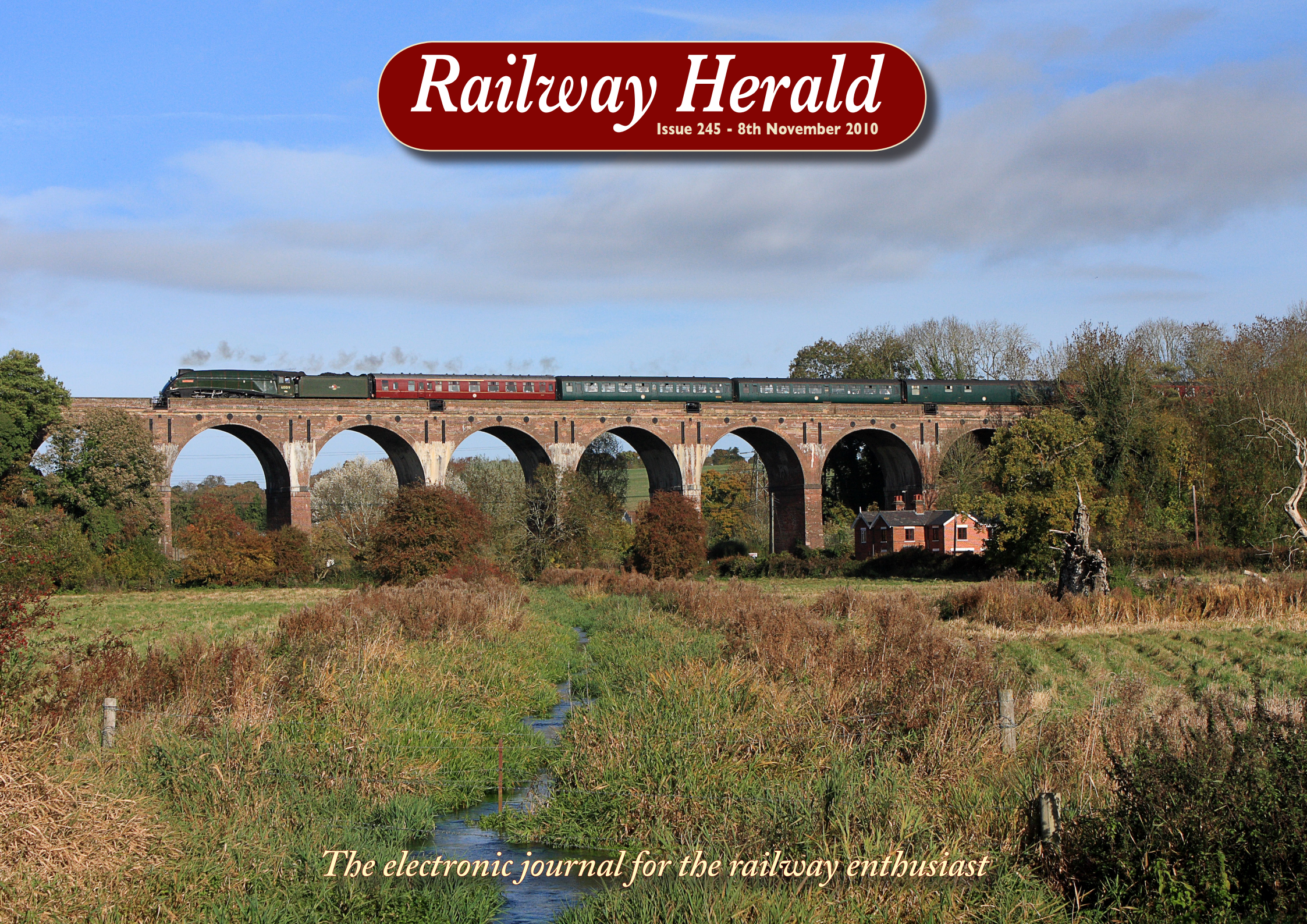
Railway Herald

Issue 245 - 8th November 2010



The electronic journal for the railway enthusiast

Railway Herald

Issue 245
8th November 2010

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SPECIAL REPORT : Moorlands & City plans

With the forthcoming reopening of the Cauldon Lowe branch to passenger traffic, *John Whitehouse* visits the line to investigate the plans of the Moorlands & City Railway for commercial operations over the coming years.

Read more on Page 7

Magazine Downloads - The Latest

Thank you to the numerous readers who provided feedback on the testing of our CDN server system.

The response was mixed, for many people it provided a far quicker and less troublesome download, while others who had not had problems previously, felt as if they were almost hitting a brick wall each time. Several people have asked why are we changing things? Well, for some people, there have been problems for a few months in downloading the magazine, mainly because of its popularity. The past weeks have been our attempt at trying to make things better for everyone. We have one final option, which has been used this week, and we will be interested to hear from readers how it works - so please do tell us by email to *feedback@railwayherald.com*

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The Government announced on 5th November that a Canadian consortium had been chosen to run the 30-year High Speed 1 concession.
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Driver training techniques
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When an aggregate service slipped to a stand on the exit from the Severn Tunnel, the rescue locomotive arrived in the form of No. 70005.
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Including comprehensive listings.

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Front Cover Caption:

LNER 'A4' No. 60019 *Bittern* crosses Hurstbourne Viaduct on 30th October, with a charter to Exeter, which was steam hauled as far as Westbury on the outward working. Ken Brunt

▲ Led by Class 373 powercar No. 3021, with No. 3022 on the rear, the 12.29 Eurostar from St Pancras International to Paris Nord passes Broombridge Wood on the approach to Ashford International. **Brian Morrison**

HS1 Limited sold to Canadian Consortium with 30 year concession

The Secretary of State for Transport, Philip Hammond, announced on 5th November that a Canadian consortium, consisting of Borealis Infrastructure and Ontario Teachers' Pension Plan, had been chosen as the winners in the sale of the concession to run High Speed 1.

The ownership of HS1 Limited will transfer from the Government under the terms of the sale, in return for which the consortium will pay £2.1 billion to operate the 68-mile high-speed line for the next 30 years. The consortium will also be responsible for operating the stations at St Pancras International, Stratford, Ebbsfleet and Ashford International. HS1 Limited is currently a wholly owned subsidiary of London and Continental Railways, which in turn is owned by the Government.

The deal is for the sale of HS1 and a lease to operate the line, rather than a sale of the actual infrastructure, which remains Government owned and will return to Government operation in 2039, unless the concession is re-let to HS1 Limited or an alternative provider. The revenue for HS1 will come from those companies that operate services over the high-speed route, currently Eurostar and Southeastern. Borealis is no stranger to transport operations, having purchased Canadian National's 50% share of the Detroit River Tunnel in 2000 and also being part owners of Associated British Ports, which operates 21 ports around the UK, including Immingham and Southampton. Ontario Teachers' Pension Plan also has investments in Bristol and Birmingham Airports as well as the Camelot Group.

Groupe Eurotunnel, which was part of a consortium composed of Goldman Sachs Infrastructure Partners, M&G Infracapital, the Universities Superannuation Scheme and CDC Infrastructure, also bid for the concession. The company Chairman and Chief Executive, Jacques Gounon, said: "Another bid won the day. Eurotunnel accepts the decision by the British Government, but we will, of course, ask for more detail than was published in the statement issued by the vendor, requesting the precise reasons our bid was not retained. There is no doubt that the new concessionaire has ambitions, as we do ourselves, to see traffic of all types increase on HS1, and this in itself can only mean good news for the future of the Channel Tunnel and for Europorte/GB Railfreight". He also highlighted that the acquisition price for HS1 added considerable value to its own Channel Tunnel concession.

High Court says no to Alstom's injunction against Eurostar order

Following court action brought by Alstom Transport against Eurostar International in a bid to prevent Eurostar from ordering new e320 trains from Siemens, the judge at the High Court said that Alstom would be unlikely to succeed in obtaining a court order to prevent the contract being awarded to Siemens.

Mr Justice Vos said he was refusing to grant an injunction, because it would pose a threat to Eurostar's progress in acquiring new trains for its business, as any trial of the issues could cause significant delays.

Following the High Court judgement on 29th October, Eurostar said that it was, "very pleased that the situation has been resolved". In a press statement the company said that it would, "proceed to signing the contract for our new fleet of trains with Siemens. We have always been confident that we conducted a rigorous tender process and have chosen the best trains for our passengers".

Upgrade work at Broxbourne station

Work to increase car parking capacity at Broxbourne station has commenced as part of a £2.1 million investment by National Express East Anglia to construct an additional deck to the car park at the station.

This project is part of the company's Service Improvement Plan to improve capacity on the East Anglia network through the introduction of 188 additional train carriages, including 120 for the Cambridge to Liverpool Street and Stansted Express services and extra car parking at key locations. The work at Broxbourne fulfils a long-held aspiration to improve parking facilities, and will provide sufficient future capacity in-line with the expected further growth in passengers consistent with the introduction of new trains on the West Anglia route in 2011.

UK News In Brief

■ HSBC has announced that it is to sell its train leasing company Eversholt Rail Group for £2.1 billion to a group of investment funds, which are managed by 3i Infrastructure, Morgan Stanley Infrastructure Partners and Star Capital Partners. Eversholt is one of the prime ROSCOs in this country, providing 29% of the rolling stock hired to both passenger and freight operators.

■ While ex-Fastline Freight Class 66/3s Nos. 66301, 66303 and 66304 were reallocated to the DRS XHHP pool in October, and moved to Marcroft Engineering at Longport, Stoke, on 20th October, Nos. 66302 and 66305 remained at Crewe Gresty Bridge in the MBDL pool. That changed in early November, when the latter two locos were also transferred to XHHP, although they remain at Crewe at the time of going to press.

■ Three companies have been selected to undertake development work on High Speed 2. Mott MacDonald Scott Wilson Grimshaw Consortium (MSG) won the contract for the Birmingham to Manchester leg, while the Birmingham to Leeds work went to Arup. The work on both contracts will involve engineering design for infrastructure and railway operations to the same level of detail as the proposals by HS2 Ltd for the London-Birmingham route published in March 2010.

■ A 13-year old boy was electrocuted and killed after trespassing on the disused Allerton Depot in Merseyside. The boy, together with two friends, climbed onto a car transporter wagon that was awaiting disposal, following which the electricity in the 25kV overhead cables jumped, striking and burning all three boys. It is said the youths had gained access to the closed premises through a gap in the perimeter fence that DB Schenker's private security firm had failed to report.

■ Didcot Parkway station is to be refurbished following an agreement by Oxfordshire County Council to fund the majority of the £5.7 million project. The work will start in April next year, a key part of which will be to improve access for passengers. In Wales, a £1 million revamp of Shotton station was officially completed on 5th November. The work included a new ticket office and waiting room, shelters and signage, as well as the provision of automated ticket machines.

■ After 20 years of presenting an attractive garden on a disused platform at Bucknall station in Shropshire, Network Rail has told the local Women's Institute that it cannot continue due to Health & Safety. The garden now needs to be fenced off from the line, a risk assessment undertaken, insurance arranged and a five-page licence signed, the result of which will be to restrict the activities of the group.

■ The cliff railway at Saltburn, Teeside, is to be refurbished at a cost of £30,000. Both carriages will be removed from the railway by cranes over the coming weeks, to allow them to be refurbished and have improved seating fitted. The railway is scheduled to re-open next year.

■ Class 86/6 No. 86622, the last member of the fleet to carry Freightliner Grey livery, has been outshopped from LNWR Crewe in the latest PowerHaul scheme.

■ To highlight the need to reopen the direct route from Skipton to Colne, the Skipton-East Lancashire Rail Action Partnership is running a Christmas charter on 7th December. The train, which will be the first service to originate at Skipton bound for Colne in 38 years, will cover 150 miles and feature six reversals! The direct route would take 15 minutes! The charter, will depart Skipton at 09.30, returning at 18.45 and tickets are £17.50 for adults. See www.selrap.org.uk for further details.

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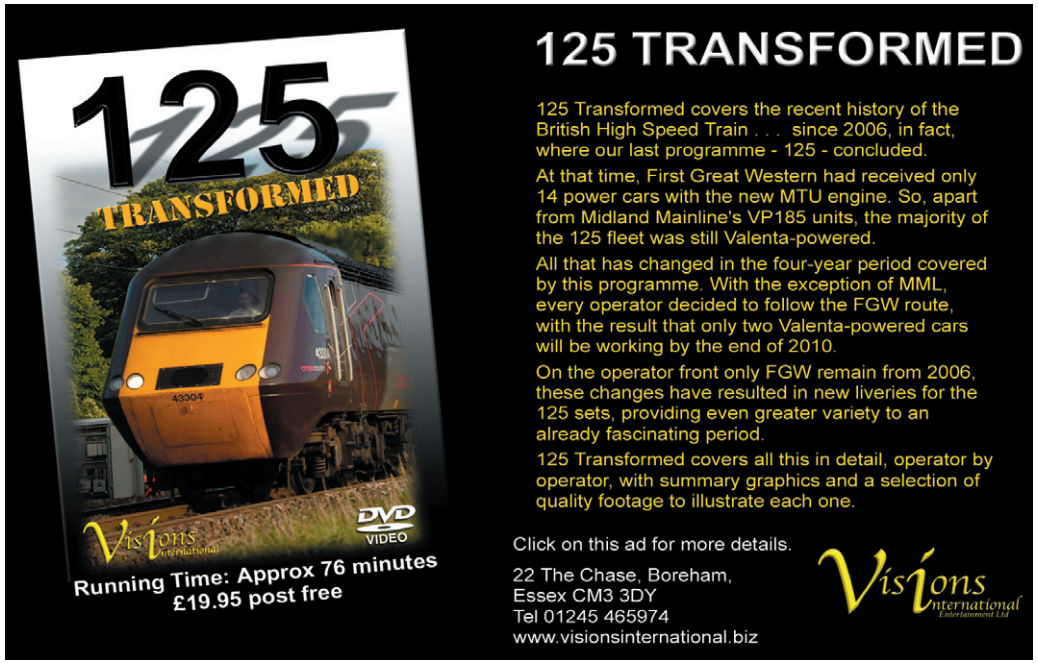


Airdrie line driver training uses new High Definition system

Drivers on the new Airdrie-Bathgate line are the first in the country to benefit from a cutting edge high-definition training tool.

The system uses a virtual reality simulation of the new 15-mile rail link and is being distributed to ScotRail on blu-ray disc for use in its training rooms.

The simulation replicates all the track, bridges, platforms, landmarks, junctions and signalling that drivers will experience along the route with a level of detail and clarity not previously possible. Virtual reality simulation has proven its worth as a training aid in the past, but with exceptionally high definition such as this, drivers will now have a level of detail and familiarity not experienced before.

Driver training on the link began last month, and the new route will open on 12th December, allowing trains to run from Helensburgh and Milngavie through Glasgow Queen Street to Edinburgh.

To allow driver training, two Class 334 EMUs are being used, one running between Shettleston and Bathgate over the new route, and the other working from Edinburgh to Bathgate.

▲ **Class 334 No. 334021 arrives at the new Bathgate station on 4th November, during a route learning run over the new line from Airdrie. Andy McDonald**

Cement mixer falls from an overbridge onto train in Surrey

A cement mixer lorry fell from an overbridge at Oxshott, Surrey, on 5th November, landing on the 15.05 Guildford to London Waterloo service.

Four of the 40 passengers were injured, as was the lorry driver. The train was formed of two Class 455 EMUs Nos. 5741 and 5913, one carriage of the latter being severely damaged in the accident.

As a result of the incident, services were suspended from 15.30 on the 5th November, between Surbiton and Effingham Junction, resulting in Hinchley Wood, Claygate, Oxshott and Cobham and Stoke D'Abernon stations having no rail service. A bus service was in operation to those locations the following day, while rail services were being diverted around the disruption, via Woking. Accident investigators carried out a further examination of the train in daylight on 6th November, following which arrangements were made to move the train and reopen the line.

Extensive track repairs were carried out by Network Rail after the lorry and train were removed. The route Effingham Junction and Surbiton was due to reopen to traffic on 8th November.

Metro and Light Rail News

▲ **Supertram No. 120, now carrying East Midlands Trains advertising livery, passes the main depot at Nunnery, in Sheffield, on 30th October. John Wragg**

LTM gains 'Royal' underground unit

The London Transport Museum has a new acquisition, and one with Royal connections.

The London Underground 1967 Stock unit that HM Queen Elizabeth II travelled in from Green Park station when the Victoria Line was officially opened in 1969, and referred to by London Underground staff as the 'Royal Train' has been withdrawn and transferred to the museum's storage site at Acton.

Metro awards upgrade agreements

Nexus has awarded framework agreements with five major construction companies to deliver its £385 million 'Metro – all change' programme for the Metro.

The Tyne & Wear Metro, used by 41 million passengers a year, is to be completely modernised over the next 11 years, with tracks, power lines, signalling, stations and trains all renewed. A total of £38 million is to be spent on modernisation projects this financial year. The five companies awarded framework agreements to date are Balfour Beatty Rail Limited, BAM Nuttall, May Gurney, Serco and Morgan Sindall.

The projects include the start of comprehensive renewal of a 10km stretch of line between Tynemouth and Byker, an alignment dating to 1838, making it the oldest commuter railway in the world, and used by Metro since it opened in 1980. A separate project to refurbish all 90 Metrocars in the train fleet began this year, and is being managed by DB Regio Tyne and Wear, which operates stations and trains on behalf of Nexus under a concession of up to nine years that started in April 2010.

▲ Freightliner's Class 70 No. 70005 was called to assist DB Schenker's Class 66/0 No. 66050 on 29th October, when the '66' slipped to a stand as it climbed out of the Severn Tunnel while working the 12.35 Moreton-on-Lugg - Acton Yard aggregate service. The '70' piloted the train to Bristol Parkway, where it was removed and the Class 66 proceeded to Acton unassisted. The ensemble is seen at Bristol. **David Oakley**

▶ Several Class 150/1s have now been transferred to First Great Western from Transport for London, after the new Class 172 DMUs took over the Gospal Oak-Barking services. One of these, No. 150120 was put straight into traffic in Devon and Cornwall. On 23rd October, the set stands at Par with a Plymouth service, while in the adjacent platform, Class 153 No. 153373 awaits departure for Newquay. **Craig Munday**

Steaming through the Moorlands

John Whitehouse visits the Cauldon Lowe branch to talk to the Moorlands & City Railway about their plans and aspirations.

Something quite remarkable has happened in a peaceful corner of North Staffordshire. The quiet and solitude of the moorland that abuts the Peak National Park is now reverberating to a different sound, that of a steam locomotive working hard against the grade on the line from Leekbrook Junction to the quarry at Cauldon Lowe.

Six months ago the line was totally overgrown with mature trees and bushes, but is now a functioning railway, with 'topped and tailed' steam and diesel locomotives on route learning workings, disturbing the peace and tranquillity, as the steepest grade on the route is the 1-in-40 climb from Leekbrook Junction - one of the steepest gradients on a heritage line!

The line actually dates back to 1905, and took six years to build due to difficulties associated with the wet terrain that necessitated more substantial earthworks than were originally planned. It was part of the North Staffordshire Railway ('The Knotty'), before passing into LMS ownership with the 1923 Grouping. A separate narrow gauge line diverged at Waterhouses (near Cauldon Lowe) to Hulme End and operated until 1934. Freight traffic from the quarry, together with milk trains, became the staple goods carried, but passenger traffic did not meet expectations and began a terminal decline after the First World War, ceasing completely in 1935, however, a basic freight service continued, serving the quarry.

'The Beeching Axe' saw off the local passenger services from Leek and the Churnet Valley, but the stone trains continued until 1989, when the line was mothballed. A brief revival in 1994 had some charter train activity, but a plan to reopen it for stone traffic got no further than obtaining planning permission in 1999.

Then, along came Moorland & City Railways (M&CR), whose two principal directors, David Kemp and Greg Wilson, each know the area well and occupy similar positions on the board of the Churnet Valley Railway (CVR), for which the reopening to Cauldon Lowe offers significant potential to grow its business. However, M&CR stress that reopening Cauldon Lowe, which it has acquired from Network Rail, is strictly a commercial operation with a view to generating stone traffic from Caldon Low Quarry.

Currently it is estimated that over one million tonnes of aggregate is despatched from the quarry each year, all of which goes by road. The road network is not good, as the Staffordshire Moorlands is primarily an agricultural area, although there is significant tourist potential. With the environment and 'green issues' now at the top of the political agenda, M&CR can see the resumption of rail traffic from the quarries as being the catalyst to significantly reduce the number of lorries carrying aggregate from the quarry. This will, in turn, lead to lower emission and pollution levels.

It is understood that initial talks with the quarry owners, Lafarge and Tarmac, have been encouraging.

The process of reclaiming the line from nature proved to be easier than anticipated, and the infrastructure and trackbed are in a much better condition than initially feared. The task was achieved in a short time period by the effective combination of outside contractors working alongside volunteers from the CVR and the local community. As a result the line has now being passed by HMRI for the resumption of rail services, and staff familiarisation is currently taking place, although trains presently stop short of the quarry by a couple of miles, as work on the final stretch

▲ LMS 8F 2-8-0 No. 8624 runs on the Moorlands & City Railway's Cauldon Lowe branch with a driver-training service on 24th October. The aim of the M&CR is not steam services however, but a commercial operation. **Frank Richards**

▼ LMS 8F No. 8624 battles against the gradient on the Cauldon Lowe branch as it approaches Apesford Level Crossing on 29th October. **John Whitehouse**

continues. All should be ready for the gala events beginning next week, see separate story.

If trains to Cauldon Lowe are the physical manifestation of a North Staffordshire rail revival, they represent only part of a much bigger and exciting plan. The next stage is to reopen the final 10 miles from Leekbrook Junction to Stoke-on-Trent, which remains connected to the National Network, with a junction onto the Uttoxeter line, just to the south of Stoke-on-Trent station. This is the key event in opening up the line for freight traffic, which incidentally, M&CR would be looking to operate 'in-house' by becoming a freight operating company in its own right. The plan also recognises the benefits of the connection to the National Network, not only for outgoing freight, but also for incoming passenger traffic.

To the east of Stoke-on-Trent lies the substantial market town of Leek, which lost its rail connection back in 1964. The CVR has a long-held ambition to expand north from Cheddleton, and M&CR share its enthusiasm. The town lies only one mile north of Leekbrook Junction, and a restored connection from M&CR's Stoke line is seen as a high priority, as well as re-establishing the connection to the CVR. The benefits to both railways are clear, and there is space available in Leek to build a new station. In the past, the presence of pressurised pipes running beneath the trackbed have been regarded as an obstacle, a view not shared by the M&CR, which believes that the issue can be resolved without any undue problems. The road network around Leek and the surrounding area is congested, and the reinstatement of rail services to Stoke-on-Trent, particularly, can only help relieve some of the local traffic problems. For the CVR, a presence in Leek gives it 'the somewhere' to run to, which it currently lacks.

The importance of the restoration of the link from Leekbrook Junction to Stoke, for which M&CR has acquired a 99-year lease from Network Rail, cannot be over emphasised, as it opens up not only Cauldon Lowe and hopefully Leek, but it also provides a main line connection to the CVR. The heritage line presently operates passenger trains between Cheddleton and Kingsley & Froghall, and its line continues south to Oakamoor, where a sand quarry generated a daily freight service to St Helens for Pilkingtons Glassworks until 1988. About a mile south of Oakamoor is Alton Towers, perhaps one of the best-known amusement parks in the country, which generates some three million visitors a year.

Staffordshire County Council owns the trackbed from Oakamoor to Alton, and the old station is still in existence, owned by the Landmark Trust. The M&CR can visualise the opportunities of extending the CVR's route to Alton Towers as having truly enormous potential. Not only would it remove tens of thousands of car journeys from the local road network, but also potentially offer significant advantages to passengers arriving by rail by speeding up entry into the park. Visitors could arrive either by way of a dedicated 'fast-shuttle' service from a station near to both central Stoke and the arterial roads that skirt the City, as well as from Leek, which could also become a hub for Alton Towers.

Exciting plans? Most certainly, but fruition will take time. The key is providing an area of rural North Staffordshire with an environmentally friendly and sustainable transport system that contains a regenerated local rail network playing an important part in providing facilities for, initially, freight and later greatly enhanced passenger journeys. Within this plan, the CVR heritage line should also benefit greatly, by improved passenger numbers, ease of access for stock to and from the National Network, incoming charter trains and a mutual track sharing agreement with M&CR, which will be of great significance should the plans for Alton Towers come to fruition.

Of course, as David Kemp concedes, this is the sort of development that has great difficulty in attracting investment in these economically difficult times. M&CR and its investors have funded reinstatement of the line to Cauldon Lowe, and the plan is to have the route to Stoke-on-Trent reopened in 12 to 18 months time. That, hopefully, will provide the catalyst for freight services to recommence, which will bring in the revenue to further pursue the grand plan.

On a final point, the spelling of the eastern terminus of the new line at Cauldon Lowe is one which causes much confusion. The railway location, was known by British Rail as Caldon Low, while the village of the same name is Cauldon Lowe! The M&CR tell us they will use the local historic name of Cauldon Lowe, when referring to the railway.

Over the coming weeks the Cauldon Lowe line will be formally reopened and a gala service will operate over three consecutive weekends from 12th November. A full update on the gala events can be found elsewhere in this issue.

▼ **Class 33/0 No. 33021 approaches Apesford Level Crossing on the Cauldon Lowe branch, with the return working of a crew familiarisation run on 29th October. John Whitehouse**

The News In Pictures

◀ After a DVT developed a fault on 27th October, Class 90 No. 90018 hired from DBS, was used to 'top and tail' the set with train loco No. 90009. Here the 12.00 Norwich - Liverpool Street brakes for the Colchester stop as it crosses over the Clacton down line. On the 14.30 working from London, No. 90018 developed a pantograph problem at Claydon, north of Ipswich, and the set was taken out of service on arrival at Norwich. The following day, it was 'topped and tailed' by Class 90s Nos. 90009 and 90001. **Antony Guppy**

◀▼ Class 31/4 No. 31459 passes Lincoln with a test train working from Derby RTC to Immingham TMD on 4th November. **Graham Lightfoot**

▼ With the change over from semaphore to colour light signals on the North Warwickshire Line, operations moved to the West Midlands Signalling Centre at Saltley, rendering the semaphore boxes redundant. This was the view of Shirley signal box being stripped on 4th November, prior to demolition two days later. **Timothy Wignall**

UK Steam & Modern Traction Railtour Listings

11th November 2010			
Railway Touring Co.	70013	London Victoria-Ramsgate-Ashford-London Victoria	**Cancelled**
Steam Dreams	60163	London Waterloo-Stratford-Broxbourne-Whittlesford-Ely-Norwich & return	
13th November 2010			
Ambassador Train Travel	2xWCRC 37	Hereford-Ludlow-Birmingham NS-York-Newcastle Central & return	**Postponed**
Branch Line Society	2xDBS 66	Eastleigh-London Waterloo-Kensington Olympia-Gospel Oak-Barking Stora (GSP) (DBS limit)-Ripple Lane-Thameshaven Yard-Purfleet Long Sdg-Up Tilbury Goods-Barking-Temple Mills Up & Down Loop-London Liverpool St-Gospel Oak-Acton Central-Hounslow-Feltham-Chertsey-Woking-Basingstoke-Eastleigh	
Rail-Blue Charters	DBS 67	Leicester-Alfreton-Sheffield-Barnsley-Castleford-York-Edinburgh Waverley & rtn	
Railway Touring Co.	60019	London King's Cross-Peterborough-Doncaster-York & return	
UK Railtours	tbc	London King's Cross-York-Edinburgh Niddrie West Jct-Gorgie Jct-Haymarket West Jct-New Bridge Jct-Livingston-Bathgate-Airdrie-Bellgrove-High Street Jct-Shields Jct-Terminus Jct-Rutherglen East Jct-Shotts-Surburban Line-Edinburgh Waverley-York & return	
VSOE	60163	London Victoria -Guildford-London Victoria	
18th November 2010			
Steam Dreams	60163	London King's Cross-York-Newcastle-Edinburgh Waverley	
19th November 2010			
Steam Dreams	60163	Edinburgh Waverley-Newcastle-Carlisle-Carstairs-Holytown-Shotts-Edinburgh W	
20th November 2010			
Steam Dreams	60163	Edinburgh Waverley-Carstairs-Preston-Rugby-Northampton-London Euston	
Spitfire Railtours	2xDRS 37	Birmingham Intl-York & return	Cancelled
Spitfire Railtours	2xDRS 37	York-Ferryhill-Newcastle-Morpeth-York	Cancelled
25th November 2010			
Railway Touring Co.	34067	Poole-Bournemouth-Southampton-Salisbury-Bath Spa-Bristol Temple Meads & rtn	
Steam Dreams	60163	London King's Cross-Stevenage-Peterborough-Doncaster-York & return	
27th November 2010			
Statesman Rail	5690	Lancaster-Preston-Blackburn-Clitheroe-Long Preston-S&C-Appleby-Carlisle & rtn	
Railway Touring Co.	60007	Newcastle Central-Darlington-York-Peterborough-London King's Cross & return	
Railway Touring Co.	34067	Swanage-Bournemouth-Eastleigh-Basingstoke-Reading-London Paddington & return	
Vintage Trains	45305	Tyseley WR-Wolverhampton-Crewe-Chester-Wrexham-Shrewsbury-Wellington-Cosford-Wolverhampton & return	
Pathfinder Tours	6024	(Paignton-Exeter SD-)Bristol TM-Severn Tunnel-Abergavenney-Shrewsbury & rtn	
Pathfinder Tours	tbc	Westbury-Bath Spa-Bristol Parkway-Barnt Green-York-Durham & return	
UK Railtours	tbc	Guildford-Redhill-East Croydon-Clapham Jct-Kensington Olympia-York & return	
Retro Railtours	47580	Leeds-Dewsbury-Huddersfield-Stalybridge-Stockport-Oxford & return	
Compass Tours	tbc	Nuneaton-Tamworth-Stafford-Stoke-Stockport-Stalybridge-York & return	
1st December 2010			
Compass Tours	tbc	Worcester Shrub Hill-Kidderminster-Tame Bridge Parkway-Stafford-Crewe-Preston-Shap-Carlisle-Beattock-Carstairs-Edinburgh Waverely & return	
Steam Dreams	70013	London Victoria-Staines-Ascot-Reading-Bath Spa-Bristol TM & return	

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

'Heineken' tours is how the Branch Line Society (BLS) describe its offerings, 'as they go to the places that other operators don't exert themselves to reach'!

A pretty fair description, as following a normal BLS tour does require the use of 'Baker's Rail Atlas' to find out all the fascinating nooks and crannies of little used freight lines, junctions and sidings that BLS visit. The 13th November offering is no exception, and is aptly entitled 'The Scarcely Remembered Tracks Railtour'. Starting at Eastleigh with Riviera stock and 'top and tail' DBS Class 66s, it heads north, picking up at Basingstoke and London Waterloo before continuing to explore the byways of North and East London. By saying the tour will at some point pass Kensington Olympia, Gospel Oak, Barking, Ripple Lane, Thameshaven, Grays, Purfleet, Temple Mills and London Liverpool Street is doing the itinerary a total disservice. For the full itinerary, go to www.branchline.org.uk and you will not be disappointed, always assuming you have an up to-date rail atlas!

The coming week is a busy one for No. 60163 *Tornado*, with two tours booked within two days of each other. Steam Dreams will again be marking Armistice Day with a special working on 11th November with the 'A1', which this year offers the Air force Museum at Duxford as an option on the tour that also sets down at Ely and then on to Norwich. Then, on 13th November, the loco deputises for Merchant Navy Pacific No. 35028 *Clan Line* on a VSOE British Pullman luncheon working from London Victoria around the traditional Surrey Hills circuit. The remaining steam working this coming weekend is the re-dated Railway Touring Company 'White Rose', booked for 'A4' No. 60019 *Bittern* from London King's Cross to York and back.

Edinburgh is the destination of the remaining two tours booked for 13th November; Rail Blue Charters head for Waverley from Leicester with the 'Edinburgh Explorer', which should be DBS Class 67-hauled through from Leicester and then via Sheffield, Barnsley and Wombwell to York, for a run along the East Coast Main Line through Newcastle-upon-Tyne and Berwick-upon-Tweed. Although Waverley, too, is the final destination for UK Railtours, the title of its charter tells all, the 'Coatbridge and Bathgate Phoenix' being booked to run via the Edinburgh Suburban line to reach the new Bathgate to Airdrie route, via Gorgie and Newbridge Junctions, and then via the City Union line to Shields Junction, where it reverses. The return to Edinburgh will take the Shotts route, itself rare for passenger traffic.

◀ **'Royal' Class 67 No. 67005** *Queen's Messenger* **emerges from Dalton Tunnel on 30th October, while working the return leg of Rail-Blue Charters' 'West Coast Circular' railtour from Watford Junction to Carlisle. Alan Johnstone**

▲ **Reports indicate that GBRf's 'Wandering Willow' charity charter was a great success, despite losing Class 73/1 No. 73141 to a cam-haft flashover en route to Bognor Regis, and being incorrectly routed at Norwood Junction. Class 73/1 No. 73141** *Charlotte* **is pictured at Littlehampton on the rear of the train, while working the Hastings to Littlehampton, via Bognor Regis, section of the charter on 10th October. Michael Eckersley**

Ups & Downs

by John Whitehouse

■ Spitfire Railtours 'Yuletide York' from Birmingham International to York on 20th November, and the associated 'Geordie Growler' add-on, has been cancelled due to engineering work on the line between Wolverhampton and Shrewsbury.

■ Look out for a fast time on Steam Dreams' northbound 'Coronation' with No. 60163 *Tornado* on 18th November. The original specification was based around the timings for the 'Top Gear' run in April 2009, when Messrs Clarkson, Hammond and May 'raced' the 'A1 from King's Cross to Edinburgh. Our information is that the timings for the forthcoming northbound working could be 'at least 10 minutes faster'. A fast southbound run over the WCML to Euston is also on the cards.

Human error caused delay to Exeter bound steam service

An unfortunate oversight by a signaller at Waterloo is the attributed reason for the significant delay to Steam Dreams 'Cathedrals Express' last Saturday.

Because of the length of the train, the locomotive was positioned beyond the starter signal, and in such instances the driver needs to get verbal permission from the signaller to proceed. The driver of No. 60019 *Bittern* made the required telephone call, and as confirmed on the play back of the recorded conversation, received permission to proceed. Unfortunately, the signaller after giving permission for the train to proceed did not set the road, and the train consequently came to a halt at the next red signal.

An immediate 'SPAD' inquiry was instigated by the local operations manager, while a set of points that sustained minor damage in the incident, were attended to by permanent way staff. Reference to the voice tapes of the conversation between driver and signaller resolved the issue, but not before the train had been delayed by around 100 minutes.

At this stage Network Rail pulled out all the stops, and in order to help reduce the delay, a path was found for the charter on the direct route to Woking, via Surbiton, instead of it having to take the more circuitous route through Staines. This enabled a significant amount of time to be made up on the outward run, with the return leg of the charter running closely to time.

Duke of Gloucester stands in for *Clan Line*

◀ **BR Standard 8P Pacific No. 71000** *Duke of Gloucester* **and Class 67 No. 67022 head the 'Golden Age of Travel' Venice-Simplon Orient Express lunchtime circular charter from London Victoria and back around Surrey on 5th November. The Class 67 was added to the consist because of poor rail adhesion that had been reported on the booked route. Here, the train passes the autumn colours at Shawford. Bill Turvill**

Ian Riley's pair of LMS 'Black 5s' Nos. 45407 and 44871, climb out of the trees, south of Ardlui, with the 'Jacobite' ECS from Fort William to Carnforth on 30th October. **David Price**

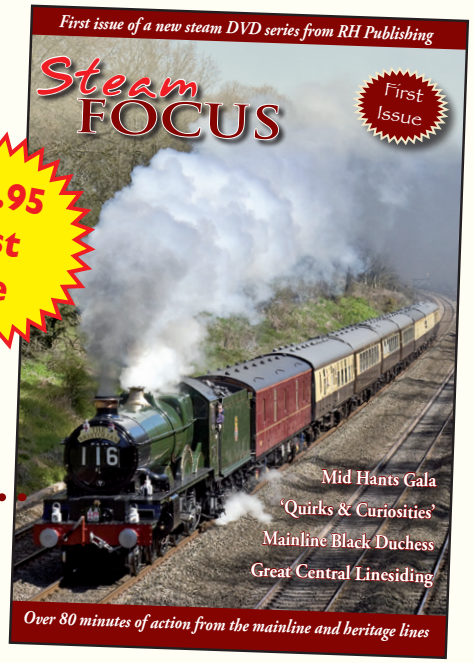
Class 37/6 No. 37601 and Class 37/0 No. 37038 power away from York on 30th October, with the return leg of Spitfire Railtours' 'Yorvik Explorer II' charter. Class 47/4 No. 47500 was on the rear. **Paul Braybrook**

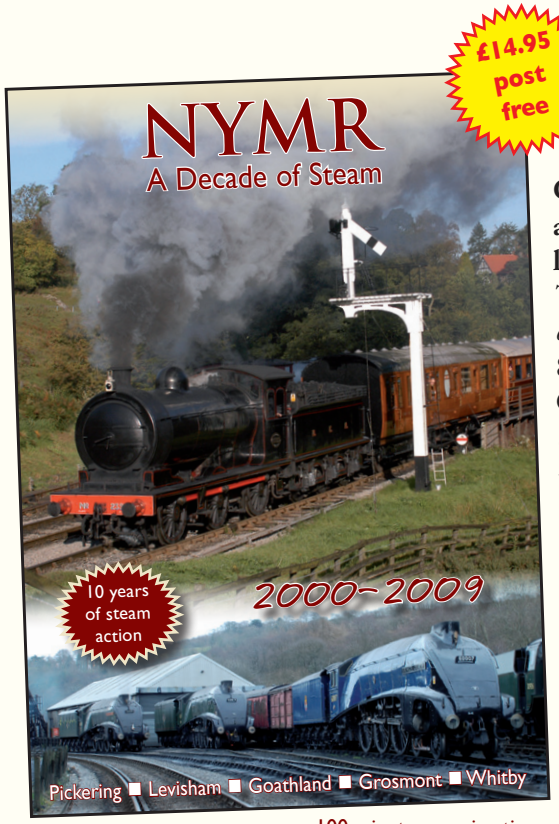
Steam FOCUS

The first issue of Steam Focus DVD magazine, looks at action from the first half of 2010, as well as some of the more notable events during 2009. Featuring the East Lancs, Ffestiniog, Great Central, Llangollen, Mid-Hants and North Yorkshire Moors Railways, plus main line action from across the country, including *Mallard* moving to Shildon, 60009 *Union of South Africa* on the Highland Main Line, *Duchess of Sutherland* in black livery and much more.

90 minutes running time

Issue Two will be released in February 2011





100 minutes running time

NYMR A Decade of Steam

Charting the locos in action on the NYMR between 2000 and 2009, this DVD features over 35 different steam locos at work.

The engines featured include GWR 'City' No. 3440 *City of Truro*, and tanks Nos. 4277 and 6619. SR 'S15' No. 825, 'Terrier' No. 32678, 'West Country' and 'Battle Of Britain' Pacifics Nos. 34028 *Eddystone*, 34081 *92 Squadron* and 34101 *Hartland*. LMS 'Black 5s' Nos. 44767 *George Stephenson*, 45212, 45407, LNWR 'Super D' No. 49395 and S&D 7F No. 53809. LNER A4s Nos. 60007 *Sir Nigel Gresley*, 60009 *Union of South Africa*, 60019 *Bittern*, A1 No. 60163 *Tornado*, A2 No. 60532 *Blue Peter*, V2 No. 60800 *Green Arrow*, B1 No. 61264, K4 No. 61994 *The Great Marquess*, K1 No. 62005, Q6 No. 63395 and J15 No. 65462, plus BR 'Britannia' No. 70013 *Oliver Cromwell*, Standard 4MTs Nos. 75014, 75029 and 76079, and WD No. 90775.

The viewer also has the ability to turn the narration off, leaving the viewer to enjoy the pure sounds of steam.

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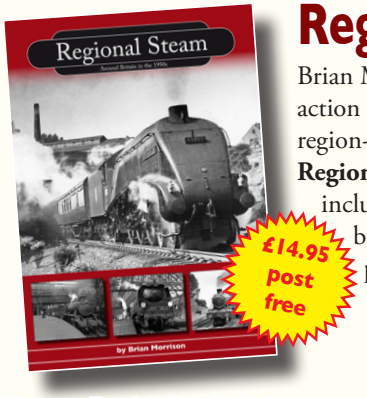
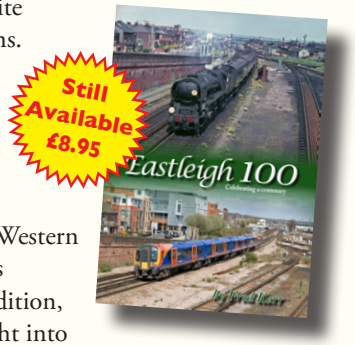


Regional Steam

Brian Morrison, takes a look back at steam action from the 1950s around the country, region-by-region in this, his 50th book. **Regional Steam** is a 128-page printed book including over 200 high quality, black & white photographs.



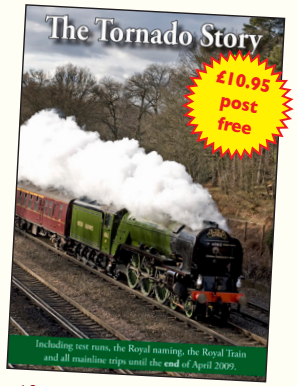
Eastleigh 100

The book describes how the London & South Western Railway's works at Eastleigh came about and its development over the intervening years. In addition, ex-Eastleigh fitter, Ron Cover, gives us an insight into day-to-day operations.

The Tornado Story

The building, testing and first operations of *Tornado* feature on this DVD, filmed in co-operation with the A1 Steam Locomotive Trust.

Archive film of the 'A1s' in the 1960s is included, together with the Royal naming and all mainline runs up to the end of April 2009. Tornado's visit to the Barrow Hill LNER weekend and the NYMR in 2009 also feature.



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▲ The Churnet Valley Railway's Class 104 DMU (Nos. M50455 and M50517) crest the summit at Ipstones on 28th October, with a driver route familiarisation trip. The last time a DMU was used on this line was in 1972 on a rambler trip from Crewe. **David Gibson**

Cauldon Lowe to rejoin the passenger network

Nine days of gala operations are planned by Moorlands & City Railways (M&CR) and the Churnet Valley Railway (CVR) to celebrate the reopening of the line from Leekbrook Junction (the current northern limit of the CVR) to Cauldon Lowe.

Contrasting scenery is a feature of the line; starting on the wooded moorland slopes at Leekbrook Junction, the line immediately hits a 1-in-40 gradient before reaching the summit around Apesford, after which the railway runs onto open moorland, offering scenic views in all directions prior to reaching the quarry.

The gala will take place over three consecutive weekends, commencing on 13th November, which along with 14th, 19th & 24th November, will feature steam haulage between Kingsley & Froghall, the southern terminus of the CVR, and Cauldon Lowe.

A mixed steam and diesel event will be held over the weekend of 20th/21st November, followed by a diesel gala operating from 26th to 28th November. The high profile event will see BR Standard 8P Pacific No. 71000 *Duke of Gloucester*, SR 'West Country' Pacific No. 34028 *Eddystone*, LMS 'Black 5' 4-6-0 No. 44767 *George Stephenson*, LMS '8F' 2-8-0 No. 8624, and GWR Large Prairie No. 5199 in action on the steam diagrams, along with representatives of Classes 24, 25, 33 and 37 plus the CVR's own Class 104 DMU, working the diesel diagrams on the middle and final weekend.

Visitors are being encouraged to start their visit to the gala at Kingsley & Froghall, where there is adequate parking, and also the opportunity to enjoy a full round-trip to Cauldon Lowe, five of which are planned for each day of the gala weekends, although visitors should note that there is no ability to detrain at Cauldon Lowe. Departures from Kingsley & Froghall will be at 09.50, 11.25, 13.00, 14.35 and 16.10. Interspersed will be trains to Cheddleton. There will also be mid-week working on 19th November, which will be steam hauled and will run to the full weekend timetable. Trains will also operate to Cauldon Lowe on 24th November, departing from Kingsley & Froghall at 10.00, 11.30, 13.05, 14.35 and 16.05. Finally, a full weekend timetable will operate, using diesel traction, on Friday 26th November.

Full details can be found at www.mcrailways.co.uk

At the three CVR stations of Kingsley & Froghall, Consall and Cheddleton, there will be a host of attractions themed towards each of the gala weekends. These will include a display of steam traction engines, classic fairground rides, a railway memorabilia market and live music among a crowded programme of events. Full details of these can also be found on M&CR's website. A range of ticket options are available, including day and period rover tickets that can be booked on-line or by telephone on 01782 621380. Please note that a valid ticket will be required to gain access to all the events.

Elsewhere in this issue there is an analysis of M&CR's future plans, but the speed with which the Cauldon Lowe branch has come back to life has taken many by surprise, and is a testament to the visionaries at M&CR for making it happen. While the reason for the reopening is ultimately commercial, hopefully with the resumption of stone trains from the quarry to destinations on the National Network, these gala weekends are an apt way of celebrating the rebirth of the line. It is also a stunning ride, one that will not be forgotten in a hurry.

▲ **Mid-Suffolk Light Railway Museum at Wetheringsett, near Stowmarket, has just been officially 'Accredited' by the Museums, Libraries and Archives Council. Founded in 1991 the museum has collated photographs, artefacts and documents relating to the railway, which closed in 1952. MSLR**

Tube sponorship appeal for *Sir Keith Park*

Southern Locomotives Ltd has announced a Tube Sponsorship offer to fund the boiler repairs of Battle of Britain Pacific No. 34053 ***Sir Keith Park*****.**

Work on the locomotive is proceeding well at the Southern Locomotives' workshop in Swanage. The frames, wheels, cylinders and motion are almost complete, the new tender is ready to paint, and boiler repairs are under way.

In a few weeks time the boiler will need a complete new set of tubes, flues and superheater elements that will cost around £38,000. To raise the money required a Tube Sponsorship offer has been announced.

Sponsors are offered travel on the launch trains and driving and firing opportunities on the loco when it returns to service, target mid-2011. Those sponsoring a Boiler Tube for £65 will receive a ticket for Sir Keith Park's launch train. Those sponsoring a flue or superheater element for £475 will have the chance to drive or fire it.

Details of the offer can be found on the web at www.southern-locomotives.co.uk

King Edward II to return to steam in 2011

The long-awaited public introduction of 'King' class 4-6-0 No. 6023 *King Edward II* **has been set for 2nd April next year at Didcot.**

The locomotive will be in the early British Railways blue livery, and the event is scheduled to be undertaken by Steve Davis MBE, Director of the National Railway Museum, York. The locomotive will also be running on 3rd April, as well as during the Easter and May Day Bank Holidays.

Richard Croucher, Chairman of the Great Western Society said: "This is the culmination of more than 20 years work at Didcot, which has been our most ambitious restoration project yet. It is a tremendous achievement by a group of volunteers and our supporters who have raised over £700,000 and put in more than 40,000 hours work. It was probably the biggest 'no hoper' at Barry and No. 6023 has subsequently inspired other projects such as the Saint and the County. We hope that all railway enthusiasts will appreciate seeing a single-chimney 'King' in action again, for the first time in more than 50 years".

The 'King' will be on display at Didcot Railway Centre until early June, when it will depart for the Mid-Norfolk Railway to undertake mileage accumulation in preparation for entry to running on the main line later in the year. The locomotive will return to Didcot for the main summer season from mid-July onwards.

The Mid-Norfolk Railway will be issuing its own timetable for when No. 6023 will be running during June and July.

Appeal launched to keep *Polar Bear* steaming

Built by Bagnall in 1905 for the Groudle Glen Railway on the Isle of Man, *Polar Bear* **was acquired by the Brockham Museum Association in 1967, and passed to Amberley Museum with the rest of the Brockham Museum collection in 1982.**

Now, an appeal has been launched following the expiry of its boiler certificate, to fund the overhaul of the locomotive, without which it will become a static exhibit. All donations are welcome and for further details, visit the Amberley website, by clicking here.

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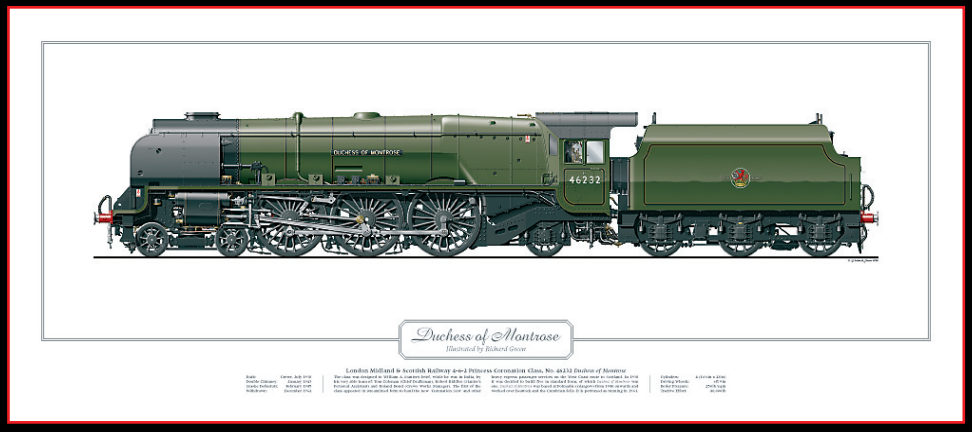

LMS Princess Coronation No. 46232 *Duchess of Montrose*

The print shows 46232 in late British Railways condition, fitted with AWS and BR Speedo

LOCOS IN PROFILE

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

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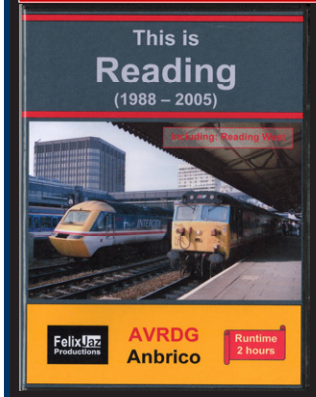

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▲ It really was a case of seeing things in a new light at the National Railway Museum, York, on 30th October. The museum held a 'Locos in a Different Light' event during the evening, with the various exhibits lit with unusual, but effective lighting styles. North Eastern Railway 2-2-4T No. 66 *Aerolite* is seen on the turntable.

▼ LNER 'V2' 2-6-2 No. 4771 *Green Arrow* was also on display, bathed in a harsh white light, but against a purple and red background! **Both: Nick Wise**

The final piece of the jigsaw

▲ A truly historic moment. The first-ever passenger train to run from Caernarfon to Porthmadog, over the revitalised WHR, approaches Snowdon Street on the final approach to Porthmadog and the entrance to the FR's Harbour station. Having crossed Network Rail's Machynlleth to Pwllheli route, Garratt No. 138 hauls the 09.00 Caernarfon-Porthmadog service, complete with appropriate headboard, on 30th October, in bright sunshine after a heavy storm. **John Stretton**

▶ Making a fine sight as it heads in the opposite direction with the second train, Garratt No. 87 storms the gradient in the Aberglaslyn Pass, besides the River Glaslyn's swirling waters, with the 14.55 Porthmadog-Caernarfon on the same day. **John Stretton**

Isle of Wight traincrew goes pink!

Pink ribbons for the locomotive and pink overalls for the train crew was again the dress-code on 29th October at the Isle of Wight Steam Railway, as the line went pink in support of the Island-wide 'Isle of Pink' initiative to help raise funds for the national Breast Cancer Campaign charity.

Driver Paul Beale and Fireman Steve Smart both donned pink 'bib & braces' overalls, wearing them throughout the day as they took charge of the day's busy half term and 'Wizard Week' train services. To complement the loco crew's unusual attire, the duty locomotive, Hunslet Austerity 0-6-0ST No.198 *Royal Engineer* was also suitably adorned with pink ribbons and bows, plus special pink headcode discs. Elsewhere around the Railway, the ticket clerk, signalman, guard, platform staff, catering team, office and shop staff all joined in and wore something pink for the day.

The pink theme at the railway was part of the annual 'Isle of Pink' initiative to turn the Isle of Wight pink for one day in support of Breast Cancer Campaign's drive to raise awareness of breast cancer, encourage women to be breast aware, and to generate crucial funds to aid research. Throughout the day, visitors were encouraged to make donations to the very worthy cause.

▼ GWR Pannier No. 3650 slowly emerges from the London end of the partly-completed Railmotor Shed at Didcot on 13th October, becoming the first steam locomotive to have worked over this section. The shed is due to be completed within the month, in readiness for the arrival of the Railmotor next March. Graham Drew

With the timetabled services on the North Yorkshire Moors Railway having finished on 31st October, three photo charters with a Somerset & Dorset Railway theme took place on 1st-3rd November. Here, S&D 7F 2-8-0 No. 53809 pilots LMS 'Black 5' No. 45428 *Eric Treacy* through the autumnal coloured surroundings of Newtondale on 1st November, as the pair head south towards Levisham. Robin Patrick

Epping & Ongar Railway gains split headcode box Class 37

The Epping-Ongar Railway has announced the arrival to the line of Class 37 English Electric Co-Co No. 37029, or as it is currently numbered D6729.

Following its withdrawal from main line freight workings, the loco has been restored and repainted into the original livery it carried when it was based at Stratford. The loco also has its original bodywork restored, complete with its original type of 'split headcode' boxes

General Manager, Simon Hanney said: "We are delighted to be welcoming the locomotive to its new home, and it is very fitting that this former Stratford engine has been restored into the livery it wore when it was based in this area. The locomotive had a long connection with East Anglia, regularly working both passenger and freight services, and we hope to recreate many of these scenes on the heritage branch for the public to enjoy and experience".

With Class 47/0 No. 47105 on the rear, GWR 2-8-0 No. 2807 heads south along the Gloucestershire Warwickshire Railway's northern extension, as it crosses Stanway Viaduct on 30th October. **Peter Smith**

There one day, gone the next. Unbelievably, between these two photographs being taken at Henley-in-Arden, the semaphore signals have been removed and the signal box has been demolished. Yet, the bottom photograph was taken just three days after the demolition of the box had taken place. A small dark patch on the ground, which nature will soon reclaim, is all that remains of Henley-in-Arden box. The two Class 150/0 units are both working Stourbridge Junction to Stratford-upon-Avon services, the top photograph being No. 150017 on 10th September, the other being No. 150012 on the 1st November.

John Whitehouse

To allow Network Rail to undertake testing into Stansted Airport, the usual diesel motive power was replaced.

Instead, the ACLGs Class 86/1 No. 86101 *Sir William A Stanier FRS* and Class 87/0 No. 87002 *Royal Sovereign* took charge on 1st-3rd November, with ETLs Class 86/7s Nos. 86701 *Orion* and 86702 *Cassiopeia* at the helm on 4th November. The reason for electric traction is that diesel motive power is not allowed into Stansted station because of fire issues.

◀▲ **No. 86101 passes Cambridge on a test working to Chesterton Junction on 1st November. Iain Wright**

▲ **On 4th November, the motive power was changed. Here, Class 86/7 No. 86702 climbs Bethnal Green bank, with classmate No. 86701 on the rear, heading towards Enfield Town with a Willesden to Cambridge test train. Stuart Chapman**

◀ **The 03.07 Network Rail survey train from Wembley Yards to Temple Mills, via Stansted Airport and Liverpool Street, heads for London, south of Stratford on 1st November, 'topped & tailed' by Nos. 87002 and 86101. Bill Turvill**

Freightliner Heavy Haul Class 66/5 No. 66513 passes through Basingstoke at sunset on 27th October, heading the 15.00 Wool to Neasden sand working.
Nic Joynson

No less than 29 bogie tanks make up the 05.05 Robeston-Westerleigh 'Murco' petroleum service with Class 60 No. 60063 at the helm on 3rd November. The train is pictured at the idyllic location of Gatcombe, situated on the banks of the River Severn, between Lydney and Gloucester. **Edward Gleed**

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.

North East Essex Railway Association
Room 6, Frinton Community Centre, The Triangle, Frinton. AGM followed by Members' Slides. Starts 19.45

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 & Members' Slides. Starts 19.30. Admission £2. Contact 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. Starts 20.00. Contact Lionel Jones on 01934 628289 or at wsm1977rlysocy@talktalk.net.

3rd November 2010

Warwickshire Rly Society
The Lamp Tavern P.H., Barford Street, Highgate, Birmingham B5 6AH. 'The Early Years - from the Paul Riley Collection' by Tony Bowles. Contact Don Taggart on 01746 710676.

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. Starts 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 01908 563549 for details.

SRPS (Edinburgh)
Quaker Meeting House, 7 Victoria Terrace, Edinburgh, EH1 2JL. 'SRPS Challenge Quiz'. Starts 19.30. Contact Dr Peter Howell on 0131 334 5232.

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 Rly Society
The Sidings, Middle Street South, Driffield, YO25 6PX. 'North Wales Narrow Gauge Railways in the 1960s' by Alan Furguson. Starts 19.30. £2 Donation requested. Contact 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. Starts 19.30.

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. Starts 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. Starts 19.30. Donation of £2 requested. Contact the Secretary, Bruce Cakebread on 01273 462094 or at 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. Starts 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 Quiz' by Chris Simon. Meeting commences at 19.45. Contact Paul Tench on 07790 486735 for further details

Abergavenny & District Steam Society
Upper Room, The Hen and Chickens, Flannel Street, Abergavenny. 'South Wales & North & West Line Steam' by David Maidment. Meeting commences at 20.00. Contact Ken Mumford at ken.mumford@ntlworld.com for details.

Great Western Society (Bristol)
BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG. '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. Contact 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 David Brace. Starts 20.00. Contact 01256 819401.

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 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.

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.

▼ **In the new Freightliner Powerhaul livery, Class 90 No. 90045 speeds through Cranberry, in North Staffordshire, with the 08.14 Felixstowe Docks to Ditton intermodal service. Geoffrey Dingle**

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.

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 0208 660 3532.

11th November 2010
Bath Railway Society
Bath Green Park Station Meeting Room, Bath. 'The Atlantic to the Adriatic - Steam across Europe in the 1960s' 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. Starts 19.15. Admission £2. Contact Adrian Palmer on 01932 850624 for 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 K. Webster on 01727 836131 for 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.

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. 'Scandinavian Railways' by Jeremy Harrison. Starts 19.30.

RCTS (Wellingborough)
BR Sports and Social Club, Broad Green, Wellingborough. 'The Pennine Journey - Attercliffe to Accrington' by Stephen Gay. Starts 14.00.

16th November 2010
Marlow & District Railway Society
Bourne End Community Centre, Wakeman Road, Bourne End. 'Railways in Australia and NZ' by Ray Schofield. Starts 20.00. £2 admission.

RCTS (Cambridge)
Abbey Meadows Community Wing, Primary School, Galfrid Road, Cambridge. 'Rail Atlas of Britain' by Stuart Baker. Starts 19.30.

RCTS (Cheltenham)
The Victory Club, Burlington House, Lypiatt Road, Cheltenham. 'Carry on Up the Khyber' by Mike Burdge. Starts at 19.30. Contact the Secretary at paulandpauling@gearey.fslife.co.uk for further details.

Tewkesbury YMCA Railway Sociey
YMCA, Church Street, Tewkesbury. 'Members Slide/Digital Photograph Evening. Starts 19.45.

17th November 2010
RCTS (Eastleigh)/Mid Hants Railway.
Eastleigh Rly Insitutute, Romsey Road, Eastleigh. 'The Hayling Island Branch' by Peter Keat. Starts 19.45. Contact Ted Vaughan on 02380 849533.

18th November 2010
Barrow Hill Engine Shed Society
Roundhouse Lecture Theatre, Barrow Hill, Chesterfield. 'WYSIWYG & How It Was Part 2' by Ken Horan. Meeting starts at 19.30. Admission £2 non members. Contact beardspaul@aol.com for further details.

Breconshire Rly Society
R.A.F.A.Club, The Struet, Brecon. 'Monochrome to Fujichrome' by Peter Skelton. Starts 19.30. Members only. Please contact Arthur Robinson on 01982 560219 for further details and all membership enquiries.

Ffestiniog Rly Society (White Rose)
Oxford Place Methodist Centre, Oxford Place, Leeds LS1 3AX. 'Manchester Museum of Science and Industry' by Matthew Jackson. Starts 19.30. £2 donation. Contact the Secretary on 01904 331973 for further details.

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 'The History of the TGV' by Michael Bunn. Meeting starts at 19.45. Contact Roger Hart on 01474 833320.

Irish Rly Record Society
The Exmouth Arms, 1 Starcross Street, London NW1 2HR. 'Iarnrod Eireann Developments' by Dick Fearn. Meeting commences at 19.00.

Locomotive Club of Great Britain (Nth West)
St David's Social Centre, 249 Wargrave Road, Newton-le-Willows, WA12 8EW. 'Woodhead - The Lost Railway' by Stephen Gay. Meeting commences at 19.30. £2 donation. Contact Neville Bond on 01925 226473 or email lcgb.nw@blueyonder.co.uk for further details.

Monmouthshire Railway Society
Room A28, UWCN, Allt-Yr-Yn Avenue, Newport, S.Wales NP20 5DD. 'Up to the End of Steam' by Roger Fletcher. Meeting commences at 19.30. Admission £3 non-members.

RCTS (Darlington)
The Scout Building, Widdowfield Street, Darlington. 'More about Sir Nigel Gresley' by Chris Nettleton. Meeting commences at 19.00.

RCTS (Shipley)
Saltaire Methodist Chapel, Saltaire Road, Shipley. 'Favourite Lines' by Victor Lee. Meeting commences at 19.30.

19th November 2010
Great Western Society (Taunton)
Village Hall, Stoke St Mary, Nr Taunton. 'Somerset & Dorset Remembered' by Keith Barret. Meeting commences at 19.30. Contact the Secretary on 01923 334188 for further details.

Back Issues

All of the back issues of the magazine are available 24 hours a day, on our website **www.railwayherald.com**

Rear Cover Caption

Class 37s Nos. 37038 and 37601 climb the Lickey Incline with the the 'Yorvik Explorer II' charter from Taunton to York on 30th October. Class 47/4 No. 47500 was providing assistance at the rear. Peter Smith

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