Railway Herald

Issue 289 - 31st October 2011

The weekly railway enthusiasts' magazine

Railway Herald

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31st October 2011

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John Whitehouse

West Midlands farewell to Class 150s after 26 years

With the continued introduction of the Bombardier-built Class 172 DMUs, the West Midlands will shortly bid farewell to the Class 150 DMUs after an operating period spanning 26 years. To commemorate the event, London Midland is running a farewell railtour.

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Front Cover Caption:

Class 150/1 No. 150122 powers up the bank at Upton Scudamore on 19th October, forming the 14.59 service from Frome to Warminster, shortly after transfer from LM. Tom Curtis

▲ Class 390 Pendolino sets Nos. 390048 and 390017 await their next departures at Manchester Piccadilly. A total of 31 out of the 52 sets will be extended from nine to eleven carriages over the next 12 months. **Richard Tuplin**

Virgin West Coast franchise extended to December 2012

Virgin Trains has announced that an eight-month extension to its West Coast franchise was signed on 27th October with the Department for Transport to extend the current West Coast franchise until 8th December 2012.

The deal means that new trains and carriages will be introduced to help continue growth on the West Coast route, where the number of passengers has more than doubled in the last seven years, from 14 million in 2004 to some 30 million this year. Under the extension agreement, as well as four new trains with almost 600 seats each, Virgin plans to add two Standard Class carriages to 31 existing Class 390 Pendolinos between April and December 2012. The new coaching stock will add 150 extra seats to the 294 Standard seats currently on each of the trains. First Class accommodation will remain the same as it is now.

The first of the extra stock is set to be introduced next spring, and more carriages will be added gradually during the eight months of the extension as they are delivered from Italy, where they are being built by Alstom.

When all 106 carriages are introduced from the start of the new franchise in December 2012, the number of Standard seats in the 56-strong Pendolino fleet will increase by more than 40%. Some 28,000 extra seats will then be available every day - more than 10 million a year.

DB Schenker to run first scheduled freight service on HS1 in November

The first rail freight service on High Speed 1 is to be introduced by DB Schenker Rail UK (DBS) in November, operating between Wroclaw, Poland, and Barking Freightliner Terminal.

One train per week will operate initially, the demand from customers having been high from automotive, retail and food sectors. The first service will depart from Wroclaw on the evening of 8th November, arriving at Barking in the early hours of 11th November. It will then leave later the same day to transport goods to Poland. The train, which will use European-sized curtain-sided swap bodies, will be the first regular rail freight service to use High Speed 1.

The significantly larger haulage capacity available from the swap bodies, which have an internal height of three metres, means two standard pallets can be transported stacked one on top of another. This provides an efficient and economic means of transporting the maximum amount of product per train. The service has been introduced utilising the plans of DBS for the pan-European rail freight network, which provides integrated logistics solutions across the whole of the continent.

Carsten Hinne, Managing Director Logistics of DBS Rail UK, said: "Demand from the UK for these services is high, and we expect to introduce a number of additional trains using the High Speed 1 route during 2012".

▼ Motspur Park station in South West London has an almost unremitting diet of Class 455s on the Chessington and Epsom routes, but on some weekdays there is a single aggregates working to and from the Tolworth railhead, on the Chessington South branch. Here, Class 66/0 No. 66076 approaches Motspur Park, passing a Chessington to Waterloo service formed of Class 455/8 No. (45)5855. **Ian Docwra**

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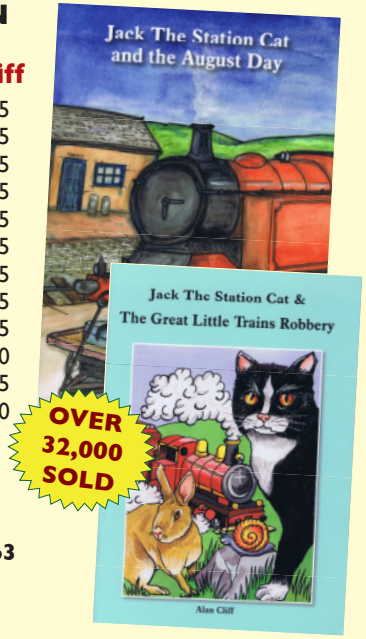

GBRf wins internal contract at Lackenby

GB Railfreight (GBRf) has won a contract to transport molten iron and steel slab in Sahaviriya Steel Industries' (SSI) newly reopened steelworks at Lackenby, on Teeside.

The 10-year contract will involve GBRf operating all of the internal rail operations at the plant, and will also include maintenance of track and equipment, and the construction of new unloading bays.

The work involves the movement of molten iron and finished product around some 70km of track at the site. This will involve the recruitment of 35 staff and the purchase of eight internal locomotives. Two new sections of track will be installed – first the unloading bay, which will bring wagons loaded with scrap into the steel production facility, improving the capacity and efficiency of the scrap metal handling.

Secondly, there is an extension to the track that goes through the hot steel slab production bay, where the finished product is moved from the continuous casting line for cooling, prior to shipment. The new extension will increase the operational efficiency of the movement of steel from the continuous casting line.

On 24th October, GBRf ran a Class 66 through the site as a trial to verify the routes used. SSI provided escorts for the locomotive and opened the lines specifically for this purpose.

Tata Steel ceased production and closed the works some 18 months ago, before Thailand-based company SSI bought the site. The works is currently being completely refurbished and is due to recommence operations at the end of this year. The plant will produce 3.5 million tonnes of steel per year, with the finished product being exported to Thailand.

▼ **DBS Class 66/0 No. 66155 waits for clearance to proceed at the long since abandoned Aberdare High Level station with a rake of loaded coal hoppers, en route from Tower Colliery to Aberthaw Power Station on 22nd October. Nigel Capelle**

Metro and Light Rail News

Croydon Tramlink wins award for fast response

Croydon Tramlink has won the 'Special Award for Outstanding Achievement' at the National Light Rail Awards.

The prize was given in recognition of the dedication and effort of the Tramlink recovery team in response to the disruption caused by the civil disturbances in August. Tramlink worked quickly to restore a full service on the network, just two days after looters and arsonists caused extensive damage to infrastructure on which the network relies.

Howard Johnston, Publisher of Tramways & Urban Transit and one of the judges at the awards ceremony said: "Within just 48 hours, the clearly well organised Tramlink team had re-erected the overhead lines, made safe the damaged masts, cleared the clogged tracks, isolated the melted signals and had services back up and running under immensely difficult circumstances. This is a truly remarkable achievement and a worthy winner in this category"

Service increase for London Overground network

London Overground is to increase services from the start of the winter timetable on 11th December, providng a higher frequency of train on several routes at peak times, evenings and weekends.

Services on London Overground were increased in May, and since then the new timetable has been closely monitored. It has been established that it will be possible to add extra trains and increase the capacity of the network further.

Two extra morning peak trains will operate from Surrey Quays to Dalston Junction on Monday to Saturday, with an additional morning train between Willesden and Stratford, which extends the current service from Clapham Junction. Two extra trains will run from Stratford to Camden Road and two additional services from Clapham Junction to Willesden Junction in the late evening Monday to Saturday.

On Sundays, four extra trains every hour will operate between Dalston Junction and Highbury & Islington, with an additional service from Willesden Junction to Clapham Junction on Sunday mornings, while one extra train will run between Willesden Junction and Stratford in the morning and one extra train will run in the evening, extending the current services to and from Clapham Junction.

Where possible there will also be an extra service at 07.59 between Woodgrange Park and Upper Holloway on the Gospel Oak to Barking line to relieve peak time pressure. This service has already been trialed, but it cannot be guaranteed to run every day because it relies on using a spare train, which may occasionally be needed elsewhere. Train frequency on this line was already increased to four per hour in May in the last timetable boost.

▼ **Class 378/0 No. 378012 calls at Highbury & Islington with a Stratford to Richmond service. Additional services will operate on this route from December. Richard Tuplin**

Station Improvements Round-Up

A £170,000 project to renovate Maryport and Whitehaven stations has been completed. Paid for by Cumbria County Council and Northern Rail, the work at Maryport cost £120,000 and included the creation an 'eco-station' incorporating solar panels, low energy lighting and sustainable materials.

Disabled parking bays were added to the car park and CCTV was extended to cover the entirety of the station. New shelters have also been constructed, designed to provide better protection against the elements. At Whitehaven, the £50,000 project included 'Harrington humps' installed on the platforms to raise the height of them to allow people with impaired mobility to board trains more easily.

Cosford station on the Wolverhampton to Shrewsbury line is to be completely rebuilt in a £2.1 million project that will enable visitors to continue to use trains to visit the RAF Museum nearby. The two wooden platforms are constructed from original wooden sleepers, and with the increasingly large numbers of people visiting the Cosford Air Show, it is now time to replace them. The new platforms will have a non-slip surface and tactile paving, together with new steel and glass waiting shelters and lighting columns, and the customer information screens and station announcement system will be reinstated. Work starts on 31st October and continues until mid-March 2012. During this time the station will be closed, and replacement road transport to Albrighton station will be provided by London Midland.

Passengers waiting at Blackburn station this winter will be better sheltered from the cold, following the provision of a canopy over the full length of Platform 4. In addition, an accessible lift will be installed, the subway refurbished, and a fully enclosed, heated waiting room constructed as well as new lighting, seating, information screens and CCTV cameras will be provided. Funding of £1.5 million was provided by the Department for Transport under the 'Access for All' scheme, with a further £200,000 being provided by Darwen Borough Council.

Network Rail and Southeastern have released details of a major upgrade for Sevenoaks station. The upgrade, which is being funded through the Government's National Stations Improvement Programme (NSIP) and Southeastern's refurbishment programme, includes extending the existing concourse to make it easier to move around for passengers, particularly at the busiest times of the day. In addition, waiting shelters are to be provided on Platforms 1/2 and 3/4, the toilets are being renovated, the customer information screens upgraded and a new DDA compliant ticket office provided together with new retail facilities. The station will remain open to passengers throughout the construction, although temporary facilities being provided during some phases of the work.

UK News In Brief

■ Direct Rail Services (DRS) collaborated with Stobart Rail on 15th October, to run an initial trial service from the Port of Felixstowe to the new Stobart Rail facility at Daventry International Rail Freight Terminal (DIRFT 2). It was organised with a significant multi-agency effort between DRS, Stobart Rail, Network Rail and the Port of Felixstowe, and the result was a train carrying 24 Stobart Rail curtain-sided containers, distinctively liveried with 'Less CO2 Rail'.

■ Freightliner Heavy Haul (FHH) has named Class 66/9 Locomotive 66597 *Viridor*. The ceremony took place at Viridor's Recycling and Resource Recovery facility at Longley Lane in Manchester, to celebrate the partnership between Viridor and FHH for the haulage of household waste and solid recovered fuel in the Greater Manchester area.

■ The line between Reedham and Lowestoft closed between 22nd and 31st October for repairs to take place to the Somerleyton and Reedham swing bridges, both of which were constructed more than 100 years ago and needed essential repair work. Network Rail invested £500,000 at Somerleyton and £400,000 at Reedham to improve both reliability and signalling. Both bridges frequently stuck, causing disruption to rail passengers and to boats on the Norfolk Broads. Over the years the bridges have been updated with a mixture of mechanical and electrical control systems.

■ The £62 million contract to construct the 840-metre long flyover at Hitchin on the East Coast Main Line, which will reduce the number of conflicting movements, has been awarded to Hochtief, and is expected to be completed within two years.

Sutton Park to open to passenger services again?

Centro has announced plans to reinstate the Sutton Park freight line that runs from Castle Bromwich Junction, through Sutton Coldfield to Walmley, Rycroft Junction and Walsall.

It is hoping to bring the line, which is currently open for freight traffic, back into use for passenger services and restore Walmley station in Sutton Coldfield.

A Centro spokesman said: "We are in the process of drawing up a long-term rail plan to protect the line. It is dependent upon funding, but rail use is growing by around 6% a year, so reopening some of the suburban lines is one way of utilising that". The announcement came as The Brethren Church, built on the former site of Walmley station, resubmitted plans to build eight houses and six apartments on its car park, before a 2009 planning approval expires in March 2012. Eight local residents have objected to the housing development in order to restore the railway. The site is the only suitable one in Walmley for a station on the line, and is considered crucial for the council to consider how it would meet the future transport needs of Walmley if the site was not protected.

Platform work underway at Glasgow

Work has begun on a £10 million project to transform the platforms at Glasgow Central.

The investment will be used to renew all 15 platform surfaces, making them compatible with disability discrimination legislation and a range of associated improvement works. Platform 1 is currently under renovation, and the works will be delivered in phases until early 2014 to minimise disruption to the day-to-day operation of the station.

The project is expected to be completed without disruption to services that total 1,200 trains a day and nearly 40 million passengers a year. The scheme is the latest in a series of improvements at the station; last year two new platforms opened, while, more recently, ticket gates have been introduced and the station's PA system, retail and toilet facilities improved.

David Simpson, Network Rail Route Managing Director for Scotland, said: "The investment in new platform surfaces at Glasgow Central will further enhance the station for its users, and improve the appearance of the facility in time for the Commonwealth Games in 2014".

Executive Treatment from DB Schenker

▼ As per last year one of the Rail Head Treatment Trains (RHTT) based at Toton Depot in Leicestershire is operated by Class 67 No. 67029, paired with the EWS Executive-liveried Mk3 DVT No. 82146. For the 2011 season, the duo is once again being utilised on the Midland Main Line diagram, operating south from Toton to West Hampstead. On 25th October, the train passes Radwell, north of Bedford, on its southbound working. Adrian Perks

The Irish Angle

Irish Rail Presidential Saloon is handed over to RPSI

The Irish Presidential Coach has been decommissioned by Irish Rail and presented to the Railway Preservation Society of Ireland.

As part of the decommisioning, the vehicle, Mk2 No. 5408, was on display at Dublin Heuston station from 29th-31st October, along with the original vehicle, No. 351, which was built by the Great Southern and Western Railway and dates from 1902. It became the original Presidential saloon in 1961.

▲ Presidential Saloons past and present, Nos. 351 and 5408 are pictured at Dublin Heuston station on 28th October, prior to the handover ceremony of Mk2 No. 5408 from Irish Rail to the RPSI.

◀ Following the ceremony, (l to r) Charles Galbraith from the Railway Preservation Society of Ireland, Irish President Mary McAleese and Dick Fearn from Irish Rail pose for a photograph on-board the Presidential Mk2 coach No. 5408. **Both: Chris Playfair**

▲ Northern Ireland Railways-owned GM Class 201 No. 209 continues to wander the Republic of Ireland. On 10th October, it became the first 'Enterprise' Class 201 locomotive to work 'Ballast Train C', consisting of the older-style hopper wagons from Roscommon to North Wall. The ensemble is pictured passing the Commons Bridge at Portarlington. **Neil Dinnen**

▼ Generations apart? Class 3000 DMU No. 3016 (right) departs from Belfast Great Victoria Street on 17th October, with the 18.01 service to Portadown, while on the left, is the pioneer new generation Class 4000 No. 4001, awaiting departure with the 18.03 service to Lisburn. This was the first day in traffic for No. 4001, being used on the Portadown route as a result of a shortage of Class 3000 DMUs. **Chris Playfair**

Alliance Rail applies for ECML paths

Alliance Rail Holdings has submitted an application to the Office of Rail Regulation (ORR) seeking rights to allow GNER to operate a number of new train services.

Rather confusingly named after the old East Coast Main Line operator, Alliance want to operate seven trains a day in each direction between King's Cross and Leeds, with four continuing to Skipton, two to Bradford and the final one to Ilkley.

All services would be routed via the East Coast Main Line and call at Leeds, approaching Leeds from the East, which would also provide Garforth with a frequent daily direct service to King's Cross.

Services are planned to operate at two-hourly intervals between King's Cross and Leeds, prior to the services operating to different destinations. The ORR is currently undertaking industry consultation on the proposals, which seek to provide these important parts of West Yorkshire with the improved service it needs while also providing some competition for passengers at Leeds.

Bradford does have two direct connections to London, a morning East Coast service via Leeds from Foster Square, and three trains a day from Interchange operated by Grand Central and running via Wakefield, while all Leeds to London services are in the hands of franchise operators with the regular 30-minute interval service provided by East Coast, and two early morning southbound and three late evening northbound trains operated by East Midlands Trains.

London Midland bids farewell to its final Class 150 DMUs with West Midlands circular railtour taking in the Lickey Incline and Bridgnorth!

The connection between the Class 150 'Sprinter' DMUs and the West Midlands covers the entire time that the units have been in traffic.

Indeed, No. 150001 was tested on the Cross City line prior to formally entering traffic in May 1985, and it is appropriate that the same unit is earmarked to take part in an official farewell on 12th November. The plan is to run three-car No. 150001 in tandem with another, as yet unidentified two-car Class 150, over their old stamping grounds from which they have only recently been ousted by the new Class 172s.

Highlight of the day's proceedings will be a return working over the Severn Valley Railway from Kidderminster through to Bridgnorth, where no doubt, the takings in 'The Railwayman's Arms' located on Platform 1 will dramatically increase. However, before any liquid lunch can be considered, the choice is where to join the train. The options are Birmingham Snow Hill (07.50), Smethwick Galton Bridge, Rowley Regis, Stourbridge Junction, Kidderminster, Droitwich Spa or Worcester Shrub Hill (09.00). The 'Farewell 150' will then return to Birmingham New Street via Bromsgrove, the Lickey Incline, Kings Norton and the Camp Hill line before continuing to Walsall, where it reverses and returns to New Street. Next is the return to Kidderminster on the main line, via Soho and Galton Junction, before crossing onto the heritage line metals for a short break in the Severn Valley Railway station prior to heading north for Bridgnorth. The return will proceed directly off the SVR onto the main line for a through working to Leamington Spa, via Snow Hill, and a diversion into both Stourbridge Junction and Rowley Regis Goods Loops and Tyseley Depot en route. After reversing at Leamington Spa it proceeds via Hatton and Bearley Junction to Stratford-upon-Avon, before returning to Birmingham Snow Hill by way of the North Warwickshire line, then back to Worcester Shrub Hill setting down as outwards.

The charter is the brainchild of London Midland train crew, who will be giving their time free of charge, with all proceeds being donated to The Railway Children charity. Network Rail has also waived its track access charges for the event, as well as allowing access through depots and loops not normally accessed by a passenger train. Fares are £20 adult, £10 child or £50 for a family of four.

It is good to see that the sterling service provided by the London Midland Class 150s, which for the past 26 years have been a feature of south Birmingham suburban services, is being commemorated in this way. When first introduced they replaced the life-expired Tyseley Class 116/117 DMU fleet, and were well received by passengers. Moreover, the units represented a major step forward in both performance and passenger comfort, although the three-a-breast seating arrangement was somewhat 'cosy', especially on crowded rush-hour services!

For more details visit the official website at www.londonmidland.com/farewell150

▼ **The set that started it all. Three-car Class 150/0 No. 150001 departs from Kidderminster in the snow on 10th January 2010, bound for Dorridge. This set will be one of the two used on the farewell railtour. John Whitehouse**

▶ Evidence of the recent work undertaken at Neasden Junction can be seen in this view as Class 67 No. 67012 powers the 10.57 Birmingham Moor Street to Marylebone service through the relaid junction on 13th October. **Ken Brunt**

▶▼ DRS liveried 37/6 No. 37603 heads a rake of new lowliner container flats, built by WH Davies at Shirebrook. The wagons were being delivered from Shirebrook to Daventry and are pictured passing Burton-on-Trent on 24th October. **Stuart Hillis**

▼ East Coast Main Line services have once again been diverted at weekends in October, with trains using the Lincoln-Sleaford-Spalding route. On 22nd October, First Hull Trains Class 180 No. 180110 powers through Lincoln with a southbound service to London King's Cross. **Brian Hall**

UK Steam & Modern Traction Railtour Listings

Monday 31st October 2011

Pathfinder Tours	DBS Class 67	Bristol TM-Cheltenham Spa-Stafford-Llandudno Jct-Bangor-Holyhead & return

Friday 4th November 2011

Spitfire Railtours	2xDRS 37	Preston-Shrewsbury-Abergavenney-Bristol TM-Taunton

Saturday 5th November 2011

Spitfire Railtours	2xDRS 37	Taunton-Bristol TM-Cheltenham-Camp Hill Line-Derby-Barrow Hill-York & return
UK Railtours	2xGBRf 73	London Victoria-Tunbridge Wells-Mountford Gypsum Works-Redhill-London Bridge-South Croydon-East Grinstead-Imberhorne Cutting-Crystal Palace-London Victoria
Railway Touring Co.	44871 & 45407	Lancaster-Manchester Victoria-Buxton-Peak Forest-Hope Valley-Sheffield-Moorthorpe-Wakefield Kirkgate-Dewsbury-Hebden Bridge-Manchester Victoria and return
Spitfire Railtours	2xUnspec 37	York-Monk Bretton-Bradford Forster Sq-Leeds-York **Cancelled**

Sunday 6th November 2011

Spitfire Railtours	2xDRS 37	Exeter St. Davids-Bath Spa-Reading West-Evesham-Kidderminster-Bescot-Preston

Friday 11th November 2011

Steam Dreams	60163	Northampton-Kensington Olympia-Canterbury West-Dover-Ashford-Northampton
Railway Touring Co.	34067	London Victoria-Dartford-Faversham-Ramsgate-Dover-Ashford-Redhill-London Vic

Saturday 12th November 2011

London Midland	2xLM 150	Birmingham New St-Worcester Shrub Hill-Lickey Incline-Camp Hill Line-Walsall-Bridgnorth(SVR)-Rowley Regis Goods Loop-Tyseley Depot-Warwick-Stratford upon Avon-Birmingham Snow Hill-Worcester Shrub Hill
Vintage Trains	6201	(Tyseley WR-)Crewe-Preston-Shap-Carlisle-Beattock-Carstairs-Glasgow Central
Railway Touring Co.	4492	London King's Cross-Potters Bar-Stevenage-Peterborough-York & return

Sunday 13th November 2011

Vintage Trains	6201	Glasgow Central-Crewe-(Crewe-Walsall-Birmingham New Street-Tyseley WR)

Wednesday 16th November 2011

Cruise Saver Travel	DRS 47	Edinburgh Waverley-Newcastle-Leeds-Oxford-Southampton Docks
Compass Tours	2xWCRC 47	Manchester Victoria-Huddersfield-Hebden Bridge-Accrington-Preston-Shap-Carlisle-Beattock-Carstairs-Edinburgh Waverley & return

Saturday 19th November 2011

Vintage Trains	9600 & 7752	Tyseley Warwick Rd-Nuneaton-Coalville-Stenson Jct-Trent Jct-Loughborough-Leicester-Wigston Jct-Hinckley-Nuneaton-Coleshill Parkway-Tyseley Warwick Rd
Spitfire Railtours	50044 & 50049	Preston-Bolton-Manchester Vic-Huddersfield-York-ECML-Edinburgh Waverley & ret
Spitfire Railtours	50044 & 50049	Edinburgh Waverley-Forth Bridge-Dunfermline Town-Thornton Jcts-Kirkcaldy-Burntisland-Inverkeithing-Forth Bridge-Dalmeny-Haymarket-Edinburgh Waverley

Monday 21st November 2011

Cruise Saver Travel	DRS 47	Edinburgh Waverley-Newcastle-Leeds-Oxford-Southampton Docks

Wednesday 23rd November 2011

Compass Tours	WCRC 47	Hereford-Shrewsbury-Crewe-Shap-Beattock-Edinburgh Waverley & return

Thursday 24th November 2011

Steam Dreams	60163	London King's Cross-Peterborough-Grantham-Doncaster-York & return
Railway Touring Co.	34067	Poole-Bournemouth-Eastleigh-Westbury-Bath Spa-Bristol Temple Meads & 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.

UK Railtours heading towards Bedlam in 2012 - not to mention moooving around Milton Keynes

There does seem to be a healthy competition between UK Railtours and Pathfinder in inventing some really interesting titles for their respective charters.

With 'The Concrete Cow', following on from 'The Tees Goblin', 'Valley of the Witch' and 'Mine of Serpents', UKR seem to be going for the prize for the most obscure! Still, it adds to the fun, and 'The Concrete Cow' on 21st January should be just that. Heading out of London Paddington, it first visits the branch to Brentford (Goods), followed by Colnbrook, before heading around West London for a run up the West Coast Main Line to Wolverton, where after a double reversal, it will duck under the main lines to reach the Railcare Depot and work through to Haversham Bank Sidings. The return is to London Euston, but not before a quick diversion over the Bletchley Flyover for the short distance to the end of the operational line, followed by a reversal back to Fenny Stratford, and then forward again to rejoin the WCML and home. The tour is now fully booked according to UKR, and so, for the 'udder one' as they will be operating a re-run on 28th January to cater for the demand - the old jokes are always the best, and so we lifted this one straight from UKR!

Now for all of you craving enlightenment, and are not good citizens of Milton Keynes, the train title refers to the infamous 'Concrete Cows' which are based in that city, and are a 'work of art' dating back to 1978, consisting of three cows and three calves constructed in concrete, which have occupied the attentions of many, often mischievously it seems, over the intervening years.

The next outing on 11th February has an equally eye-catching name, 'The Angel of Bedlam', which UKR advise is a village in the Mendips, situated on the branch line that runs into Whatley Quarry from Frome North Junction, and as far as one can ascertain has no connection other than by name to the more sinister definitions of the word Bedlam. The charter again runs out of Paddington, picking up at Slough, Reading and Westbury, before first visiting Whatley, and then the next branch along, to Cranmore on the East Somerset Railway, where a break will be taken and the opportunity for a steam-hauled run over the ESR will be available. The final leg will be to return as far as Merehead Quarry Junction, then after a reversal, proceed into the huge Merehead Quarry complex. The feature of this tour will be Class 59 haulage throughout, which considering the quarry visit is most apt.

Two other 2012 workings have been announced, both from London Euston with the common pick up points of Watford Junction, Milton Keynes Central and Rugby, the first being 'The Snowdonia Panorama' heading for North Wales on 18th February to enjoy a through working between Blaenau Ffestiniog, Porthmadog and Caernarfon (or vice-versa) on the Ffestiniog and Welsh Highland Railways. The set-down points are Llandudno Junction and Bangor.

A week later, on 25th February, the 'Grand Cumbrian Panorama' will head north via Crewe and Blackburn to take the S&C, but on this occasion, avoiding Carlisle to proceed via London Road and Currock Junctions directly onto the Cumbrian Coast line to enjoy the spectacular coastal scenery through Workington, Whitehaven, Ravenglass and Grange-over-Sands, through to Carnforth.

Further details of all known charters can be obtained on our website at www.railwayherald.com/railtours or by clicking here.

Railtour Spotlight

by John Whitehouse

A weekend dominated by modern traction tours awaits, with both UK Railtours and Spitfire causing some interest on Guy Fawkes Day!

Indeed, UKR takes the prize for one of the most obscure railtour titles with its 'Mine of Serpents', which heads out of London Victoria to pay a visit to the British Gypsum Works complex at Mountfield, located just south of Robertsbridge on the line to Battle, St Leonards and Hastings. The British Gypsum Company has kindly allowed access to its sidings, making this one of the rarer stretches of track to be traversed this year. But not content with one piece of rare track, UKR go for two, as following a reversal at London Bridge, the 'Mine of Serpents' makes its way down to East Grinstead, where it will access Bluebell metals to reach the present end of its line at Imberhorne, where currently the cutting is being cleared of a mountain of waste that has blocked the through route between Horsted Keynes and East Grinstead for the best part of a quarter of a century. The train will lay over at the new platform at East Grinstead for a while, before returning to London Victoria. The other attraction of this tour is that it is booked for a pair of GBRf Class 73s throughout, but the bad news, it is already fully booked. Why 'The Mine of Serpents'? John Farrow tells us to take a good look at the operating date, and then pay a visit to a firework shop!

Meanwhile, Spitfire will be in action throughout the Bonfire Night weekend, as its 'Jorvic Explorer III' comes in four separate segments, the main tour on 5th November (re-dated from 15th October) sets out from Exeter St Davids, and works north via Bristol Temple Meads and the Camp Hill Line, avoiding Birmingham New Street to York. This should have been followed by 'The Sand Blower' mini tour to the Monk Bretton branch and onwards to Bradford Foster Square, but this add-on has been cancelled due to operational reasons.

There will also be two 'positioning tours', from Preston to Exeter St Davids on 4th November, which will follow the Welsh Marches line, while the return on 6th November from Exeter to Preston will run via Bristol Temple Meads and Bath Spa, before heading north to traverse the Cotswolds main line between Oxford and Worcester, and then skirting Birmingham, via Bescot A pair of Class 37s will be the main traction for the tours, with a West Coast Class 47 tagging along to deal with the various reversals that will be required, especially on the 'Sand Blower' mini tour from York.

The remaining tour is for the Railway Touring Company, which is steam-hauled throughout from Lancaster to Buxton Spa by the classic pairing of Ian Riley's Black 5s Nos. 44871 and 45407. The outward route is via Preston, Wigan North Western, Cross Ness Junction and Bolton to Manchester Victoria, and then onwards through Stockport, Hazel Grove and Chapel-en-le-Frith to Buxton. Circuitous is the best way to describe the return, which runs via Peak Forest to the Hope Valley, through to Sheffield, and then onwards to Swinton, Moorthorpe, Wakefield Kirkgate and Brighouse, ahead of returning to Manchester Victoria across the Calder Valley and Rochdale. This tour replaces the originally planned 'Woolwinder', booked for 6th November, which was due to take the Penistone to Huddersfield line, and has been cancelled due to engineering work.

▶ On 22nd October, UK Railtours operated one of its 'Forgotten Tracks' excursions from London to various freight-only routes in South Wales. Here, 'The Valley of the Witch' (which equates to the translation from Welsh of one of the trains destinations - Cwmgwrach) led by DBS Class 66/0 No. 66091 descends through Aberdulais on the return leg from Cwmgwrach. Classmate No. 66061 was on the rear of the working.
Nigel Capelle

Statesman Rail extends its steam mileage in 2012 as Canterbury and Scarborough are added to the line-up

Statesman Rail will be operating more steam mileage in 2012. Its 'signature' train, 'The Fellsman' will be operating for the fourth consecutive year, again from Lancaster through to Appleby and Carlisle and return, picking up at Preston, Bamber Bridge, Blackburn, Clitheroe and Long Preston, before taking on the Settle & Carlisle.

A special 'Diamond Jubilee Fellsman' will operate on 6th June, and thereafter on every Wednesday from 4th July until 29th August. Additional options include a special £5 ticket on Northern Rail to connect with 'The Fellsman', a vintage bus tour around the Lake District based from Appleby, or the chance to dine in the Great Western Railway's Directors Saloon, which will be included in the consist. The motive power will be from the West Coast Carnforth pool, which next year could include a 'Jubilee' again - the only question being, which one?

'The Golden Arrow Statesman' is a new working that could potentially be a regular if the inaugural two trains are successful. The main attraction is likely to be Battle of Britain Pacific No. 34067 Tangmere on home metals, and carrying the Golden Arrow insignia of headboard and flags. The steam section is from Willesden, and then through Kent to Ashford International and Canterbury West for a visit to the Cathedral City. The return then works around the coast through Dover and Folkestone back to Ashford and Willesden, where diesel traction will again take over. Operating dates are 19th May from Birmingham New Street, which picks up at key stations via Warwick Parkway through to High Wycombe, while the second working on 9th June is from Gloucester and calls at stations via Swindon to Slough.

One of the busiest and most popular destinations for tours is Scarborough, and in 2012 Statesman will be joining the growing band of operators going there steam-hauled. It has two 'Yorkshire Coast Expresses' planned, which is to feature steam between York and Scarborough each way on consecutive weekends in July, commencing on the 14th from Llandudno and North Wales coast stations, through to Chester and Warrington Bank Quay. A week later and the company sets out from Newport and picks up along the Welsh Marches route to Shrewsbury, and then onwards to Crewe. Both trains work east over the Standedge route to Huddersfield and Leeds, and the steam section to Scarborough will again be in the hands of the West Coast pool based at York.

These two new workings no doubt reflect that Statesman (or any other operator for that matter) cannot continue with the highly popular steam-hauled 'Lakelanders' in 2012, following the decision of the Nuclear Decommissioning Agency to withdraw access to the Sellafield triangle for the purpose of turning steam locomotives. However, Statesman remain undaunted, and instead will be operating three diesel-hauled trains to Ravenglass on 28th July, 4th and 11th August that start at Kettering, Milton Keynes and Swindon respectively.

Steam from Fort William to Mallaig will also feature in the now regular 'West Highland & Jacobite Statesman' weekend charters, which are booked for 28th to 30th September from Cambridge and 5th to 7th October from Swindon.

There is of course a full and varied programme of diesel-hauled charters as well, that are usually in the hands of a West Coast Class 47/57 combination. The highlights of the early season trains include weekend land cruise workings to Fort William from Hereford on 3rd/4th March, Nottingham on 10/11th March and Rugby on 17th/18th March. West Cornwall is also on the list, with a weekend working to Penzance, outwards on 20th April and returning on the 22nd, with options to stay in either Falmouth or St Ives. Day charters in April include Edinburgh from Ely on the 7th, Carlisle from Leicester on the 14th and Wolverhampton to Carlisle on the 28th.

▲ **GWR 'King' No. 6024** *King Edward I* **and BR Standard 7MT 'Britannia' No. 70013** *Oliver Cromwell* **pass Aller at the start of their attack on Dainton Bank, with 'The Devonian' charter from Poole to Plymouth on 22nd October. Dave Ash**

Ups & Downs

■ Pathfinder's 'The Coal Grinder', which was postponed just a few days prior to its original 1st October operating date, has been rearranged for 24th March 2012, and will cover the same itinerary as originally advertised, which includes a rare opportunity to visit Gwaun-Cae-Gurwen (by courtesy of a special dispensation from Network Rail and the Office of Rail Regulation) as well as Cwmgwrach and Swansea Burrows Sidings. The train originates at Crewe, and picks up via Birmingham New Street to Newport, the motive power anticipated to be a pair of DRS Class 37s, aided by a DRS Class 66/4 on the branches.

■ Sadly, it seems that the 'A4' Pacific No. 60007 *Sir Nigel Gresley* will now be sidelined for longer than expected, as it requires extensive firebox repairs that involve specialist welding. This has caused a rearrangement of some end of year charters for which it had been booked. The Railway Touring Company will be most affected, with its 'Tynesider' from Newcastle to London King's Cross, now being hauled by No. 4492 *Dominion of New Zealand* throughout the 'up' leg, and as far as York on the 'down' leg, with a diesel returning the train over the final miles to Newcastle. Equally, the 'Christmas Tynesider' on 17th December will also employ No. 4492 from King's Cross to York, and then back to London, with the York-Newcastle-York section again being diesel-hauled. *Dominion of New Zealand* has also picked up 'The Lyndum Fayre' from King's Cross to Lincoln on 3rd December and 'The Christmas White Rose' from Cambridge to York on 10th December, plus 'The York Yuletide Express' on 15th December from Norwich to York and back as far as Ely, in place of 'Britannia' Pacific No. 70013 *Oliver Cromwell*, with diesel-haulage then back to Norwich.

With the photographers almost caught out by a CrossCountry HST heading in the opposite direction, GWR King No. 6024 *King Edward I* **and BR Standard No. 70013** *Oliver Cromwell* **approach Sparkwell Bridge, at the summit of Hemerdon Bank, on the return journey of the 'Devonian' to Poole. Tim Holgate**

Llangollen progresses with Corwen extension and additional visitor added to SSSIII gala

The Llangollen Railway has announced progress with the track extension to Corwen.

Work during the summer months has resulted in the trackbed between Corwen and the half way point at Bonwm (site of a former Halt) being securely fenced and gated along a length of four miles overall, and in addition existing track west of Carrog has been upgraded with flat bottom rail. A licence for replacement of culverts and underpasses has been applied for from the Environment Agency to secure drainage into the River Dee, which is one of the most heavily regulated rivers in Europe.

During the autumn period this year, a detailed survey of the site of the temporary platform at Corwen and the associated disabled access ramp will be undertaken and the designs finalised. Now that leaf fall is underway, a programme of tree works on the embankment, or as required elsewhere for the safe operation of trains, will commence.

Ongoing consultation with ecologists ensures that the Railway provides for mitigation of issues arising from the rebuilding of a railway through an area designated as a 'Site of Special Scientific Interest/Special Area of Conservation' and the protection of flora and fauna. A preliminary survey indicates the possibility of bat roosts in an occupational over bridge where the arch requires repairs.

Closer examination of the trackbed bordering the River Dee indicated that signs of erosion may be taking place, and a survey of the riverbank has been commissioned to identify the remedial work required.

It remains the Llangollen Railway's intention to have track down as far as the site of the former Bonwm Halt in time for the 'Steel, Steam and Stars 3' gala planned for 21st-29th April 2012, and proceeding to Corwen's temporary platform by the end of the year. The railway is considering the operational requirements for trains in 2013, when a shuttle service will operate on the extension west of Carrog. The car park at Corwen makes it a new and attractive western terminus for the railway, and opens up a different market for passengers accessing from the Snowdonia region and the popular North Wales coast area.

Looking ahead to the next phase of the project and building of the ultimate terminus facility on the embankment adjacent to the town's car park, it has been acknowledged that this will require heavy constructional engineering involving contractors. The station design costs are to be revisited in the light of work done during the first phase to bring the railway to the outskirts of Corwen. Options for funding the design study have been discussed with representatives from Denbighshire County Council, Assembly Members, the Member of Parliament and Corwen town interests, with an initial objective to raise sufficient money to finalise the Phase 2 scheme. The appeal by Llangollen Railway Trust for donations to support the matched funding for Phase 1 of the project remains open, and those wishing to see trains return to Corwen are asked to make a financial contribution to the work that is underway.

Elsewhere, the 6880 Betton Grange Society have announced that it has secured ex-Caledonian Railway McIntosh-designed 0-6-0 'express' freight locomotive No. 828 for its Steel, Steam & Stars III mega-gala to be held from 21st to 29th April 2012.

The 1899 veteran, normally based at the Strathspey Railway in Scotland, is wintering at the Severn Valley Railway where some bottom end repair work is to be carried out, signalling the possibility of a number of gala appearances south of the border, prior to returning home next spring for the main summer season. Quentin McGuinness, 6880 Betton Grange Society Chairman, said that "this is really the icing on the cake, the sixth standard gauge guest locomotive in what really is a stellar line up".

No. 828 joins celebrity 'Pacifics' No. 70000 *Britannia* and No. 60163 *Tornado*, 'Super D' No. 49395, newly restored 'Coal Tank' No. 58926, 'N2' No. 1744 and Talyllyn Railway No. 2 *Dolgoch* as one of seven visiting locomotives, while ex-GWR large 'Prairie' No. 5199 will be appearing for the first time in BR black and classmate No. 4141 may make its return following a full overhaul. LMS 'Black 5' No. 44806 and fellow Llangollen residents, GWR Pannier No. 6430, GWR 'Manor' No. 7822 *Foxcote Manor*, GWR 2800 Class 2-8-0 No. 3802 and BR Standard 4MT 2-6-4T No. 80072 will also be putting in appearances over the nine day event.

▼ **The 6880 Betton Grange Society has secured the appearance of the Strathspey Railway's Caledonian 0-6-0 No. 828 at its Steam, Steel & Stars III gala event in April next year. The event should also see shuttles operating over the first part of the new Corwen extension. Here, No. 828 climbs away from Bridgnorth on the SVR with a photo charter. Jack Boskett**

Crompton officially returns to traffic

The Pioneer Diesel Group had good cause to celebrate last weekend with the return of its Class 33/0 No. 33035 to traffic on the Ecclesbourne Valley Railway, when it worked trains both on the main line between Wirksworth and Duffield and two return trips on the heavily graded branch from Wirksworth to Ravenstor.

Looking ahead, the EVR has concluded a deal with East Midland Trains to offer the opportunity of an early Christmas shopping trip to London, by travelling directly from Wirksworth to St Pancras International with just a cross platform change at Duffield. The special train will operate on 26th November, and is booked to leave Wirkwsorth at 07.15 and Idridgehay at 07.33 to arrive at Duffield, to join an East Midlands service at 08.07, which will stop specially to make the connection. It returns from St Pancras at 18.25, arriving at Duffield at 20.25, with the connecting EVR service setting down at Idridgehay at 20.42 and Wirksworth 21.00.

▼ **Class 33/0 No. 33035 stands at Wirksworth on 22nd October, awaiting departure with the 12.20 service to Duffield. In the adjacent platform is the EVR's Class 101 DMU on Ravenstor branch services. John Whitehouse**

▲ **LNER 'A2' Pacific No. 60532 *Blue Peter* stands in the yard at Barrow Hill. What the future holds for the locomotive is currently unknown, but a return to working order could be on the horizon. Richard Tuplin**

What does the future hold for 'A2' Pacific *Blue Peter*?

The future of ex-LNER Class A2 Pacific No. 60532 *Blue Peter* is currently subject to some speculation following the decision of the North Eastern Locomotive Preservation Group (NELPG) and the locomotive owners, the Drury family, to terminate the LNER Collection Agreement that was concluded between the two parties on 24th October 1986.

This agreement led to NELPG restoring the 'A2' to main line standards, followed by a 'highly active' period of 11 years on the National Network. The mainline ticket of *Blue Peter* expired in 2001, and it was finally withdrawn in 2002. Currently it is cosmetically restored and based at Barrow Hill.

The original agreement between NELPG and the Drury family also included No. 60019 *Bittern*, which was subsequently released from the agreement and, of course, is now owned by Jeremy Hosking and has a current main line ticket. It is reported that No. 60532 will need extensive boiler work as part of any main line restoration, and an outline figure of £500,000 has been quoted as the potential cost. NELPG was involved in 'current preparations to return the A2 onto the main line registered list' but states on its website that these preparations had not come to fruition "and that it is now considered in the Group's and the A2's best interests to terminate the agreement as of 24th October 2011".

The Drury family are also reported to agree that the agreement has outlived its usefulness, but state that the 'long and harmonious relationship between the two parties is expected to continue'. Perhaps the most telling quote is that the 'termination of the 1986 Agreement is a sensible first step towards new arrangements to ensure future preservation and operation of the locomotive which, it is expected, should in some form involve the NELPG and its expertise on the A2'.

Judging by the general positivity of how the termination of the agreement between NELPG and the Drury family has been couched, it would not seem unreasonable to expect an announcement concerning the future of *Blue Peter* in due course.

▲ LNWR 0-8-0 'Super D' No. 49395 is silhouetted against the evening sun as it powers past Burrs with the last passenger train of the day, during the ELR steam gala weekend on 22nd October. **Frank Richards**

Ffestiniog commences work on widening the 'Cob'

Preparatory work has started at the Ffestiniog & Welsh Highland station of Porthmadog Harbour for the major Cob widening project.

The work is needed in order to improve the historic 1863 station to enable it to be used by Ffestiniog and Welsh Highland trains simultaneously. At present, the single platform layout precludes a direct interchange between services from Blaenau Ffestiniog and Caernarfon.

A temporary road crossing over the rails and an access ramp from the station siding area to the beach will allow access for the plant and some 5,000 tons of fill material, which is required to widen 200 metres of the 200-year old embankment on the seaward side, to allow additional tracks to be laid at the Porthmadog end.

Project Manager, Mike Hart, said: "The crossing will be completed in December ready for closure of the station in January, when the basic Cob widening gets underway. The challenge is to have taken all the fill material over to the seaward side of the Cob before start of services in March - although stone deliveries will have to largely stop for the half-term week services in February. By then we anticipate having completed most of the work to widen the Cob, with finishing taking another few weeks, then in finally shaping up the embankment using material that will, by then, already be on site. Opening up the wall along the back of the station helps us access the site over the next few days to dig some trial holes to double check ground conditions".

When the widening work is completed, volunteers will start to lay track on the new section of the Cob in summer 2012, which can be done without interfering with passenger services. Track materials will be delivered to the site by rail. Construction of the new platforms and completion of the rest of the trackwork and signalling is scheduled for completion in the winter of 2012/2013.

South Devon diesels in the limelight

The South Devon Railway will be holding a one-day diesel gala on Saturday 5th November.

The event is expected to feature Class 20 No. D8110, Class 25 No. D7612, Class 37 No. D6737 *Loch Treig*, Class 33/0 No. 33002 and a DMU throughout the day.

The first service is booked to leave Buckfastleigh at 09.20 and will be covered by the DMU, while locomotive-hauled trains are scheduled to depart from Buckfastleigh from 10.00 and then at 45-minute intervals through to 16.00, with the final service also utilising the DMU departing at 16.45.

Return services from Totnes Riverside depart at 10.02 and then also at 45-minute intervals through to 17.22, again with the first and last trains being covered by the DMU.

A demonstration freight will also appear, featuring Class 37 No. D6737 from Bishops Bridge to Buckfastleigh, where it is due to arrive at 09.50.

A full working timetable for the event is available to download from the South Devon website at www.southdevonrailway.co.uk

Duchess rebuild continues at a fast pace

▼ **It is remarkable that only two issues ago it was reported that the boiler of *Duchess of Sutherland* had returned to the West Shed following overhaul at the LNWR Works at Crewe and that last week the boiler and frames were reunited. Work is continuing and the cab was lowered into place on 21st October, and progress is now centered on reinstating all the pipe work and electrical connections. The completed tender is now attached to No. 46233, as seen in this view taken in the West Shed on 22nd October, as the 'Duchess' is once again beginning to look like a 'Duchess'. John Whitehouse**

Steam gala action on the Foxfield Railway

▲ The only working Crane Tank in the UK, 0-4-0CT built by Dubs as works number 4101 in 1901, pilots Bagnall 0-4-0ST No. 2842 of 1946 uphill from Foxfield Colliery during the railway's gala weekend on 16th October. **Hugh Ballantyne**

▼ Bagnall 0-4-0ST No. 2842 starts the last freight working of the day out of Foxfield Colliery sidings on 15th October. **Frank Lees**

▲ The original LMS Co-Co Diesel Electric No. 10000 nears Eastleigh on 2nd July 1954, powering the down 'Royal Wessex' express. **Brian Morrison**

IDRS aims to recreate one of the Ivatt 10000 twins

The Ivatt Diesel Recreation Society has been formed with the purpose of recreating one of the pioneers of diesel locomotives in this country.

The Ivatt 'twins' Nos.10000 and 10001, which were designed by H.G. Ivatt and constructed in the 1940s by the LMS, before being taken over in the formation of British Rail, were the first prototype main line diesel locomotives, and set the shape of diesel traction for decades to come.

Highly successful as prototypes, they were in use until the 1960s, travelling almost two million miles between them, and were both scrapped in the late 1960s, before the railway preservation movement had turned its attention to diesel locomotives.

The Ivatt Diesel Recreation Society, a 'not for profit' organisation, plans to build a replica of one of the locomotives, using existing parts as well as new build components, and operate it in this country.

The Society is seeking support and volunteers interested in joining the project. More information can be found on the website at www.lms10000.org

It is with sadness that we report the recent passing of two well known individuals who were both involved in the railway movement in some way, shape or form.

Firstly, Dr. Tony Marchington, an English biotechnology entrepreneur, who died on 16th October, aged 55. He owned *Flying Scotsman* from 1996 until 2004, and *Bittern* for three years from 1997. Dr. Marchington had also amassed a significant collection of steam traction engines.

Roger Siviter who was 75, died on 14th October after a battle with cancer. An author with numerous titles to his name, covering steam and diesel locomotives in action across the country, Roger was also an accomplished musician.

Its certainly one way to wash the exterior of an HST set, but this image shows the conditions that the railway along the Dawlish Sea Wall is under during rough weather. An unidentified HST takes a pounding at Dawlish as it heads south on 24th October. **Andrew Moore**

Class 20s Nos. 20096 with 20227 leading are seen on the Deepcar Branch, passing the old Oughtibridge station with one of the RHTT circuits on 27th October. **David Wragg**

The autumn sun sets on one of Eurostar's Class 373 sets as it speeds across the Medway Viaduct at 186mph.
Ken Brunt

As an unidentified Class 390 arrives at Stafford with the 18.43 London Euston to Crewe service, the next driver prepares to change places with his colleague. **Chris Playfair**

Colas Rail Class 66/7 No. 66744 passes Paddock Wood on Sunday 16th October, with new car carriers from mainland Europe, via Dollands Moor, heading to Didcot.
Bill Turvill

The first two Class 142 units to be returned from FGW to Northern Rail, Nos. 142064 and 142029,pass Haresfield, near Gloucester, on 21st October, bound for Newton Heath Depot in Manchester. **David J. Smith**

28th October 2011

Cambridge University Railway Club
William Thatcher Room, Fitzwilliam College, Cambridge. 'UK Rail Fares and Ticketing' by David Mapp. Starts 20.30. All Welcome. Contact Tom Corker at secretary@curc.org.uk.

GW Society (Oxford)
Pauling Human Sciences Centre, 58 Banbury Road, Oxford, OX2 6QS. TBA. Starts 19.30. Visitors Welcome.

Shropshire Rly Society
The Gateway, Chester Road, Shrewsbury. '1960's B.R.Steam' by Ken Horan. Starts 19.30.

31st October 2011

Permanent Way Institution(Ashford)
The Elwick Club, Church Road, Ashford. 'French High Speed Trains - Part 2'. by Michael Bunn. Starts 18.30. Contact Ted Hamer on 01227 711897 for further details.

1st November 2011

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. 'Unknown Warrior New Build 4-6-0 Patriot Help for Heroes' by Richard Sant. Starts 19.45. Contact Bob Poole on 01474 326232 for details.

Locomotive Club of Great Britain(Bedford)
The St John's Church Hall, St John's Street, Bedford, MK42 0DL. 'Moved by Steam' by Richard Inwood (the Bishop of Bedford) & Mike Smith. Starts 19.30. £2 Admission. Contact B.Cross on 01525 750149 or at b.cross@ntlworld.com for details.

Permanent Way Institution (Wessex)
The Rose and Crown, Columbo Street, Waterloo, London. 'Reading Remodelling - An Update' by Sean Murray. Starts 18.00. Contact, Richard Workman on 01426 645771 or at richardworkman@tiscali.co.uk.

RCTS (Shipley)
Saltaire Methodist Church, Saltaire Road, Shipley. '30/40 Years Back' by John Holroyd. Meeting commences at 14.00.

RCTS (Watford)
St.Thomas's United Reformed Church, Langley Road, Watford. 'The Dean Forest Railway' by Peter Adams. Meeting starts at 19.30.

Southern Electric Group (South Hampshire)
Eastleigh Railway Institute, Romsey Road, Eastleigh. AGM followed by Members' Slides. Starts 19.30. Admission £2. Contact John Goodrich on 02380 670028 for details.

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

2nd November 2011

Permanent Way Institution (Edinburgh)
The Scots Guards Club, 2 Clifton Terrace, opposite Haymarket Station, Edinburgh. 'Paisley Corridor Improvements - Phase 1' by Neil Hamilton. Starts 18.00. Contact Alan Morrison on 07834 507497 or at alan.morrison@akinsglobal.com.

Permanent Way Institution (Thames Valley)
Network Rail RSAR Site Office, 80 Caversham Road, Reading. 'Signalling Renewals and Maintenance. Speaker TBA. Meeting commences at 17.45. Contact the Secretary, Malcolm Pearce on 07967 667019 or at malcolm.pearce@bbrail.com for further details.

Stephenson Locomotive Society
Hayes Village Hall, Hayes Street, Hayes, Bromley. 'On and Off the Footplate' by Bill Davies. Starts 19.30. Contact the Secretary on 0208 289 9935 for further details.

Warwickshire Railway Society
Lamp Tavern P.H., Barford Street, Highgate, Birmingham B5 6AH. 'Steam in China' by Roger Scanlon. Meeting commences at 19.30. Contact Don Taggart on 01746 710676 for further details.

3rd November 2011

Great Central Railway Society (Sheffield)
The Harlequin, 108 Nursery Street, Sheffield S3 8GG. 'On and Off the Rails' by John Wragg. Starts 19.30. Contact Ken Grainger on 0114 254 0275 for further details.

Permanent Way Institution (York)
Marriott Room, York Central Library, Library Square, York. 'Manchester Metrolink Expansion' by David Philpott. Starts 18.00. Contact Ken Aiston on 07787 512227 or at kaistonyork@btinternet.com

RCTS (Milton Keynes)
SThe Crown, Market Square, Stony Stratford. 'An Introduction to British Signal Box Design' by Andy Grimmett. Starts 19.30.

Scottish Railway Preservation Society (Edinburgh)
Quaker Meeting House, 7 Victoria Terrace, Edinburgh EH1 2JL. 'Penmanshiel Revisited' by Jim Summers. Starts 19.30. Contact Dr Peter Howell on 0131 334 5232 for further details.

Stephenson Loco Society
St John's Ambulance Centre, Sandes Avenue, Kendall LA9 4LL. 'Episodes from My Career on the Railway' by Phil Thickett. Starts 19.15. Contact the Secretary on 01539 720706 for further details.

4th November 2011

Cambridge Railway Circle
Arbury Community Centre, Campkin Road, Cambridge CB4 2LD. 'Phil Marsh of Rly Magazine'. Starts 19.30.

Great Western Society (Taunton)
Rockwell Green School, Rockwell Green, Nr Wellington. 'End of Steam - Start of Preservation' by Peter Harrison. Starts 19.30. Contact the Secretary on 01823 334188 for further details.

RCTS (Bristol)
St Peters Church Hall, Church Road, Filton. 'More London Steam' by Peter Groom. Meeting commences at 19.30.

RCTS (Carnforth)
County Hotel, Lancaster Road, Carnforth. 'Producing the Rail Atlas for Great Britain and Ireland' by Stuart Baker. Meeting starts at 19.30.

Stephenson Locomotive Society
The Settlement Centre, Union Street, Middlesbrough TS1 5NQ. 'Working on the Railroad - USA' by Phil Kirkland. Starts 19.00. Contact the Secretary on 01642 313451.

5th November 2011

Stephenson Loco Society
The Friends' Meeting House, Mount Street, Manchester M2 5NS. 'The Great Orme Tramway, Llandudno - A History of the Line' by Mike Crabtree. Starts 14.00. Contact the Secretary on 0161 9282461 for further details.

7th November 2011

North Yorkshire Moors Railway (Northallerton)
Northallerton Town Cricket Club, Farndale Avenue, Northallerton. 'Tribute to Great British Rly Photographers' by Brian Stephenson. Starts 19.30. £1.50 Admission. Call Ian McInnes on 01642 767233.

Plymouth Rly Circle
St Edward's Church Hall, Home Park Avenue, Peverell, Plymouth PL3 4PG 'AGM'. Starts19.30. £2 Admission. All welcome.

RCTS (Ashford)
The Elwick Club, Church Rd, Ashford. 'The Bluebell Railway 1960 to 2010' by Gerald Siviour. Starts 19.30.

RCTS (Birmingham)
Christ Church Community Hall, Burney, Ward End. 'All Aboard the Pines Express Part 1' by Chris Youett. Starts 14.00.

RCTS (Northampton)
St. Crispin Social Club, Berrywood Road, Duston. 'Quiz versus LCGB for the Ashes Trophy'. Starts 19.30.

8th November 2011

Abergavenny and District Steam Society
Upper Room, The Hen and Chickens, Flannel Street, Abergavenny. TBA. Starts 20.00. Contact Ken Mumford on 01793 335862.

GW Society (Bristol)
BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG. 'Steam Specials & Devon General Buses in Dawlish & Teignmouth' by Robin Jordan. Starts 19.45. Contact the Secretary on 01454 324230 for further details.

Meon Valley Loco Society
St Peter's Church Hall, Free Street, Bishops Waltham. 'Talyllyn Railway 60th Anniversary' by Alan Inder. Starts 20.00. £2 Admission Contact John Barrowdale on 02392 640951.

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.

▼ **Network Rail's RailHead Treatment Train No. DR98977 and DR98927 unusually heads down the fast line at Raynes Park, prior to gaining the Kingston line at New Malden. Ian Docwra**

Permanent Way Institution (Croydon & Brighton)
Mott MacDonald House, Sydenham Road, Croydon CR0 2EE. 'The Impact of Climate Change' by John Dora. Starts 17.45. Contact Martin Cresswell on 07815 968245.

Permanent Way Institution (Lancaster, Barrow & Carlisle)
Railway Hotel, adjacent to Preston Station. 'Refurbishment of Arnside Viaduct' by Stephen Townley. Starts 18.00. Contact Philip Bull on 07964 103202 or at bullnet98@aol.com for further details.

Permanent Way Institution(Manchester & Liverpool)
John Dalton Building, Manchester University. 'Northern Hub' by Graham Botham. Starts 18.00. Contact Rob Cummings on 07798 858784 for further details.

RCTS (Merseyside, Chester & North Wales)
'Observations at Stafford' Contact Alan Turton on 01606 854227 or at alan.christine@daisytally.fsnet.co.uk for further details.

RCTS (Nottingham)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'The GC Reunification Project' by Nigel Harris. Starts 19.30.

Scottish Rly Preservation Society (Motherwell)
Vestry Hall, Trinity Church, Avon Street, Motherwell. 'SRPS Grand Challenge Quiz' Questionmaster Angus Rex. Starts 19.30. Contact Fred Landery on 01698 457777 or at fred.landery@srps.org.uk for details

9th November 2011
Basingstoke & District Railway Society
Wote Street Club, New Road, Basingstoke RG21 7NG. 'Down Memory Lane' by Colin Brading. Starts 20.00. Contact the Secretary on 01256 819401.

Oxfordshire Rly Society
Seacourt Day Centre, Seacourt Road, Oxford OX2 9LD. 'A Broad Gauge Journey from Bristol to Cornwall' by Canon Brian Arman. Starts 19.30.

RCTS (Cardiff)
Old Church Rooms, Radyr. 'Images of Steam in the West Country (including the Somerset & Dorset)' by Terry Nicholls. Starts 19.30.

RCTS (Hitchin)
Hitchin Christian Centre Bedford Road, Hitchin. 'From Lanzhou to Lhasa' by Andy Davis and 'Southern Miscellany' by Richard Golding. Meeting commences at 19.30.

Stephenson Loco Society
Y.M.C.A., Bridge Street, Guildford, GU1 4SB. 'The Railways of Singapore' by Gerry Nichols. Starts 19.30. Contact 01372 379216 for details.

Swiss Railways Society (London)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. (near Kings Cross station) 'Ticino' by Neil Wheelwright. Starts 19.00. £3 donation requested. Contact Ron Dawes on 0208 660 3532 for details.

10th November 2011
Bath Railway Society
Bath Green Park Station Meeting Room. 'The Isle of Wight Railways' by John Gulliver. Starts 19.30. All Welcome. Contact Kevin Plummer (Evenings) on 01225 312564 for details.

Continental Rly Circle
St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ 'New Zealand Railways' by Mike Lane. Starts 19.15. Admission £2. Contact Adrian Palmer on 01932 850624 for further details.

Grantham Rly Society
St. Wulfram's Church Hall, Church Street, Grantham, NG31 6RR 'As it is Now and The Good Old Days' by Ken Horan. Starts 19.30. £2 Admission. Contact Phil Mason on 01476 407569 for further details.

Locomotive Club of Great Britain (St Albans)
United Reform Church, Watford Road, Chiswell Green, St Albans. 'Railroading Across the Western United States & Canada' by John Day. Starts 19.30. Contact the Secretary on 01442 251540 (after 18.00) for details.

Permanent Way Institution (North Wales)
The Town Crier Inn, City Road, Chester. 'East London Line Construction' by Ed Gardiner. Starts 18.30. Contact Lynne Garner on 07771 672274 or at lynne.garner@networkrail.co.uk for further details.

RCTS (Newcastle)
The Brunswick Methodist Hall, Newcastle. 'Railwaymen and Steam' by Mike Carrier. Starts 19.30. Contact jimbrick@fsmail.net for details.

11th November 2011
Altrincham Electric Rly Preservation Society
Altrincham Methodist Church Hall, Barrinton Road, Altrincham, WA14 1HF. 'Lancashire & Yorkshire Railway Locomotives Part 1' by Paul Shackcloth. Starts 19.30. Admission £3.Contact Andrew Macfarlane on 0161 928 9394 for further details.

Cambridge University Railway Club
William Thatcher Room, Fitzwilliam College, Cambridge. 'Settle and Carlisle Railway' by Colin Fisher. Starts 20.30. All Welcome. Contact the Secretary, Tom Corker at secretary@curc.org.uk for details.

GCR Leicester Area Grp
St Bartholomews Church Hall, Church Lane, Quorn. 'South African Steam in the 60's, 70's & 80's' by Ron White. Starts 19.30. Contact John Calton on 07714 546163 for details.

Great Western Society (Swindon)
Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon SN3 1JE. 'The Summer of '95" by Joe Turner followed by Railway Infrastructure in Preservation & Network Rail' by Jon Sreeves. Starts 19.30. Contact 01793 495976 for further details.

RCTS (Edinburgh)
Quakers Meeting House 7 Victoria Street, Edinburgh. 'NRM Steam Operation - the Support Role' by Rob Tibbits. Starts 19.30. Contact the Secretary at evanwilliams@talktalk.net for further details.

Shropshire Rly Society
The Gateway, Chester Road, Shrewsbury. 'G.W.R.Lines in South & Mid Wales' by Tony Icke. Starts 19.30.

Stephenson Loco Society
The Mining Institute Lecture Theatre, Neville Hall, Westate Road, Newcastle upon Tyne. NE1 1SE. 'The G5 Project; by Dr Michael Wood. Starts 19.00. Contact the Secretary on 01434 688946 for further details.

12th November 2011
Irwell Vale Railway Photographers
Irwell Vale Village Church, Irwell Vale, Rossendale. 'Steam and Diesel in View' by Mike Taylor. Starts 19.30. £3 Donation. Contact Mike Taylor on 01282 436653 or at mick.t@btinternet.com for further details.

RCTS (Exeter)
Conference Room, Great Western Hotel, Exeter. 'A Railway Year' by Gavin Morrison. Starts 19.00.

14th November 2011
Driffield & East Yorkshire Rly Society
The Sidings, Middle Street South, Driffield YO25 6PX. 'DVD and Slide Show'. Starts 19.30. £2 Donation. All welcome. Contact the Secretary on 01377 254068 or at eric2marshall@aol.com for further details.

Lincoln Railway Society
St Hugh's Church Hall, Harewood Crescent, North Hykeham, Lincoln LN6 8JG. 'AGM & Photo Competition'. Starts 20.00. All welcome. Admission £3. Contact 01522-705365 or email graham@the-st.fsnet.co.uk for details

RCTS (Croydon)
Small Hall, East Croydon United Reformed Church, Addiscombe Grove, Croydon. 'Controlling the South Eastern' by Brian Garvin. Meeting commences at 19.30.

RCTS (Ipswich)
Bridge Ward Social Club, 68 Austin Street, Ipswich. 'Steaming through Britain' by Graham Briggs. Meeting commences at 19.30.

RCTS (Sheffield)
St Mathews Church Rooms, Carver Street, Sheffield. 'Steam in the East Midlands around 1960' by Peter Groom. Starts 19.30.

Southern Electric Group (Sussex)
Deall Room, Southwick Community Centre, Southwick. 'The Photographs of the Young Andrew Marshall' by Andrew Marshall. Starts 19.30. £2 Donation. Contact Bruce Cakebread on 01273 462094 for further details.

Stephenson Loco Society
Lauriston Hotel, 15 South Crescent Road, Ardrossan, KA22 8EA. 'Minor Railways & Industrial Lines in North Ayrshire or There About' by Roger Griffith. Starts 19.30. Contact 01294 822303 for further details.

York Railway Circle
The Library, Archibishop Holgate's School, Hull Road, York YO10 5ZA. 'A History of Railway Preservation' by Bob Gwynne. Starts 19.30. £2 Donation. Contact Robin Patrick on 01904 412232 or at locopatrick@aol.com for further details.

15th November 2011
RCTS (Cambridge)
Abbey Meadows Community Wing, Primary School Galfrid Road, Cambridge. 'Carlisle - A Railway Mecca and Football Outpost' by Colin Briggs. Starts 19.30.

RCTS (Cheltenham)
The Victory Club, Burlington House, Lypiatt Road, Cheltenham. 'American Wanderings' by Gordon Davies. Starts 19.30. Contact paulandpauline@gearey.fslife.co.uk for further details.

Back Issues

All back issues are available on our website, 24 hours a day - visit **www.railwayherald.com** and click on 'Magazine'.

Rear Cover Caption

On 22nd October, dawn breaks behind the GNR box at Bottesford West Junction, a block post between Allington Junction and Bingham, which is due to be closed in 2014.
John Illingworth (with permission)

Magazine Information

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BOTTESFORD
WEST JUNCTION