Class A4, No. 2512 *Silver Fox*

The print portrays the locomotive in 1937 condition after the fitting of longer buffers

LOCOS IN PROFILE

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

- Size: 720mm x 305mm
- Scale: 8mm/ft
- Edition run: 250 – Signed and Numbered
- Print Price: £29·50



▲ The view of the approach to Scarborough station on 12th October. **Richard Tuplin**

Scarborough refurbishment work progresses

The route from York to Scarborough is currently closed for several weeks while track and signalling upgrades take place.

During the six-week closure, engineers are not only renewing the trackwork, but the entire station approach. The work will remove redundant crossovers and sidings, while providing better access to the old excursion sidings to allow charter operations to proceed, without impacting on the day-to-day services.

The large gantry, which was such a prominent feature of Scarborough, has been removed and is being refurbished, prior to being re-erected at the north end of Grosmont station on the North Yorkshire Moors Railway. Some other semaphores were also expected to go to new homes on heritage railways, although in a few cases, the condition is worse than was thought.

With the semaphores being replaced by the ubiquitous colour light variety, the opportunity has also been taken to rationalise the number of signal boxes on the route, by making Falsgrave (Scarborough station) redundant. The box will remain in situ, at least for the time being, as it is a listed structure. Alternative uses and future options are being explored with the local council. With the box closed, the control of Scarborough station switches to Seamer, where the NX (eNtrance/eXit) panel installed a few years ago has the space and capability to handle the additional mileage.

Replacement buses are currently linking Scarborough and Seamer, where rail services are terminating and starting their journeys

▲ At speed through Twyford with the special high-speed non-stop record run from Plymouth to London Paddington are Class 43 powercars Nos. 43027 and 43003 with only five trailers. **Tony Callaghan**

FGW high-speed run shows what can be achieved

In a publicity exercise to show what can be achieved, First Great Western operated a five-coach HST set non-stop between Plymouth and London Paddington on 13th October.

The train covered the route from Plymouth, via Westbury, to London in two hours 43 minutes, 17 minutes quicker than the previous fastest time, although FGW admit that it have no plans to introduce such a service.

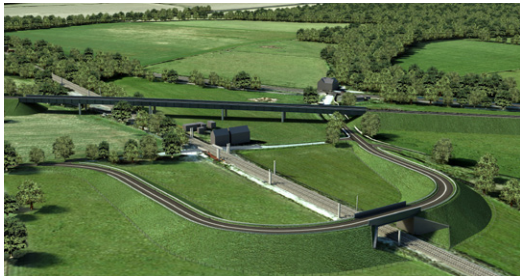
Part of the promotional aspect of the run was to show how quickly Plymouth can be reached. From the December timetable change, FGW is introducing a new southbound service, departing London Paddington at 07.06.

Plans for ECML freight flyover go on public display

Network Rail has shown off its revised plans for a flyover north of Doncaster, on the East Coast Main Line.

The project aims to remove the 14-mile bottleneck between Shaftholme Junction (where freight services from Immingham and Scunthorpe join the ECML) and Hambleton Junction (where coal services for the Aire Valley power stations diverge from the ECML onto the Selby to Leeds line). Network Rail proposes to construct a new flyover across the junction at Shaftholme, allowing coal services to cross the ECML and join the Doncaster to Knottingley line without impacting on East Coast passenger services.

The original plans were previewed to the public in July, following which comments and



▲ A computer graphic of how the proposed road bridge would work at Joan Croft. **Network Rail**

suggestions were taken on board, which have resulted in the inclusion of a road overbridge, just north of the current level crossing at Joan Croft Lane. The next stage will be to apply for a development consent order.

Major upgrade for Gatwick Airport station

Passengers travelling to and from Gatwick Airport by train will benefit from more reliable and punctual journeys, easier access, reduced congestion, and better facilities after funding was secured for a major upgrade of the station.

As a result of the upgrade, the station facilities will get a much needed face-lift which will complement the improvements that Gatwick Airport Limited is making to the airport through its £1 billion investment programme.

The £53 million scheme will deliver a range of benefits for passengers including improved circulation of people on Platforms 5 and 6 through the replacement of an existing stairway with an escalator, and the installation of a new lift. The concourse will be refurbished to provide better facilities and in addition, track and signalling upgrades will take place to improve performance and reliability. As part of the latter work, a new platform is also to be constructed to address the bottleneck for services on the Brighton main line. Network Rail is contributing £44.9 million to the scheme.

Gatwick Airport station was the starting or ending point for more than 11.5 million journeys in 2009, making it the busiest airport station in Britain.

While some work will start immediately, the major construction aspects will not get underway until after the London 2012 Olympic and Paralympic Games have finished. The project is expected to be completed by the end of 2013.

Eurostar v French Government .. Round two

Following the French outcry after Eurostar announced that it had awarded a contract for 10 new high speed trains to German constructor Siemens, rather than French manufacturer Alstom, the French government has contended that the order should be cancelled as the trains do not meet safety or operational requirements for the Channel Tunnel.

Eurostar, which is 55% owned by the French nationalised company SNCF, has said that the contract was won by Siemens after a competitive tender process and that it intends to work with Eurotunnel to secure approval for the e320 trains.

However, the French Trade Minister, Christian Estrosi told RTL radio in France on 18th October, that "the case is not over"! The Minister commented on issues over train length and distributed power that would prevent approval being granted and said that, "as these rules were not respected in the tender [the French Government] ask that this be suspended".

Following the testing of the German ICE trains for Deutsche Bahn overnight on 18th/19th October, a Eurotunnel spokesman said in an interview with *Bloomberg* that "Eurotunnel now sees no reason why the safety rule book can't be augmented to allow access to these trains".

The Siemens sets are due to commence construction in 2012 with full delivery two years later, while the existing fleet will be fully refurbished, starting next year, at SNCF workshops near Lille.

Reading station closed to all rail services at Christmas

Work being undertaken as part of the multi-million pound redevelopment project at Reading will result in the closure of the station area to rail traffic for six days between Christmas and New Year's Eve, with a limited opening from 31st December until 3rd January.

The work will affect services from 27th-30th December, as no trains are scheduled to operate on Christmas Day or Boxing Day, and road transport for local services around Reading will operate, while long-distance and inter-regional First Great Western services will run using diversionary routes to London. While a normal Bank Holiday timetable will operate on 31st December, on all routes to and from London (with the addition of several extra services), the railway will close again on 1st January 2011 until mid-day on 2nd January, with the same arrangements as 27th-30th December being in place. The station will be further closed overnight on 3rd/4th January, with normal schedule services resuming on 4th January.

The £851 million redevelopment of Reading station will create five new platforms, two new entrances and a new passenger footbridge. The works will create extra capacity to allow more trains to pass through. Network Rail are installing a new signalling system for Reading during the shut-down and lift a 750 tonne new rail bridge over Caversham Road.

As part of the planning for the Christmas closure at Reading, First Great Western operated one of its HST sets on a test working from London to Banbury, via the Chiltern route through High Wycombe on 15th October. The set then continued to Westbury before heading into London Waterloo, via Basingstoke and Virginia Water, and finally returned to London Paddington via Kensington Olympia. The run was a timing trial to prove the proposals for the Christmas diversions, but also brought with it the rare sight of an FGW HST on the South Western Main Line.

▲ **Here, the set with powercars Nos. 43183 and 43163** *Exeter Panel Signal Box 21st Anniversary 2009* **approaches Vauxhall on 15th October. Brian Morrison**

▲ In October 1995, Great Western Class 43 HST powercar No. 43189 was named *Railway Heritage Trust* at Paddington by Sir Peter Parker to note the first 10 years of the Trust. It subsequently lost its plates, but they were restored to the powercar's bodysides by Sir William McAlpine in a rededication ceremony at Didcot Parkway on 18th October, to mark the Trust's 25th Anniversary. **Brian Morrison**

◀ Its not often that the railway press get on the wrong side of the lens! During the preview of the Class 379s at Derby Litchurch Lane this was the scene as railway and local press waited for the shot. Messrs Roger Ford, Brian Morrison and Paul Bigland are clearly evident! **Peter Meades**

Redoubling of Cotswold route well underway

An old bridge near Honeybourne, which was reduced to a single track after spending cuts in the 1960s, was replaced in 24 hours over 2nd/3rd October.

The work was part of the scheme to redouble the North Cotswold line, bringing performance and capacity benefits to services between Worcester and Oxford. Under the scheme, the line from Ascott-under-Wychwood to east of Charlbury and from Moreton-in-Marsh to Evesham, a total of 21 miles of track, is being redoubled.

Measuring 9.3 metres wide, the new bridge is nearly twice the size of the old one, which was built in 1972 with room for only a single track after the railway on the Cotswold line was reduced as part of 'Beeching's axe'. In a bid to minimise disruption, the new bridge was pre-cast and pre-assembled remotely before being installed on-site on 2nd October.

A special crane, known as a self-propelled modular transporter (SPMT), was used to lift, remove and install the bridges. The SPMT, which is steered remotely using a computerised system, is a platform vehicle with multi wheels and can carry up to 600 tonnes. This innovative technology has also been used to install the new air bridge at London Heathrow airport.

▲ The new 150-ton double line bridge, east of Honeybourne, is slowly positioned into the space created for it on 2nd October by the man with the 'games console' strapped around his neck controlling the 32-wheeled low loader! The space under the bridge will be filled (hopefully) in the future by the northern extension of the Gloucestershire Warwickshire Railway on its run to Honeybourne station.

▼ One week on from the installation of the new bridge, east of Honeybourne, and it looks part of the scenery on 9th October, with track in place for services and space for the second track in due course. **Both: John Stretton**

The News In Pictures

◀ All is not quite as it seems and Freightliner is not testing the use of track machines as motive power! VolkerRail tamper No. DR75405 failed on the 'Up Slow' between Badnall Wharf and Norton Bridge on 15th October. The vehicle was rescued by Class 66/5 No. 66537 working a Garston to Southampton intermodal service, which proceeded to push the tamper to Stafford. **Geoffrey Dingle**

◀▼ Class 66/6 No. 66606 arrives at Eastleigh on 21st October, off the Romsey line, with twenty IHA wagons from Llanwern. The vehicles were heading for store at Eastleigh Works. **David Kirwin**

▼ The only Class 20/3 currently operating with Direct Rail Services, No. 20308, leads Class 37/5 No. 37682 south through Shieldmuir on 20th October, with a Hunterston Low Level to Carlisle Kingmoor flask service. **Kenny Marrs**

UK Steam & Modern Traction Railtour Listings

25th October 2010

WCRC	45231 or 45407	Fort William-Glenfinnan-Arisaig-Mallaig & return

26th October 2010

WCRC	45231 or 45407	Fort William-Glenfinnan-Arisaig-Mallaig & return

27th October 2010

VSOE	71000	London Victoria-Barnes-Hounslow-Newbury-Trowbridge-Bath-Bristol TM & return
WCRC	45231 or 45407	Fort William-Glenfinnan-Arisaig-Mallaig & return

28th October 2010

WCRC	45231 or 45407	Fort William-Glenfinnan-Arisaig-Mallaig & return

29th October 2010

WCRC	45231 or 45407	Fort William-Glenfinnan-Arisaig-Mallaig & return

30th October 2010

Rail-Blue Charters	DBS 67	Watford Jct-Crewe-Blackburn-S&C-Carlisle-Workington-Carnforth-Preston & rtn
Spitfire Railtours	tbc	Taunton-Bristol TM-Droitwich Spa-Birmingham NS-Barrow Hill-York & rtn
Steam Dreams	60019	London Waterloo-Salisbury-Yeovil Junction(-Honiton-Exeter St. Davids)-Exeter SD-Taunton-Bristol TM-Bath Spa-Salisbury-Woking-London Waterloo
Spitfire Railtours	tbc	York-Northallerton-Eaglecliffe-Middlesbrough-Redcar-Saltburn on Sea & return
UK Railtours	DBS Class 90	London King's Cross-Potters Bar-Peterborough-Berwick-upon-Tweed & return
GBRF Charity Train	GBRf 66/7+73	Hastings-Tonbridge-Orpington-London Bridge-Sutton-Bognor Regis-Ford-Littlehampton-Preston Park-Ardingley Stone Terminal-Haywards Heath-Lewes-Newhaven Marine-Lewes-Brighton-London Bridge-Crystal Palace-Beckenham Jct-Orpington & return (Bookings being taken by UK Railtours)

3rd November 2010

HF Railtours	60163	(Crewe-Manchester Piccadilly-Preston)-Shap-Carlisle-Beattock-Glasgow Ctrl & rtn

5th November 2010

VSOE	71000	London Victoria-Guildford-London Victoria

6th November 2010

Vintage Trains	45305	Tyseley Warwick Road-Coleshill Parkway-Nuneaton-London Euston & return
UK Railtours	2xDBS 67	Stevanage-Finsbury Pk-Bletchley-Bedford-Kettering-Corby-Harringworth Viaduct-Melton Mowbray-Newark Castle-Lincoln-Spalding-Peterborough-Stevenage & rtn
Pathfinder Tours	55022	Crewe-Manchester Piccadilly-Bolton-Preston-Carlisle-Dumfries-Mauchline Jct-Newton-on-Ayr-Shields Jct-High St Jct-Airdrie-Bathgate-Edinburgh Waverley-Carstairs-Beattock-Carlisle & return
Spitfire Railtours	2xWCRC 37	Birmingham Intl.-Stafford-Crewe-Shap-Beattock-Carstairs-Edinburgh Waverley & rtn
Spitfire Railtours	2xWCRC 37	Edinburgh Waverley-Portobello Jct-Suburban Lines-Gorgie Jct-Newbridge Jct-Bathgate-Drumgelloch-High St Jct-City Union Line-Shields Jct-Glasgow Central-Polmadie-Whifflet-Shotts-Slateford-Suburban Lines-Edinburgh Waverley
Bluebell Railway	Hastings DEMU	Hastings-Tunbridge Wells-London Bridge-East Grinstead (Bluebell Platform) & rtn

7th November 2010

Railway Touring Co.	45407 & 44871	Manchester Victoria-Hathersage-Sheffield-Barnsley-Penistone-Huddersfield-Brighouse-Copy Pit-Blackburn-Bolton-Manchester Victoria

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

A varied selection of railtours will be on offer during the coming week, with the highlight being a further GBRf charter in aid of a charity.

Its 'Wandering Willow' on 30th October will support the Willow Foundation, which was founded in 1999 by ex-Arsenal goalkeeper and broadcaster Bob Wilson and his wife Meg as a lasting memorial to their daughter Anna, who died of cancer at the early age of 31. GBRf's last charitable charter contributed over £10,000 for Help for Heroes, and the company is looking to be able to hopefully raise even more this time for the Foundation. Bookings for the charter are being taken by UK Railtours, which is not taking any fees or commission for its services, and the train itself is being operated by GBRf staff, who are giving their time voluntarily.

The tour starts at Hastings, and heads for London Bridge ahead of a day roaming around the South East. The route will be outwards by way of Tulse Hill, Dorking, Horsham and Arundel to Bognor Regis for the first reversal. It continues along the coast via Ford to Littlehampton (reverse No. 2), then through Hove and Haywards Heath to Ardingly Stone Terminal, where reversal No. 3 takes place. Newhaven Marine is the next reversal point, reached by way of Haywards Heath and Lewes. A final reversal at Brighton follows, ahead of the train heading for London Bridge, and stations back to Hastings. Quite a day out! Traction will be a GBRf Class 66/7 and Class 73 throughout, and the coaching stock will be the Class 201 DEMU provided by Hastings Diesels Ltd. All seating is Standard Class, with the adult fare £50, and £40 for juniors. Any additional donations for this fine charity will be appreciated.

It will be a busy weekend for UK Railtours, as the company has its own working the same day from King's Cross, direct along the East Cost Main Line to Berwick-upon-Tweed, behind a DBS Class 90.

Classic ECML traction will be in action in the South West, as 'A4' No. 60019 *Bittern* heads Steam Dreams' 'Cathedrals Express' to Exeter St Davids on 30th October. There is a route change, as the train will now head from London via Woking, Basingstoke and Salisbury to Yeovil Junction with the A4, and then continue to Exeter diesel-hauled. Meanwhile, *Bittern* will continue to Exeter after being serviced, via Castle Cary and Taunton. The return is steam-hauled throughout, and is routed via Weston-super-Mare, Bristol Temple Meads, Bath Spa and Westbury, before rejoining L&SW metals at Salisbury. The return to London is again via Basingstoke.

Spitfire Railtours will be heading for the North East on 30th October, from Taunton, via Bristol and Worcester Shrub Hill, before taking on the Lickey Incline for a run to York. The route north will be through Birmingham New Street, Chesterfield and the 'old road' past Barrow Hill. With a pair of Class 37s for traction the 'Jorvic Explorer II' will then continue with a mini-tour to Saltburn-on-Sea, entitled the 'Saltburn Smuggler'. This is routed to Northallerton, and then Eaglescliffe, Middlesbrough and Redcar. Rail Blue Charters 'West Coast Circular' originates at Watford Junction, and picks up along the West Coast Main Line before heading to Blackburn for a northbound working over the Settle & Carlisle route. After a break at Carlisle, the return takes in the coastal route via Workington back to Carnforth, and then back to Watford by way of the WCML. DBS Class 67 traction is the expected motive power.

Two notable steam workings conclude this week's preview, the first being the use of No. 71000 *Duke of Gloucester* on the VSOE British Pullman working from London Victoria to Bristol, which is booked for steam throughout. The route is through Clapham Junction, Hounslow, Reading, Newbury and Trowbridge to Bath Spa and Temple Meads. The return is as outwards.

Finally, the coming week will be the final operating days for this year's 'Jacobite', as the last train of the season will operate between Fort William and Mallaig on 29th October.

▲ **A rare appearance of GWR 'Castle' No. 5043** *Earl of Mount Edgcumbe* **on the Settle & Carlisle line occurred on 16th October, when the locomotive worked a Vintage Trains charter from Tyseley. The 'Castle' passes Horton-in Ribblesdale on the northbound leg, with green-liveried Class 47/7 No. 47773 on the rear. Paul Braybrook**

Earl of Mount Edgcumbe to inaugurate new Snow Hill terminus platforms

Bob Meanley and his team at Tyseley will look back at their achievements in 2010 with pride, particularly their feat in putting back onto the main line an ex-Barry wreck that was originally bought for spare parts.

We are talking, of course, about ex-Great Western 'Castle' No. 5043 *Earl of Mount Edgcumbe*, which has produced some memorable performances this year. In addition to it's non-stop exploits on 'The Bristolian' earlier in the year, which merely reinforced its credentials after last year's blast over Shap, the Settle & Carlisle can now be added to the list of routes which the 'Castle' has emphatically conquered.

Last Saturday's Vintage Trains 'Pride of Swindon' charter proved to be one of the tours of the year, with No. 5043 handling a 10-coach rake and a dormant Class 47 at the rear with gusto. We hear that its performance was quite outstanding, especially northbound on greasy or wet rails. So, after putting to bed the myth that the products of Swindon don't like the Northern Fells, a further first occurred at the end of the tour. With the steam section due to terminate at Crewe, Class 47/7 No. 47773 moved to the head of the train, and with No. 5043 in light steam, the 'Castle' became the first steam locomotive to pass through Birmingham New Street since 1966, and in so doing is thought to have become the first ever 'Castle' to visit the station. And talking of Birmingham, the terminus platforms of the original Moor Street station are due to be reopened on 11th December by Chiltern Trains, which has been one of the sponsors in its refurbishment. The company has also requested that the first train out of the reopened platforms should be steam hauled.

Having already run into pathing problems with its planned Bristol excursion on the same day, Vintage Trains was delighted to step in and provide No. 5043 *Earl of Mount Edgcumbe* to head a working to London Paddington. It will also pick up at Solihull, Dorridge, Warwick Parkway (which incidentally has recently celebrated its 10th birthday) and Banbury. As the direct route through High Wycombe will be subject to engineering work that day, the train follows the Oxford line, via Didcot and Reading. Bookings should be directed to Vintage Trains. It is understand that Chiltern Trains is planning a series of events on the day to celebrate the reopening, details of which are due to be announced soon.

Moor Street is a key feature of Chiltern's strategic plans for the Marylebone to Birmingham access, for which the target is a 100-minute journey time between the two cities. One key aspect of the plan was the replacement of part of Bordesley Viaduct, which carries the old Great Western lines into both Moor Street and Snow Hill. Wing Yip Bridge, which was formerly the head office of Wing Yip, a Chinese and Oriental supplier, was identified as being in a poor condition and new sections were lifted into position during a blockade over the weekend of 11th/12th September.

The concrete structure has been dressed with a steel frontage to preserve the original look, and was officially opened by local radio personality (and owner of Class 86 No. 86259) Les Ross on 5th October.

Bluebells in late Autumn

A diesel will be making a rare appearance on Bluebell Railway metals on 6th November.

The diesel concerned is actually Hastings Diesels Limited's Class 201 DEMU, and it is being used on a Bluebell Railway-organised main line working to the railway's new East Grinstead station platform.

The train, entitled 'The Hastings Blue Belle', picks up at Hastings, Battle, Etchingham, Tunbridge Wells, Tonbridge and London Bridge, where it will reverse for the journey back to East Grinstead. A journey over the restored 10-arch Hill Place Viaduct is included in the excursion package.

As well as looking around East Grinstead, the No. 473 bus to Kingscote will operate, and connect with a steam-hauled service train on the Bluebell Railway itself. The Hastings DEMU will be used to operate a shuttle service during the day from East Grinstead, across Hill Place Viaduct to Imberhorne North, the current limit of the Bluebell's northern extension. The fare is £30 adult and £20 child, and additional fares are available to travel on the shuttle service and bus to Kingscote.

Looking forward to summer

The competition between the tour operators certainly seems to be intensifying, with a number of summer 2011 operations already announced.

Statesman Railtours were first on the scene in confirming that its 'Fellsman' will again operate each Wednesday from 20th July to 14th September, and has more recently confirmed a number of 'Lakelanders' to Ravenglass (steam-hauled from Carnforth) on four successive Saturdays from 23 July.

The 'Torbay Express' will operate on Sundays from 3rd July to 4th September, together with 26th May, 12th & 26th June and 18th September. Ironically, in this issue we have also mentioned that this is the last week of the 'Jacobite' season for this year. Never has 'out with the old and in with the new' been so closely interwoven!

UK Railtours follows a 'Cambrian' theme for the start of its 2011 excursion train season

A distinct 'Cambrian' theme heralds the early 2011 charters from UK Railtours, which includes a tour that encompasses one of the world's greatest rail journeys - from Caernarfon to Blaenau Ffestiniog with the Welsh Highland and Ffestiniog Railways.

UKR has secured the exclusive use of both lines for the day on Saturday 19th March, which will enable it to operate one of the most exciting tours in many a long year. It is all due to the commissioning of the link at Porthmadog Harbour station, which means that a through journey from Blaenau Ffestiniog to Caernarfon is now possible, and will enable UKR's passengers to make the round trip from Llandudno Junction to Bangor (or vice-versa) via these spectacular railways.

The tour originates at London Euston, and picks up at Watford Junction and Milton Keynes Central, prior to heading north along the WCML to Crewe and Chester, ahead of the first set down point at Llandudno Junction. It then continues to Bangor, where the remaining passengers will detrain. A bus link will connect Llandudno Junction with Blaenau Ffestiniog and Caernarfon to Bangor. UKR, which expects that 'clockwise' and 'anti-clockwise' trains will cross at Beddgellert on the Welsh Highland, is once again in the vanguard of tour innovation and already have a winner with this outing as Standard Class is already reported to be full!

'The Cambrian' is underscored from the outset in 2011, as UKR's first tour heads for Barmouth on 8th January, which also includes the opportunity to get off at Twywn for a return trip over the Talyllyn Railway. The coastal stretch of the Cambrian Coast line is scheduled to be the first to be converted to the new ERTMS train control system, which may restrict the number of future charters that can use the route. This train also sets out from Euston, picking up at Watford Junction and Milton Keynes Central, and reaches Machynlleth (where there will be a brief stop) via Rugby, Wolverhampton and Shrewsbury.

Shrewsbury is also the destination of UKR's 'The Salopian' on 5th March, which works north from London Euston with the same Watford and Milton Keynes pick up points, but this time with steam traction in the form of No. 60163 *Tornado*, which by this time should be carrying a BR Brunswick Green livery. The route north is by way of the Trent Valley and Stafford, before taking the Gresty Lane Curve at Crewe to reach Shrewsbury via Whitchurch and Wem. The return working runs via Wellington, Wolverhampton, Bescot and Birmingham International, via the Aston-Stechford line, back to Rugby and the WCML to Euston.

Steam also features on UK Railtours' 19th February working from London King's Cross to Lincoln, with No. 60019 *Bittern* scheduled to head 'The Lincolnshire Poacher'. After picking up at Potters Bar and Stevenage it takes the former GN/GE Joint Line through Spalding and Sleaford to reach Lincoln, while the return will head to Newark, and then ECML all the way back to King's Cross.

Sandwiched between all of these tours is the 'Pennine Panorama' on 22nd January from King's Cross, diesel-hauled throughout, which also picks up at Potters Bar and Stevenage, and runs north to Doncaster, then through Leeds to Settle Junction, where it diverges and takes the 'Little North Western' route through Wennington to join the WCML at Carnforth. After a short break at Preston, the tour returns by way of Wigan, Manchester Victoria, Rochdale and the Calder Valley route, via Brighouse to Doncaster to rejoin the ECML and home.

▼ **DRS Class 37s Nos. 37610 and 37423** *Pride of the Lakes* **power towards Luib Summit on 9th October, with the Kyle of Lochalsh to Inverness leg of UK Railtours' 'Cock o' the North' charter. Paul Armitage**

Duchess bows out in style ... with Bill Andrew at the helm

The last day of main line running on 16th October for 'Princess Coronation' Pacific No. 6233 *Duchess of Sutherland* **was always going to be a special day.**

But it proved to be for two reasons, as not only was it the final main line operations for the loco, but the sense of loss was compounded as it was also the last time that West Coast's Senior Driver Bill Andrew, who retires shortly, would be driving the loco. The partnership of Bill and No. 6233 over the past 10 years is legendary and has produced some of the finest performances of main line steam in the preservation era.

They say 'cometh the hour, cometh the man', and Bill's superb engineman-ship proved to be the catalyst in ensuring that the potential of the prodigious power of the 'Duchess' was harnessed to perfection on the numerous occasions he had charge.

PRCLT's Chairman, Malcolm Baker, who has known Bill for numerous years and spent many hours on the footplate with him, said that Bill always respected whichever loco he had charge of, and this respect allied to his consummate skill, ensured that the best performance possible was achieved. Having said that, Malcolm added, Bill always had a smile on his face when his hand was on 6233 regulator and purring along at 75mph! He will be missed.

The smokebox door of No. 6233 had been suitably inscribed for the return working from King's Cross on the final day, which was delayed by operational problems in the King's Cross area. In 'end of BR steam' style the 'Duchess' headed north with a tearful face and the words 'The End' and 'For Now', plus legend '2000-2010' on the smoke box ring. The front buffers also bore the words 'The End'.

At Derby, a few hours later, No. 6233 detached from the train and worked back to Swanwick Junction, and in so doing brought to a close an era of main line steam operations for the locomotive that will long be remembered.

For *Duchess of Sutherland*, the last two months on the main line was probably the busiest period of operations than at any time during the previous 10 years. Regular turns for the Railway Touring Company in August and September, plus at least three trains for PMR Tours and a Steam Dreams booking, meant that No. 6233 was working virtually every week. On top of that there were turns deputising for other locomotives. This intense activity was good for putting money into the bank for the overhaul, but there is another story to tell as well, which highlights the dedication of the many individuals and organisations that ensure main line steam in the UK survives.

The story begins at York on 30th September, when No. 6233, a late deputy for 'A4' No. 60007 *Sir Nigel*

▶ **The 'artwork' on the smokebox of No. 6233 at London King's Cross, prior to departure for Derby and the end of the loco's first ten years on the main line since the end of steam. Mike Cobley**

▼ **A poignant scene as Bill Andrew drives No. 6233** *Duchess of Sutherland* **for the last time on PMR Tours 'London Explorer' from Sheffield to London King's Cross through Farcet, near Peterborough, on 16th October. The 'Duchess' was on its last main line outing prior to withdrawal for boiler overhaul, and Bill retires in a few weeks time. John Whitehouse**

Gresley on Steam Dreams 'Silver Jubilee', took over from No. 60019 *Bittern* which had brought the train from King's Cross and headed for Newcastle-upon-Tyne. *Bittern* had been delayed already, due to steaming problems caused by bad coal, and the 'Duchess' had the same coal. While things went well, a lengthy signal check at Ferryhill started to cause problems and the fire 'died' in a mass of clinker, resulting in the remainder of the journey to Newcastle becoming a struggle. The train was vacuum-braked, and the falling boiler pressure was causing additional problems with the brakes, resulting in an eventual arrival of the ECS at Heaton Depot around two hours late. The only solution was to throw the fire out and start again, which is what happened. Due to the lateness, it had already been decided that the train should return to London diesel-hauled to avoid further late running and overnight blockades. The 'Duchess' was therefore left to work back to Carnforth 'light engine'. However, the new coal was of the same batch as that discarded at Heaton, and further steaming problems were encountered that resulted in an arrival at Carnforth just before 01.00 the following day. The exhausted support crew headed straight to bed, as they had the small matter of a return Carlisle to Stirling trip just 24 hours later!

Next morning, the team set about removing every last trace of the offending bad coal, which meant taking it in turns to crawl into the still hot firebox to remove the remains of the clinkered coal. A maximum of five- minutes at a time was all that could be tolerated due to the residual heat. Having cleared the firebox, there was then the small matter of removing another four tons from the tender! It was late afternoon before the locomotive had been re-coaled from a new batch, which had been specially ordered, and the fire re-lit in anticipation of the Stirling run.

Around 17.00 on 1st October, the Trust's engineer, Simon Towell, began the fitness to run examination and discovered that one of the driving wheel springs was broken, rendering No. 6233 unfit to haul the train. All was not lost however, as the Trust had a spare, unfortunately, it was in the West Shed at Swanwick Junction! A hurried car journey ensued, and after a 270-mile round trip, the replacement spring was delivered back to Carnforth at around midnight. After three-hours of effort, the new spring was in place, and amazingly after the trials and tribulations, No. 6233 was ready for the 'light engine' move to Carlisle, where it was to take over the inward working of the charter from Stafford. The run to Stirling and back to Carnforth is already legendary, with a superb ascent of Beattock outwards in appalling conditions and a 'very fast' ascent of Shap on the return.

The hot-box was discovered upon arrival at Carnforth on Saturday night, while detaching from the train. The front left-hand leading driving axle box was found to be in a very sorry state, with virtually no white metal remaining. The suspicion was that it was due to the ingress of water, possibly as a result of the very wet conditions encountered the previous day. 'A mess' is the way PRCLT's Malcolm Baker described the state of the axle box, which was removed from the locomotive after a lot of physical effort involving a large hammer! Also, the axle itself was found to be badly scoured. The situation was serious, mainly due to the state of the axle box, and the fact that the loco's next working, a job for Steam Dreams, was just four days away. Fortunately the PRCLT team had access to Carnforth's wheel drop and the unstinting help of West Coast's Foreman Johnny Haddow and his team, who provided invaluable assistance throughout these fraught times.

At this point, enter Bob Meanley and Tyseley Locomotive Works, that were able to attend to the errant axle. Having arrived at Tyseley at 22.00 Monday night, it was machined on Tuesday and returned to Carnforth by late afternoon Wednesday! Meanwhile, Carnforth's team had machined the axle, resulting in Thursday being taken up reassembling all the pieces in time for the 'light engine' move to Southall on 8th October, in readiness for the Steam Dreams working from London Euston to Chester the following day. Unfortunately, the repairs could not be completed in time for the booked working from London Victoria to Bristol on 7th October, which was covered by No. 60019 *Bittern*.

Malcolm Baker describes the 'light engine' move as an ideal running-in job for the repaired axle box, and the Cheshire-bound 'Cathedrals Express' operated without incident, with the 'Duchess' putting in another faultless performance on its own patch - the West Coast Main Line. He added his grateful thanks to the West Coast team for their superb support during this hectic period, and to Bob Meanley and his team at Tyseley for stepping in at the crucial moment to offer their engineering expertise. He also paid tribute to the 'Duchess' support crew for the long hours they worked to maintain the locomotive, and particularly to PRCLT's resident engineers Simon Towell and Nigel Barber who were at the 'sharp end' throughout.

What of the future? After a series of driver experience workings next week, there will be one final fling on the Midland Railway on 6th November, which will see *Duchess of Sutherland* in action for the last time, together with shed-mate BR Standard 4MT 2-6-4T No. 80080, which is making a welcome return from overhaul itself. Following this, No. 80080 will be going out on hire, while the 'Duchess' will be dismantled and the boiler sent to the LNWR Works at Crewe.

During the absence of No. 6233 from the main line, PMR Tours will continue to operate, with probably two tours each in spring and autumn featuring 'appropriate' traction, says Malcolm. 'Appropriate' probably means of LMS vintage, we think!

▲ **LMS 'Princess Coronation' Pacific No. 6233** *Duchess Of Sutherland* **lets off steam as it approaches New Southgate with the 'London Explorer' charter from Sheffield, which the loco took over at Derby, bound for King's Cross on 16th October. When it returns to the main line, hopefully in two years or less, No. 6233 will probably be carrying its familiar Crimson Lake livery. Leslie Bailey**

With assistance being provided by GWR Pannier No. 9600 banking at the rear, the footplate crew of LMS 'Jubilee' 4-6-0 No. 5690 *Leander* prepare to plunge into Old Hill Tunnel, while working 'The Severn Valley Limited' from Bridgnorth on the Severn Valley, through to Blackpool on 2nd October. **Geoffrey Dingle**

As the sun begins to rise over the tops of the mountains, LMS Black 5 No. 44871 and its train are reflected in the still waters of Loch Coir'a' Bhric Beag at Corrour station on 16th October. **Mick Langton**

Stanier 8F 2-8-0 No. 48151 passes Rogerley Park on 16th October, with a Newcastle to Stanhope charter.
John Lewins

GWR 'Castle' No. 5043 *Earl of Mount Edgcumbe* **powers away from Nappa, near Hellifield, on 16th October with the return 'Pride of Swindon' charter. Ken Horan**

NRM celebrates 50 years of the Class 37

The National Railway Museum, York, celebrated 50 years of the English Electric Type 3 design with a gala weekend, featuring several members of the class.

One of the attractions being the mass fire-up of those locomotives present, although the event had to be delayed for 10 minutes to allow time for those visitors who were queueing to get into the site!

▲ **The NRMs recently repainted pioneer No. D6700** *National Railway Museum* **stands alongside No. 37275 from Barrow Hill and large logo-liveried No. 37025** *Inverness TMD* **from the SRPS at Bo'ness.**
▶ **The SVR-based Class 37/9 No. 37906 was also on display. Both: Dave Dean**

Plans unveiled to restore petrol-electric autocar

Plans to restore the surviving petrol-electric autocar has received a boost with the arrival of a motor bogie at the Embsay and Bolton Abbey Railway where the project is based.

As previously reported, the railcar was the first in the world to use this technology and the restoration is the subject of a Lottery grant application. The bogie is from a BR Southern Region Class 416 2EPB EMU. Originally the autocar was fitted with a Fox power bogie, but none of these have survived.

The Trust's engineers examined a Fox heavy-duty bogie at Beamish, but decided reluctantly that it could not be used as it had longitudinal inside members and there was not enough space to fit motors between them. Enquiries about the feasibility of adapting the bogie or using different traction motors revealed that this would be both difficult and prohibitively expensive. One advantage of using the 2EPB bogie is that both it and its motors are compatible with modern diesel generators and control equipment. It received a major overhaul in 2003, and has been used very little since. Similar EE507 traction motors are still in service, so spares are obtainable should they be needed.

The other three bogies for both the autocar and its trailer will be authentic Fox lightweight ones, as enough of these survived for the Trust to secure some for the restoration.

New museum project

The Leighton Buzzard Railway has launched a project to transform its terminal station at Page's Park into a 'Gateway' to the museum.

The project will provide spacious covered accommodation for passengers and better working conditions for volunteers. The new building will also accommodate permanent and temporary exhibitions providing the public with various interpretations.

The railway is looking to raise around £685,000 to fund the project. A public open day will take place on 30th October between 13.00 and 15.00. Admission will be free of charge, although no passenger services will be running.

Work starts on overall roof for Pickering and new tourist attraction opens

Work is to start on a new roof for Pickering station on the North Yorkshire Moors Railway (NYMR). It will follow the same design as the one constructed in 1847, when architect G. T. Andrews created a structure that became known as the 'Euston truss.'

It was a notable feature at that time as it was based on a design used by Robert Stephenson at the original Euston terminus of the London & Birmingham Railway. To recreate the past, the new roof will span both platforms at the station and will require 8,700 tiles to cover the 264 square metres of roof space. But they will not be any old tiles, as slate tiles in heather blue are to be used, and will be sourced from Penryhn Quarry in Wales, where the originals came from. Known as a 'Broad Countess,' each tile measures 500mm x 300mm. Members of the public are being invited to sponsor a roof tile at £5 each, to help 'raise the roof' at the station.

The Railway has set itself a target of raising £50,000 towards the cost of the roof restoration, and for posterity, each sponsor will have their name inscribed on the back of the tile before it forms part of the roof, and they will receive a certificate. A leaflet providing more information about the project and how to get involved is available at each of the stations along the NYMR, or alternatively, a website has been set up to make it easy to donate online at www.trainofthought.co.uk

The project is to be funded mainly by the Heritage Lottery Fund, alongside bequest money and funds generated from the Roof Appeal. The original roof was removed in 1952 by British Railways, and was said to have suffered from damage during the Second World War and considered unsafe. Replacing the roof will also provide cover for rolling stock during the winter months. Some £70,000 has already been spent on conservation of the platform walls.

Putting the roof back is the third project to take place at the station in recent months. Already, a new two-storey Learning Centre has been built on Platform 2, together with a new interactive Visitor Centre. The new roof is expected to be completed by March 2011, and hopes are high that the public will respond as generously as they did to the 'Bridge 30' appeal, which raised £700,000 towards the cost of replacing a 145 year old structure between Goathland and Grosmont. Following the installation of the new roof, further work will follow, including upgraded signage and station furniture, the introduction of a signal box and the completion of a picnic area on Platform 2.

On 22nd October, the NYMR officially opened a new £190,000 'Yorventure' Visitor Centre at Pickering station, marking the completion of the second phase of regeneration. A grant of £33,000 has been given by Yorwaste Ltd towards the building of the new facility, with the bulk of the money provided by the Heritage Lottery Fund. The Visitor Centre will explain the history behind the North Yorkshire Moors Railway and its importance as a heritage railway, accredited museum and major tourist attraction. It is free to enter, and features a number of interactive displays such as smoke boxes, which provide the sounds and smells from the railway.

The railway has also been awarded with a Yorventure grant of £20,000 to create a new picnic area adjacent to the Visitor Centre.

▼ **Following re-tubing, LNER 'A4' Pacific No. 60007** *Sir Nigel Gresley* **undertook a number of test runs out of Grosmont, attached to the rear of service trains, prior to taking charge at the front. On 17th October, the 'A4', on its first working, pilots resident Q6 0-8-0 No. 63395, the 13.30 Grosmont to Pickering service. All went well, and following the completion of the final jobs, including a new firebox brick arch, the loco is expected to re-enter normal service during week commencing 25th October. The NYMR will post the dates of operation on its website, when known. Philip Benham**

GCRs Pullman set enters traffic

Having been completed on time, the Great Central Railway's new Pullman train had its first official passengers on 22nd October, when it departed Loughborough Central for Leicester North, with all seats sold.

Creating the train involved the complete renovation of six carriages dating back to the 1950s/60s. It can seat 84 people in two dining cars, serve multi-course meals from a bespoke kitchen on wheels, and also has two spacious bar cars.

Bill Ford, President of the Great Central Railway, said: "This is an enormous step forward for our famous on-train catering. It has taken an awful lot of work by a few people to successfully deliver the new Pullman train on time."

The refurbishment work was mainly undertaken at the Great Central's carriage shed at Rothley, although the kitchen car was sent to a contractor based in the Midlands. Each vehicle needed to be stripped, carefully overhauled, upgraded with a wealth of new fittings and finally repainted in Pullman umber and cream livery. The new train will operate in addition to the GCR's existing First Class dining service, and there are plans to operate it for corporate entertainment.

After the inaugural event, the next chance to travel on the Pullman will be a Christmas 'Murder Mystery Special' on Wednesday 15th December.

Preservation View

11th annual carriage convention held at Embsay

The 11th Carriage Convention took place at the Embsay & Bolton Abbey Railway on 25th/26th September.

The convention is an annual meeting of people who are restoring vintage carriages, allowing an exchange of news, ideas and parts, as well as a general networking session. Providing one of the talks was Stephen Middleton, who gave much advice and insight from his own experiences.

◀ **Looking more like a railtour to a freight-only branch in the 1980s than a heritage line in 2010, Railfreight red-stripe liveried Class 37/5 No. 37518 leads Railfreight grey-liveried Class 37/9 No. 37901 away from a signal check at Townsend Fold signal box on the East Lancashire Railway, with the 12.46 departure from Rawtenstall to Bury, during the East Lancashire Railway's Autumn Diesel Weekend on 17th October. Geoff Butler**

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▲ **LNER K4 2-6-0 No. 61994** *The Great Marquess* **waits to depart Loughborough Central, while station pilot, BR-built 'J72' 0-6-0T No. 69023, poses alongside during a night photographic shoot on 14th October. Stuart Chapman**

Class 40s head to Barrow Hill for repairs

The Class 40 Preservation Society reports that No. D335 was started up on 2nd October, and the loco is still operational apart from an issue with the No.1 end bogie.

The loco was in use on the East Lancashire Railway on 16/17th October during the ELR diesel event, and is it expected to be hauled by No. 40145 to Barrow Hill in mid-November for bogie repairs and a 'C exam' by HNRC. It is also hoped that the paintwork will be touched up and a coat of varnish applied prior to returning to the ELR in early 2011.

The repairs to No. 4 traction motor on the Society's other Class 40 No. 40145 are almost completed, and providing a test run is successful it should in use at the ELR's October diesel event, prior to heading to Barrow Hill in November, where it will be lifted and No.4 traction motor will be replaced. The reason for the change is that even though the motor has been cleaned up, it has lower insulation readings than the other traction motors, and there is some concern that during the flashover a small internal fire may have caused unseen damage that could lead to failure again at some point in the future. The Class 40 Preservation Society has also had a very generous offer from HNRC to undertake the work and a very reasonable price for replacing the motor.

After the traction motor has been replaced, No. 40145 will leave Barrow Hill and head to Peterborough to collect classmate No. 40106 from the Nene Valley Railway, before both Type 4s head to Washwood Heath. Over the winter, Boden Engineering will repaint No. 40145 into BR-green with small yellow warning panels in readiness for the locomotive's 50th Birthday in 2011.

Once completed, No. D345 as it will be, will head back to Barrow Hill with 40106 to collect No. D335 and return all three 40s to the ELR, where they will be used during a 'Whistling Giants' type event on a date to be announced.

◀ **Class 37 No. D6732, which became No. 37032 under the TOPS renumbering scheme, is still undergoing major overhaul in Weybourne works. The end is in sight though. Recently green-liveried No. D6737 has arrived for a short stay, showing how its classmate will appear! Ashley Dace**

Diesels in the Wolds

▼ **The Lincolnshire Wolds Railway held its diesel gala on 10th October, with trains split between the resident Class 03 No. D2084 and Class 08 No. D3167. Here, the '03' stands at North Thoresby after arriving with the 14.45 service from Ludborough, to where it would return. Gareth Davey**

▲ **The Great Central Railway held its Autumn Steam Gala on 8th-10th October, although the weather at times was less than perfect. Star attraction was BR Standard 8P Pacific No. 71000** *Duke of Gloucester*, **seen here departing from Loughborough, with a Leicester North-bound service. Note the phoenix headboard! Mick Rogers**

▼ **'K4' No. 61994** *The Great Marquess*, **also visiting, passes Woodthorpe with a freight on 10th October. Roger Brown**

Isle of Wight Railway presents two former Island-based steam locomotives at work for the first time in eight years

The Isle of Wight Steam Railway's 1891-built LSWR O2 Class 0-4-4T No. W24 *Calbourne* **returned to steam on the railway on 8th October.**

Visitors to the rededication weekend found a two-train service in operation, with former Island-based steam locomotives working both trains, the first time this has happened for eight years.

The star of the show, No. 24 *Calbourne* has been outshopped in early British Railways lined black livery, and was used with a rake of former London Brighton & South Coast Railway (LBSCR) and South-Eastern & Chatham Railway (SECR) bogie coaches, recreating a typical Island railway scene from half a century ago. Meanwhile, the railway's oldest locomotive, the 1876-built 'Terrier' class No. 8 *Freshwater* was in charge of Victorian four-wheeled coaches, recreating a typical Southern Railway scene from the inter-war years.

Providing a link to the history of the Island's steam locomotives, the railway also invited *Calbourne's* footplate crews from BR days, Ken West, Tony Tiltman, Ray Maxfield and John Farrington, plus former guard Wally Thrower, to the celebrations

▼ **Looking resplendent in its British Railways lined black livery, with lion over wheel emblem, London & South Western Railway 1891-built O2 Class No. W24** *Calbourne* **stands for its official photographs, prior to re-entering service on the Isle of Wight Steam Railway. IoW Steam Railway**

◀ A number of London Midland staff who also work as volunteers on the Severn Valley Railway made special arrangements for Class 150 No. 150001 to visit the line's Railcar Reunion event. Carrying the latest Centro livery, No. 150001 makes an incongruous sight as it departs from Kidderminster on 9th October. **Ian Docwra**

◀▼ The 1958-vintage Gloucester Railway Carriage & Wagon Company single-car DMU No. M55006 climbs Eardington Bank on 9th October during the SVR's 'Railcar Reunion' event. The vehicle was visiting from the Ecclesbourne Valley Railway at Wirksworth.

▼ Chiltern Railways kindly provided its Class 121 'Bubblecar' No. 121020 for the event, seen at Arley on 8th October, although not heading for Aylesbury as the destination screen would suggest! The unit is normally used on the shuttle services between Princes Risborough and Aylesbury. **Glen Batten**

A gala that was 'Worth' the visit

▶ **Haydock Foundry 0-6-0WT *Bellerophon* climbs away from Keighley with the 11.55 vintage shuttle to Ingrow on 10th October, during the Keighley & Worth Valley Railway's Autumn Steam Gala weekend. Nick Wise**

▼ **A visitor to the gala weekend from the Midland Railway - Butterley was BR Standard Class 5MT 4-6-0 No. 73129. The locomotive, unusually facing chimney first down the gradient, approaches Keighley with the 10.20 service from Oxenhope, while double-heading LMS 'Jinty' 0-6-0T No. 47279. After two round trips, the loco was unfortunately temporarily withdrawn with a minor fault. Paul Braybrook**

▼▶ **Lancashire & Yorkshire Railway Class 25 0-6-0 No. 957 and WD 8F Class 2-8-0 No. 90733 climb Keighley Bank into the evening sun with the 16.35 Keighley to Oxenhope service during the gala on 10th October. Richard Whiteley**

Major engineering work on the East Coast Main Line on 9th and 16th October, resulted in services being diverted through Sleaford and Lincoln.

While EC and Grand Central HSTs were diverted from Peterborough via Lincoln to Doncaster, Class 91-hauled trains were 'dragged' by Class 67s, from Peterborough to Newark, again via Lincoln. First Hull Trains services also rejoined the ECML at Newark, following a reversal, allowing trains to keep the advertised stop at Retford.

Southbound services (except those of Hull Trains, which reversed at Sleaford and headed to Grantham) used the Sleaford avoiding line, while northbound trains were routed through the station, as the northbound avoiding line remains closed.

▲◀ **Class 67 No. 67019 drags EC-liveried Class 91/1 No. 91107 on the 11.00 London King's Cross to Leeds service through Sleaford North Junction on 9th October. Ken Brunt**

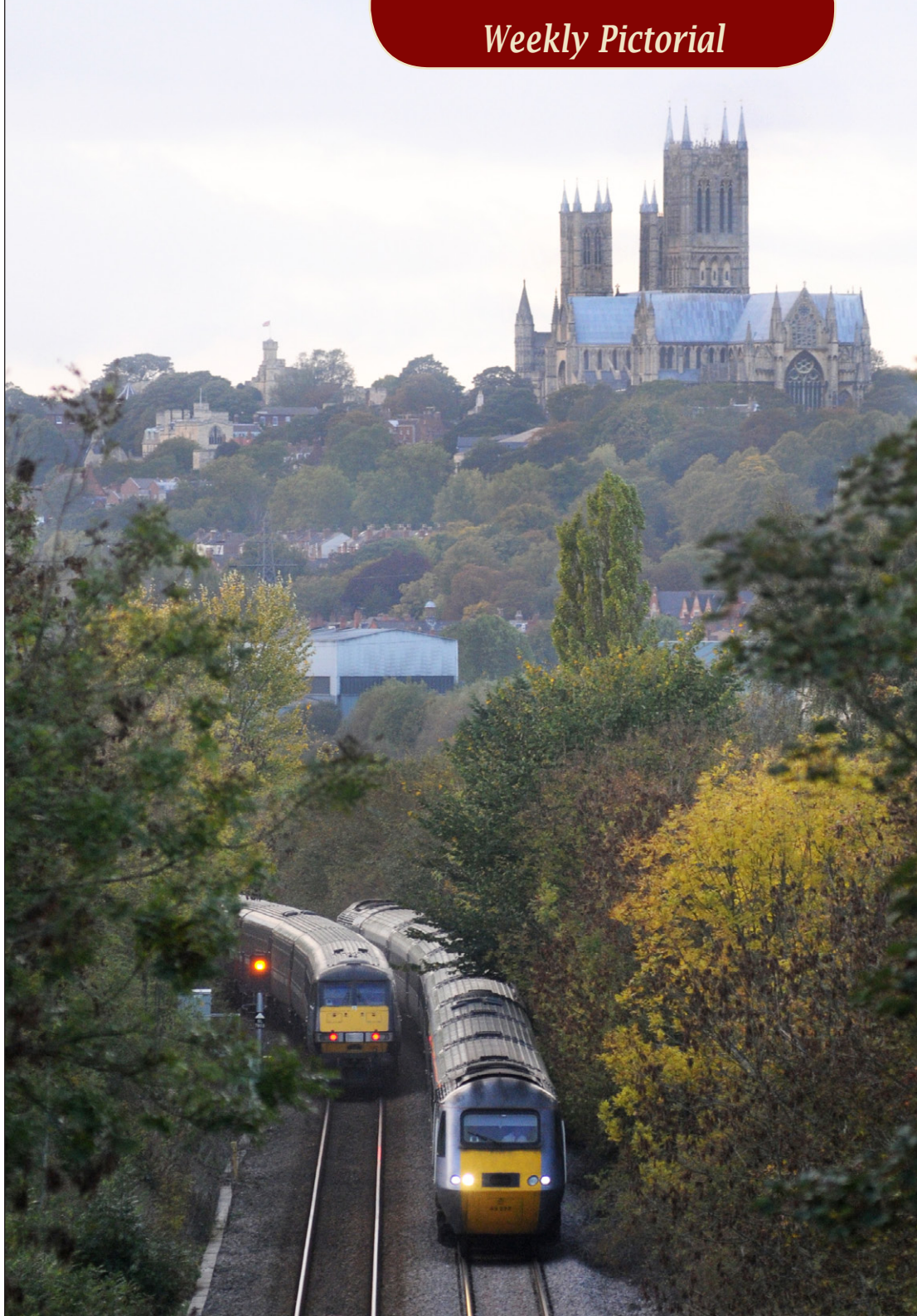
▲ **EMT powercars Nos. 43058 and 43082, currently on hire to East Coast, form the 11.30 King's Cross - Newcastle service as they approach Sleaford North Junction on 9th October. Steve Harper**

▼ **Class 67 No. 67023 drags Class 91/1 No. 91103 on the 12.05 Leeds-King's Cross, near Metheringham on 16th October. Richard Tuplin**

▲ Class 43/4 powercar No. 43468 leads the diverted 12.30 Sunderland-King's Cross Grand Central working through Spalding on 16th October. **John Whitehouse**

▶ In the shadow of Lincoln Cathedral, East Coast HST powercars Nos. 43309 and 43308 head south on the same day, with the 07.55 Inverness to King's Cross, as Class 67 No. 67029 (out of sight) hauls Class 91/1 No. 91111 north on the 14.00 King's Cross to Leeds.

▼ First Hull Trains Class 180 No. 180111 approaches Heighington with the 13.30 London King's Cross to Hull service on 16th October. **Both: Richard Tuplin**



While nuclear traffic is a regular sight along the Bristol-Birmingham main line, this sight is much rarer. On 21st October, Class 57 No. 57010 powers north through Ashchurch with the 09.35 Keyham-Carlisle submarine nuclear waste train. **John Stretton**

With the state of cleanliness showing the length of time that the train has been working, Class 66/0s Nos. 66204 and 66120 power the Margam-based RHTT set through St. Georges. **Adrian Kenny**

DRS Class 66/4 No. 66434 provides the unusual appearance of a Fastline-liveried loco on the Highland Main Line as it heads south through Crubenmore on 11th October, with the Mondays-only, 09.20 Inverness - Mossend empty oil tanks. **Paul Armitage**

A lone horse and rider canter around the field as Class 60 No. 60096 crosses the 100ft-tall Winterbourne Viaduct with the 12.10 Theale-Robeston discharged tanks on 16th October. **Edward Gleed**

Class 57/0s Nos. 57004 and 57008, in 'top and tail' mode pass Ipswich with a Stowmarket to Shenfield RHTT working on 20th October. **Keith Partlow**

Class 60 No. 60013 *Robert Boyle* **heads the 12.40 Newbiggin to Milford Sidings gypsum empties through Selside in beautiful autumnal sunshine on 20th October. John Wade**

25th October 2010

Permanent Way Institution (Ashford)
The Elwick Club, Church Road, Ashford 'London Overground and Other Operators' by John Glover. Meeting commences at 18.30 Contact the secretary, Ted Hamer, on 01227 711897 for further details.

RCTS (Brighton)
Brighton Railway Model Club Room, London Road Station, Shaftesbury Place, Brighton. 'Heading East - A Journey from Brighton along the Coastway East (Part 1)' by John Blackwell. Meeting starts at19.30.

RCTS (Maidenhead)
Cox Green Community Centre, Highfield Lane, Maidenhead. 'American Railroads in the Sixties' by Roger Greatrex. Meeting starts 19.30.

RCTS (Sheffield)
St Mathews Church Rooms, Carver Street, Sheffield. 'Modern Traction Abroad' by J.Whiteley. Starts 19.30.

RCTS (Northampton)
Weston Favell Parish Hall,Booth Lane South, Weston Favell. 'The Royal Scots' by Bob Goodman. Meeting commences a 14.00.

26th October 2010

RCTS (Nottingham)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'Branch AGM & 45 Years of Railway Photography Part 2' by Les Nixon. Meeting commences at 19.30.

RCTS (Welwyn Garden City)
The Methodist Church, Junction of Ludwick Way and Colegreen Lane, Welwyn Garden City. 'The Railways of Southern France' by Michael Bunn. Meeting commences at 14.15.

RCTS (Woking)
The Wheatsheaf, Chobham Road, Chobham. 'High Speed Railways of te World - a review Shinkansen to today' by Gordon Pettit. Starts 19.00.

Tewkesbury YMCA Railway Sociey
YMCA, Church Street, Tewkesbury. 'The Paul Riley Collection' by Tony Bowles. Meeting starts at 19.45.

27th October 2010

Basingstoke & District Railway Society
Wote St. Club, New Road, Basingstoke.'Railway Pub Signs' by Alistair Jeffrey. Starts 20.00. Visitors Welcome. Contact the Secretary on 01256 819401 for further details.

RCTS (Chichester)
Meeting Room 2, County Hall, West Street, Chichester. 'The Life and Time of a former BR General Manager - Southern Region' by Gordon Pettitt. Meeting commences at 19.30.

28th October 2010

RCTS (Darlington)
The Scout Building, Widdowfield Street, Darlington. 'The Scarborough Spa Express 1881 - 2010' by Adrian Scales. Meeting starts at 14.00.

RCTS (Preston)
Claremont Hotel, Blackpool Road, Preston. 'Line Siding in the 1960's' by Les Nixon. Meeting starts at 1930.

29th October 2010

Great Central Railway Society (London)
The Exmouth Arms, 1 Starcross Street, Euston, London NW1 2HR. 'Life at Finmere' by George Summerfield. Starts at 19.30. Contact Richard Butler on 01525 372487.

Great Western Society (Oxford)
Pauling Human Sciences Centre, 58 Banbury Road, Oxford. Tba. Meeting commences at 19.30.

Stephenson Loco Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'North Eastern Railway Coal Staiths in Blyth Harbour' by David Fraser. Starts at 19.00. Contact the Secretary on 01434 688946 for further details.

1st November 2010

North Yorkshire Moors Railway (Northallerton)
Northallerton Town Cricket Club, Farndale Avenue, Northallerton. 'Teesside & District Transport Nostalgia' by Nick Carter. Starts 19.30. Admission £1.50. Contact Ian McInnes on 01642 767233 for further details.

RCTS (Port Sunlight)
The Lever Club, Greendale Road, Port Sunlight. 'Plandampf 94' by Steve Ollive. Meeting starts at 19.30.

RCTS (Ashford)
The Elwick Club, Church Road, Ashford. 'Life after Colour Rail' by Ron White. Meeting starts at 19.30. Contact the Secretary at southeast@rcts.org.uk for further details.

2nd November 2010

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

Locomotive & Carriage Institution
55 Broadway, London. 'First Great Western' by Mark Hopwood. Starts at 18.00. Contact the Secretary, Stuart Smith at smithstuart@btinternet.com for further details

Locomotive Club of Great Britain (Bedford)
St John's Church Hall, St John's Street, Bedford. 'By Rail to Victory: Allied Millitary Steam Locomotives of World War II' by Mike Hudson. Meeting commences at 19.30. Contact the Secretary on 01525 750149 for further details.

RCTS (Watford)
St Thomas' United Reformed Church, Langley Road, Watford. 'American Wanderings' by Gordon Davies. Meeting commences at 19.30.

Southern Electric Group (South Hampshire)/ LRTA (Southern)
Eastleigh Railway Institute, Romsey Road, Eastleigh. AGM followed by Members' Slides. Meeting commences at 19.30. Admission £2. Contact the SEG Secretary, John Goodrich on 023 8067 0028 for further details.

Tewkesbury YMCA Railway Sociey
YMCA, Church Street, Tewkesbury. 'Memers Slide/Digital Photograph Evening. Meeting starts at 19.45.

Weston super Mare Railway Society
Function Room, Conservative Club, Alexandra Parade, Weston super Mare. AGM. Meeting commences at 20.00. Contact the Secretary, Lionel Jones on 01934 628289 or at wsm1977rlysocy@talktalk.net for further details.

4th November 2010

Great Central Railway Society (Rotherham)
The Three Horseshoes, Bawtry Road, Wickersley, Rotherham S66 2BW. 'Coming up with the Goods' by Stewart Donohoe. Meeting starts at 19.30. Contact Mick Hayes on 01709 820544 for further details.

RCTS (Milton Keynes)
The Crown, Market Square, Stony Stratford. MK11 1BE. 'Digital Global Diary' by Bob Sweet. Starts 19.30. Contact the Fixtures Secretary on 01908 563549 for further details.

SRPS (Edinburgh)
Quaker Meeting House, 7 Victoria Terrace, Edinburgh, EH1 2JL. 'SRPS Grand Challenge Quiz'. Starts 19.30. A donation is requested. Contact Dr Peter Howell on 0131 334 5232 for further details.

5th November 2010

Great Western Society (Taunton)
Rockwell Green School, Rockwell Green, Nr Wellington. 'For Your Eyes Only' by Peter Trigg. Starts 19.30. Contact the Secretary on 01823 334188 for further details.

6th/7th November 2010

Aberdeen Model Railway Club
Britannia Hotel, Bucksburn, Aberdeen AB21 9LN. Model Railway Exhibition. 10.00 to 17.00 both days. Adults £4, Child £2, Family £10. Contact the Exhibition Manager on 07796 897996 for further details.

8th November 2010

Driffield & East Yorkshire Railway Society
The Sidings, Middle Street South, Driffield, YO25 6PX. 'North Wales Narrow Gauge Railways in the 1960s' by Alan Furguson. Starts 19.30. Donation of £2 requested. Contact the Club Secretary on 01377 254068 for further details.

Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln. AGM and Photo Competition. Starts 20.00. Entrance fee £3. Contact the Publicity Member on 01522 705365 or at graham@the-st.fsnet.co.uk for further details

RCTS (East Croydon)
Small Hall, United Reformed Church, Addiscombe Grove, East Croydon. 'The Settle and Carlisle Line' by Edward Album. Meeting commences at 19.30.

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.

▼ **DRS Class 66/4 No. 66418 waits for signals at Preston station while working a Shap to Manchester Hope Street stone service on 20th October, using a rake of redundant Fastline hoppers, two of which already carry Direct Rail Services markings. Geoff Butler**

RCTS (Ipswich)
Bridge Ward Club, 68 Austin Street, Ipswich. 'On and Off the Footplate' by Bill Davies. Starts 19.30.

RCTS (Sheffield)
St Mathews Church Rooms, Carver Street, Sheffield. 'BR Steam in the 1960s' by Ken Horan. Meeting commences at 19.30.

Southern Electric Group (Sussex)
Deall Room, Southwick Community Centre. 'Winding the Clock Back - Britain's Railways in Black and White' by Andrew Marshall. Meeting commences at 19.30. Donation of £2 requested. Contact the Secretary, Bruce Cakebread on 01273 462094 orat b.cakebread@ntlworld.com for further details.

York Railway Circle
Archbishop Holgate's School, Hull Road, York YO10 5ZA
'175 Years of German Railways' by David Birtle. Meeting commences at 19.30. Contact Robin Patrick on 01904 412232 or at locopatrick@aol.com for further details.

9th November 2010

8E Railway Association
The Gladstone Club, Station Road, Northwich, CW9 5RB
'The Examination QKuiz' by Chris Simon. Meeting commences at 19.45. Contact Paul Tench on 07790 486735 for fruther details

Abergavenny & District Steam Society
Upper Room, The Hen and Chickens, Flannel Street, Abergavenny. 'South Wales & North & West Line Steam' by David Maidment. Meeting stars 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. 'West Somerset Railway Signalling' by Richard Harman. Starts 19.45. Contact the Secretary on 01454 324230.

RCTS (Hull)
Upstairs. The Highway Public House, Hull. 'Slides from Home and Abroad' by Steve Batty. Starts at 19.30.

RCTS (Merseyside, Chester & Nth Wales)
'Station Observation at Stafford'. Contact Geoff Morris on 01244 376808 for further details.

RCTS (Nottingham)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham 'Now and Then' by Ken Horan. Meeting commences at 19.30.

SRPS (Lanarkshire)
Holy Trinity Church, Avon Street, Motherwell, ML1 3AA. 'Steam in Britain over the last 40 odd years'. by Alistair Maclean. Starts 19.30. Donation requested. Contact Fred Landery on 01698 457777 for details.

Tewkesbury YMCA Railway Sociey
YMCA, Church Street, Tewkesbury. 'Railway Architecture' by Mike Burge. Meeting commences at 19.45.

10th November 2010

Basingstoke & District Railway Society
Wote St. Club, New Road, Basingstoke. '21 Years of Society Overseas Trips' by Daivd Brace. Starts 20.00. Contact the Secretary on 01256 819401 for further details.

Bromsgrove Rly Club
St Godwalds Church Hall, Aston Fields, Bromsgrove. 'Steam Power Slide Presentation' by David Putt. Starts 19.45. Contact Dave on 01527 873800 or Gordon on 05127873609 for further details.

Oxfordshire Rly Society
Seacourt Day Centre, Seacourt Road, Oxford OX2 9LD. 'The Steam Railmotor Project' by Andrew Hook. Meeting commences at 19.30.

RCTS (Hitchin)
Hitchin Christian Centre,Bedford Road, Hitchin. 'GN Lines to Hertford' by David Dent. Starts 19.30.

RCTS (Radyr)
Old Church Rooms, Park Road, Radyr. 'The Great Way Round - Paddington to Penzance via Bristol & Millbay' by Terry Nicholls. Starts 19.30. Contact nl.thompson456@btinternet.com for further details.

Stephenson Loco Society
YMCA, Bridge Street, Guildford. 'Railways of the River Plate Estuary (Argentina)' by Peter Worsley. Starts 19.30. Contact the Secretary on 01372 379216 for further details.

Swiss Railways Society (London)
MRC, Keen House, 4 Calshot Street, London N1 9AT. 'Emmental' by Neil Wheelwright. Starts 19.00. £2 Donation. Contact Ron Dawes on 020 8660 3532 for details.

11th November 2010

Bath Railway Society
Bath Green Park Station Meeting Room, Bath. 'The Atlantic to the Adriatic - Steam across Europe in the 1960's' by John Gulliver. Starts 19.30. Contact Kevin Plummer (evenings) on 01225 312564 for further details.

Continental Rly Circle
St Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. 'Basil Roberts Collection in S.E.Asia' by Richard Pelham. Meeting commences at 19.15. Admission £2. Contact Adrian Palmer on 01932 850624 for further details.

Friends of the West Highland Line
ScotRail Training Centre, Atrium Court, 50 Waterloo Street, Glasgow G2 6HQ. 'ScotRail - The Station Adoption Scheme' by John Yellowlees. Contact Duncan Wilson at duncanwilson1955@hotmail.com

Locomotive Club of Great Britain (St Albans)
United Reform Church, Watford Road, Chiswell Green, Nr St Albans. 'The History of the Mid-Hants Railway' by Brian Dolton. Starts 19.30. £2 Donation.

RCTS (Newcastle)
The Brunswick Methodist Hall, Newcastle. 'Branch AGM followed by Members' slides'. Starts 18.30. Contact the Secretary at jimbrick@fsmail.net for further details.

12th November 2010

Altrincham Electric Rly Preservation Society
Altrincham Methodist Church Hall, Barington Road, Altrincham, Cheshire WA1 1HF. '16mm Cine Films from the 1970s' by Richard Greenwood. Starts 19.30. Admission £3. Contact Andrew Macfarlane on 0161 928 9394 for further details.

Cambridge Rly Circle
Arbury Community Centre, Cambridge CB4 2LD. 'Colin Gifford Presents in Colour'. Admission £2. Contact the Secretary, Chris Burton on 01223 352327 for further details.

Great Western Society (Swindon)
Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon SN3 1JE. 'Time Travail - 60 Years of Railway Preservation' by Colin Brading. Starts 19.30. Contact the Secretary on 01793 495976.

RCTS (Bristol)
St Peters Church Hall, Church Road, Filton. 'Steam and Semaphores to Penzance via Bristol & the Cornish Branches' by Maurice Dudman. Meeting commences at 19.30.

Shropshire Rly Society
The Gateway, Chester Street, Shrewsbury. 'Steaming through the British Landscape' by Bob Green. Meeting commences at 19.30. £3 donation. Contact the Secretary on 01743 243295 for further details

13th November 2010

Bournemouth Rly Club
'All Purpose Room', Winton Methodis Comminity Centre, Alma Road/ Heron Court Road, Bournemouth. 'Steam in South Africa' by Ron White. Starts 14.30. Admission £2. Contact Martyn Thresh at martyn.thresh@ntlworld.com for further details.

RCTS (Exeter)
Great Western Hotel, Exeter. 'Railways of the Past' by Bernard Mills. Meeting commences at 19.00.

14th November 2010

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.

15th November 2010

Great Central Railway Society (Spinkhill)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB.
'The Plant at Doncaster 1853-2008' by Hugh Parkin. Starts 19.30. Contact Frank Greaves on 01909 473927 for further details

RCTS (Chester)
The Town Crier, City Road/Station Road, (opposite station entrance), Chester. '60163 Tornado' by Keith Crabtree. Starts 19.30.

RCTS (Coventry)
Maudslay Hotel, 190 Allesley Old Road, Coventry. 'Copyright BR' by John Goss. Meeting starts at 19.30.

RCTS (Oxford)
West Oxford Democrats Club, 1 North Street, Osney off Botley Road. 'First Great Western Projects' by Mathew Golton. Starts 19.30.

RCTS (Shenfield)
Shenfield Parish Hall, 60 Hutton Road, Shenfield. 'Scandinavian Railways' by Jeremy Harrison. Meeting commences at 19.30.

RCTS (Wellingborough)
British Rail Sports and Social Club, Broad Green, Wellingborough. 'The Pennine Journey - Attercliffe to Accrington' by Stephen Gay. Meeting commences at 14.00.

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

With the Peel monument in the background on Holcombe Hill, Class 50 No. 50015 *Valiant* coasts through Burrs with the 14.26 Rawtenstall to Heywood service on 16th October.
Jonathon Stevenson

Magazine Information

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