Railway Herald

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The weekly railway enthusiasts' magazine

Railway Herald

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22nd August 2011

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Week-long blockade closes London Marylebone

Major engineering works relating to the rebuilding of Neasden South Junction, along with signalling work on the main line to Banbury have brought about a week-long closure of London Marylebone, and a further blockade on the Banbury line.

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Whitemoor Open Day
Over 3,000 people visited a Community Open Day held at the new Network Rail Recycling Centre at Whitemoor Yard.
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In the spirit of *Marco Polo*
DB Schenker has marked the progress of the current project to bring freight traffic to HS1 by the naming of a Class 92 locomotive.
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All Class 379s delivered
National Express East Anglia has taken delivery of all 30 of the new Bombardier-built Class 379 EMUs for use across its network
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Front Cover Caption:

Class 66/7 No. 66723 *Chinook* hauls Class 508/2s Nos. 508210 and 508201 from Donnington Rail Freight Terminal to Eastleigh Works, and passes Hatton cutting on 19th August. Peter Tandy

Successful open day for Whitemoor Recycling Centre

More than 3,000 people attended an open day at Whitemoor Yard depot on 14th August to find out more about its new recycling centre, which has put the Cambridgeshire town at the heart of the railway's green transformation.

The open day was organised to thank local residents for their support during the development and construction of the new recycling centre and to give them a chance to find out more about what goes on at the Whitemoor site. The new centre will help save thousands of tonnes of materials going to landfill every year and remove thousands of lorry journeys from the roads.

Once fully operational, it is expected to deliver £7 million of savings to Network Rail each year, and will also help achieve its goal to reuse, recycle or recover 95% of construction and maintenance waste by 2014.

▲ **Class 66/7 No. 66730 stands prior to its naming**

▶ **John Smith, GBRf Managing Director, assists the Mayor of March, Bernard Keynes, to unveil the new *Whitemoor* name on No. 66730. Both: Kev Gregory**

Modern station signs come up for auction

Station name signs from the steam era are expensive to obtain from auctions, but now collectors have the chance to purchase more modern versions for as little as £20.

One hundred station name signs, some up to two metres long, are for sale from Imagerail, based at Kirkby Stephen station. The signs are aluminium and date from the late 1990s to the early 2000s. About half are from stations in Northern England, and half from the South West.

Most bear the scars of life outside on railway platforms for many years, with bumps and scratches all being part of the character. A catalogue can be downloaded from the Imagerail website imagerail.com The signs will be auctioned, with a reserve of £20 each, and bids are invited by email by the end of Friday 26th August.

Those not selling by then will be on sale from the Imagerail shop on Kirkby Stephen station over the August Bank Holiday Weekend only, at a straight £20 each. Other items, including timetables and assorted railwayana, will also form part of the special sale, which coincides with the 'Stainmore 150' event at Kirkby Stephen East.

DRS begins round up of Class 37/4 locos

▼ **Network Rail's Class 97/3 No. 97304 passes Castle Donnington on 19th August, hauling Class 37/4 No. 37422 and Class 67 No. 67022 from Toton to Warrington, via Crewe. The '37' is destined for DRS at Carlisle Kingmoor. Craig Adamson**

DB Schenker names Class 92 locomotive *Marco Polo*

The work to introduce rail freight services onto High Speed 1 has been supported by the European Commission's Marco Polo programme, and the opening of the UK to the operation of regular European sized freight trains on the route was marked on 17th August by the naming of Class 92 No. 92009 *Marco Polo*.

The event took place at Dollands Moor, and Brian Simpson MEP, Chair of the European Parliament's Transport and Tourism Committee, pulled the cord to reveal the historic name.

The locomotive was named *Marco Polo* after a Venetian merchant traveller born in 1254, whose travels from Venice to Beijing and Pagan in China, took him 24 years. He died in 1324, having become a wealthy merchant. Over 680 years later, the European Union's funding programme that aims to remove viable freight traffic from the roads, is also called Marco Polo.

DB Schenker expect to introduce the first of a number of regular services with larger European containers on to High Speed 1 this autumn, with the potential of 15 such trains a week travelling across Europe to East London.

▲ **After its naming ceremony, Class 92 No. 92009** *Marco Polo* **stands in the yard at Dollands Moor. The locomotive became the second of the class to carry the new colour scheme when it was repainted in late May. The other members of the fleet now in DB Schenker livery are Nos. 92006 and 92042.**

◀ **DB Schenker Rail (UK) Ltd Chief Executive Alain Thauvette (left) and Chair of the European Parliament's Transport and Tourism Committee, Brian Simpson MEP, stand with the third nameplate. Both: Paul Bigland**

Railway and wildlife interests combined

Special viewers for those interested in the wild birdlife of the Montrose Basin have been installed at Montrose station.

The viewing points are on the station wall overlooking the tidal basin, a site of international importance for the likes of migratory pink-footed geese and red knot, and also populated by a wide range of other bird species.

The viewers have come about following a unique funding partnership by ScotRail and the Scottish Wildlife Trust, and include station posters to interpret the wildlife that can be seen at the basin, part of the South Esk estuary.

The Montrose Basin Visitor Centre is a short walk from Montrose station, or a ride on the Strathtay No. 39 bus from Montrose High Street. It offers games and activities for all ages, interactive displays and a café and gift shop.

The centre is open daily from 1st March to 31st October, and on Fridays and weekends between 1st November and 28th February.

Unite and RMT join forces to demand answers to Thameslink contract questions

The unions Unite and RMT have written to the Secretary of State for Transport, Philip Hammond, to demand comprehensive answers to why the Government excluded Bombardier from the £1.5 billion construction contract for Thameslink trains.

The two unions are seeking clarification as to why the Government has seemingly chosen a consortium led by Siemens, based on its ability to raise capital above its capability to produce, manufacture and maintain the trains over the 30-year life of the contract.

Furthermore, the two unions have demanded an answer as to why the Government has awarded preferred bidder status to a consortium that has not yet developed and approved the crucial bogies. They have written: "We also understand, and find it remarkable if this is correct, that Siemens has not yet even developed a bogie or wheel axle for the trains it will supply. Indeed, it appears that Siemens has actually approached Bombardier and asked it to supply this bogie. It took Bombardier over 10 years to develop its Flexx Eco bogie, which is lighter than any other bogie on the market and is therefore considerably better for the environment than other models currently available. It will simply not be possible for Siemens to produce a comparable bogie in a two-year timeframe".

Unite Assistant General Secretary, Diana Holland, said: "Was the Government's decision more about raising cash rather than building trains, and if Siemens has not yet developed a crucial component, how can the Government guarantee the trains will arrive on time? Bombardier's workforce, and the public deserve answers. To date all we've had is a catalogue of excuses, rather than a compelling case for choosing Siemens over Bombardier. The Government's decision to exclude Bombardier from the Thameslink contract is a national scandal. Three thousand jobs are at risk, plus the future of train manufacturing in this country. The decision is a social and economic bombshell for Derby and the East Midlands".

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Bombardier completes Class 379 EMU deliveries

Bombardier delivered the last of 30 four-car Class 379 Electrostars to National Express East Anglia (NXEA) on 9th August, and all are now in service.

The fleet of 120 additional carriages is set to enable the provision of 11,000 more seats a day for commuters from December this year when major timetable improvements, facilitated by the introduction of the new trains, will enable more capacity to be introduced all along the West Anglia route, for destinations including Cambridge, Bishops Stortford, Harlow, Hertford East, Cheshunt and Enfield, the trains freed up by the arrival of the new units being used to start a new timetable and longer trains.

Other service improvements will include more direct trains to Stratford and some faster services to and from Cambridge. The 30 Class 379s are being used on Stansted Express services between London and Stansted Airport and some London to Cambridge diagrams, and have a top speed of 100mph. Features include an integral internal CCTV system, two-by-two seating, larger luggage racks, a wi-fi network and state-of-the-art train management system and regenerative braking. Owned by Lloyds Bank Corporate Markets, the trains feature high standards of accommodation in a modern air-conditioned environment. They are also fully accessible to those with disabilities.

The enhancements delivered by the partnership represent an investment in the railway in the East of England of £185 million.

▼ The 16.30 'Stansted Express' from Stansted Airport to Liverpool Street departs from Bishops Stortford on 20th August, formed of Class 379 Electrostars Nos. 379024 and 379006. The old signal box on the right, beyond the station, is currently boarded up and out of use. Brian Morrison

UK News In Brief

■ At shortly after 17.30 on 17th August last year, the 17:31 service from Sudbury to Marks Tey collided with a loaded 44-tonne articulated road tanker on Sewage Works Lane user worked level crossing, near Sudbury, Suffolk. The collision caused the train to derail, and several passengers and the conductor were injured in the collision; four passengers and the train driver being seriously hurt. The Rail Accident Investigation Branch's (RAIB) investigation has found that the driver of the road tanker did not use the telephone provided before driving onto the crossing, although it was a requirement to do so and has made a number of recommendations, including the design of the tables in the type of train may have exacerbated the consequences of the accident. It also said that the signage at Sewage Works Lane crossing presented information in an unclear manner.

■ South West Trains operated its first 'Rainbow Day' on 20th August at Winchester station, a special initiative to encourage people to give the train a try for a bargain price of £10 return. Day return tickets were available to anywhere on the South West Trains network for just £10 for adults and £5 for children. Thousands of discounted tickets were available, and travellers were able to choose from the range of destinations, including a trip to London or to visit the seaside at Weymouth or Bournemouth.

■ Virgin Trains has announced record sales of £753 million for the year to March 2011, as passenger numbers reached more than 28 million. West Coast Trains Limited, the operators of the line, has filed accounts showing profits after tax of £39.9 million and that it paid the Government a £110 million premium payment. Virgin Group and Stagecoach, the shareholders, shared a dividend of £32.5 million for the year, while the business kept £6.5 million for reinvestment.

■ The gremlins attacked last week's issue, when the wrong picture appeared on the back cover! Apologies to both photographers, the caption for the image used should have read "Class 66 No. 66200 *Railway Heritage Committee* sweeps around the curve at Smardale on the Settle & Carlisle line, with the 12.40 New Biggin-Milford Sidings, empty gypsum working on 9th June." The photographer was Steven Craig. The image for the caption that was provided has been used as the back cover picture to this magazine!

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Metro and Light Rail News

Croydon fleet to expand with six new trams

Transport for London has announced the outcome of the proposals to provide additional trams for Croydon.

While the possible use of several currently stored Edinburgh trams was proposed, the final decision has been to extend the London Tramlink Croydon fleet by the addition of six new Stadler vehicles ordered from Germany at a cost of £16.3 million.

When the new trams begin running early next year, more frequent services will operate on the busiest parts of the network between Therapia Lane, central Croydon and Elmers End, which will boost capacity and ease crowding during peak times.

The London Borough of Croydon has confirmed a £3 million contribution in funding the purchase of the new trams, which will also include the refurbishment of tramstop surrounds.

The new air-conditioned vehicles will be 32 metres long, 2.5 metres longer than the existing trams, and will have a 100% low floor to provide better accessibility. Each will have upwards of five sections with wide gangways between each, giving a more spacious interior. They are the Variobahn model and based on vehicles currently in use in Bergen, Norway.

▲ **On 15th August, Croydon Tramlink No. 2553 working Route 3 from New Addington to Wimbledon, passes the remains of the Reeves Furniture store that was set alight during the recent riots in Croydon. Tony Sullivan**

'S' stock testing commences

▶ **In the early hours of 12th August, 'S' Stock units Nos. 21045 and 21046 stand in the newly extended Platform 3 at Hammersmith station. The train is formed from a production S8 train with one vehicle removed, and therefore is officially designated S8 minus one, rather than S7. The creation of this train has allowed advance testing with the platform interface, including in-cab monitors and 'Correct Side Door Enable' functionality prior to the delivery of the production S7 fleet next year. Mark Honeywood**

London Marylebone closed by engineering blockade

Major changes have taken place to Chiltern main line services as a result of significant engineering work, which will result in a new faster service for passengers.

With the total closure of the route from West Ruislip and Harrow-on-the-Hill to London Maryledone (excluding London Underground services) between 15th and 22nd August, many services have been diverted and changed. Services originating at Kidderminster, Birmingham and Stratford-upon-Avon were diverted after Banbury to terminate and commence their return journeys at Didcot Parkway. A shuttle service ran between Banbury and West Ruislip, and a half-hourly connecting service operated from Bicester North to London Paddington. On the Aylesbury branch, trains terminated at Amersham, or Harrow-on-the-Hill during peak times.

From 22nd until 28th August the route from Bicester North to both London Paddington and Marylebone is closed resulting in replacement bus services. West Midlands trains are once again diverted to Didcot Parkway, but Aylesbury to London services are operating throughout, with additional services operating to the Capital.

The closure of London Marylebone enabled the substantial reconstruction of Neasden South Junction to take place, which involved installing new switches and crossings and relaying over 1,300 yards of trackwork, along with installing new signalling. The subsequent closure of the route to Bicester will allow the commissioning of new signalling to take place, along with remodelling work at Princes Risborough, Northolt and High Wycombe.

The introduction of the new 'Mainline' timetable from 5th September, brings with it more flexibility, over 1,000 extra peak-hour seats and faster services, with four flagship trains that run non-stop between Warwick Parkway and London. The timetable also brings loco-hauled services to Kidderminster, with the 18.07 from Marylebone being diagrammed for a Class 67. The morning southbound working from Kidderminster remains booked for a Class 168 'Clubman' set. The former First Class coach in the loco-hauled sets is rebranded as the Business Zone, and provides passengers with Wi-Fi facilities. Full details of the new Class 67 diagrams will be provided in the next issue.

The 06.53 from Banbury and 18.13 from Marylebone will also be loco-hauled with Standard Class only accommodation being provided within the six coach Mk3 set.

▲ **Class 66/0 No. 66149 arrives at Neasden Junction on 16th August with the 10.21 loaded Network Rail autoballasters from Hinksey Yard, as classmate No. 66199 propels its ballast train back over the 'up' line during the renewal of Neasden Junction. Antony Guppy**

▶ **Class 165/0 Network Turbos Nos. 165005 & 165020 stand at Paddington on 16th August, forming the 20.45 Chiltern service to Bicester North. A half-hourly service from the Great Western terminus operated during the closure of London Marylebone. Ken Brunt**

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◀ DB Schenker Class 66/0s Nos. 66100 and 66207 power through the suburbs of York at Copmanthorpe on 20th August, with a Scunthorpe Entrance 'C' to Tees Yard loaded steel working, while heading in the opposite direction, and deputising for the unavailable steam locomotive, WCR Class 37/7 No. 37706 has charge of the final 'Waverley' charter of the season. As a result of the failure of LMS 'Royal Scot' No. 46115 *Scots Guardsman* two days previously, Black 5' No. 44932 replaced the diesel motive power at Hellifield for the final leg to Carlisle. **Paul Braybrook**

◀▼ With Alstom black vinyls on the Virgin Trains' silver livery, Class 390 Pendolino No. 390004 *Alstom Pendolino* passes South Kenton at speed, forming the 13.55 service from Manchester Piccadilly to Euston. **Brian Morrison**

▼ Class 66/8 No. 66849 leads its train of HHA bogie coal hoppers through Milford Junction on 17th August, with a Wolsingham to Ratcliffe Power Station coal working. **Christopher Saxby**

UK Steam & Modern Traction Railtour Listings

Monday 22nd August 2011

Compass Tours	Carnforth Pool	(Crewe-)Liverpool LS-Blackburn-S&C-Carlisle-Shap-Preston-Liverpool LS(-Crewe)	
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return	

Tuesday 23rd August 2011

Railway Touring Co.	tbc	London Victoria-Basingstoke-Weymouth-Dorchester South-Woking-Waterloo	
Railway Touring Co.	LMS Black 5	tbc-Chester-Llandudno Jct-Blaenau Ffestiniog & return	
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return	
WCRC	SSE Pool	York-Normanton-Wakefield Westgate-Castleford-York-Scarborough & return	

Wednesday 24th August 2011

Statesman Rail	tbc	Lancaster-Blackburn-S&C-Appleby-Carlisle & return	
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return (two trips)	
WCRC	SSE Pool	York-Normanton-Wakefield Westgate-Castleford-York-Scarborough & return	

Thursday 25th August 2011

Rail-Blue Charters	DBS 67	Doncaster-Sheffield-Tamworth-Camp Hill-Bristol TM-Kingswear & return	
Steam Dreams	60163	London King's Cross-Retford-Hope Valley-Manchester & return	**Cancelled**
Steam Dreams	86259&70013	(London Euston-)Preston-S&C-Carlisle-Shap-Carnforth(-London Euston)	
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return (two trips)	
WCRC	SSE Pool	York-Normanton-Wakefield Westgate-Castleford-York-Scarborough & rtn	

Friday 26th August 2011

Pathfinder Tours	2xDRS 20	Crewe-Stourbridge Jct-Cheltenham Spa-Bristol TM-Kingswear & return	
Railway Touring Co.	6201	Crewe-Wilmslow-Stockport-Huddersfield-Castleford-York-Scarborough & return	
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return (two trips)	

Saturday 27th August 2011

Railway Touring Co.	6201	Crewe-Manchester Victoria-Preston-Shap-Carlisle-S&C-Manchester Victoria-Crewe	
Railway Touring Co.	SSE Pool	York-Leeds-Skipton-Hellifield-S&C-Appleby-Carlisle & return	**Cancelled**
UK Railtours	tbc	London Paddington-Severn Tunnel-Llandrindod Wells-Craven Arms-Telford Central-Wolverhampton-Leamington Spa-Oxford-Didcot Parkway & return	
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return	

Sunday 28th August 2011

Railway Touring Co.	tbc	York-Leeds-Keighley-Hellifield-S&C-Appleby-Carlisle & return	**Postponed**
Railway Touring Co.	tbc	Bristol TM-Bath Spa-Westbury-Castle Cary-Weymouth and return	
Torbay Express Ltd	6024	Bristol TM-Paignton-Kingswear & return	**Cancelled**
Vintage Trains	5043 or 4965	Birmingham SH-Henley in Arden-Stratford upon Avon-Dorridge-Birmingham SH (twice)	
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return	

Monday 29th August 2011

Compass Tours	Carnforth Pool	(Crewe-)Liverpool LS-Blackburn-S&C-Carlisle-Shap-Preston-Liverpool LS(-Crewe)	
Pathfinder Tours	71000	(Dorridge-Swindon-)Bristol TM)-Llanelli-Carmarthen-Bristol TM-(& return)	
Steam Dreams	tbc	Aylesbury-Finsbury Park-Stevenage-Royston-Norwich & return	**Postponed**
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return	

Tuesday 30th August 2011

Railway Touring Co.	tbc	London Victoria-Basingstoke-Weymouth-Dorchester South-Woking-Waterloo	
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return	
WCRC	SSE Pool	York-Normanton-Wakefield Westgate-Castleford-York-Scarborough & 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

There is a pleasing variety of non-repeat itinerary tours on offer during the next seven days on the run up to the Bank Holiday weekend, featuring an interesting array of traction.

Probably the most notable is Pathfinder's mis-named 'Torbay Flyer' on Friday 26th August. Why mis-named? Because the train is booked for a pair of DRS Class 20s throughout from Crewe to Kingswear, and one thing they are not going to do is fly! Whistle away gently, maybe, but fly? ... no way!

It is Royal Regatta week at Dartmouth, and on this day the Red Arrows are due to pay a visit - but can they compete with a pair of 'Choppers' into Kingswear? The train picks up at Stafford, Wolverhampton, Tame Bridge Parkway, and then via Stourbridge Junction to Worcester Shrub Hill, Cheltenham Spa and Bristol Parkway. Also heading for the Royal Regatta is Rail Blue Charters, who precede Pathfinder by 24 hours with the 'Torbay Adventurer', which sets out from Doncaster on 25th August, picking up at Sheffield, Langley Mill, Burton-upon-Trent and Coleshill Parkway en route to Torquay, Paignton and Kingswear. DBS Class 67 will provide the motive power.

Also on 25th August, Steam Dreams has the re-dated 'Cathedrals Express' to Carlisle. The train was postponed from late May due to the late unavailability of Class 86/2 No. 86259 *Les Ross*. The timings of this charter are extremely tight between London Euston and Preston and require an AC electric for that section. As the train is also vacuum-braked, the only options are No. 86259, or the AC Locomotive Group's Class 86/1 No. 86101 *Sir William A Stanier*, which was unavailable last time as it was visiting the Mid-Norfolk Railway. The serious business of the day, however, will be covered by No. 70013 *Oliver Cromwell*, which will take the Settle & Carlisle line northbound to Carlisle, before returning south over Shap to Carnforth, where it will hand over to the AC electric for the run back to Euston.

Pathfinder will also be in action on Bank Holiday Monday, 29th August, with 'The Carmarthen Cavalier', which is due to feature No. 71000 *Duke of Gloucester* from Bristol Temple Meads, and is booked outwards via Landore and Gowerton, returning over the Swansea District Line. The tour originates at Dorridge, and picks up via Leamington Spa, Oxford and Swindon to Temple Meads.

Two days earlier on 27th August, UK Railtours will also be traversing the Swansea District Line with the 'Llandrindod Wells Victorian Festival' charter from London Paddington, which picks up at Slough, Reading and Didcot Parkway. After the break at Llandrindod Wells, the train heads north to Craven Arms and then works its way back to Didcot, via Wolverhampton and Oxford. A Class 67 will be the most likely motive power.

▼ **BR 'Britannia' Pacific No. 70013** *Oliver Cromwell* **passes Great Strickland, near Penrith, with the return leg of the 'Mersey Moorlander' charter on 15th August. John Woolley**

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Frustrating week for main line steam

It has been a frustrating week for steam-hauled charters due to a number of incidents of varying magnitude.

The first occurred on 12th August, and affected the Railway Touring Company's 'Scarborough Flyer' working, when the tender of LMS 'Princess Royal' Pacific No. 6201 *Princess Elizabeth* derailed while the locomotive was in the process of leaving Crewe Heritage Centre. West Coast's Class 47/0 No. 47270 took over the train, working it throughout. Thankfully, there appears to have been no serious damage to the tender and the loco was fit to work its next train on 19th August.

The week has been described as 'frustrating', but the events of Wednesday 17th August probably escalated that description to 'Hair Tearing Out Day'. Steam Dreams was the first to suffer, or rather it was the booked fireman for the 'Cathedrals Express' to Weymouth, as he had to report in sick. With a local replacement unavailable, some serious quick thinking between Steam Dreams, DB Schenker and Network Rail got the job moving on time, with No. 60163 *Tornado* in light steam and piloted by a Class 67.

Two bridge strikes in the Surbiton area complicated matters for Control, but the train got through to Basingstoke without delay, where it picked up the relief fireman who was due to take over the shovel at Southampton. A brief stop at Eastleigh to allow a 'Voyager' to overtake provided the opportunity to remove the Class 67 pilot, which was despatched onto the depot, allowing the 'A1' to proceed unassisted, and with a full footplate complement, onwards via Bournemouth to Weymouth. The rest of the day went as planned, with the added bonus of a non-stop run from Yeovil Junction to Basingstoke, which it has been suggested that the train recorders on board might regard as 'being very special'.

However, the 'Bath Spa Express' the same day did not enjoy such good fortune. The booked locomotive, No. 70000 *Britannia* is reported to have failed its fitness to run exam on 16th August, and efforts to reposition No. 4492 *Dominion of New Zealand* to deputise were frustrated by clearance issues. However, the *Britannia* team put in a great effort to get No. 70000 fit for use on the day. The outward working to Bath and Bristol from Poole went without incident, but on the return the crew are reported to have become aware that the water capacity had reduced alarmingly, which resulted in the train being stopped at Warminster and the fire brigade called for an urgent top-up. The delay to the train and other services was significant, with it eventually completing its journey behind DBS Class 59/2 No. 59203, which had been summoned from Merehead Quarry. The Class 59/2 initially buffered up to the rear of the charter and drew it back to Westbury, where *Britannia* was removed, before running around the train and then continuing onwards to Poole. The good news is that no serious damage appears to have been incurred by No. 70000, which was observed working within the confines of the yard on the following day. The locomotive is due to take up its next duty hauling Steam Dreams 'Cathedral Express' from London King's Cross to Norwich on 21st August as planned. It is understood that the cause of the problem revolved around the ash pan sprinkler being left on, resulting in the accelerated loss of water from the tender.

The final incident happened on Thursday 17th August when No. 46115 *Scots Guardsman* failed near Leeds Hunslet while hauling that day's 'Scarborough Spa Express'. Reports suggest that the problem surrounds the middle cylinder valve, together with damage to the connecting rod, but the extent of the problem has yet to be established. The failure occurred during the morning working around the 'Yorkshire Circle' prior to returning to York, ahead of the scheduled run through to Scarborough. After a delay of just under two hours, the stranded 'SSE' was rescued by West Coast's Class 37/7 No. 37706, which took the train back to York. Some time later the Class 37 worked the charter forward to Scarborough for those passengers who still wanted time by the sea, and a specially arranged later departure was provided to accommodate a break at the East Coast resort.

▲ **Class 67 No. 67002 has charge of the late running 'Cathedrals Express' on 17th August, while piloting LNER A1 Class Pacific No. 60163** *Tornado* **through Farnborough. Ian Smith**

▼ **Looking none the worse for wear after its minor derailment last week, LMS 'Princess Royal' Pacific No. 6201** *Princess Elizabeth* **approaches Colton Junction with the 'Scarborough Flyer' on 19th August, during the outward run to the Yorkshire resort. Richard Whiteley**

Southern 'bash' from Spitfire

A new 'Routes 'n' Branches' tour has been announced by Spitfire Railtours for 22nd October, which unlike some of its earlier versions will operate mostly in daylight.

The train is planned for an 08.00 departure from London Paddington, picking up at Reading, Basingstoke and Eastleigh. 'R'n'B 3' heads for the Solent and Wessex area with planned reversals during the tour at Fawley (Network Rail Limit), Totton Yard, Hamworthy Quay (Network Rail Limit), Winchester Baltic Spring Sidings, Eastleigh Works and Eastleigh, Portsmouth Harbour and Aldershot, before setting down at Aldershot prior to completing the first part of the day at London Waterloo.

The day does not end there, though, as also running is 'R'n'B 3.14' from Waterloo, which meanders around the circle through Staines and Chertsey to Weybridge Junction, and then north to Wimbledon and Clapham Junction, via East Putney. The charter continues through Kensington Olympia and the West Coast Main Line to Watford Junction for a visit to the St Albans Abbey branch.

After returning to Watford Junction, the train continues directly into London Euston. West Coast Class 37s are booked to operate the charter in 'top and tail' mode, for what looks likely to be another superb day of track bashing in the South East.

▲ **Cheshire Cat Railtours operated a charter from the Welsh resort of Aberystwyth to Durham on 18th August. The train, which originated on the Cambrian behind a pair of Class 97/3s, with a pair of DRS 'tractors' taking over at Crewe. The train passes Copmanthorpe, south of York, headed by Class 37/0s Nos 37059 & 37218. Paul Braybrook**

October proves to be a busy month for *King Edward I*

A busy October looms for No. 6024 *King Edward I*, as in addition to its role in the 'Help for Heroes' 40th Anniversary of the Return of Steam to the Main Line' charter on 8th October, and a two week sojourn on the Severn Valley Railway immediately afterwards, it returns to main line action again on 22nd October.

This is actually a 6024 Preservation Society special organised for its members, which will also be running as a public train with Pathfinder taking the bookings. 'The Cotswolds Venturer' sets out to do just that, venture around the Cotswolds, commencing at Oxford diesel-hauled and picking up at Charlbury and Moreton-in-Marsh to Worcester Shrub Hill, where the diesel will give way to No. 6024, which will head the train over Old Hill bank through to Birmingham Snow Hill and then onwards to Leamington Spa.

Here, the 'King' will run round, and take on Hatton Bank tender-first en route to a break at Stratford-upon-Avon. The North Warwickshire Line is next on the list, regretfully now shorn of its manual signalling, with No. 6024 now facing chimney first heading back to Birmingham and onwards back to Worcester Shrub Hill, followed by the bonus of continuing to Oxford steam-hauled. The Cotswold main line is being upgraded with new signalling and selective re-doubling, which will increase line capacity and in so doing once again allow charter trains to operate over this attractive route.

'The Cotswold Venturer' is the third charter to be announced following the completion of the upgrade work scheduled for later this month, the other two being a Pathfinder train featuring 'Deltic' No. 55022 *Royal Scots Grey* on 3rd September, followed by Vintage Trains taking on the route with Castle 4-6-0 No. 5043 *Earl of Mount Edgcumbe* two weeks later.

Vintage Panniers

Perhaps one of the most anticipated charters of the year does not feature a 'star' 4-6-0 or Pacific, but a pair of humble GWR Pannier Tank's for Vintage Trains.

To add further spice, one of the participants, No. 7752 will appear in its later guise of ex-London Transport No. L94, for which it worked up to withdrawal in 1971. The LU-liveried locomotive will be accompanied by No. 9600 on a tour of the East Midlands from Tyseley Warwick Road, Coleshill Parkway and Nuneaton on 19th November.

The route will be via Hinckley, Wigston and Knighton Junctions onto the Leicester – Burton line, where a water stop will be taken at Mantle Lane. After Burton, the train will head over the line from Stenson to Sheet Stores Junction before turning south via East Midlands Parkway and Loughborough. A passenger break and water stop for the two locomotives will be undertaken at Leicester, before returning through Hinckley and Nuneaton back to Tyseley.

◀▲ **BR Standard 7P Pacific No. 70013** *Oliver Cromwell* **arrives at Carnforth for water, after working south over Shap on the 'Mersey Moorlander' charter on 15th August.**
Simon Atkinson

▲ **LMS 'Royal Scot' No. 46115** *Scots Guardsman* **hurries past Copmanthorpe on 17th August, with the return 'Scarborough Spa Express' working. The loco had replaced 'Black 5' No. 44932 the previous day.**

◀ **On 13th August, the 'Cathedrals Express' from York to King's Cross passes Copmanthorpe behind 'A1' Pacific No. 60163** *Tornado.*
Both: Paul Braybrook

LMS 'Black 5' No. 45407 crosses Ais Gill Viaduct on 24th July, with the return leg of 'The Waverley' charter from Carlisle to York. **Anthony Roberts**

▲ Carrying a colour-scheme similar to the Intercity Mainline livery, Class 31/4 No. 31414 is pictured just south of Idridgehay, between Wirksworth and Duffield, on the Ecclesbourne Valley Railway, on 14th August, during its debut working. **Neil Ferguson-Lee**

Boston Lodge takes on standard gauge restoration project

The Ffestiniog and Welsh Highland Railways' Boston Lodge Works is the oldest operating railway workshop in the world, having built locomotives and carriages across three centuries.

There was a notable first for the works recently, with the arrival of its first standard gauge restoration project, London Transport Museum's unique Metropolitan Railway First Class carriage No. 353. Built by Cravens in 1892, the four-wheeled vehicle is the sole survivor of the Metropolitan Railway's 'Jubilee' stock, and is therefore of considerable historic value. Boston Lodge won the bidding to restore the carriage to pristine condition, and the first stage in preparing for its arrival was widening the doors into the carriage shop to enable the 4'8½ inch gauge vehicle to gain entry.

The LT Museum was awarded first stage Heritage Lottery funding for the restoration in March, with the aim of returning the coach to running order for the 150th anniversary celebrations of the London Underground in 2013. The Friends of the London Transport Museum have offered to contribute up to £150,000 towards the total project costs.

Bodmin & Wenford gets all steamed up for gala weekend and Real Ale festival

The National Railway Museum's 3700 class 'City' 4-4-0 No. 3440 *City of Truro* is to return to Cornwall as the 'star guest' at the Bodmin & Wenford Railway's annual Steam Gala & Real Ale Festival on 2nd-4th September.

Built at Swindon Works in 1903 at a cost of £1,957, *City of Truro* has been renumbered twice, withdrawn from service twice and brought out of retirement at least twice!

The locomotive is perhaps best remembered for its descent of Wellington bank in Somerset on 9th May 1904, while working an 'Ocean Mail' train from Plymouth, when it reputedly achieved a speed of 102.3mph and, in so doing earning its place in the record books as the first locomotive to exceed 100mph, although this has since been disputed.

Owned by the NRM, *City of Truro* returned to service after overhaul in 2004, and is based on the Gloucestershire Warwickshire Railway, although it is a frequent visitor to other heritage lines. This will be the locomotive's third visit to the Bodmin & Wenford Railway, having previously operated there in 1992 and 2004, but this will be the first time that it will have appeared in its current (and later) guise as No 3717, resplendent in lined Brunswick green livery with black frames.

At least six locomotives will be in steam during the course of the Festival, including *City of Truro*, T9 class 4-4-0 No. 30120 and Class 4575 Prairie Tank No. No 5521. The three-day event will be the first Steam Gala in the Bodmin & Wenford Railway's 25-year history of running trains that will have traditional lower quadrant semaphore signalling in operation, following commissioning of the signalbox at Bodmin General in mid-April this year.

An intensive timetable will operate on all three days of the event, with at least 16 departures from Bodmin General each day, featuring two-train operation, auto trains and goods trains.

The first day will in effect be a 'Branch Line Day' with no less than 19 departures from Bodmin General between 09.45 and 17.40, worked by a trio of Great Western locomotives, T9 4-4-0 No. 30120 and Class 6400 0-6-0T No 6435 working in addition to the 'City'.

One of the B&WR's resident Port of Par 0-4-0 saddle tank locomotives, *Alfred* or *Judy*, will also be in action as 'station pilot'. Demonstration goods trains will operate at certain times on the Friday and Sunday, offering the opportunity to travel in the brake vans positioned at each end of the train. Repeating the success of the event held at last year's Gala, on the Friday evening there will be a special 'Night Shoot' for photographers from 20.00 to 22.00, with a number of 'cameos' arranged at Bodmin General station and outside the locomotive shed, this time featuring several GWR engines. The cost is £17.50.

In addition to the host of activities on the railway itself, there will also be a Real Ale Festival at Bodmin General station throughout the weekend, run by local members of the Cornish Branch of the Campaign for Real Ale (CAMRA). Over 10 different real ales, plus cider, will be on sale, with the bar open all day from 11.00 on the Friday & Saturday, and 11.00 to 16.00 on the Sunday.

Want to Share a Secret?

Which heritage railway is 22 miles long, operates scheduled services over 16 miles and will be 41 miles long when fully restored?

Find out more about the Wensleydale Railway

Apply for or download a free Share Prospectus to help us with vital projects
prospectus@wensleydalerailway.com
www.wensleydalerailway.com - see Share Offer

Check out our new High Definition film channel on YouTube (20 films soon to be available on BluRay including our first 3D film)
www.youtube.com/user/RailwayWensleydale

Join the Wensleydale Railway Association
www.wensleydalerailwayassociation.com/Membership.html

Steam at the Wensleydale Railway
www.wensleydalerailway.com/html/steam_2011.html

Help us to reconnect the Settle & Carlisle to the East Coast Main Line (Garsdale to Northallerton = 41 miles) by joining our new End of the Line Legacy Club
www.wensleydalerailway.com - see End of the Line Legacy Club

Invite one of our directors as a guest speaker with film presentation
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Severn Valley says no to Ironbridge extension and commuter services

Local press reports associating the Severn Valley Railway with a potential re-opening northwards towards Ironbridge and a commuter service on the southern section have been dismissed as being very wide of the mark.

The northern extension story emerged in an article in 'The Shropshire Star' evening paper and seemed to cover ground already well explored a few years ago when a detailed plan was published, independently of the SVR, which highlighted a number of serious obstacles to the re-establishment of the railway from Bridgnorth to Ironbridge.

There have been recent renewed suggestions that extending the railway could offer some benefits, and SVR Holdings Plc has agreed to look again at the concept to determine whether this could be a viable proposition. However, the SVR has pointed out the considerable amount of work such a project would need, as even the initial costs of feasibility studies would be very expensive and difficult to justify when the railway itself is struggling in the hands of the current economic situation.

In a statement, the company adds that these proposals have been mooted for a very long time, but the railway has always had more important priorities, and it stresses that there are no plans to extend the railway beyond Bridgnorth, or anywhere else, at this time. Even 'if' such a proposal was accepted at a future time it is unlikely that such a project could be achieved in less than 20 years.

Elsewhere, the Wolverhampton-based Express and Star has reported, under the heading 'SVR gets on track for commuter trains plan', that peak-hour services will be returning to the heritage line 'under plans to open the route to mainline services'. *Railway Herald* understands that these comments are based on an interview the newspaper had with the new chairman of the SVR's holding company, Nick Paul, who replaced Mick York a few weeks ago. Sources close to the SVR told *RH* that no such scheme exists, although a new three year business plan is being discussed, and as part of that process all options available to the railway will have been considered, including no doubt, the feasibility of a regular commuter service.

The newspaper was made aware of the long standing plan to install new track work at Kidderminster (to the north of the footbridge that spans both the Kidderminster (SVR) station throat and the main Birmingham to Worcester line) which will allow mainline trains working from the north to access the SVR directly, instead of the current complicated process, which involves a reversal. This revised layout is part of a larger re-signalling scheme by Network Rail that will see the elimination of the mechanical signal boxes along the route and is due to be completed by September 2012. The work will considerably improve access to the SVR, as well as being the necessary precursor of running any sort of regular service from and/or to the heritage line.

The message from the SVR is 'never say never', but in these difficult economic times every heritage railway is in the business of consolidating what they have, and the prospect of any capital being made available for such long term investments is currently unlikely, unless of course, external funding is made available.

Passenger turns for Barry 'ED'

The Barry Tourist Railway will be operating diesel services with its 'ED' on 27th-29th August.

The resident Class 73/1 No. 73118 *The Romney Hythe & Dymchurch Railway* will be working with the Gatwick Express set and Driving Motor Luggage Van No. 9110 between Waterfront and Barry Island stations at 11.15, 12.15, 14.00 and 15.00. Workings return from Barry Island, 30 minutes later.

On the following weekend, 3rd/4th September, the Tall Ships Festival takes place at Barry Dock (adjacent to Waterfront station), and the ex-Turkish Railways Class 8F 2-8-0 No. 45160 and the ex-BR Research Department Metro-Cammell Class 101 Railcar set *Iris II* will be in operation.

◀ **SR 'U' Class 4-6-0 No. 31806 arrives at Ropley on the Mid-Hants Railway, with the 13.16 service to Alton on 15th August.**
Roger Goodrum

GB Railfreight-liveried Class 66/7 No. 66736 approaches the Silt Drove crossing in March, hauling a loaded Whitemoor to Stanford-le-Hope ballast working on 14th August. **Kev Gregory**

A Class 165/1 and a pair of Class 165/0s Nos. 165009 & 165101 pass North Acton on 16th August, forming the diverted 11.22 Bicester North - London Paddington service, during the Marylebone closure. In the LUL platforms are two Central Line services. **Antony Guppy**

Still carrying the remains of its Railfreight Distribution colour scheme, Class 90 No. 90036 passes Linslade on 20th August, with the overnight 'Caledonian Sleeper' service from Aberdeen, Fort William and Inverness to London Euston. **Alan Wallwork**

In a game of guess the train operating company, London Midland-liveried Class 153 No. 153325 leads an unidentified Arriva Trains Wales Class 150/2 into Maiden Newton on 15th August, working the 14.25 First Great Western service from Filton Abbey Wood to Weymouth!
Stuart Warr

15th August 2011

GCR Society (Spinkhill)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB. 'The Jubilees' by Bob Goodman. Starts 19.30. Contact Frank Greaves on 01909 473927 for further details.

18th August 2011

Barrow Hill Engine Shed Society
Roundhouse Lecture Theatre,Barrow Hill Depot. 'After the Blues - A Special Brew' by Peter Crawley. Starts 19.30. £2 Admission. Contact beardspaul@aol.com for details.

19th August 2011

GW Society (Taunton)
Village Hall, Stoke St.Mary, nr Taunton. 'Members' Slides'. Starts 19.30. Contact Peter Triggs on 01823 334188 for further details.

24th August 2011

Basingstoke & District Railway Society
Wote Street Club, New Road, Basingstoke RG21 7NG. 'The GCR in the First World War' by Martin Bloxsom. Starts 20.00. Contact 01256 819401 for further details.

25th August 2011

Stevenage Loco Society
Community Arts Centre, Roaring Meg Retail Pk, London Rd, Stevenage SG1 1XN. 'A Holiday Trip to Cornwall' by Ron White. Starts 19.45. Admission £2. Contact 07803 046076.

1st September 2011

GCR Society (Sheffield)
The Harlequin, 108 Nursery Street, Sheffield S3 8GG. TBA. Starts 19.30. Contact Ken Grainger on 0114 254 0275 for further details.

Permanent Way Institution (York)
Marriott Room, York Central Library, Library Square, York. 'The Tanfield Railway' by Alan Thompson. Starts 20.00. Contact Ken Aiston on 07787 512227 for further details.

RCTS (Milton Keynes)
The Crown, Market Square, Stony Stratford. 'Railway along the North Wales Coast - Part 1' by David Scudamore. Starts 19.30.

2nd September 2011

RCTS (Bristol)
St Peters Church Hall, Church Road, Filton. 'Railway Journeys in Art' by Richard Furness. Starts 19.30.

Stephenson Loco Society
Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle. 'A Year in the Life of a Rly Enthusiast - 1978' by Malcolm Paul. Meeting commences at 19.00. Contact 01434 688946.

5th September 2011

RCTS (Ashford)
The Elwick Club, Church Road, Ashford. 'The Bluebell Railway 1960 to 2010' by Gerald Siviour. Meeting commences at 19.30. Contact the Secretary at southeast@rcts.org.uk for details.

RCTS (Birmingham)
Christ Church Community Hall, Burney Lane, Ward End, Birmingham. 'Swiss Railways - The BLS and its Branches' by Brian Hutton. Starts 14.00.

Stafford Rly Society
St Leonards Social Club, St Leonards Avenue, Stafford. '1980s Somerset Insider' by Michael Mensing. Meeting commences at 19.30. Contact 01785 840622 for details.

6th September 2011

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. 'AGM'. Meeting commences at 19.45. Contact 01474 326232 for further information.

Locomotive Club of Great Britain (Bedford)
The Kings Arms, St Mary's Street, Bedford, MK42 0AS. 'Nth Wales Coast Part 1' by David Scudamore. Meeting commences at 19.30. £1 Admission. Contact B.Cross on 01525 750149 for details.

North East Essex Railway Association
1st Floor, The Community Centre, The Triangle Centre, Frinton-on-Sea. 'BR in Blue' by Andy Deny. Meeting commences at £19.45. £1.50 admission. Contact Roger Harvey on 01255 677165 for further details.

Permanent Way Institution (Wessex)
The Rose and Crown, Columbo Street, Waterloo, London 'Current Permanent Way Issues in the South' by Bob Hazell. Starts 18.00. Contact Richard Workman on 01426 645771.

RCTS (Merseyside, Chester and Nth Wales)
'Observation at Carlisle and Annan'. Contact Alan Turton on 01606 854227 for details.

RCTS (Watford)
St. Thomas's United Reformed Church, Langley Road, Watford. 'That Was the Year that Was - 1970' by Geoff Plumb. Starts 19.30.

Southern Electric Group (South Hampshire)
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Trams & Narrow Gauge Steam in East Germany 1988' by Martin Petch. Starts 19.30. Contact John Goodrich on 02380 670028.

Weston super Mare Railway Society
Function Room, Conservative Club, Alexandra Parade, Weston super Mare. 'The Southern Around Nationalisation' by Arthur Turner. Starts 20.00. Contact Lionel Jones on 01934 628289 for further details.

7th September 2011

GW Society (Bristol)
BWAW, 589 Southmead Road, Filton, Bristol BS34 7RG. '140 Years of Westinghouse Signalling' by Tim Maynard. Starts 19.45. All Welcome. Contact the Secretary on 01454 323230 for further details

Permanent Way Institution (Edinburgh)
The Scots Guards Club, 2 Clifton Terrace, opposite Haymarket Station, Edinburgh. 'Haymarket North Tunnel - Track and OHL Works' by Greg McMillan and Ross Nelson. Starts 18.00. Contact Alan Morrison on 07834 507497 for further details.

Permanent Way Institution (Thames Valley)
Network Rail RSAR Site Office, 80 Caversham Road, Reading. 'Value Engineering' Starts 17.45. Contact the Secretary, Malcolm Pearce on 07967 667019 for details.

Warwickshire Rly Society
Lamp Tavern P.H., Barford Street, Highgate, Birmingham B5 6AH. 'Large Format Miscellany' by Jim Bodfish. Starts 19.30. Contact Don Taggart on 01746 710676 for details.

8th September 2011

Bath Railway Society
Bath Green Park Station Meeting Room, Bath. 'The Engines of War' by Christian Wolmar. Starts 19.30. All welcome. Contact Kevin Plummer (Evenings) on 01225 312564 for details.

Continental Rly Circle
St.Paul's Church Centre, Rossmore Rd, Marylebone, London NW1 6NJ 'Steam in Turkey' by Ted Talbot. Starts 19.15. Admission £2. Contact 01932 850624.

Grantham Rly Society
ChristChurch Hall, Castlegate, Grantham. 'Capturing the Present and Recreating the Past' by Jason Cross. Starts 19.30. Admission £2. Contact on 01476 407569 for details.

PW Institution (Croydon & Brighton)
Mott MacDonald House, Sydenham Road, Croydon CR0 2EE. 'Sussex Route Updates' by Mark Ruddy. Starts 17.45. Contact on 07815 968245.

PW Institution (Manchester & Liverpool)
Ove Arup Offices, St James Building, Oxford Street, Manchester. 'Floating Slab Track' by Andrew Cunningham. Starts 13.00. Contact Rob Cummings on 07798 858784 for details

PW Institution (Nth Wales)
The Town Crier Inn, City Road, Chester. 'Off Track Technology - Existing & Future Practices' by Neil Strong. Starts 18.30. Contact Lynne Garner on 07771 672274.

PW Institution (Sheffield & Doncaster)
Rutland Arms, Brown Street, Sheffield, S1 2BS. 'Tram/Train Initiatives' by Tim Kendall. Start 18.15. Call Vivek Vilay on 07763 724259 for details.

9th September 2011

GCR Leicester Area Group
St Bartholomews Church Hall, Church Lane, Quorn. 'Picture Postcards - Rly Rambles' by Stephen Gay. Starts 19.30. Contact John Calton on 07714 546163.

GW Society (Swindon)
Lawn Community Centre, Guildford Avenue, Lawn, Swindon SN3 1JE. 'The GW Railmotor - No. 93' by Peter Jennings. Starts 19.30. All welcome. Contact 01793 495976 for details.

Shropshire Rly Society
The Gateway, Chester Road, Shrewsbury. 'Steam in Central England' by Alan Sainty. Starts 19.30.

10th September 2011

Bournemouth Rly Club
Winton Methodist Community Centre, All Purpose Room, Winton, Bournemouth BH9 1DE. 'Longmoor Military Rly & Shoeburyness Military Tramway' by Mike Walshaw. Starts 14.30. £2 donation. Contact 01202 742099 for 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.

▼ **In what could easily be described as damp weather(!) Class 37/4 No. 37409 passes Rewe, north of Exeter on 17th August, in 'top and tail' mode with Class 57/0 No. 57009, while working from Plymouth to Crewe. Keith Turley**

Cornwall Rly Society
The Community Centre, Foundry Row, Redruth. 'Gemany: Railways in the Rhinelands' by Tony Wright. Meeting commences at 18.30. Contact Derek Buttivant on 01637 860627 for details

12th September 2011
Driffield & East Yorkshire Rly Society
The Sidings, Middle Street South, Driffield, YO25 6PX. 'DVD: Kingstore Model Railway, Slides: Steam on the S&C, DVD: Railways around Hull'. Meeting commences at 19.30. £2 donation, All welcome. Contact 01377 254068 for details.

Lincoln Railway Society
St Hugh's Church Hall, Harewood Crescent, North Hykeham, Lincoln LN6 8JG 'Westwards from Dover looking for steam' by Peter Groom. Starts 20.00, All welcome, £3 admission. Contact 01522-705365 for details

RCTS (Northampton)
St. Crispin Social Club, Berrywood Road, Duston. '1960/70s Railway Memories' & ' Constructing Replica North Eastern Railway Signals' by Craig Donald. Starts 19.30.

Southern Electric Group (Sussex)
Deall Room, Southwick Community Centre, Southwick. 'Winter Steam in China' by David Eatwell. Starts 19.30. £2 Donation. Contact Bruce Cakebread on 01273 462094.

York Railway Circle
The Library, Archibishop Holgate's School, Hull Road, York YO10 5ZA. 'Sheffield Victoria & The Great Central War Memorial' by Ken Grainger. Starts 19.30. £2 donation requested. Contact Robin Patrick on 01904 412232 for further details.

13th September 2011
Abergavenny and District Steam Society
Upper Room, The Hen and Chickens, Flannel Street, Abergavenny. 'The Dick Sansbury Collection' by John Barrowdale. Starts 20.00.

GW Society (Bristol)
BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG. 'Last Days of Steam in the Southern Region & Early Days of Steam on Preservation' by Paul Dibbens. Starts 19.45. All welcome. Contact 01454 324230 for details.

Meon Valley Loco Society
St. Peters Church Hall, Free Street, Bishops Waltham, Hampshire. 'Chairman's Night' by Barry Eagles. Starts 20.00. £2 Admission - all welcome. Contact John Barrowdale on 02392 640951 for further details.

14th September 2011
Basingstoke & District Railway Society
Wote Street Club, New Road, Basingstoke RG21 7NG. 'Broad Gauge Railway Journey Pt 2' by Canon Brian Arman. Starts 20.00. Contact 01256 819401 for further details.

Oxfordshire Rly Society
Seacourt Day Centre, Seacourt Road, Oxford OX2 9LD. 'On and Off the Footplate' by Bill Davis. Starts 19.30.

RCTS (Cardiff)
Old Church Rooms, Radyr. 'Scottish Railrovering in the 1970s and 1980s' by Stephen Miles. Starts 19.30.

RCTS (Hitchin)
Hitchin Christian Centre, Bedford Road, Hitchin. 'Freight Trains Around Britain in the 21st Century' by Geoff Brockett. Starts 19.30.

Swiss Rly Society (London)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. (near Kings Cross). 'Cantons Bern and Solothurn' by Roger Jones. Starts 19.00. £3 donation. Contact Ron Dawes on 0208 660 3532 for details.

15th September 2011
Barrow Hill Engine Shed Society
Roundhouse Lecture Theatre,Barrow Hill Depot. 'Steaming Through Britain' by GB Productions. Starts 19.30. £2 Admission. Contact beardspaul@aol.com for details.

Permanent Way Institution (South & West Wales)
Newport. Venue TBA. 'Welsh Highland Railway Infrastructure' by John Streeves. Starts 18.00. Contact the Secretary, James Hepburn on 07919 307726 for further details.

RCTS (Shipley)
Saltaire Methodist Chapel, Saltaire Road, Shipley. 'Traction in the Deltic Era' by Hugh Ballantyne. Starts 19.30.

Stephenson Loco Society
United Reform Church Hall, Mowbray Road, New Barnet. 'Members Evening. Starts 19.30. All welcome. Contact 0208 368 6200 for details.

16th September 2011
GW Society (Taunton)
Village Hall, Stoke St Mary, nr Taunton, TA3 5DE. 'Archive Films' by Paul Dibbens. Starts 19.30. All welcome. Contact the Secretary on 01823 334188 for further details.

Stephenson Loco Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'Richard Trevithick & the Early Steam Railways' by Philip Hosken. Starts 19.00. Contact 01434 688946.

17th September 2011
GW Society (South West)
Parish Centre, Church End Road, Kingskerswell, Torbay, TQ12 5 LD. 'Didcot - The Great Awakening' by Richard Antliffe. Starts 18.30. All welcome. Contact 01803 336329.

19th September 2011
GCR Society (Spinkhill)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB. 'Classic Film Night' by Mick Hayes. Starts 19.30. Contact Frank Greaves on 01909 473927 for further details.

North Yorkshire Moors Railway (York)
New Earswick Sports and Social Club, New Earswick, YO32 4AG. 'Yorkshire Buses' by Geof Dickson. Starts 19.30. Contact Bryan Blundell on 01904 764648 for further details.

RCTS (Chester)
The Town Crier, City Road/Station Road, Chester. 'Teenage Memories of the Early 1960s'. by Bob Casselden. Starts 19.30.

RCTS (Coventry)
Maudslay Hotel, 190 Allesley Old Road, Coventry. 'Rail Atlas of Great Britain and Ireland' by Stuart Baker. Starts 19.30.

RCTS (Oxford)
West Oxford Democrats Club, 1 North Street, Osney. 'Chiltern Railways - Operations and Developments' by Adrian Shooter. Starts 19.30.

RCTS (Shenfield)
Shenfield Parish Hall, 80 Hutton Road, Shenfield. 'Out and About Again' by Hugh Gould. Starts 19.30.

Stafford Railway Society (joint meeting with Continental Railway Circle)
St Leonards Social Club, St Leonards Avenue, Stafford. 'Steam in South America' by Nick Tindall. Meeting commences at 19.30. Contact Mick Horton on 01785 840622.

20th September 2011
Locomotive Club of Great Britain (Bedford)
The Kings Arms, St Mary's Street, Bedford, MK42 0AS. AGM followed by Branch Photographic Competition. Starts 19.30. £1 Admission. Contact B.Cross on 01525 750149.

PW Institution (Nottingham & Derby)
Aston Court Hotel, adjacent to Derby Station. Derby. 'Peterborough to Nuneaton W10 Gauge Clearance Project' by Rob Clark & Andrew Farnwoth. Starts 18.30. Contact Colin Cowey on 07946 482343.

PW Institution (West Yorkshire/York)
NRM, York. 'North East Railway Engineers Forum'. Starts 18.30. Contact Martin Wooff on 07747 160949 for details.

RCTS (Hull)
Upstairs, The Highway Public House, Willerby Road, Hull. 'A Journey from Cromer to Whitby' by Tony Arnold. Starts 19.30. Contact the Secretary at richardh@djbroady.co.uk for details.

21st September 2011
Permanent Way Institution(Glasgow)
Uptairs Lounge, The Iron Horse, West Nile Street, Glasgow. 'Haymarket North Tunnel - Track and OHL Works' by Greg McMillan and Ross Nelson. Starts 17.30. Contact Jack Scott on 07789 765291 for further details.

Stephenson Locomotive Society
The Scout and Guide Hall, Godalming. 'The Redhill to Reading Line' by Bruce Nathan. Starts 14.15. Contact 01372 379216 for details.

22nd September 2011
Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesent DA12 1BB. 'AGM'. Starts 19.45. Contact Bob Poole on 01474 326232 for further details.

MHR Preservation Society (Thames Valley)
Church House, Church Street, Caversham, Reading RG4 8AX. 'The Gloucester and Warwickshire Railway' by David Hall. Starts 19.30. £2 donation. Contact info@mid-hants-thames-valley.org.uk for further details.

Locomotive Club of Great Britain (Nth West)
The Pied Bull, 54 High Street, Newton-le-Willows. WA12 9SH 'Nothing After 1968' by Richard Greenwood. Starts 19.30. £2 donation. Contact Neville Bond on 01925 226473 for further details.

Stevenage Loco Society
The Community Arts Centre, Roaring Meg Retail Park, London Road, Stevenage SG1 1XN 'Dave Bakers Film Night' Starts 19.45. Admission £2. Contact Alan Pitt on 07803 046076 for further details.

Back Issues

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

Rear Cover Caption

On 8th August, LMS 'Black 5' No. 45305 leaves the WCML at Farington Junction and starts the climb to Lostock Hall, with Compass Tours the 'Mersey Moorlander' from Crewe and Liverpool to Carlisle. John McIntyre

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