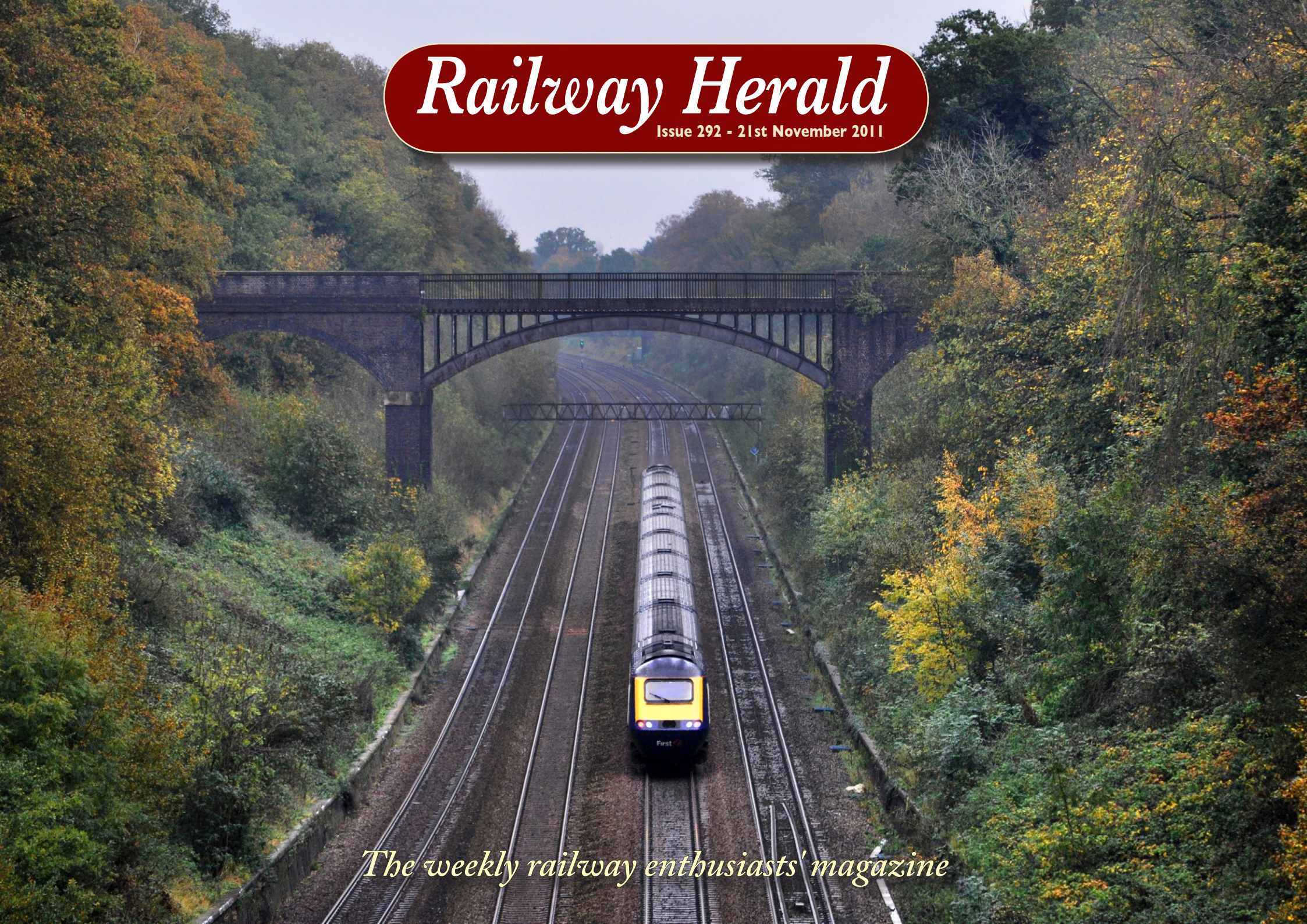
Railway Herald

Issue 292 - 21st November 2011



The weekly railway enthusiasts' magazine

Railway Herald

Issue 292
21st November 2011

Editor
Richard Tuplin

Contributing Editor
Brian Morrison

Railtour Editor
John Whitehouse

News Researcher
Bill Turvill

All editorial emails should be sent to the editor. To email a member of the team, send your message to firstname.surname@railwayherald.com

Publication
Railway Herald is published weekly, 47 times a year.

Submissions
We welcome submissions from all readers, especially digital photographs. Pictures should be sent to the editor at *editor@railwayherald.com*

Good quality scans of colour slides and prints are also acceptable. There is currently no financial payment made for photographs published in *Railway Herald*. Where possible we always try to use news photographs taken within the production week of the publication date.

Website
Our website contains all back issues of the magazine and is available at **www.railwayherald.com**

© Copyright Railway Herald Limited 2006-2011

ISSN 1751-8091

Brian Morrison

As Kent steam is prohibited - is the future secure?

Network Rail has issued a prohibition notice, which prevents all steam locomotives, with the exception of *Tornado* and 'Black 5s', from traversing the route from Swanley to Rochester Bridge Junction - we ask why this has come about and what the future holds for steam?

Read more on Page 14

In This Issue

Lynemouth to close?
Rio Tinto Alcan has announced plans to close its smelter at Lynemouth because of rising costs and upcoming legislation.

Click here to read the story on Page 3

ScotRail to lengthen trains
ScotRail is to operate its longest diesel multiple unit formed service on the Aberdeen route from the December timetable change.

Click here to read the story on Page 4

Olympic Timetable
With the countdown to next year's Olympics now well underway, the proposed timetable for the Olympic and Paralympic periods is announced.

Click here to read the story on Page 5

Centro funding
Centro is to meet with the new Transport Secretary to discuss the level of investment for the West Midlands rail network between 2014 and 2019.

Click here to read the story on Page 8

Elsewhere in this issue

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

19 Preservation News
All the latest news and information from the preservation world, including news of the damage sustained by rolling stock in two separate runaways, one on the Pontypool & Blaenavon and the other on the North Yorkshire Moors Railway, plus an Edwardian evening for Rothley and news of a locomotive for sale from the Heritage Shunters Trust.

Essentials

11 Railtours & Excursions
Including comprehensive listings.

26 Diary
The dates of slide shows and information presentations.

Front Cover Caption:

Just a short distance into Sonning Cutting near Reading, an unidentified First Great Western HST heads towards Paddington on 12th November.
Ian Hall

▲ With the RHTT season in full flight, the number of Class 60s in traffic has temporarily increased to 14. Here, No. 60049 passes Standish Junction on 12th November, with the Robeston to Westerleigh tanks. **Bruce Strong**

Rio Tinto to close Lynemouth smelter

Rio Tinto Alcan has announced that it intends to close the aluminium smelter at Lynemouth, subject to the completion of a 90-day consultation process with employee and union representatives. The company is also in discussions regarding the potential sale of the power station at the site.

The Lynemouth smelter in Northumberland, opened in 1972 and employs 515 people, with an additional 111 employed at the power station - the company says that all affected employees will receive support, including retraining and job search assistance.

The Chief Executive of Rio Tinto Alcan, Jacynthe Côté, said that the decision followed a strategic review that explored every option for keeping the facility open, but increasing energy costs, largely as a result of emerging legislation, means that the smelter is no longer sustainable, although Rio Tinto says it is hopeful that the power station can remain in operation under new ownership.

The closure will have an impact on rail operations, specifically the alumina flow from North Blyth and the flow to Fort William, both of which are operated by GBRf. While the former flow will cease, its not known how the Scottish flow will fare.

Rio Tinto has said that the Fort William smelter will remain operational, so there will, presumably, remain a requirement for the raw alumina to be transported to the site.

▼ **On 19th April, Class 55 No. 55022** *Royal Scots Grey* **awaits the road into North Blyth at Freemans Level Crossing, with alumina tanks from Lynemouth, while GBRf Class 66/7 No. 66726** *Sheffield Wednesday* **departs with a loaded working to Fort William. Fred Kerr**

Calls for Stranraer rail services to be redeveloped

After 134 years of the rail timetable being tied to the ferry timetable, the switch of Northern Ireland ferries from Stranraer Harbour to Cairnryan Port on 21st November has created a unique opportunity to re-gear Stranraer's train service to local needs and emerging tourist markets.

Transform Scotland, the transport alliance, is urging the Scottish Government, the rail industry, local authorities and the local community to create a formal Community Rail Partnership (CRP) to develop a new strategy for promotion of the line. CRPs have been highly successful on rural lines in both England and Wales, where a co-ordinated focus on line development has led to substantial growth in rail traffic.

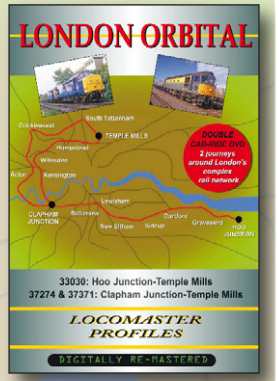
Transform Scotland argues that this kind of approach would significantly improve the economics of the line, helping to reduce the costs to the taxpayer of the new ScotRail franchise from 2014. It is maintained that there is a unique opportunity to create a better service for local people and for new rail travellers from Greater Glasgow on integrated rail-bus 'Days Out', heading for the many attractions within 20 miles of Stranraer, such as Portpatrick village, Castle Kennedy Gardens, Logan Botanic Garden and the Mull of Galloway.

Paul Tetlaw of Transform Scotland said: '"ScotRail's new timetable commencing in December, is a good start, but what is really needed is a regular interval service, rather than the current highly irregular pattern with gaps of over four hours between trains".

Two nostalgic cab-rides on one DVD

LONDON ORBITAL

This DVD comprises two fascinating cab rides from the mid-1990's around London's complex rail network. The first is from Hoo Junction to Temple Mills and the second is from Clapham Junction to Temple Mills. Both journeys were not possible by passenger train and were therefore filmed on freight trains - Mainline Freight's 7L07 infrastructure service. The views from the locomotive footplates include manual signal boxes and semaphore signals that have since disappeared, as well as the sites of some of the capital's closed stations and freight terminals. Both of London's last surviving heritage DMU services are also seen, as are several of the capital's 'freight only' routes.



The first journey is on board 33030 and features the booked route of the 7L07. This includes the view of the North London Line before it was overhead electrified and upgraded, as well as the section of route between Hackney Wick and Temple Mills, which has changed beyond all recognition following the construction of the 2012 Olympic village at Stratford. The second journey was filmed on 37274 during the six month period when the 7L07 was diverted away from its booked route over the North London Line while it was being upgraded. The revised route includes the 'freight only' routes from New Kew Junction to South Acton, Acton Wells to Cricklewood via Dudding Hill plus the obscure connecting chord from Carlton Road Junction to Junction Road Junction. Also features the pre-upgraded Tottenham & Hampstead Line from Upper Holloway to South Tottenham...and Temple Mills before it became a Eurostar depot!

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

LOCOMASTER PROFILES

Freepost SL2253, Langley, Slough, SL3 6BP

visit our website at www.locomaster.co.uk

Network Rail buys Hydrex infrastructure equipment company

Network Rail Infrastructure Ltd has purchased the assets of the rail division of Hydrex Equipment (UK) Ltd from its administrators, the purchase including a transfer of employment for all 531 rail division staff.

Hydrex was the largest provider of road-rail vehicles to the rail industry and a key supplier to Network Rail and its infrastructure contractors. The purchase brings to an end an extended period of uncertainty for Hydrex employees, customers and suppliers, while providing continuity of business for the supply of heavy plant to the industry.

Martin Elwood, Director of Network Rail's National Delivery Service, said: "This is not a step that Network Rail has taken lightly. The purchase of Hydrex's rail division has secured hundreds of jobs while making sure we can deliver as planned our programme of maintenance, renewals and enhancements across the rail network. Our priority in making this purchase is to ensure continuity of works. Once we have set in place a successful transition we will seek input from across the industry, including other on-track plant suppliers, about any impact on the market place".

The purchase involves ownership of over 300 road-rail vehicles, which have now been transferred to a new subsidiary of Network Rail called Network Rail (NDS-Plant) Ltd. The purchase has been agreed with the Office for Rail Regulation, and discussions have been held with the Rail Plant Association, Network Rail's contractors, other existing Hydrex customers and the trades unions.

The end approaches for Northern Rail Class 180 DMUs

▶ The three Class 180 DMUs currently operating with Northern Rail on its routes between Buxton, Manchester, Preston and Blackpool, will shortly be removed from traffic, prior to being handed back to the leasing company and being transferred back to First Great Western. Here, No. 180106 approaches Chorley as it works an afternoon Preston to Hazel Grove service on 9th November. Fred Kerr

ScotRail introduces seven-car trains on Aberdeen route

ScotRail's longest-ever daytime diesel service is to be introduced in the winter timetable from 12th December on the Aberdeen-Inverness line.

The five-car train will now have seven vehicles as far as Inverurie and will run during the evening peak-hour as the 17.18 from Aberdeen, providing 124 more seats.

In addition, almost 400 more seats will be added in total to three other trains on the route by the 09.03 and 14.27 from Inverness and the 11.59 from Aberdeen being doubled from two to four coaches.

The increases in capacity are a result of the ongoing review by ScotRail of redeploying rolling stock in the most effective way possible. Until now, the maximum number of carriages on ScotRail's diesel services (excluding the Caledonian Sleepers) has been six, all serving the Edinburgh-Glasgow and Edinburgh-Aberdeen routes, plus Fife to Edinburgh.

LocoTrack

THE BRITISH LOCOMOTIVE DATABASE

Have you got notebooks filled with all your spotting records?

Do you want to save them and log them all on your PC?

LocoTrack can help you!

Contains most British diesel & electric loco's + stock since 1948
You can enter sighting details, haulage details, photo details, etc.
***And* you can link your own photos to each record!**

Simple searching, filtering and reports - *all data can be updated*

Excellent reviews in railway press

£23 including P+P in UK Website at www.locotrack.co.uk

LocoTrack, 13 Alderley Edge, Waltham, N.E. Lincs, DN37 0UR

Southeastern announce Olympic timetables

The Olympic and Paralympic timetables have been published after approval from the Department for Transport, and after consultation with MPs, London TravelWatch, Passenger Focus, councils and local user groups.

Hugh Sumner, the Olympic Delivery Authority (ODA) Director of Transport, said: "Games-time transport networks will be extremely busy, and to enable spectators to get around, in addition to other users, services will be significantly enhanced. We have worked alongside Southeastern and the Nations' train operating companies to ensure that the necessary plans are in place well ahead of the Games before next summer so that we can look forward to a successful summer of sport".

The timetable has been designed to meet the predicted increase in demand from those travelling to Olympic venues. Southeastern has worked with the ODA to refine its plans and ensure the majority of trains can be operated for regular commuters. Where possible they will also be lengthened, as it is expected services will be busy throughout the Olympic period. Also agreed are details of compensation for those most directly affected by the changes to the timetable. High-speed season ticket holders, of one month or longer, will be contacted directly by Southeastern next year and provided with compensation. Southeastern will also be contacting monthly and longer season ticket holders from Woolwich Dockyard with compensation arrangements, due to its closure for the duration of the 2012 Games.

The changes within the Metro (South East London) area have been made to ensure the safe and reliable operation of trains throughout the Olympic Games, given the significantly higher demand for services during this period. For example, at Greenwich there could be up to 75,000 spectators travelling on the busiest day, the majority using local stations. To ensure all passengers can alight, the train has to be in the station for longer than usual. The only way to create this extra time is not stop the train at some stations further down the line on occasions, and use those time savings where they are most needed. Blackheath, Woolwich Arsenal and Charlton are also Olympic venue stations that will require trains to stop for longer, increasing the need to find extra time. Where stations have a reduction in services, they have been chosen based on passenger counts and ability to handle large crowds. Those affected will be Maze Hill, Deptford, Kidbrooke, Westcombe Park and Woolwich Dockyard (closed for the Games). All other stations will be unaffected, although it is expected services generally will be busier. Following the consultation, the selected trains between Charlton and Lewisham that were initially removed have been reinstated.

Main line services in Kent and East Sussex will generally operate as in the current timetable but are likely to be much busier, with more people travelling overall. Southeastern has worked with the ODA to develop the 'Javelin' shuttle service, intended to run between St Pancras International, Stratford International and Ebbsfleet International, and has secured agreement for an additional two trains an hour to Ashford International and one train an hour along the North Kent coast to Faversham. The 'Javelin' service will affect high-speed trains to all other stations it currently serves. Following the consultation, late night services to Ashford International and Faversham have been introduced.

The timetable for the Paralympics will be as per normal day-to-day services, but with an increased number of high-speed trains to Stratford and Ebbsfleet International stations and extra late night workings.

While the timetable has been published on the website, these will be subject to final minor alterations in the lead up to the Games. To find out further details and a summary of the services being operated visit southeasternrailway.co.uk

Station Improvements
Round-Up

A new footbridge at Sittingbourne station has been lifted into place and two new lifts have been installed under the Government's 'Access for All' programme.

At the same time, a number of improvements are being made to station facilities funded through the National Stations Improvement Programme (NSIP). These include relocating and increasing the number of cycle parking spaces outside the station, renovating all the passenger toilets, creating new waiting shelters on the platforms and a new waiting room on Platform 2.

In addition, the ticket gates are being repositioned to create more space for passengers in the ticket office, a new customer information screen installed, and non-slip flooring put down in the ticket office.

Work is due for completion in spring 2012.

▼ **Bristol Railport opened almost 18 months ago, during mid-2010. In the early days of operation, 20ft boxes were the norm, however, 40ft boxes, and 20ft 'Tanktainers' are now the most common, along with a range of container flats including FEAs, IFAs and the IKA low floor 'Megafret'. Here Class 66/5 No. 66566 shunts containers at the Railport, prior to forming the 11.00 Bristol-Tilbury service on 17th November. Edward Gleed**

Railway Herald

NEW BACK ISSUES CD-ROM AVAILABLE

covering Issues 201 to 290

In January 2010, Railway Herald produced a CD-ROM containing all back issues from Issue 1 to 200, along with all supplements and editions of our 'Worldwide' magazine produced to date.

A number of readers have been asking if we are producing an update with the latest editions, so here it is ... and in time for Chrismas too!

The new disc starts from Issue 201 and contains all high-resolution versions of each issue up to No. 290 and will be available from 15th November, priced at £5 post free within the UK, and £6.50 outside the UK - the ideal gift for Christmas.

If you have yet to purchase the original disc, then both discs (spanning Issues 1 to 290) can be obained for £8.50 post free within the UK or £10 outside the UK. To order your copy, simply click this advert to visit our website and order online, or call the Editorial Office on 01904 500175, between 09.30 and 17.00, Monday to Friday.

Visit us online 24 hours a day at www.railwayherald.com

UK News In Brief

■ c2c has begun using Twitter to give passengers up-to-the-minute train service information, and early indications show the use of the social networking tool has proven very successful. c2c is @c2c_Rail on Twitter.

■ ScotRail has awarded a three-year contract extension to Bombardier Transportation, worth around £15 million, covering operational support and spares supply for its Class 170 Turbostar fleet, which consists of 177 vehicles. The contract provides for the supply of materials for the fleet, backed by an availability and reliability performance regime. Bogie overhauls will be supplied via Bombardier's Crewe CRO facility.

■ The outgoing Chairman of Bombardier's UK Transportation division has told *The Guardian* newspaper that the future of the plant at Derby hangs in the balance and depends upon securing two forthcoming contracts. Colin Walton said: "The critical thing now is the workload, particularly in engineering and manufacturing. The Voyagers and EMUs at Southern are vital projects for Bombardier in the UK. You can have the best people in the country, but you need the workload". Without these two contracts, it is suggested that Derby Litchurch Lane could be closed once its last remaining order with London Underground is completed in 2014.

■ Network Rail has awarded Balfour Beatty Rail a £50 million contract to deliver track remodelling as part of the major redevelopment of the London Bridge area. Under the contract, the company will provide detailed design, installation, testing and commissioning of the track remodelling. Work is programmed to get underway in 2013 and is scheduled to be completed in 2018. It is also believed that Balfour Beatty will undertake electrification and minor signalling works under Phase 1 of the Northwest Triangle scheme to electrify routes around Liverpool and Manchester. Work on this project should be completed by 2013 and will involve electrifing the route from Castlefield Junction, Manchester, to Newton-le-Willows.

■ The inspector looking at a planning application for the construction of a new line that would connect the Oxford to Bicester route to the Birmingham-London via Bicester North route, has recommended that the Chiltern Railways' order should not be made because of bat roosts in Wolvercote Tunnel, Oxford. The DfT said the Secretary of State would be "minded to make the order and give the planning direction" if Chiltern Railways was to introduce appropriate mitigation measures. Chiltern had proposed an innovative lighting installation to sweep the tunnel clear of flying bats before each train.

Metro and Light Rail News

Refurbishment on the horizon for Central Line 1992 stock

After 19 years in service, the current fleet of London Underground Central Line 1992 Stock is being revamped to serve the next generation of passengers and beyond.

The overhaul of the fleet includes replacing over 4,000 windows and the side panels that make up the outside of the trains, and covering over 23,000 seats with new blue and red moquette, the design of which is inspired by London landmarks. The outside of every carriage on all 85 trains will also be coated with a protective film that will make them easier to clean.

As part of the upgrade works the gearboxes and housings are being modified, together with the frames that house the wheels and axles. This work will improve reliability and should mean that the trains will be able to travel greater distances before experiencing a fault.

The work should also potentially increase the distance that the stock can travel before experiencing a fault by around another 1,000 kilometres. The trains are being worked on in pairs so as not to affect normal services.

The work will cost £27 million and the entire fleet will be complete before the Olympic & Paralympic Games next year, in readiness for an influx of passengers that will be heading to and from Stratford.

◀ **London Underground 1992 Central Line stock interior.**

▼ **A Central Line train from Epping to Ealing Broadway arrives at Leyton, with 1992 stock Driving Car No. 91213 leading. Both: Brian Morrison**

The Irish Angle

▲ *Railway Herald* reported last week that the Railway Preservation Society of Ireland had undertaken the main line test runs of its newly overhauled steam locomotive. Unfortunately, the Gremlins attacked and we managed to print inaccurate information. It should have referred to Great Southern Railway K2 Class 2-6-0 No. 461, built by Beyer Peacock & Co in 1922. Here, the loco runs round in the RPSI station at Whitehead on 13th November. **Chris Playfair**

▼ The current end of the Green Line in Dublin at St Stephen's Green. Under the Infrastructure and Capital Investment programme launched by the Irish Government on 10th November, it was revealed that the "LUAS BXD" line had been given the green light for funding. BXD will commence from here and will be extended to Broombridge on the Northside of the city. An added benefit of the extension will be the interchange with LUAS Red Line services at O'Connell Street / Abbey Street. However, DART Underground and Metro North have been deferred for consideration in the next spending review in 2015. **Neil Dinnen**

▲ One of CrossCountry's Class 221 'Super Voyager' units stands at Guildford on 6th November, while working a diverted 10.30 Bournemouth to Oxford service. **Ken Brunt**

Centro wants to discuss West Midlands transport funding with Transport Secretary

Centro is to meet with the new Transport Secretary, Justine Greening, in a bid to win a better funding deal for rail projects in the West Midlands.

Centro, the region's transport authority, is keen to discuss the level of investment for the West Midlands rail network between 2014 and 2019 proposed under the Initial Industry Plan (IIP), drawn up by the Office of Rail Regulation, Network Rail, ATOC, the Rail Freight Operators Association and the Rail Industry Association, and represents the industry's view of funding priorities. A formal date for the meeting has yet to be finalised, but the controversial proposals would involve the Midlands receiving investment of £57 million out of a total proposed budget of around £10 billion. Although not binding on the Government, it is influential when ministers decide funding.

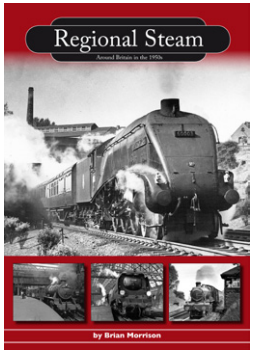
The eight local rail schemes that Centro wants to see completed are:

- Re-opening from Walsall to Stourbridge.
- The Camp Hill Chords scheme introducing services from Birmingham Moor Street to Kings Norton and Water Orton
- Electrification of the route from Walsall to Rugeley.
- Reinstatement of a fourth platform at Birmingham Snow Hill station and the Rowley Regis Turnback.
- Increasing the speed on lines between Walsall and Rugeley, Wolverhampton and Shrewsbury, and Coventry and Nuneaton.
- Resignalling and remodelling the track in the Worcester area.
- Improving capacity between Birmingham and Coventry.
- Station enhancements at Walsall, Coventry, Wolverhampton, Solihull and Birmingham International.

Currently, the only regional schemes in the Midlands that the IIP proposals say should go ahead are capacity enhancements at Water Orton and between Leamington Spa and Coventry.

Special Offers for Christmas

If you enjoy our occasional 'Turning the Clock Back' series then you will love this title!

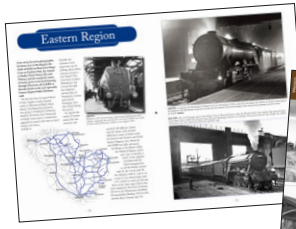


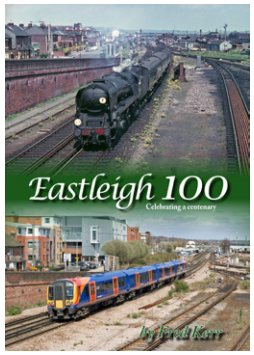
Regional Steam

by Brian Morrison

Normal RRP £14.95
Offer Price £8.50

Brian Morrison looks at steam action across Great Britain in the 1950s, with a chapter on each region, and a wide selection of loco types featured, this book provides a fascinating insight into operations in the 1950s.





Eastleigh 100

by Fred Kerr

Normal RRP £8.95
Offer Price £4.95

A look at the life and times of Eastleigh, both as a railway location, and the works, with an overview of the projects carried out at the works, as well as colour images of steam in the '60s.

STEAM FOCUS

Normal RRP £13.95
Offer Price £6.99

Our Steam Focus DVD concentrates on the UK scene and features both heritage railway and main line steam action.

This programme looks at a broad range of news and events from the past six to nine months, with action of locomotives from all four pre-nationalisation companies, plus British Railways Standards. Locations featured include the East Lancashire, Ffestiniog, Great Central, Llangollen, Mid-Hants and North Yorkshire Moors Railways, plus mainline charter workings featuring 5043 Earl of Mount Edgcumbe, 35028 Clan Line, 6233 Duchess of Sutherland, 44871, 46115 Scots Guardsman, 48151, 60009 Union of South Africa, 60163 Tornado, 70013 Oliver Cromwell and much much more.

There is also the ability to turn the narration off, leaving the viewer to enjoy the pure sounds of steam in action.

Running time is 70 minutes

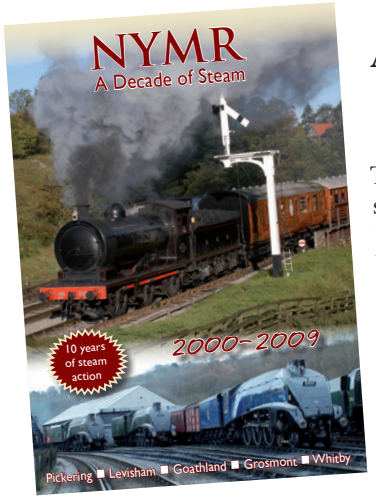
All DVDs and Books are dispatched **post free** within the UK

ALL DVD programmes reduced to £6.99 - one time only!

The Tornado Story

Normal RRP £11.95
Offer Price £6.99

Follow Britain's newest standard gauge steam loco over its first year on the main line, with views and details on its construction as well as heritage railway gala events. Also includes the locomotives 'Royal' naming at York and archive footage of A1s in action in the 1960s.



NYMR A Decade of Steam

Normal RRP £15.95
Offer Price £6.99

This programme charts the steam action on the North Yorkshire Moors Railway between 2000 and 2009, covering the variety of locomotives that have worked the line in that time. Over 35 locomotives are seen in action across the line in this 100-minute DVD programme.

LIMITED STOCK

Offers are valid until 31/12/11, or while stocks last. **To order visit www.rhpublishing.co.uk or call 01904 500175 (09.30-17.00 weekdays)**
or send a cheque or postal order, payable to 'Railway Herald' to RH Publishing, PO Box 252, Scunthorpe, North Lincolnshire. DN17 2WY.
Overseas postage is charged at £4.50 GBP per order

▶ Class 66/8 No. 66846 stands at Redhill with loaded steel wagons, prior to departing for Dollands Moor, via the unusual route of Reading, Guildford, Reigate, Redhill and Tonbridge. An engineering block at Acton Wells was the cause of this rare re-routing on 13th November. The train had originated at Llanwern.
Andrew Crampton

▶▼ On 19th November, Class 67 No. 67020 approaches Spalding, dragging Class 91/1 No. 91127 on a Leeds to London King's Cross working, during the last weekend of ECML diversions. The '67' took over the train at Newark Northgate and would provide the motive power through to Peterborough.
Ken Brunt

▼ Northern Rail Class 150 No. 150110 in network West Midlands livery, albeit minus branding, is joined by Class 142 No. 142037, as the pair approach Preston with the terminating 08.52 service from Hazel Grove on 16th November. **David Felton**

UK Steam & Modern Traction Railtour Listings

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 KX-)Peterborough-ECML-York-Church Fenton-ECML-London KX	
Railway Touring Co.	34067	Poole-Bournemouth-Eastleigh-Westbury-Bath Spa-Bristol Temple Meads & return	

Saturday 26th November 2011

Pathfinder Tours	6024	(Eastleigh-Westbury-Bath Spa-)Bristol TM-Abergavenny-Shrewsbury & return	
UK Railtours	DBS 67	Basingstoke-Staines-Watford Jct-Rugby-Wolverhampton-Ludlow & return	
Steam Dreams	60163	London Paddington-Slough-Swindon-Severn Tunnel-Ludlow-Shrewsbury & return	
Spitfire Railtours	EMT HST	London St. Pancras-Bedford-Leicester-Chesterfield-York & return	
Spitfire Railtours	EMT HST	York-Malton-Scarborough & return	
Spitfire Railtours	2xWCRC 37	Birmingham International-Shap-Beattock-Edinburgh & return	**Cancelled**
Spitfire Railtours	2xWCRC 37	Edinburgh-Forth Bridge-Thornton Jcts-Perth-Edinburgh	**Cancelled**
Railway Touring Co.	34067	Swanage-Poole-Eastleigh-Basingstoke-London Euston & return	
Railway Touring Co.	4492 & 60007	Newcastle Central-London King's Cross and return	**Cancelled**

Tuesday 29th November 2011

Compass Tours	2xWCRC 47	Rugby-Birmingham NS-Stafford-Preston-Shap-Beattock-Edinburgh Waverley & rtn	
Spitfire Railtours	55022	Worcester Shrub Hill-Tamworth HL-Derby-York-Edinburgh Waverley	
Spitfire Railtours	55022	Edinburgh Waverley-Stirling-Alloa-Thornton Jcts-Dundee-Burntisland-Edinburgh	

Wednesday 30th November 2011

Torbay Express Ltd	tbc	Poole-Bournemouth-Brockenhurst-Southampton-Bath Spa-Bristol TM & return	

Thursday 1st December 2011

Steam Dreams	70000	Rainham (Kent)-Rochester-Bromley South-Bath Spa-Bristol Temple Meads & return	
Virgin Trains	VT Class 57/3	London Euston-Watford Junction-Milton Keynes Central-Chester and return	

Friday 2nd December 2011

SRPS Railtours	55022	Linlithgow-Waverley-Cramlington-York-Doncaster-Lincoln and return	

Saturday 3rd December 2011

Cruise Saver Travel	DRS 47	Glasgow Central-Preston-Manchester-Birmingham-Oxford-Southampton Docks	
NENTA Traintours	2xWCRC 47	North Walsham-Norwich-Ely-Peterborough-York-Keighley-Skipton and return	
Railtourer	2xWCRC 47	Doncaster-Huntingdon-St. Neots-Canterbury and return	
UK Railtours	EMT HST	London St. Pancras-Kettering-Loughborough-Nottingham-Lincoln & return	
Pathfinder Tours	DBS Class 67	Eastleigh-Basingstoke-Oxford-Water Orton-Tamworth-Lincoln-Cleethorpes & rtn	
Statesman Rail	2xWCRC 47	Wolverhampton-Shrewsbury-Crewe-Preston-Shap-Beattock-Edinburgh and return	
Steam Dreams	70000	London Euston-Northampton-Rugby-Lichfield TV-Stafford-Crewe-Chester & rtn	
Railway Touring Co.	4492	London King's Cross-Peterborough-Grantham-Newark Northgate-Lincoln & rtn	
VSOE	35028	London Victoria-Virginia Water-Woking-Redhill-East Croydon-London Victoria	
Hastings Diesels Ltd	Hastings DEMU	Hastings-Tunbridge Wells-Bromley South-London Bridge-Rochester & return	
Hastings Diesels Ltd	Hastings DEMU	Rochester-Mystery trip around Kent-Rochester	
Virgin Trains	FL Class 90	London Euston-Watford Junction-Manchester Piccadilly & return	

Sunday 4th December 2011

Vintage Trains	4965	Tyseley Warwick Road-Nuneaton-Hinckley-Leicester-Melton Mowbray & 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.

Railtour Spotlight

by John Whitehouse

The attractive Shropshire market town of Ludlow will be a busy place over the weekend of 26th/27th November when its Medieval Christmas Fayre is staged, in addition to which, the town will be visited by no less than three main line charters, two of which are steam-hauled!

Pathfinder set the ball rolling with its 'Marches King' from Eastleigh, which is due to be worked by No. 6024 *King Edward I* from Bristol Temple Meads to Ludlow and Shrewsbury. Meanwhile, heading out of London Paddington will be No. 60163 *Tornado* at the head of Steam Dreams' 'Cathedrals Express', which is booked along the Great Western main line via Swindon and Bristol Parkway, then via the Marches, also to set down at Ludlow and Shrewsbury. Outline timings place the 'King' at Ludlow by mid-day, with *Tornado* following around 90 minutes later. In between the two steam specials is a UK Railtours' working from Basingstoke, which winds its way around London to head north along the WCML to approach Ludlow from the north, via Wolverhampton and the Abbey Foregate curve, with a DBS Class 67 the expected motive power.

We are now out of the 'Twilight zone' of just the occasional tour each week during November, and Compass Railtours is the first of the Christmas excursions with its 'Festive Edinburgh Express' from Hereford, via Shrewsbury, to Crewe on 23rd November, which takes the West Coast route with WCRC traction. RTC follow next day with the 'Bath & Bristol Christmas Express' from Poole, which takes the traditional route north via Salisbury and Westbury, with No. 34067 *Tangmere* at the helm. The loco is again in action for RTC on 26th November at the head of the 'Capital Christmas Express', which works outwards from Swanage to London Euston, picking up at Poole, Bournemouth, Southampton Central and Eastleigh.

Spitfire Railtours also join the festive fun on the same day, 26th November, with the 'Yuletide York' from London St Pancras International. This tour breaks Spitfire's normal tradition of using either DRS or West Coast traction, as they are taking a leaf out of the John Farrow book of running railtours and utilising an East Midlands Trains HST throughout. The train will pick up at principal Midland Main Line stations through to Chesterfield, and there is an add-on for those who want to stay on-board for an afternoon at Scarborough. The company should have had another tour operating the same day, the 'Lowland Growler III' from Birmingham International to Edinburgh and Perth, but this has been cancelled, according to the company, because of the inability of Network Rail to supply suitable timings for the train.

Last, but by no means least, is Steam Dreams' 'Cathedrals Express' from London King's Cross to York on Thursday 24th November. The day is important, as this will be the first steam working that touches ECML metals on a weekday since the infamous ban was imposed following the lineside fires caused by No. 30777 *Sir Lamiel*. The train is due for haulage by *Tornado*, which offers greater operating flexibility than other locos, especially on this busy route. However, one interesting departure from the normal operation of these trains is that the opening leg from King's Cross will be diesel-hauled by a DBS Class 67, still picking up at Hadley Wood and Stevenage, with the steam section commencing at the Peterborough pick-up, and then proceeding along the East Coast route, via Grantham, Retford and Doncaster all the way to York! It is understood that the reason for this, is that the arrival time in York is critical. The return, however, is a different exercise, being steam-hauled throughout with *Tornado*, by way of Church Fenton and Knottingley, then via Gainsborough Lea Road and Saxilby to Newark, and along the ECML to King's Cross. While this route is not necessarily a template for future East Coast steam workings, it certainly gives a good indication of what is possible.

Deal or No Deal? Was that the question for *Tangmere*?

It is very rare that a steam railtour goes horribly wrong, and there is a good reason for that: steam traction on the main line is, invariably, both reliable and robust.

When things do go wrong, it is more often than not due to operational matters rather than a problem with the locomotive, and it was indeed operational issues that resulted in the problems encountered by the Railway Touring Company's 'Kentish Belle Armistice Day' charter featuring Battle of Britain Pacific No. 34067 *Tangmere* on 11th November, which arrived back at its destination of Kensington Olympia just under five hours late!

The train was operated by the West Coast Railway Company (WCR), and consisted of nine vehicles plus a support coach, with a reported combined weight of 350 tons. Prevailing weather conditions throughout the day, which are relevant, consisted of low cloud and mist with occasional drizzle. A diesel was not included in the consist, as 'topping and tailing' passenger trains through Shakespeare Tunnel, just west of Dover and on the route of the train, is not allowed due to the tunnel's narrow bores, which mean that any emergency evacuation of a train where the carriage doors open outwards can only be accomplished through the rear corridor connection.

The train had originally been booked to take the North Kent route through Gillingham, Faversham and Whitstable to Margate, and then back to London via Dover and Ashford. The current prohibition notice placed on certain steam locomotives, *Tangmere* included, on the section of line between Swanley and Rochester (see separate article about gauging), is likely to have been the reason that the train was re-routed via Bromley South and Tonbridge to Ashford International, after which it would rejoin its originally planned routing at Minster Junction. Had the original route been allowed, it is believed a short break would have been taken at Margate, but instead, according to Network Rail (NR), a requested break at Dover Priory on the revised routing could not be accommodated and Deal was offered instead, which WCRC, according to NR, agreed would be "operationally OK". One other factor is that on a circular tour there is a point where a 'down' train becomes an 'up' train, and for 'The Kentish Belle', this was at Deal.

On the day, *Tangmere* is reported to have arrived at Deal, a few minutes down on the scheduled time, just before 14.00, incidentally around 30 minutes after the local Rail Head Treatment Train (RHTT) passed through en route to Dover. So the railhead conditions should have been good, a situation confirmed by NR's Mobile Operations Manager (MOM) who was in attendance.

Tangmere faced a stiff climb directly from a standing start and began to experience problems once on the stiffer grades, which vary between 1-in-69 through to 1-in-72 for around four miles between Walmer and Martins Mill. Expert engineman-ship kept the train on the move, but at very low speed with initially little slipping. However, this was not to last and the train eventually ran out of momentum and came to a stand. Hand sanding of the rail eventually got the 'Kentish Belle' on the move again, and the efforts of the crew finally paid off when the train breached the summit, having taking around 90 minutes to conquer the bank. The weather had remained damp, which would not have helped the railhead conditions, and without the opportunity of having had a run at the bank, it can be assumed that these are most likely the factors that caused *Tangmere* so much trouble.

However, having got 'over the top', the problems of *Tangmere* were not over, and the domino effect kicked-in with the need to make an out of course water stop at Dover Priory. The next domino to fall was problems with the water supply at Dover, which were surmounted with the help of the local fire brigade, but again, at the cost of further lost time.

After Dover, the train suffered from having lost its path, together with a further delay due to it being misrouted at Tonbridge, and then another unscheduled halt at Chelsfield to remedy a brake problem, all of which resulted, eventually, in an arrival at Kensington Olympia just before 22.00, 284 minutes late. Delay minutes to other services totalled 658 minutes.

As always, it is easy to benefit from hindsight, but looking back over the events of the day the key question is why was the train booked to call at Deal? Did no one question the wisdom of the need to making a standing start from Deal in mid-November, when there is a good chance of poor railhead conditions? NR say that it timed the train well in advance of the operating date and so 'will not know what the railhead conditions were likely to be on the day the train ran'. West Coast says that the trailing load was well within the capabilities of the locomotive and according to NR, the company had not raised any issue with the arrangement.

What is certain, though, is that the problems encountered after the departure from Deal were to have a material, and serious effect on the later operation of the train.

▼ **SR Battle of Britain Pacific No. 34067 *Tangmere* encounters difficulty with wet rails at Bickley, as it powers RTCs 'The Kentish Belle Armistice' charter from London Waterloo to Deal on 11th November. Unfortunately, more severe problems were to arise on the departure from Deal. John Balaam**

London Midland Class 150s bow out in style

London Midland marked the end of the Class 150 connection with the West Midlands on 12th September.

Two of the fleet, the pioneer No. 150001 and Class 150/1 No. 150106 were used on a tour that took them over a number of the routes that the sets had traversed in service, as well as some rarities!

▲ **The duo stand at Stratford-upon-Avon, prior to departing with the final leg of the 'Farewell 150' tour.**

◀ **The '150s' pull into Brignorth ready for the return leg of the trip along the Severn Valley Railway.**

Both: Robert Jefferys

Green 'Duchess' to head over the border!

In many ways Perth has always been a frontier city, standing as it does at the gateway between the lowlands and the highlands: equally, the same could be said of the city in railway terms as it is one of the few locations where the might of the LMS met the might of the LNER. A place where 'Duchesses' rubbed shoulders with 'A4s'. Perth was also the destination of one of Crewe North's most arduous turns which required the crew to lodge overnight.

They would have earned their rest, as the journey north was just a few miles shy of 300, with Shap and Beattock to deal with en-route. Legend has it that in addition to the mileage and gradients, there was one other issue: the quality of the coal at Perth. Crewe men didn't like it, to the extent that when the usual Princess Coronation, to the purists, or 'Duchesses' to the many, was being prepared for the Perth turn the firebox would be as full as possible, the tender brimming full, and bags of coal stacked high on the footplate, and probably on the back ledge of the tender too, so that they could get to Perth, and a long way back home before they had to resort to the 'Perth Stuff'.

Steam Dreams will be recreating some of this magic in September next year, when they head to Perth from London Euston with a four-day charter. It promises some truly vintage steam mileage, but at this stage Steam Dreams Graeme Bunker told *RH* that there are still some gaps in the planning to be filled, but the basic framework is there, and what a framework it is!

Already 'in the can' is a departure from London Euston on 22nd September, and the hope is that the first leg to Crewe will also be steam-hauled, and there is a wish list which is dependent on a certain boiler obtaining an important extension - watch this space, as they say!

At Crewe, No. 46233 *Duchess of Sutherland* is booked to take over, to follow the classic route over LMS and Caledonian metals via Shap and Beattock to Perth. It will be interesting to see how the crew of No. 46233 approach this working, and if it is seen on departure from Crewe with a footplate and tender looking like a coal merchants delivery wagon, you will know they are taking no chances!

It will be a long day for everyone, with little recovery margin, as next day Steam Dreams will be rekindling memories of the three-hour A4-hauled Edinburgh to Aberdeen expresses of the mid-1960's. While not re-creating the full route, a Stirling and Perth to Aberdeen via Dundee with an 'A4' both ways in 2012 is certainly a worthy substitute. The locomotive is John Cameron's Gresley-designed A4 Pacific No. 60009 *Union of South Africa*, which is currently at an advanced stage of an overhaul at the LNWR Crewe.

After all that excitement, a day of rest is called for: no steam, but maybe a distillery or two according to Mr. Bunker, to keep spirits up ahead of another great day which will be the return to Euston. Needless to say, No. 46233 will again be at the helm, operating via Beattock, but at Carlisle diverging onto the Settle & Carlisle for the final act, which will be the climb to Ais Gill. *Duchess of Sutherland* is booked to come off the train at Hellifield and the hope is that the return to Euston will also be steamed hauled. However, exactly what happens after Hellifield is one of those 'gaps to be filled'. Confirmation of what, is awaited with anticipation!

As Kent steam is prohibited around Longfield - what is the future for main line steam?

The parameters that steam locomotives operate under when on the National Network have changed beyond all recognition since GWR 'King' No. 6000 *King George V* **broke the steam ban in 1971.**

Today's railway network continues to be under ever-increasing pressure to accommodate longer, faster trains, both of which start to have a detrimental effect on main line steam operations. But while steam can be shown to be a reliable, efficient and safe mode of transport on the Network, and the Train Operating Companies(TOCs) involved have a business case that makes it viable to operate, special trains have a valid role to play. Indeed, while Network Rail, as the infrastructure operator, says it welcomes such workings, provided that they do not have a continued negative impact on the remainder of the Network, several businesses actually exist because of main line steam. The likes of Steam Dreams, Railway Touring Company and Statesman Rail, for example, have a total or significant steam-based programme, and the businesses would not exist if the ability to run main line steam vanished. So steam operations are definitely here to stay ... or are they?

During the 1980s, steam was limited to specific routes, the likes of the Welsh Marches, the Settle & Carlisle, and York to Scarborough. The thought of steam out of King's Cross or over Shap on a regular basis was but a gleam in someone's eye. Then came the revolution - firstly with the lifting of the ban on steam on third rail routes, and then the privatisation of the railway network that gave charter operators the ability to look at different journeys and routes, meaning that the boundaries for steam were being pushed beyond what was conventionally possible, and today's steam operations are largely available because of this.

Without doubt the effort required to run main line steam is continually increasing, but in a world of safety case procedures and continually tightening Health & Safety requirements, one of the biggest issues could yet come from an unlikely angle - that of the common overbridge.

The problems associated with gauging can cause a wide range of issues for TOCs, from freight operators wanting to run 9ft 6in containers, through to what, on the face of it, is a simple issue of a steam charter. But steam is far from simple, and a current, on-going case in Kent, possibly goes further than any to demonstrate the problems encountered by operators and the issues facing Network Rail.

How does Gauging Work?

In simple terms, gauging is the process that all trains go through before being allowed onto the network. It takes account of a wide variety of aspects, including the height and width of rolling stock, and each train will conform to one of a number of gauging envelopes. However, gauging for steam locomotives is undertaken differently because of a number of factors that would otherwise result in steam locomotives being suspended as they would not comply with Network Rail's Group Standards, and as such, when each locomotive returns after overhaul, it is measured and the gauging data submitted to Network Rail. However, rather than adopting a standard gauging profile, each steam charter train request (known as a 'bid') that Network Rail receives from DB Schenker or West Coast Railway Company, the two TOCs licensed to operate steam on the main line, is handled individually, and the locomotive concerned is gauged for the specific route every time a request is made. The same procedure is undertaken by Network Rail for other items of railway rolling stock, such as yellow plant and 'out of gauge' loads. During this process, a system known as the National Gauging Database (NGD) is consulted to ensure that the rolling stock in question can pass beneath or through all structures on the proposed route. However, if the data shows any areas of concern, then engineers can head out on site and manually check the structure.

Each route within the UK also undergoes gauge checking, primarily by use of the Structure Gauging Train, which runs during the longer dark nights between September and May, as it requires near darkness to operate, because it uses a combination of white lights and lasers to measure the space between the train and lineside structures such as platforms, signals and overbridges. The data from these runs is then collated, processed and published as part of the National Gauging Database, an internal information system that is updated every two months. The data within the NGD is used in a variety of ways, one of which being to ensure that the route still conforms to the gauge specifications for each section of track as laid down in a document now known as the National Electronic Sectional Appendix (NESA).

The NESA is Network Rail's bible, especially in terms of route gauging, and any deviation from the published data, such as reducing or enlarging the gauge on a route, is undertaken through a process called 'Network Change', which includes any changes in, or to part of, the Network (including its layout, configuration or condition) that is likely to materially affect its operation or the operation of any trains operated or anticipated as being operated. It is the process that ensures all operators

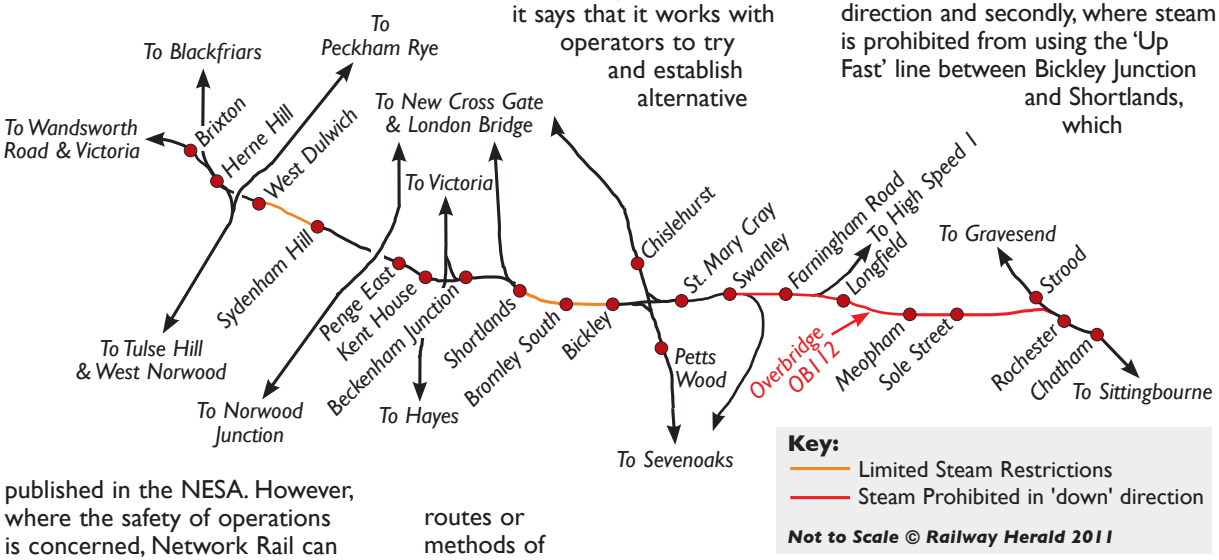
▼ The Structure Gauging Train traverses the network between September and May, when the longer dark nights allow accurate measuring of the infrastructure using a white light and laser system. Here, Class 31/6s Nos. 31602 *Driver Dave Green* **and 31601 pass Burn in 'top and tail' mode on the East Coast Main Line in February 2009, en route to Derby, with a positioning move. Ron Cover**

(both passenger and freight) are alerted to the change and have the chance to make representations during the specified consultation period. However, the NESA is not a static document that specifies how the Network was at a set point in time. It is constantly updated, having dynamic documentation that adapts to the needs of the Network over time, but always specifies what the current requirements of each route are. As the infrastructure operator, Network Rail has a requirement to maintain the network to the stated gauge, as published in the NESA. However, where the safety of operations is concerned, Network Rail can utilise a prohibition notice to restrict operations to specific lines (i.e. 'Up Fast' or NOT 'Down Slow') or to prevent certain rolling stock over specific routes as part of the company's definition, in order to provide a safe and reliable rail network. In these cases, a month-long consultation period follows, unless the issue is safety related.

Because of the differences in the way that steam locomotives and modern rolling stock are handled, this can result in a situation where maintenance on the track can mean that that the route is maintained to the gauge published in the NESA, but that any steam locomotives of a larger gauge profile, even if they have traversed the route previously, are no longer allowed over a specific section of line, and thus the maintenance has a negative impact on a rail operator's business.

Such incidents indicate a concern as to how Network Rail engage with steam operators and how these impact on operators. While it says that it works with operators to try and establish alternative routes or methods of working in these cases, the bottom line, is that "Network Rail isn't funded to maintain gauge for steam locomotives", but equally it is not totally clear that the company fully understands the needs of its customers in the charter industry.

Through this scenario comes the possibility that steam could be prohibited from traversing a route, and there is little that DB Schenker or West Coast Railway Company, as the two steam charter operators, can do about it.



The Kent Situation

Such a situation has recently occurred on a section of the South London and North Kent routes between Brixton and Rochester. Three restrictions have been placed on steam locomotives as a result of new gauging data being collated. Firstly from Brixton to Beckenham Junction, all steam is required to adhere to a 15mph limit through an overbridge between West Dulwich and Sydenham Hill in the 'down' direction and secondly, where steam is prohibited from using the 'Up Fast' line between Bickley Junction and Shortlands, which is believed to be an issue with platform clearance. Both of these prohibitions, while restrictive do not prevent operations. The former, simply introduces a marginally longer journey time, while the latter means that all steam workings must use the 'Up Slow' line. However, it is the third restriction that is likely to cause problems for operators and has already resulted in one charter being re-routed to avoid this section of line. Steam is now prohibited in the 'down' direction (i.e London to the country) between Swanley Junction and Rochester Bridge Junction, with the exception of A1 class Pacific No. 60163 *Tornado* and LMS 'Black 5s', both types being subject to a 5mph restriction through an overbridge, OB112, near to Longfield station.

One issue that generates confusion, and makes the restriction harder to understand, is that the NRM's 'Britannia' Pacific No. 70013 *Oliver Cromwell*, traversed this route in the 'down' direction on 4th September this year, while working Shepherd Neame's 'The Spitfire' charter, and the day proceeded without issue. The locomotive is currently in the custodianship of the 5305 Locomotive Association, whose Tom Tighe told *Railway Herald* that the "run went without any problems, the loco performing well throughout the day". However, it now appears that the train should have been re-routed, or at least prohibited from operating over the route, as it was actually out of gauge. Network Rail's Structure Gauging Train traversed the route in January this year, and the data provided was collated and added into the NGD during July, following which the prohibition notice was issued in late September. Network Rail's Customer Relationship Executive for Special Trains, Rachel Gilliland, has confirmed to *Railway Herald* that the train was gauged for the route in June, using the data that was published in May, and showed no issues. However, there appears to be no process within Network Rail, that this publication has been able

▼ The offending bridge, OB112 at Longfield, on the route from Swanley to Rochester Bridge Junction. Track tamping work and bridge maintenance over the years has resulted in steam being prohibited in the 'down' direction. Here, Class 465/1 No. 465172 passes through OB112 on 13th November, with a 'down' train, the 10.24 London Victoria-Gillingham service. Bill Turvill

to uncover, whereby locomotives that have already been gauged are re-checked if new data is published before the train operates. Indeed, the company said that if it was "in a position to know that the train that ran on 4th September was technically foul to gauge, it would have been prohibited from running", which itself is a brave comment from the organisation. It is beyond the scope of this article to examine in depth the gauging process and procedures, but Network Rail is required to maintain the capability of the Network as described on 1st April 2009, and the standard within the industry is that gauging data should be no more than four years old.

Nevertheless, the train did run, and run without issue, and putting aside the question of whether or not it should have operated, the query moves to look at why should steam be prohibited, when it has been proved that the locomotive can pass under the bridge in question? According to Network Rail, the gauge change is "likely to be a combination of bridge maintenance that has been carried out over the years, which has seen additional steel plates and tie bars attached to the underside of the girders, and track maintenance (tamping) which has lifted the track". When this work was carried out is unclear, but it would appear to have been prior to January 2011, when the Structure Gauging Train traversed the route to gather the data now being used. Railway Herald has been advised that the problem is down to the height of the locomotives concerned, and it should be clear that the changes in the height clearance are minimal, given that *Oliver Cromwell*, which is now prohibited from the route, has a height of 13 feet 0.25 inches, while *Tornado*, which is permitted with a severe speed restriction, has a height of exactly 13 feet. Such a difference in height would presumably mean that the 'Britannia' and any other locomotives above 13 feet would either run the risk of hitting the structure, or at the very least, would be within the safety envelope - which is there for the sole reason of ensuring the trains can pass lineside structures without danger of collision.

In fairness, Network Rail says it is "looking to see if any of these gauging issues can be resolved" but the bigger question is what happens if they cannot be corrected? After consultation with both Network Rail and the Office of Rail Regulation (ORR), it appears that there is no process in place to deal with such eventualities because the issue purely affects steam locomotives and Network Rail isn't funded to maintain gauge for them. Had this problem affected any other type of rolling stock, it would have constituted a change to operations and hence, would have come under 'Network Change' procedures, but because its effects are limited to steam, the only course of action appears to be a 'polite request to Network Rail' to look at the situation, with the infrastructure operator having no requirement to actively deal with the situation.

While it is accepted that the closure of this route to steam in the 'down' direction, does not stop steam charters operating in the Kent area, as there are alternative routes available by heading south-eastwards from Bickley or Swanley, it is a section of line that could provide alternative routing for steam charters, especially when disruption occurs on the two other routes - it being an easier process to divert a charter train (subject to factors such as gauging and crew route knowledge) than it is to divert scheduled timetabled services.

The Future?

So what does the future hold for main line steam operations? They are a special case, and it must be accepted that Network Rail is

▼ One train that appears to have been diverted from its original route as a result of the prohibition notice, was the Railway Touring Company's 'Kentish Belle Armistice Day' charter, with Battle of Britain Pacific No.34067 *Tangmere,* **it being routed via Bromley South and Tonbridge instead. On 11th November, the train slows for the approach to Headcorn station prior to a water stop. David Heeney**

▲ **On 26th May last year, the 'Kentish Belle' circular charter from London Victoria, via Whitstable, Ramsgate, Dover and Ashford, rounds the curve at Bickley Junction, powered by LMS 'Black 5' 4-6-0 No 44871. The left hand lines head for Swanley and then onwards through Longfield to Rochester Bridge Junction. The prohibition notice means that only 'Black 5s' and *Tornado* can currently traverse this route in the 'down' direction. Brian Morrison**

responsible for providing a safe and reliable railway, but the infrastructure operator also needs to accept that provided it remains a safe and reliable type of motive power, steam has a part to play on the Network.

Main line steam action is probably at its peak in terms of the number of trains operated to the number of locomotives available, especially in the summer months. But the operators need to be able to guarantee that any route offered by Network Rail will be available, and that gauging issues are not going to cause last minute alterations. Normally the 'bid' for a path to run a steam working is submitted by the TOC at least 12 weeks in advance of the train running, this being to ensure that the locomotive can be gauged for the route and that both the engineers, as well as the train planners, have the time to assess any possible issues, collate the necessary approvals and plan the train. Gauging is normally done 4-12 weeks prior to the operation of a charter, depending on the workload. However, TOCs have been known to submit the 'bid' at less than 12 weeks notice, and this can impact on the timescales that any issues are notified to the operator, which has a knock-on effect to when the promoter is advised, and subsequently when the travelling passengers are told.

During conversations within the rail industry, it has been apparent that while steam operations are permitted on the National Network, subject to the gauging and clearance criteria, they have no "god given right" to be there. However, steam operations are a multi-million pound business and in view of the financial investment made by the promoters, TOCs, locomotive owners and Network Rail, surely it is time to stop classing steam excursions as a 'special case' and start considering them as part of normal operations, or at least treating the gauging issues in a more reliable light than they appear to be at present, especially in the case of the South East, where repeat itinerary excursions are a regular feature.

In essence, the entire industry does not have any specified requirement to consider steam operations, partially because the rolling stock concerned would not meet Group Standards under modern day acceptance procedures, although equally it can be argued that this point actually works in the favour of steam traction, because it allows locomotives to be gauged for, and operate over a variety of routes, several of which would likely not be available if the locomotives simply conformed to one of the standard gauging envelopes. The route from Bickley Junction to Rochester Bridge Junction is one that would be unavailable to all steam in both directions if the normal gauging rules were to apply. The route is maintained to what is known as W7 gauge, which would be likely to prohibit all steam locomotives. The fact that the structures en route allow a greater clearance and that Network Rail individually gauge each route for each locomotive as the charter bid is made, means that, in this example, there are no steam prohibitions in the 'up' direction, and that *Tornado* and the 'Black 5s' can operate in the 'down' direction. One of the reasons that steam operations can be allowed when the locomotive is effectively out of gauge, is a combination of additional space around the gauge, plus a maintenance 'overlap' that takes account of the need to lift, pack, and on occasions move the track, to maintain the correct height over a period of time. The reduction of this maintenance 'overlap' can often be the difference between a steam working being allowed over the route, or not.

Following previous concerns raised from industry stakeholders, the ORR required Network Rail to publish a gauging strategy, which itself involved consultation with industry partners, that set out the position and process where all operators (including those with current access rights, potential operators and rolling stock suppliers) had full access to the information they need to plan their businesses, including for example, reliable data about route availability. In addition, Network Rail and its industry partners do meet periodically to discuss gauging issues, and it has been confirmed to *Railway Herald* that during the next meeting of the Gauging Working Group in December, a heritage representative will be present to ensure that the views of everybody are heard and represented, as well as allowing the heritage industry to gain a better oversight of the processes and timescales involved for gauge clearance of charter services, including steam, on the network. It is through meetings such as this that concerns over the availability of routes and any gauging issues, that the railtour operators have, can be made to Network Rail. It is also understood that Network Rail is to undertake a series of meetings with heritage operators early in 2012, to provide clarity and further explain the process.

It would be highly unrealistic to expect Network Rail to undertake work on the track or surrounding structures specifically to allow steam charters to operate over a specific route, as for example the business case could never be justified, but surely there is a case to be made that on routes where steam operations have operated within the previous 12 months, any work on the infrastructure does not just take account of the published gauge?

Without doubt, while it would be realistic to say that the future of steam on the National Network is reasonably secure, recent events have shown that such security is far from being a definitive and protected right ... or is it that the charter industry has become too used to being able to go more or less anywhere, anytime?

LMS 'Princess Royal' Class Pacific No. 6201 *Princess Elizabeth* is seen south of Penrith heading for home with Day 2 of 'The Coronation Scot' railtour on 13th November. **John Woolley**

Diesel locomotives damaged in runaway incident at Pontypool

A serious runaway incident occurred on the Pontypool & Blaenavon Railway (PBR) on 13th November. It involved Class 37/0 No. 37216, which ran away from the Top Shed at Furnace Sidings, down the line past the Bottom Shed.

It is believed that the Class 37 had previously been engaged in a shunting move involving Class 31 No. D5627, which was still attached to the Class 37 at the time of the runaway. The combination of the Class 37 & 31 impacted with a Hudswell Clarke industrial diesel shunter, which itself was pushed back into a box van.

The impact, which is estimated to have happened at somewhere between 10 & 20mph, caused both the Class 31 and Hudswell Clarke shunter to be derailed, while the box van was pushed clear of the track and ended up at an angle of around 45 degrees lodged against the cab of the shunting locomotive.

In a statement, the PBR in confirming the details of the incident added that the damage to the locomotives could not be established until the recovery operation had been completed, and they had been moved to a safe location for assessment. The Office of Rail Regulation is investigating the incident, and from an initial site visit, has already made certain recommendations. An internal enquiry is also under way. Recovery is expected to be completed in a few days time.

In response to reports elsewhere, it is further understood that the incident was not a result of any action by 'unauthorised persons'. The co-owner of the Class 31, Les Emery, has three other locomotives based at the PBR, including Class 37s No. 37219, which recently arrived from a spell with the Mid-Norfolk Railway, and No. 37421, which is currently being overhauled and will run in Regional Railways livery, together with Class 73 No. 73128. Mr. Emery said that while being 'devastated' by the incident, the really important issue is that no injuries resulted. He added that an initial inspection revealed damage to the frame of the Class 31 beneath the cab, a possible cracked bogie and other damage that has resulted in the cab now having a pronounced 'droop'. However, despite the serious damage to No. D5627, it will not be scrapped, and will be repaired. '"It is only metal', he told RH, "and so if it was built from metal it can be rebuilt!" There will now be the anxious wait for recovery to take place so that a full assessment of the damage can be undertaken.

Hopefully the results of both the ORR investigation and internal enquiry will be known quite soon, which will enable the railway to take the necessary preventative measures to guard against any future occurrence of this nature, especially in view of the prevailing gradients on the line. It is also to be hoped that the damage to both the Class 31 and Hudswell Clarke shunter can be repaired, and that they can be returned to traffic in good time.

◀ ▼ The aftermath of the runaway at Furnace Sidings on the Pontypool & Blaenavon Railway. The cause of the incident is under investigation by both the railway and the ORR, but is is known that the Class 31 sustained serious damage, as did the Hudswell Clarke shunter and a two-axle box van, as can be seen in the photographs. Phil Jones

Edwardian treat on GCR

Turning the clock back some 100 years, a wonderful, festive evening at Rothley station is promised by the Great Central Railway (GCR) on 26th November, celebrating a typically Edwardian Christmas in an era of steam trains, gas lights and roaring fires.

Visitors on the Saturday evening will see the station as it might have been on a busy evening in December 1908, with passengers waiting for their trains and for their luggage to be loaded. GCR Marketing Manager, Kate Tilley, said: This will be a wonderfully atmospheric night out. The charm and history of Rothley station is the perfect setting for this nostalgic evening.

Visitors can step back 100 years in time, and join passengers waiting for their trains on their way back home for Christmas, and enjoy the sights and sounds of festivities in the early 1900s. They will be able to listen to a brass band, enjoy hot mulled wine, warming soup, mince pies, roast chestnuts or a pint of ale whilst exploring this beautifully restored station, and children can meet Santa Claus too!

The station is officially haunted, and visitors are invited to see if they can meet the ghosts of Christmas past! Children and adults alike will also be spellbound by the specially lit garden railway. Hot food and drinks will be available at Ellis tearoom".

Gate admission for the evening (from 19.00 to 22.00) is £4 for adults and £3 for children, or arrive in style on the 19.00 steam-hauled service from Loughborough.

Railfest plans progress

The Railfest 2012 nine-day festival at the National Railway Museum, York, is being held from 2nd to 10th June next year.

It will bring together over 30 locomotives that have made their mark in rail history, including *Flying Scotsman, Mallard, Tornado*, and the most powerful industrial steam locomotive built for use in the UK, *Mardy Monster*. Also in attendance will be the 5BEL Trust, which is restoring the Brighton Belle to operational condition.

▲ On 17th November, LMS '3F' Jinty No. 47306 became the first steam loco in preservation to traverse the Mountsorrel branch. The loco nears the end of the branch at Swithland Sidings during a Russ Hillier photographic charter. **Stuart Chapman**

Gresley 'Teak' coach damaged in NYMR runaway

One of the superbly restored teak carriages based on the North Yorkshire Moors Railway was damaged in a runaway incident on 15th November.

While attaching a locomotive to a train in Platform 2 at Grosmont, the coaches ran away into a siding, demolishing the buffer stop, and coming to rest having struck the parapet of an adjoining bridge on Network Rail's Esk Valley Line. The end coach, Gresley-designed Brake Third Open No. 43567, was partially derailed, angled towards the Esk Valley Line. There were no staff injuries and NYMR was not running public services on this day, the train movement concerned being for internal purposes.

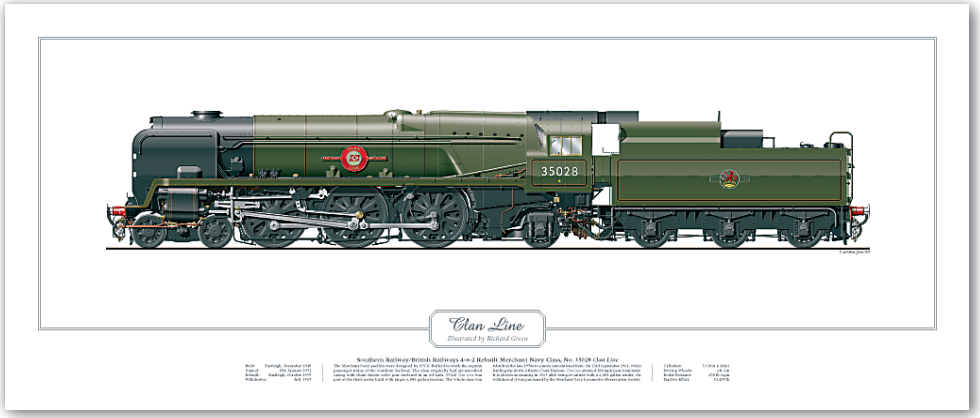
Unfortunately, the brake vehicle has sustained significant damage, although the full extent will only be known once the coach has been recovered and examined. Although not actually foul of its running line, because of uncertainty about any possible impact on the bridge, and fears about vibration disturbing the derailed coach, Network Rail suspended the passage of Northern Rail trains past the site.

Recovery work was managed by DB Schenker on behalf of Network Rail, using a breakdown crane from Knottingley. Because of the difficult site location, access had to be from the Esk Valley line. NYMR participated in the recovery, which was completed late afternoon on 16th November.

Northern Rail services were terminated at Grosmont during the work, with passengers continuing their journeys by road coach. The railway says it will be carrying out a full investigation, as will the Office of Rail Regulation, with enquiries focused on the derailed coach. Early indications suggest the incident was not due to an error on the part of any staff engaged in the train movement.

The railway says that it appears that only the brake vehicle was damaged in the incident, although the entire set, comprising of another teak coach, a TTO, plus three Mk1 coaches, will all be lifted and checked prior to being returned to service.

Finely Detailed Locomotive Illustrations by Richard Green



Rebuilt SR/BR Merchant Navy Class, No. 35028 Clan Line

The print portrays the locomotive as running in 1965 – attached to a 6,000 gallon tender

• Size: 420mm x 305mm • Scale: 8mm/ft • 350 Signed and Numbered • Price: £29·50 •

LOCOS IN PROFILE | *www.locos-in-profile.co.uk*

Heritage Shunters Trust to sell industrial loco

Due to other projects taking priority and limited finance and manpower, the Heritage Shunters Trust, based at Peak Rail, is offering for sale Industrial shunter No. 2 *Rotherham*, **built by the Yorkshire Engine Company in 1950.**

The locomotive weighs approximately 50 tonnes, and is one of two specially built for the British Steel Corporation. It is being offered at a price of approximately £12,000, and the purchaser can either transport it to a site of their own choice for restoration or restore it at Rowsley.

The locomotive is available for inspection at a pre-arranged time to any seriously interested parties. It is virtually complete but is currently a non-runner. If it has not found a buyer by 31st December, it will go for scrap. Further information can be obtained by contacting the trust by email at heritageshunterstrust@hotmail.co.uk

The Bluebell Railway's Class 4MT Tank No. 80151 recreates a delightful cameo of the final day of service at Kingscote station as it poses as classmate No. 80017 during a John Bowers' photographic charter on 11th November. **Stuart Chapman**

The carcass of the long defunct Battersea Park Power Station looms over the River Thames, as an unidentified Class 442 heads for London Victoria on 13th November, forming the 10.01 'Gatwick Express'. from the Airport. **Ken Brunt**

▶ The 2012 season of Rail Head Treatment Trains [RHTT] has seen the Carlisle-based working over the S&C retimed because of engineering works, resulting in the working to Skipton being made in daylight hours. On 16th November, DRS Class 66/4s Nos. 66434 and 66304 in 'top and tail' mode on the Carnforth - Skipton working, near Long Preston. **Fred Kerr**

▶▼ On 12th November, Arriva blue-livered Class 67 No. 67003, in a grimy condition, passes Elstow, south of Bedford, working the 23.18 Toton - West Hampstead RHTT, with EWS-livered Mk3 DVT No. 82146 on the rear. **Lorenzo D' Aniello**

▼ The day previously, DRS Class 37/5 No. 37510 is pictured in the company of Class 37/0 No. 37069 (out of sight) at Norwich with the East Suffolk RHTT working, prior to heading to Acle. **Steve Hatch**

GBRf-operated Class 66/7 No. 66744 approaches Lichfield Trent Valley on a misty morning, with the second of four new Class 390 'Pendolino' sets, No. 390055, en route to Liverpool Edge Hill Depot on 16th November. **John Whitehouse**

Tanked up and ready to go, a grimey DBS Class 66/0 No. 66079 *James Nightall G.C.* prepares to depart from Bristol Temple Meads on 17th November, heading first to Westbury then into the Cardiff area and onto Hereford. Classmate No. 66085 brings up the rear. **Edward Gleed**

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. Meeting commences at 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 the Secretary at paulandpauline@gearey.fslife.co.uk for further details.

RCTS (Hull)
Upstairs, The Highway Public House, Willerby Road, Hull. 'Random Views from the Past' by Steve Batty. Starts 19.30. Contact the Secretary at richardh@djbroady.co.uk for details.

Permanent Way Institution(Glasgow)
Uptairs Lounge, The Iron Horse, West Nile Street, Glasgow. 'Young Members Presentation'. Starts 17.30. Contact the Secretary, Jack Scott on 07789 765291 or at jack.scott1@btinternet.com for further details.

Stephenson Locomotive Society
Fox Cover Inn, High Leven, Nr Yarm, Teesside TS15 9JW. 'The 'Hush-Hush' Locomotive Trials' by William Brown. Starts 19.30. Contact the Secretary on 01642 313451 for further details.

16th November 2011

RCTS (Eastleigh) (Joint meeting with Mid Hants Railway/S&D Trust)
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Quiz against Basingstoke Railway Society and the Meon Valley Railway Society'. Starts 19.45. Contact Ted Vaughan on 023 8084 9533 for further details.

17th November 2011

Barrow Hill Engine Shed Society
Roundhouse Lecture Theatre,Barrow Hill Depot. 'The Yorkshire Engine Company' by Tony Vernon. Meeting commences at 19.30. Admission £1.50 members, £2 non members. Contact the Organiser at beardspaul@aol.com for further details.

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. 'GRES Quiz'. Meeting commences at 19.45. Contact Bob Poole on 01474 326232 for further details.

Irish Railway Record Society (London)
The Exmouth Arms, 1 Starcross Street, London NW12HR. 'Dublin to Baltimore through the Lens of Cyril Fry' by Hassard Stacpoole. Meeting commences a 19.00. Donation: Members £2.50, Non-Members £3.50. Contact the society secretary at irrslondon@hotmail.com for further details.

Locomotive Club of Great Britain (North West)
The Pied Bull, 54 High Street, Newton-le-Willows. WA12 9SH 'Kodachrome Days' by Alan Hart. Meeting commences at 19.30. £2 minimum donation suggested. Contact the Secretary, Neville Bond on 01925 226473 or email lcgb.nw@blueyonder.co.uk for further details.

Monmouthshire Railway Society
Room A10 UWCN City Campus, Usk Way, Newport NP20 2BP '1972' by Roger Fletcher. Meeting commences at 19.15. £3 Admission.

Permanent Way Institution (Nottingham & Derby)
Aston Court Hotel, adjacent to Derby Station. Derby. 'Structures and Earthworks for the Railway' by a speaker from Amey. Meeting commences at 18.30. Contact the Secretary, Colin Cowey on 07946 482343 or at colin.cowey@talk21.com for further details.

Permanent Way Institution (Sheffield & Doncaster)
Rutland Arms, Brown Street, Sheffield, S1 2BS. 'Level Crossing Management' byJohn Tilly. Meeting commences at 18.15. Contact the Secretary, Vivek Vilay on 07763 724259 or at v1v3k007@gmail.com for further details.

Permanent Way Institution (South & West Wales)
Newport. Venue TBA. 'Structure Gauging Train' by Kevin Hope. Meeting commences at 18.00 Contact the Secretary, James Hepburn on 07919 307726 or at james.hepburn2@networkrail.co.uk for further details.

RCTS (Darlington)
The Scout Building, Widdowfield Street, Darlington. 'Branch AGM and Members' Slides or Digital Presentation'. Meeting commences at 19.00.

RCTS (Shipley)
Saltaire Methodist Church, Saltaire Road, Shipley. 'Locomotives Built in Leeds' by Donald Townsley. Meeting commences at 19.30.

Stephenson Locomotive Society
St John's United Reformed Church Hall, Mowbray Road, New Barnet, EN5 1RH. 'Railway Holiday to Cornwall' by Ron White. Meeting commences at 19.30. Contact the Secretary on 0208 368 6200 for further details.

18th November 2011

Cambridge University Railway Club
William Thatcher Room, Fitzwilliam College, Cambridge. TBA by Christian Wolmar. Meeting commences at 20.30. All Welcome. Contact the Secretary, Tom Corker at secretary@curc.org.uk for further details.

Gosport Rly Society
Methodist Church, Stoke Road, Gosport. 'Photographic Competition - 'The Power of Steam' followed by 'The Eastleigh Story'. Meeting commences at 20.00.

Great Western Society (North West)
St Hilda's Clubroom, Slater Street, Latchford, Warrington. 'And Across the Channel (English) Again' by Colin Ellis. Meeting commences at 19.30.

Great Western Society (Taunton)
Village Hall, Stoke St Mary, nr Taunton. 'The Last Ten Years' by Brian Garrett. Meeting commences at 19.30. Contact the Secretary on 01823 334188 for further details.

19th November 2011

Great Western Society (South West)
Parish Centre, Church End Road, Kingskerswell, Torbay. 'Monochrome to Fujichrome' by Peter Skelton. Meeting commences at 18.30. Contact the Secretary on 01803 336329 for further details.

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.

▼ **East Midlands Trains Class 158 No. 158783 leads an unidentified classmate past New Mills South Junction with the 11.52 Liverpool Lime Street to Norwich service on 5th November. Nigel Capelle**

Stephenson Locomotive Society
Kidderminster Railway Museum, adjoining SVR Station, Kidderminster DY10 0QX.
'Cooling the Tubes' by Professor John Missenden. Meeting commences at 14.00. Contact the Secretary on 01242 582152 for further details.

19th/20th November 2011
Workington Model Railway Exhibition 2011
Moorclose Sports Centre, Workington, CA14 3SA.
15 Layouts. Full trade support. See wtht.co.uk for details. Opening times: 10.00 - 16.00 (17.00 Sat.). Admission: Adults £4, Children £1, Seniors £3.50, Family £8.50.

21st November 2011
Great Central Railway Society (Spinkhill)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB.
'Exploring German Railways' by Peter Ayton. Meeting commences at 19.30. Contact Frank Greaves on 01909 473927 for further details.

NYMR (York)
New Earswick Sports and Social Club, New Earswick,YO32 4AG.
'Steam Decline on the Indian Subcontinent' by Duncan McEvoy. Meeting commences at 19.30. Contact Bryan Blundell on 01904 764648 for further details.

Plymouth Rly Circle
St Edward's Church Hall, Home Park Avenue, Peverell, Plymouth PL3 4PG
'Steam in the Landscape - Further Vistas'.Starts 19.30. £2 Admission. All welcome.

RCTS (Chester)
The Town Crier, City Road/Station Road (opposite station entrance), Chester. 'North Eastern Part 1' by Edgar Richards. Starts 19.30.

RCTS (Coventry)
Maudslay Hotel, 190 Allesley Old Road, Coventry. '60163 Tornado' by A1 Steam Loco Trust. Starts 19.30.

RCTS (Oxford)
West Oxford Democrats Club, 1 North Street, Osney. 'Swindon Works - The Golden Years 1880 - 1924' by Canon Brian Arman. Starts 19.30.

RCTS (Shenfield)
Shenfield Parish Hall, 80 Hutton Road, Shenfield 'We Can't Turn the Clock Back, Regrettably' by Winston Cole. Meeting commences at 19.30.

RCTS (Weston Favell)
Weston Favell Parish Hall, Booth Lane South, Weston Favell. 'Midland Main Line - St Pancras to Leicester'. by Bob Goodman. Starts 14.00.

Stafford Rly Society
St. Leonards Social Club, Stafford. 'Eastleigh Locomotive Works' by Colin Boocock. start 19.30. All delcome. Conact the Secretary on 01785 840622 for further details.

22nd November 2011
Cambridge University Railway Club
William Thatcher Room, Fitzwilliam College, Cambridge. 'Chiltern Railways - Adrian Shooter. Starts 20.30. Contact Tom Corker at secretary@curc.org.uk for details.

RCTS (Nottingham)
Nottingham Mechanics, 3 North Sherwood Steet, Nottingham. 'A1 Society Developments' by John Rawlinson. Starts 19.00.

RCTS (Woking)
The United Reform Church, White Rose Lane, Woking. 'Thirty Years of the TGV' by Mike Bunn. Starts 19.00.

23rd November 2011
Basingstoke & District Railway Society
Wote Street Club, New Road, Basingstoke RG21 7NG. 'Home & Abroad in 2011' by Ian Francis. Starts 20.00. Call 01256 819401 for details.

RCTS (Chichester)
Council Meeting Rm 2, County Hall, West St, Chichester. 'Mind the Gap - History of the Forth & Tay Bridges' by Ted Goodman. Starts 19.30.

24th November 2011
Ffestiniog Rly (Bristol)
BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG. 'Fred Track - 46 Years On and Off the Rails' by Fred Howes. Starts 19.45.Contact Tim Maynard on 01275 341889 for details.

Mid Hants Railway Preservation Society (Thames Valley)
Church House, Church Street, Caversham, Reading RG4 8AX.
'British Canals' by John Fowler. Starts 19.30. £2 Admission.Contact info@mid-hants-thames-valley.org.uk for further details.

RCTS (Preston)
Claremont Hotel, Blackpool Road, Preston 'Branch AGM followed by Members' and Visitors' Slide Night'. Meeting commences at 19.30.

Stevenage Loco Society
The Community Arts Centre, Roaring Meg Retail Park, London Road, Stevenage SG1 1XN. 'Photographic Competition'. . Starts 19.45. Admission £2. Contact the Treasure on 07803 046076 for further details.

25th November 2011
Great Central Railway Society (London)
Keen House, 4 Calshot Street, King's Cross, London, N1 9DA. 'From Attercliffe to Acrington' by Stephen Gay. Starts 18.30. Contact Richard Butler on 01525 372487 for details.

GW Society (Oxford)
Pauling Human Sciences Centre, 58 Banbury Rd, Oxford. TBA. Starts 19.30.

Shropshire Rly Society
The Gateway, Chester Road, Shrewsbury. 'Smoke - Steam & Light' by John Austin. Starts 19.30.

Stephenson Loco Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle. NE1 1SE. 'Battleship Wharf, Blyth - Coal Handing in the 21st Century' by David Fraser. Starts 19.00. Contact the Secretary on 01434 688946 for further details.

28th November 2011
RCTS (Brighton)
Brighton Railway Model Club Room, London Road Station, Shaftesbury Place, Brighton. 'Branch AGM and Photo Competition'. Starts 19.30.

RCTS (Maidenhead)
Cox Green Community Centre, Highfield Lane, Cox Green. 'Great Central - Two Joint Lines and a Main Line' by John Soer. Starts 19.30.

RCTS (Sheffield)
Sheffield Scouts. Head Quarters, Trippet Lane, Sheffield. 'Narrow Gauge Niceties' by John Holroyd. Meeting commences at 14.00.

RCTS (Wellingborough)
British Rail Sports and Social Club, Broad Green, Wellingborough. 'BR Steam in the 50's and 60's' by David Kelso. Starts 14.00.

29th November 2011
RCTS (Welwyn Garden City)
The Methodist Church, Junction of Ludwick Way and Colegreen Lane, Welwyn Garden City. 'Archive Material' by Brian Stephenson Meeting commences at 14.00.

1st December 2011
Great Central Railway Society (Sheffield)
The Harlequin, 108 Nursery Street, Sheffield S3 8GG. 'Members Evening'. Starts 19.30. Contact Ken Grainger on 0114 254 0275 for further details.

North East Essex Railway Association
1st Floor, The Community Centre, The Triangle Centre, Frinton-on-Sea. 'Slides from Colour Rail' by Bev Steel. Starts 19.45. Admission £1.50. Contact Roger Harvey on 01255 677165 for further details.

Scottish Rly Preservation Society (Edinburgh)
Quaker Meeting House, 7 Victoria Terrace, Edinburgh EH1 2JL. 'Members; Slides Evening'. Meeting commences at 19.30. Contact Dr Peter Howell on 0131 334 5232 for further details.

Stephenson Loco Society
St John's Ambulance Centre, Sandes Avenue, Kendal LA9 4LL. 'Recent Railway Rambles' by David Alison. Meeting commences 19.15. Contact the Secretary on 01539 720706 for further details

2nd December 2011
Cambridge Railway Circle
Arbury Community Centre, Campkin Road, Cambridge CB4 2LD.
TBA by Mike Page/Alan Denny. Meeting commences at 19.30.

Stephenson Loco Society
The Settlement Centre, Union Street, Middlesbrough TS1 5NQ. 'The History & Development of LNWR Coal Tanks' by Peter Skellon. Starts 19.00. Contact the Secretary on 01642 313451 for further details.

3rd December 2011
Stephenson Loco Society
The Friends' Meeting House, Mount Street, Manchester M2 5NS.
'The Chairman's Christmas Quiz' by Malcolm Dickin. Starts 14.00. Contact the Secretary on 0161 928 2461 for further details.

5th December 2011
North Yorkshire Moors Railway (Northallerton)
Northallerton Town Cricket Club, Farndale Avenue, Northallerton. 'Members' Evening & Christmas Social'. Starts 19.30. Admission £1.50. Contact Ian McInnes on 01642 767233 for further details

Stafford Rly Society
St. Leonards Social Club, Stafford. 'A Colour Rail Journey' by Paul Chancellor. Starts 19.30. All welcome. Conact the Secretary on 01785 840622 for further details.

York Railway Circle
The Library, Archibishop Holgate's School, Hull Road, York YO10 5ZA. 'Main Line Steam in 2011' by Karl Jauncey & Dave Richards. Starts. £2 donation. Contact Robin Patrick on 01904 412232 for further details.

Rear Cover Caption

A joint EMRPS and David Williams evening photo charter took place on the West Somerset Railway at Crowcombe Heathfield on 12th November, with 'Western' No. D1010 *Western Campaigner* **masquerading as long-lost classmate No. D1035** *Western Yeoman*, **with a short freight set. WSR-resident Class 33/0 No. 33048 was also on hand to shunt in between photo shoots.**
Alexander Martin-Brown

Magazine Information

Editorial Address:
The Railway Herald, PO Box 252, Scunthorpe, North Lincolnshire. United Kingdom. DN17 2WY
Telephone: 01904 500175

Railway Herald is produced by Railway Herald Ltd (Registered as company number 05837609 in England).
VAT Registration: 942 6509 14
Registered office: Hobarn House, 12 Brompton Road, Northallerton, North Yorkshire, DL6 1DY

Advertising in Railway Herald
We welcome advertisements from any industry, business or organisation connected in some way, shape or form with the railway movement. A rate card is available from our advertising manager. Please email advertising@railwayherald.com for further details. Discounts can be offered on advertising plans covering a longer period and advertisements do not need to appear in consecutive issues. All artwork must be received by mid-day on the Friday, prior to publication on a Monday. Advertising on the *Railway Herald* website is also available at competitive rates. Please contact our advertising manager for details.

Reading the magazine
Railway Herald would advise all readers to view the magazine using the very latest version of Adobe Acrobat Reader (AAR). This software is available to be downloaded free of charge from http://www.adobe.com or click on the button below. If you are viewing this PDF document on a corporate system, you should contact your system administrator for details about upgrading to the latest version of Acrobat Reader. We do not guarantee that the document will view correctly on any other software.

Copyright, printing and distribution
The content, design and style of this PDF file, referred to as 'this issue of Railway Herald magazine' is protected by copyright. All photographs remain the copyright property of the stated photographer. Readers are permitted to print copies for their own reading or to provide to friends/colleagues. But being a complimentary magazine, Railway Herald must not be sold by any means, printed or electronic. All of our back issues are freely available from www.railwayherald.com and our PDF files may be passed onto interested parties, at no charge, in either a printed or electronic format.

7C 52
CROWCOMBE HEATHFIELD
GWR
GWR