Railway Herald

Issue 288 - 24th October 2011

The weekly railway enthusiasts' magazine

Railway Herald

Issue 288
24th October 2011

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Duchess boiler is back in the frames after 10 months

Just after mid-day on Monday 17th October and just six days after its return from LNWR at Crewe, the boiler of *Duchess of Sutherland* was reunited with the locomotive's frames, just under 10 months since it was removed for the overhaul to commence.

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Including comprehensive listings.

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Front Cover Caption:

Euro Cargo Rail-liveried Class 66/0 No. 66249 passes through Burton-on-Trent on 30th September, with a Toton to Crewe Basford Hall engineers' working. Stuart Hillis

▲ Ex-Fastline Freight Class 66/3, No. 66301, now operated by DRS, passes Burton Salmon on 11th October, with the newly introduced Ditton to Tees Dock intermodal service. Richard Tuplin

DRS commences new daily cross-country intermodal service

Direct Rail Services (DRS) has started a new service from PD Ports Teesport container terminal using a unique wagon that can transport 9ft 6ins high-cube boxes along routes previously inaccessible to the taller containers.

The Monday to Friday service was introduced on 10th October, and operates between the railhead at Teesport and the Stobart Group's Widnes Intermodal Rail Depot, using ultra-low wagons, named 'SuperLow 45' and manufactured by WH Davis, that are capable of carrying high-cube containers over non-gauge enhanced and height restricted routes, opening up almost the entire UK rail network to the larger containers.

The service has a capacity of carrying up to 32 boxes on each train, and was initially set up to cater for containers being transported by logistics company P&O Ferrymasters, but it will also carry other customers' traffic. The P&O Ferrymasters containers transported on the new service were previously moved by road.

Birmingham New Street redevelopment progresses with new entrance construction

Work has begun to construct a brand new entrance to Birmingham New Street station, which will provide better links between the city's business district and the redeveloped station.

The new northwest corner entrance will allow people walking from Victoria Square, New Street and Colmore Row to access the redeveloped station direct from Stephenson Street. It will open at the end of 2012 when the first half of the new station concourse will open to passengers.

To allow construction work to progress safely, Network Rail has agreed with Birmingham City Council for a road closure of Navigation Street on weekdays, with the road reopening at weekends. Chris Montgomery, Project Director for Network Rail, said: "The north-west side of New Street station will change beyond recognition over the next 18 months as we build the new entrance and continue work to clad the station in its stainless steel façade. With easy access to the city centre, we anticipate the northwest entrance will become one of the most popular ways to access the station. The road closures are essential to allow us to complete this work safely and we will continue to work with Birmingham City Council and our other partners to minimise disruption while we build".

Behind the hoardings, large parts of the old concrete-clad station building will be demolished to allow construction of the steelwork frame that will form the new station entrance. Next door on Stephenson Street, preparatory work is already underway to install the first section of stainless steel façade. The new entrance will open at the end of December next year as part of the completion of Phase 1 of the station redevelopment.

Once the new entrance and concourse is open, work will switch to redeveloping the existing station, with the project set for completion in 2015. The redevelopment will double passenger capacity in the station, improve access down to the platforms and improve pedestrian links across the city. In addition, the project will deliver a concourse that is three-and-a-half times bigger than at present and enclosed by a giant, light-filled atrium. The platforms will me more accessible, brighter and clearer, serviced by over 40 new escalators and over 15 new public lifts. On completion there will be a stunning new station façade and the eight new entrances will provide much better links to and through the station for pedestrians.

Network Rail invests in Clitheroe to Hellifield route with bridge strengthening work

A railway bridge in Hellifield, on the line that links the Settle & Carlisle with the Clitheroe to Manchester line, is to be is to be strengthened.

The line is of strategic importance to the National Network as it is used as a diversionary route for the London to Glasgow main line and by freight trains serving the cement works in Clitheroe, as well as being traversed by the summer DalesRail services.

The original single span wrought iron structure was strengthened by the addition of a steel centre girder just after the turn of the last century, and although the bridge has 5.8 metres headroom, high vehicles have struck the underside on a number of occasions. This has caused damage to the supporting structure, which now needs to be renewed.

At the same time, Network Rail will carry out repairs to the supporting walls, renew and replace damaged or missing drainage and clear vegetation before grit blasting the structure and giving it a new protective coat.

Finally, it will be painted cream and holly green to blend in with the rural nature of the town. While the work is in progress, the A65 road beneath will be closed to vehicles for nine days from 22.00 on 28th October until 00.50 on 7th November. It will also close each weekend from 11th November to 5th December.

Passenger figures continue to rise

Passenger numbers on the railways grew by 5.3% over the summer months.

The figures published by the Association of Train Operating Companies (ATOC) confirm that the Network is set for its busiest peacetime year since the 1920s, with well over 1.3 billion journeys expected to have been made by train by the end of this year.

According to ATOC, one of the reasons behind the rise is the continuing high price of petrol, leading more leisure travellers to switch from road to rail when taking summer breaks or day trips out with the family. Also, increasing numbers of people are taking advantage of operators offering cheap Advance tickets for those who book early. Sales of these tickets have almost doubled in the last four years, with nearly a million now bought every week.

In addition, additional seats, improved services and the added benefit of more car parking spaces and Wi-Fi on many services has been a key factor, especially among commuters, half a million of whom travel into and out of London every weekday using the rail network.

In the third quarter of the year, which covers the period from 26th June through to 17th September, there were 314.3 million passenger journeys, a rise of 5.% on the 298.4 million journeys undertaken in the same quarter last year. London continues to see the biggest rise in passenger figures - journeys in London and the South East grew by 5.8% - while long distance travel rose by 4.0% and regional journeys by 4.4%.

▲ A recent addition to the GBRf portfolio of services is the 11.28 Barton Dock (Manchester) to Felixstowe Docks intermodal service. On 13th October, the train approaches Heamies, north of Stafford, on the WCML in the hands of Class 66/7 No. 66732. **Geoffrey Dingle**

◀ Colas Rail Class 66/8 No. 66847, on hire to Freightliner, approaches Bromham with the 10.00 Bardon Hill - Bow loaded aggregate service. **Lorenzo D' Aniello**

▲ EMT Managing Director Tim Shoveller ,and Sheffield's newly appointed Master Cutler, Pam Liversidge OBE DL, named East Midlands Trains Class 222 Meridian No. 222002 *The Cutlers' Company* at Sheffield on 18th October. The ceremony marked the first-ever female Master Cutler to be appointed. **EMT**

New high-tec radio communication system for Eurotunnel

Eurotunnel has started a project to install a state of the art radio communication system in the Channel Tunnel that will provide full coverage with the entire European railway network by 2014.

To strengthen co-operation with the adjoining networks and in order to control costs, Eurotunnel has signed a contract of some €11 million with Réseau Ferré de France that will run until 2025, to share network, fixed terminal servers and maintenance under the conditions of the performance regime for the track to train radio system that is used on the Eurotunnel infrastructure.

High Speed 1 and Network Rail in this country are equipped with a similar GSM-R system for management and data transfer.

Metro and Light Rail News

Original trams to be replaced

Several of the original first-generation of Manchester's Metrolink trams are to be withdrawn under plans approved by Transport for Greater Manchester.

The project will provide 12 additional Bombardier M5000 trams, of which 62 have already been ordered to cater for the new extensions to Manchester Airport, East Didsbury, Ashton-under-Lyne, Oldham and Rochdale, replace several of the older T68 type vehicles, built by Firema in Italy in 1992 when Metrolink first opened. A total of 26 T68s served the original line from Altrincham to Bury, and the branch to Piccadilly, and a further six came into service in 2000 when the Eccles line opened, taking the total fleet to 32.

The new Bombardier vehicles are four-times more reliable than the older trams, which will provide a better service for passengers, as well as reducing maintenance costs. Councillor Roger Jones, Chair of the TfGM Committee's Capital Projects and Policy Sub-Committee, said: "Regular passengers will be aware that the original trams are beginning to show their age, and the vast majority of disruptions are down to the reliability of the older vehicles".

The original T68 trams have a 'design life' of 30 years and were due to be replaced by 2022, but instead the 12 replacement M5000 vehicles will be introduced in 2013/2014, allowing a phased 'retirement' of the older trams.

▼ **One of the original Firema T68 trams, No. 1022, departs from St Peters Square on 26th July, with a MediaCityUK to Manchester Piccadilly service, with the Midland Hotel forming the backdrop. Richard Tuplin**

SPT presses ahead with subway upgrade

Strathclyde Partnership for Transport (SPT) is moving ahead with modernisation of the Glasgow Subway, with interest from potential suppliers in tendering for, and winning, future contracts for the proposed new hi-tech driverless trains, and re-signalling due to begin before the end of the year.

There is no 'off the shelf' rolling stock design or product available that would be able to operate within the unique dimension of the Subway's tunnels, but a number of companies have stated that it is possible to utilise existing technology, albeit within a revised train design.

Market sounding discussions have already taken place, and advice has been sought from suppliers representing a cross section of the industry, including those associated with London Underground, Manchester Metro, the New York Subway, Boston's light railway and the Dallas DART.

Work at Hillhead station, one of the busiest on the network, began in July, marking the beginning of an update to what is the third oldest subway system in the world. Other improvements will involve all 15 stations being revamped, new escalators installed, integrated 'smartcard' ticketing introduced and revised staffing levels and working practices.

SPT will keep the Subway operational while the modernisation takes place, and it will be possible to carry out a phased introduction of the new fleet and signalling alongside that of the existing trains. Built in 1896, the Subway has only been modernised twice in its existence, being converted from cable hauled to electric traction in 1935 and later closing between 1977 and 1980 for upgrade work.

UKRAINE 2012

UKRAINE DIESEL AND MODERN TRACTION TOUR
28 April - 11 May 2012 14 days (13 nights)

After a break in 2011 we are offering this interesting tour once again using the Dzherelo private train throughout. This time the tour will return to the West of Ukraine but mainly visiting depots which we did not get to previously, from Chop in the south to Kovel in the north. The tour will be limited to 22 persons so early expression of interest is advisable. Unfortunately, like everything else, the price has increased since 2010, but it still offers good value given that we have our own private train.

Please email Jim Colley for itinerary:
enquiries@eerailtours.eu

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Birchwood, Shatterford, Nr Bewdley, Worcs. DY12 1TP
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Tel: +44(0)1299 861529 Fax: +44(0)1299 861058

New Greater Anglia franchisee will extend the reach of Oyster smartcards

Transport for London (TfL) has welcomed the news that as part of the Greater Anglia franchise being awarded to Abellio, the Oyster pay-as-you-go acceptance will be extended to key stations along the line when it begins in February 2012.

This includes Theobalds Grove, Waltham Cross, Cheshunt, Brentwood, Shenfield, Broxbourne, Rye House, St Margarets, Ware and Hertford East.

The roll-out of Oyster to all commuter rail services within Greater London in 2010 was a huge success, and over 2.5 million journeys a week are now made using Oyster on National Rail. Discussions have been ongoing with all of the train operating companies about extending the acceptance of Oyster beyond the Greater London Travelcard area where it makes sense to do so, and the Greater Anglia service is the first of these to be confirmed. Abellio will meet the costs of extending Oyster, including the installation of readers. Shashi Verma, TfL's Director of Customer Experience, said: "This is great news for commuters coming into London from further out along the national rail network. Instead of swapping between tickets once they arrive in London, Greater Anglia commuters will be able to pay for all of their travel using the ease and convenience of Oyster. We look forward to working with Abellio on getting Oyster up and running at their key stations in the New Year."

▼ **Work has started in preparation to replace the Westbury Lane roadbridge at Purley-on-Thames. A temporary road is being built to access the properties on the north side of the line, and a service road will run along the foot of the south embarkment from west to east, terminating near Westbury Lane. A site to accommodate Carillon heavy equipment and services for its personel will be built and the new bridge is expected to be lifted into place over the Christmas period, scheduled for Christmas Eve. Ken Brunt**

UK News In Brief

■ Virgin Trains has introduced a new mobile phone-friendly version of its pocket timetables and route maps. They can be accessed from posters at all Virgin stations, and mean that whenever you have a mobile with you, you also have Virgin Trains' timetable. To access them, use a QR reader software that you can download to your phone, then scan the QR code on any one of the Virgin Trains posters at stations. The requested timetable will load onto the phone within minutes.

■ Responding to passenger feedback, Southeastern is to operate additional off-peak services between Bromley North and Grove Park from the new timetable starting on 11th December. The shuttle will be running every 20 minutes instead of the present half-hourly. The changes are being introduced following a consultation with local stakeholders including Bob Neil, MP for Bromley and Chislehurst, James Cleverly, London Assembly Member for Bexley and Bromley, London Travelwatch, local councillors and user groups.

■ East Midlands Trains is making it easier for passengers to book and collect their tickets, with the installation of 30 new collection-only ticket machines at eight of the major EMT stations. The new style 'ticket on departure' machines are designed to complement the full service ticket machines already in place at its stations. They will provide a quick and easy way for passengers to book their tickets in advance at www.eastmidlandstrains.co.uk and then simply collect them at the station using the credit or debit card that was used for the booking. The machines have been installed at Sheffield (6), Chesterfield (2), Nottingham (6), Derby (4), and Loughborough (2), and Leicester and Lincoln stations will have installed by the end of November.

Station Improvements
Round-Up

Rail Minister, Norman Baker, officially opened a new footbridge and lifts at Farnborough station on 19th October, under the Government's 'Access for All' programme, and at the same time revealed plans for further improvements to be undertaken to the ticket office and toilets.

Work is expected to be completed in spring 2012. In the last year the station has benefitted from a new redesigned bus and coach interchange, and the refurbished forecourt area has been equipped with real time information screens and shelters. Also, the newly opened dedicated bus and coach area has allowed Stagecoach South to start operating its popular VIP bus service, Goldline, into the station. This now serves Aldershot, Farnborough, Frimley, Camberley and Old Dean. The station forecourt has also been equipped with new dedicated taxi lanes as well as a 20-minute waiting and pick-up area.

▼ **A new photographic vantage point has been provided in the short term by the renovation works underway at Earlsfield. A temporary footbridge has been erected at the London end of the platforms, and this view shows Class 455/7 No. (45)5710 slowing for the station stop with a Hampton Court to Waterloo service on 18th October. Ian Docwra**

Worldwide Wagon Forum

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▶ One of Network Rail's new Class 57/3 fleet, No. 57312 stands outside Eastleigh Works on 13th October, having just emerged from the paint shop. This is the first of the fleet to receive the now standard Network Rail yellow livery. The '57/3s' are to be deployed by the company on the Southern Region during the bad winter weather. **Ron Cover**

▶▼ The add-on order of three additional Class 378 units, Nos. 378255-378257, are presently undergoing mileage accumulation runs between Crewe, Stafford and Rugby, with classmate No. 378214 based at Crewe as a support set. On 19th October, Nos. 378214 and 378256 pass Sytch Lane, south of Crewe, on one of the northbound accumulation runs. **Fred Kerr**

▼ A number of Class 60s have returned to traffic to provide additional motive power resources during the RHTT season. One of these, No. 60039, passes Great Cheverall with a Whatley Quarry to Acton Yard aggregate working on 21st October. **Stephen Moore**

◀ An unusual, but welcome working at the beginning of October was the use of the Virgin loco-hauled set on a charter commitment. The set, complete with a Freightliner Class 90, is booked to work the Fridays-only 09.12 Glasgow Central to London Euston charter service, returning with the 15.28 departure from the capital on a Saturday. The set works ECS from and to Wembley on a Thursday and Sunday respectively. The first southbound service ran on 14th October, with Class 90 No. 90016 providing the traction, seen here propelling the train through Euxton. **Fred Kerr**

◀▼ DRS Class 37/6s Nos. 37611 and 37601 have spent some time recently on hire to DB Schenker. On 14th October, the pair power through Cliffe Vale with a rake of wagons from Marcroft Engineering at Stoke-on-Trent, bound for Warrington Arpley. **Frank Richards**

▼ Former DRS Class 66/4 No. 66412 has been transferred to Freightliner, along with classmates Nos. 66411 and 66413. With the base black colour of its previous Malcolm Rail livery presenting a somewhat different look to a Class 66, the loco passes Newport on 18th October, working for its new operator, with the 10.54 Southampton to Cardiff Wentloog additional intermodal service. **Phil Trotter**

UK Steam & Modern Traction Railtour Listings

Monday 24th October 2011

WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return

Tuesday 25th October 2011

WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return

Wednesday 26th October 2011

Compass Tours	2xWCRC 47	Hooton-Chester-Stockport-S&C-Carlisle-Workington-Preston-Stockport-Hooton
Railway Touring Co.	34067	London Victoria-Swanley-Appledore-Rye-Battle-Sevenoaks-Swanley-London Victoria
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return

Thursday 27th October 2011

WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return

Friday 28th October 2011

Cruise Saver Travel	DRS Class 47	Glasgow Central-Manchester-Birmingham-Basingstoke-Southampton Docks
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return

Saturday 29th October 2011

Branch Line Society	2xDBS 66	Crewe-Garston-Crewe-Birmingham NS-Wolverhampton Steel terminal-Water Orton-Stud Farm Quarry-Central Rivers-Crewe	
Carnforth Visitor Cen.	44932/48151	Carnforth-Hellifield-Blackburn-Preston-Carnforth	**Cancelled**
Steam Dreams	tbc	London Paddington-Taunton-Bishops Lydeard-Minehead & return	**Postponed**
Steam Dreams	tbc	London Paddington-Taunton-Totnes-Plymouth & return	**Postponed**
UK Railtours	tbc	London Waterloo-Basingstoke-Yeovil Jct-Exeter St.Davids-Okehampton & return	

Sunday 30th October 2011

Cruise Saver Travel	DRS Class 47	Glasgow Central-Manchester-Birmingham-Basingstoke-Southampton Docks

Monday 31st October 2011

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

Friday 4th November 2011

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

Saturday 5th November 2011

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

Sunday 6th November 2011

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

Friday 11th November 2011

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

Saturday 12th November 2011

Vintage Trains	6201	(Tyseley WR-)Crewe-Preston-Shap-Carlisle-Beattock-Carstairs-Glasgow Central
Railway Touring Co.	4492	London King's Cross-Potters Bar-Stevenage-Peterborough-York & return

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.

Jingley Jangley festive day out from Pathfinder

'The Festive Jingle Jangle' certainly leaves no doubt that this is a Christmas-based railtour, and with an operating date of 17th December it should be full of Christmas good cheer!

The stretch from Westbury to Birmingham International, picking up at Bath Spa, Bristol Parkway, Cheltenham Spa, Barnt Green and Birmingham New Street, is perhaps the least exciting part of the tour, especially as it is booked for DBS Class 66 traction.

However, from Birmingham International things begin to look up, with a DBS Class 92 scheduled to take over for the next leg northbound via Bescot to Crewe, where on the Independent Lines the Class 92 will give way to a DBS Class 60, which will take the tour forward to Edge Hill Wapping Sidings, where a now rare locomotive run-round takes place, prior to continuing to the Royal Mail Terminal at Warrington Dallam.

A bit of a hoot follows, with the use of a Class 08 between Walton Junction Old Sidings and Latchford, where the Class 60 will again take charge for a run past Fiddler's Ferry Power Station as far as Ditton Sidings. Here the train reverses (and the Class 60 again runs round), and returns via Runcorn to Crewe, where a DBS Class 66 will be waiting to take the train back to Birmingham New Street and as outwards to Westbury.

The other new tour from Pathfinder features visits to both Didcot and Aberthaw Power Stations with the aptly named 'Abercot Generator'. This follows a quite circuitous route from Bristol Parkway to Birmingham New Street, picking up at Cheltenham Spa and Barnt Green, before again turning south towards Oxford, which also includes pick-ups at Birmingham International, Coventry, Leamington Spa and Banbury. After Oxford, the train will visit Didcot Power Station before heading west via Swindon and the Severn Tunnel, travelling through a number of down goods loops en route, to take one of the internal circuits at Aberthaw Power Station. A feature of the return will be the use of the Bishton Flyover on the way to Bristol Parkway for the first set-down point, after which the charter follows the same route to Oxford as outwards. A DBS Class 66 is booked for the tour throughout.

▼ **Battle of Britain No. 34067** *Tangmere* **pauses at Staines on 15th October. Steve Cotton**

Railtour Spotlight

by John Whitehouse

Off the beaten track is again the feature for the coming week's tours, with the Branch Line Society positively excelling with its 'Another Rivers Railtour' on 29th October, which this time marries the Mersey with the Trent.

Using 'top and tail' DBS Class 66s, the tour visits both Merseyside and the West and East Midlands. Setting out from Crewe, the tour initially heads north to pick up at Liverpool South Parkway, prior to reversing in Edge Hill Wapping Sidings, and then retraces its steps to Crewe and the final pick up point at Stafford. After passing through Sutton Park, the train visits the DBS sidings at Wolverhampton Steel Terminal, before working back along the Stour Valley to Birmingham New Street and then onwards, via Water Orton, Nuneaton and Hinckley to Kettering, where the charter again reverses. Next on the list is the Coalville line, including a visit to Stud Farm, followed by Central Rivers Depot at Barton-under-Needwood, prior to taking the freight-only line from Wichnor Junction, via Alrewas, to Lichfield, where the Trent Valley route is rejoined prior to returning to Crewe along the WCML. Not unsurprisingly, given the locations visited enroute, the tour is reported to be fully booked.

Meanwhile, UK Railtours will be rekindling many memories of the Southern Railway's 'Withered Arm' when it visits Okehampton, on 29th October. Setting out from London Waterloo and following the classic route of the 'Atlantic Coast Express' via Basingstoke and Yeovil Junction to Exeter, the tour is bound for Okehampton, home of the Dartmoor Railway.

After the recent glut of steam activity, there is just one tour operating, which again is within Southern territory, though in this case to the South East. 'The Sussex Belle' is booked to operate on 26th October, running from London Victoria, via Maidstone East and Ashford, before heading onto the 'Marshlink' line via Appledore and Rye for a brief 'leg-stretching' break at Hastings. The return works through Robertsbridge, Tunbridge Wells and Sevenoaks, with Carnforth-based SR 'Battle of Britain' Pacific No. 34067 *Tangmere* the nominated traction.

Compass Railtours heads for the Cumbrian Fells on 26th October with the 'Mid-Cheshire Moorlander' from Hooton, with pick-ups at Chester and stations on the Northwich line to Stockport. From here, a northbound run over the Settle & Carlisle line follows, with the tour returning south via Workington and the Cumbrian Coast route.

Pathfinder visit both the Ffestiniog and Welsh Highland Railways on Monday 31st October, with a tour from Bristol Temple Meads, setting down at Llandudno Junction, Bangor and Holyhead. Passengers will be taken by road to either Blaenau Ffestiniog or Caernarfon to enjoy a through journey over the narrow gauge metals of both FR & WHR.

▼ **DBS Class 67 No. 67008 approaches Sandy on 15th October, as it heads north with UK Railtours 'The Four Summits'. Roger Brown**

Appeal launched to secure the future for *PS Waverley*

A relic of the pre-nationalisation era of the railways is facing an uncertain future.

The iconic paddle steamer *Waverley* was built for the London & North Eastern Railway in 1946 and used on its service from Craigendoran Pier, near Helensburgh, along Loch Long to Arrochar. The vessel was constructed to replace an earlier *PS Waverley*, which dated back to 1899, and was lost during the evacuation of allied forces at Dunkirk. The present *PS Waverley* is the last operational paddle steamer in the world, and as such is an historic monument of inestimable importance.

It was saved by the Waverley Steam Navigation Company, which purchased the ship from Caledonian Macbrayne for the princely sum of £1, but many hundreds of thousands have since been spent, initially to make it seaworthy again, and then for maintenance and repairs that have kept the ship at sea for the past 36 years, and in doing so has carried over five million passengers on pleasure trips from many British seaside resorts.

However, *Waverley* made the last two trips of its 2011 programme last weekend, both of which were along the River Clyde, where it first set sail in 1947, and they could be the last the vessel will undertake. This would be a serious loss to the nation, as the ship reflects both maritime history and the pastime of taking 'pleasure trips' on coastal steamers as part of a typical holiday by the seaside.

▲ **No, we've not gone overboard ... but a short cruise on the *PS Waverley* is the occasional destination for a number of charter train workings, as well as being an original LNER railway steam ship. Here, *Waverley* sails across the Solent on the approach to Yarmouth on the Isle of Wight, on 17th September last year. John Stiles**

The problem is that the cost of maintaining and running the vessel has increased, with the price of fuel showing dramatic increases over previous years. As a consequence, an appeal has been launched by the charity that operates the ship to raise £350,000 to keep it operational.

The connection between the railways and the sea has always been strong, particularly as the early railway companies, through to the nationalised British Railways, all operated ferries as an extension of their normal services. The fact that the *PS Waverley* began its career as part of the LNER speaks volumes, and as such deserves the support of the railway fraternity.

But, many believe that there is an even more compelling reason; take a look, the ship is a work of art, and its beautiful lines need to grace our coastline and remain an active example of one of the methods of transports from the early part of the 20th century, for future generations to enjoy.

There are numerous ways in which donations can be made: by text to WAVE11 followed by the donation amount to 70070, by credit or debit card, by telephone to 0845 1304647, or by cheque to Waverley Steam Navigation Company Limited, 36, Lancefield Quay, Glasgow G3 8HA.

To find out more details, take a look at the website at www.waverleyexcursions.co.uk to see how you can help keep the Waverley at sea.

Axe falls on Cargo-D Limited and Rail-Blue Charters reach the end of the line

With numerous rumours circulating within the industry, the final axe fell on Cargo-D Limited on 12th October, when the company was placed in administration.

Originally known for its distinctive blue and grey-liveried coaches, Cargo-D Limited, under the leadership of the late Mark Honey, created a fleet of superbly turned out Mk2 and Mk3 coaches that were used on both charter services and, at various times, leased to a number of TOCs. Having subsequently moved the business on, Rail-Blue Charters was developed as a trading name for a new arm of the company, specialising in quality days out for the general public - a role that the organisation fullfilled well, and to a high standard.

Recent months have seen a number of problems hit the company, starting with probably its highest profile train, the electrically-hauled memorial charter for Mark Honey from London Euston to Glasgow Central, being postponed just days before it was due to operate in early August, after issues were discovered with the company's Mk1 Kitchen Car.

On 25th September, the company issued a statement on its website saying that due to the non-availability of its kitchen car, it was not processing any bookings for its excursion trains for the remainder of the year, despite having announced its Christmas programme on 7th August. In fairness to the company, it also stated that no payment was taken from passengers who had recently emailed or submitted a booking form and that no payments would be processed until the company was sure that it could deliver its promised and advertised service. Subsequently, its following charters in early October were also cancelled.

Rail-Blue Charters and Cargo-D Limited have ceased trading, and passengers who are owed refunds are advised to contact their debit or credit card providers.

Carl Jackson and Sandy Kinninmonth of RSM Tenon have been appointed Joint Administrators, and a statement from them states that an initial review of the business is currently being conducted, with a view to selling assets for the benefit of creditors.

The future of the fleet, which it is understood was not owned by Cargo-D, is now in the hands of the administrators. Certainly the majority of the stock that comprises mainly Mk2 and Mk3 coaches is reported to be in good condition and located at Barrow Hill or Willesden Depot. Also included were the Mk1 kitchen car and Mk3 sleeping coach, the latter used as staff accommodation on longer charters. Chiltern Railways, or its owning company Arriva plc, will no doubt be looking to take the opportunity to increase its fleet of Mk3 coaches if a suitable deal can be reached with the administrators.

It is an unfortunate end to an organisation that twelve months ago appeared to have a vibrant and prosperous future. Certainly those potential and previous passengers that have contacted the *Railway Herald* office enquiring about the current situation have been full of praise for the quality and standard of the onboard service that customers had enjoyed on previous trips with the company.

Vintage Trains confirms that *Earl of Mount Edgcombe* will work three-day Scottish trip in 2012

Vintage Trains has confirmed that 2012 will be another historic year for No. 5043 *Earl of Mount Edgcombe* **as it is scheduled to become the first 'Castle' to work north of the border.**

A proposal for a weekend tour to Edinburgh had been floated some time ago, and now with sufficient interest, it has been confirmed, which means that No. 5043 will be taking on both Shap and Beattock all in the same day!

The train is due to operate over the Spring Bank Holiday weekend, departing from Tyseley Warwick Road on 26th May, and after picking up at Wolverhampton and Crewe, heading north along the WCML to Carlisle, where a short break will be taken to service the locomotive. Then onwards to Beattock, which will, for the first time, echo to the bark of a 'Castle's sharp exhaust, and in so doing cross another summit off Tyseley Chief Engineer Bob Meanley's 'hills that need to be climbed' list! After Beattock, the train continues along the Upper Clyde Valley, through Abington and onto Carstairs and Edinburgh Waverley, which will be reached via the suburban route.

Next day there is a 'Forth Circle Luncheon', which will take *Earl of Mount Edgcombe* over the Forth Bridge from Linlithgow, picking up also at Dalmeny and Inverkeithing, before proceeding along the Fife Coast through Kirkcaldy, and heading inland, via the Thornton Junctions, for Dunfermline, Alloa and Stirling.

After a break at Stirling, the train returns to Linlithgow, via Larbert and Polmont, before setting down at Dalmeny and Inverkeithing, which will entail a further northbound crossing of the Forth Bridge. A 'Castle' twice on the Forth Bridge in one day is somewhat reminiscent of the old tale about waiting ages for a bus, and then two come along together!

Day 3 on Monday 28th May will be the reverse of the outward journey, beginning with an easterly departure from Edinburgh Waverley, as steam is banned through the Mound Tunnels at the west end of the station. Having followed the Edinburgh Suburban route as far as Craiglockhart Junction, the spur to Slateford Junction will be taken to reach the Carstairs line, from where there will be the southbound ascents of both Beattock and Shap as the 'Castle' returns south to what will no doubt be great celebrations of an historic weekend as the train draws to a halt at Tyseley Warwick Road's excursion platform.

Vintage Trains say that bookings are currently open to those people who had previously registered an interest in travelling on the train, and their reservations will be held until 30th March, when if not taken up, the seat will be released for general distribution. Please note that non-reserved seats are not currently being sold, but will be released for general sale with the publication of the 2012 brochure, during late December or early January 2012.

Fares are expected to be in the order of £150 Standard Class, £190 Club Class and £320 Premier Dining for the main train, with the 'Forth Circle Luncheon' being an extra for which main train passengers will receive a discount on the public advertised fare. Accommodation is not included, and there is a potential issue with the Edinburgh Marathon, which is expected to put pressure on the availability of accommodation in the Edinburgh area that weekend.

▶ **Given its recent exploits, Tyseley's GWR 'Castle' 4-6-0 No. 5043** *Earl of Mount Edgcombe* **is probably the most travelled member of the class. Next year is expected to see the loco head north of the border to Edinburgh, taking on the climbs of both Shap and Beattock on the same day. On 15th October, the 'Castle' passes Moreton, east of Didcot, with the Bristolian charter. John Whitehouse**

A Stanier Pacific back on its home stamping ground. LMS 'Princess Royal' Pacific No. 6201 *Princess Elizabeth* heads north through Beckfoot, south of Tebay, on 15th October with the 'Royal Scot' charter. **Barry Martin**

Looking almost like BR blue, Class 67 No. 67003 in base Arriva blue livery, passes Moreton, near Didcot, in 'top and tail' formation with classmate No. 67030 while working the VSOE back to London on 14th October. **Ron Cover**

DRS Class 37/6s Nos. 37611 & 37601 pass Wrinehill on the West Coast Main Line, with the first leg of Pathfinder Tours' 'The Ousing Dove' railtour from Bristol to Crewe on 15th October.
Nigel Capelle

On 20th October, the rare sight of three Pacifics in steam is observed departing from Woking. A1 Class No. 60163 *Tornado* leads BR Standard 7P No. 70000 *Britannia* and LNER 'A4' No. 4492 *Dominion of New Zealand*, en route to the Mid-Hants Railway. Yoshi Hashida

Severn Valley Railway looks to secure the line's future with investment in specific business areas

The Severn Valley Railway celebrated its 40th anniversary last year, and in that time has moved from a fledgling preservation society, born from the demise of steam on the National Network through to the current vibrant £5 million per annum turnover mature business, which still aims to preserve the essence of the British rural railway scene of half a century ago.

Along with numerous other heritage railways in the UK, it does an excellent job in achieving this aim. The SVR's success is the product of good management, governance, and effective planning, and it is of no surprise that the elevation of Nick Paul to Chairman of the holdings company has prompted a review of where the railway needs to go in the future and how it meets the challenges that will have to be faced.

The first inkling of a new business plan for the railway was, unfortunately, initially connected to the spurious stories in the local press of commuter trains and the Ironbridge extensions (RH Issue 280), whereas it actually looks to be very focused on the present railway, and the key issues that it faces. A draft was presented to SVR staff at a 'Question & Answer' session last month, and their feedback has been requested, and no doubt until such time as their responses have been collated the 'Business Plan 2011-2013' will remain incomplete. The Plan as presented, focused on two main areas of the business, namely the need to strengthen its financial base and to improve governance. The former talks of re-engaging shareholders, increasing capitalisation, infrastructure investment and patronage, while the latter looks to 're-engage with volunteers, improve board effectiveness, ensure the management structure is fit for purpose and bolster the motive power department performance.

On the face of it there may seem to be a few 'hot potatoes' contained within the plan, but it must be remembered that it is all about setting the railway on the right course for the future and in so doing acknowledging where it needs to focus attention and investment.

Perhaps the most significant item is the proposal to 'increase the capitalisation of the railway', which means a share issue sometime in the future. Such an issue is based on the need to address some key points highlighted elsewhere in the plan, specifically investment in infrastructure and the motive power department. The problems with maintaining the integrity of the railway have been evident for some time, and particularly following the 'Great Flood', the best part of half-a-million pounds was spent last winter on infrastructure schemes at Arley and Bewdley South Viaduct, plus the need to restore the embankment south of Hampton Loade following the derailing of No. 43106. In the immediate future £250,000 will be spent on drainage work in Bewdley Tunnel, plus a similar sum to replace the roof of the Kidderminster Carriage & Wagon building (the ex-Pickfords warehouse).

Additionally, the locomotive fleet has been under pressure for some time, resulting in the need to hire in engines to cover for shortages in the home fleet. Investment in the motive power is considered vital, and the intention is to increase the availability of the home fleet as well as accelerating overhauls. All this needs to be paid for, and in the current economic climate that is putting pressure on revenues, and while costs continue to increase, means that funding of such investment can only realistically come from an external source.

Under 'governance' the plan also looks at how the railway interacts with its stakeholders, who can be easily defined as being anyone who has a connection with the SVR, ranging from those who work on and who invest in the railway, through to those in the wider community and railway fraternity who support the organisation. While perhaps less precise than with financial measures, the success in improving these relationships will have a huge beneficial impact on the SVR. Nowadays, marketing is paramount, and in the late John Leach the SVR had one of the best exponents of this art, who was a classic example of how investing in one person can make a huge difference. The effectiveness of the Board and ensuring that the management is fit for purpose is also covered by the plan, reflecting the importance that the present Board place in this area of the business.

Moreover, this initiative from the SVR is set against the background of a deteriorating National and global economic situation and associated recent news that personal income has fallen for the first time in decades. The resultant decline in disposable income will inevitably impact on the heritage railway movement, and the SVR acknowledge that it needs to take positive action. Any share issue, for which a figure of between £3-£4 million has been mooted, will be introduced under the Enterprise Investment Scheme (EIS), due to come into force in 2012, which will incentivise investors by allowing 30% tax relief on their investment. While the spectre of a future share issue may raise a few eyebrows in the current economic climate, the SVR has traditionally been well supported by its members and shareholders, and the plan does acknowledge this fact, and the utilisation of the EIS would make any launch quite attractive to many existing (and maybe new) investors.

It looks like the forthcoming twelve months will be another fascinating year in the history of the railway, and it will be interesting to see how the final form of the business plan varies from that currently being put out for consultation.

At present, there is optimism that after two successful galas and with bookings for the Christmas season going well, 2011 will end on a high note. But, with the 'Santa' season approaching, the weather conditions for the final months of the year will no doubt be closely watched.

▼ SVRs current dilemma. Undertaking outside contract work means that resources are diverted from home fleet maintenance and overhauls, which results in the need to hire in locomotives to fill gaps in the operating fleet. CR 812 Class 0-6-0 No. 828 stands in front of the Erlestoke Manor Fund's GWR 'Manor' No. 7802 *Bradley Manor* **at Bridgnorth on 8th October. John Whitehouse**

Liverpool overhead electric railway remembered

The new Museum of Liverpool is to open even more galleries and an entire new floor before the end of the year.

The news comes as it is announced that it has received a record half a million visitors in the first three months since opening in July. Galleries including The Great Port and much-awaited Liverpool Overhead Railway will open on 2nd December.

Janet Dugdale, Director of the Museum, said: "Having already had 500,000 visitors through our doors to see the first galleries opened, we are so excited to be opening even more, which will reveal some much-loved and anticipated objects that we know will be taken into the hearts of our visitors. People may have spotted our first object - the Liverpool Overhead Railway carriage - move into the Museum last year, and have been looking forward to seeing it on display along with another firm favourite, the famous 1838 steam locomotive Lion".

From December, visitors will be able to witness the brilliance of the Liverpool Overhead Railway for themselves, 55 years after it was demolished. Displayed on rails at its original working height above The Great Port gallery, motor coach No. 3 is the last surviving carriage of its type from what was once known as 'The Dockers' Umbrella'. The carriage will be displayed as part of a reconstruction of Pier Head station, and accompanied by the Lumière Brothers' archive footage filmed from the railway in 1897, showing the impact of Liverpool's port at the time.

Beneath it, The Great Port gallery charts the history of Liverpool's relationship with the River Mersey, and the people who dedicated their lives to it. Pioneering the world's first commercial wet dock in 1715, the port continued to thrive, and at the forefront of the Industrial Revolution, it led the way with new technological developments including canals, the first timetabled passenger railway, and the world's first elevated electrified railway line.

Redevelopment at Loughborough benefits Midland Railway at Butterley

Network Rail is currently redeveloping Loughborough's main line station, and as part of that scheme the old Midland Railway vintage footbridge, located at the north end of the station, is being replaced by a new structure that will incorporate passenger lifts.

The old footbridge is a listed structure, and has been offered to the Midland Railway Trust for use at Butterley station. Because of its listed status, both Network Rail and the Railway Heritage Trust will be providing financial assistance in relocating the bridge, which will open up Platform 2 at Butterley for public use. Although it is likely to be some time before the platform will be used for service trains, it is anticipated that it will be used to display stock as well as open up new photographic opportunities at the station.

103-year old crane returns to preservation

Railwayana dealer David Lewis has stepped in at the eleventh hour to save the 1908-built LNWR steam crane No. 1020 / 30 (2987).

The crane, once part of the National Collection, was handed into the care of the Churnet Valley Railway (CVR) where it fell into disrepair. Trying to find another home for it came to no avail. As a result the crane was sold for scrap earlier this year, but has been held at Reids Transport yard in Stoke-on-Trent in the hope that a buyer could be found, and a deal was struck just days before scrapping was due to commence. The crane will now be restored and placed display at its new home, the Crewe Heritage Centre.

David Lewis would like to thank David Reid for holding on to the vehicle in his yard until a buyer was found, and also Greg Wilson of the CVR who moved heaven and earth to ensure that the vehicle went back into preservation after its sale from the railway.

Stanier Mogul approaches its final year in traffic

Stanier Class 5MT Mogul No. 42968 continues to be a regular and reliable performer on the Severn Valley Railway, and will shortly be commencing its final year in traffic before overhaul.

The locomotive is currently running paired with the tender of SVR resident Black Five' 4-6-0 No. 45110, following the discovery of major wheel flats on its Fowler tender in June 2010. Over the past year, the Fowler tender has received considerable attention from both Stanier Mogul Fund volunteers and SVR staff. All areas below the running plate have been cleaned down and painted in topcoat gloss black. A full mechanical overhaul has been undertaken, including sending the springs away for re-tempering. Repairs have also been made to a particularly worn down area of the footplate. The re-tyred wheels returned from the South Devon Railway in July, and were finally reunited with the tender body in September.

Earlier in the year, No.42968 unfortunately had problems with superheater elements. A new set was ordered and fitted, allowing the locomotive to return to traffic in July. A routine valve and piston exam was undertaken at the end of August, and it is now very much hoped that the locomotive will be reunited with its own Fowler tender for the beginning of the SVR's winter operations in December.

Crewe Railwayana Auction

Crewe Heritage Centre will be hosting another of its successful and nationally recognised Railwayana Auctions on 29th October.

As with previous events, the auction will feature a host of lots for all pockets from the steam era through to modern traction, including the *Freightliner Evolution* nameplate from Class 57/0 No. 57003.

Admission to the Auction is by catalogue only. The free catalogue can be obtained by calling 01948 665570 and can be posted out or collected on the day from the gate. A small number of catalogues are expected to be made available at the gate on the day.

Overhaul proceeds with the speed and grace of a Duchess

Incredibly, just after mid-day on Monday 17th October and just six days after its return from LNWR at Crewe following overhaul, the boiler of *Duchess of Sutherland* **was reunited with the locomotive's frames.**

In a few short days, the boiler has been lagged with insulating material and the cladding attached to most of the boiler barrel and firebox. Just one portion of which had been left exposed, to allow the chains to lift the boiler back onto the frames to be positioned.

The day started with the frames being drawn out of the shed into the yard, followed by the boiler, which was positioned on two accommodation bogies. Preparatory work included greasing the points of contact between the boiler and the frames, and lining the smoke box cradle with linseed oil putty to ensure an airtight seal when the boiler was lowered back into the frames. Once this was complete the first lift took place, using the Midland Railway's 76ton Cowans-Shildon crane, in order for the newly fabricated ashpan to be positioned beneath the firebox, prior to being bolted into place.

However, positioning the ashpan into place was a simple task when compared with the job of lowering the boiler into the frames; there is no modern technology available to make it easy, as the boiler is suspended in mid-air, with simply a piece of rope attached to the smokebox grab rail restraining its movement. Unsurprisingly, there were things 'in the way' as the boiler was edged into position, which with a bit of bending, unscrewing or gentle persuasion with a lump hammer, ceased to be a problem. Equally, positioning was not just vital, but critical, as bolt holes have to line up perfectly, achieved by gently moving the frames so that eventually everything did line up.

It is difficult to comprehend that the boiler was lifted from the frames just two days short of 10 months ago, and without doubt, the heavy general overhaul of No. 46233 (as we will now refer to the locomotive) is proceeding at a fast pace, with the more intricate pipe work next on the agenda ahead of lifting the cab into position. The reacquainting of the boiler with the frames has put the overhaul ahead of schedule, which will allow more time for mileage accumulation and attention to any problems that may occur during that process.

The PRCLT is working to a specific schedule for a main line return, but declined to comment further at this time. However, as we hinted last week, part of that process is likely involve operating a 'Night Owl' public train along the lines as those organised when *Duchess of Sutherland* first returned to the main line.

◀ **An unusual, and normally unavailable view, looking along the loco frames from the smokebox area to the boiler, located beyond on accommodation bogies.**

▼ **With the boiler now reunited with the frames, the task of rebolting everything begins. Both: John Whitehouse**

◀ **Having lost all signs of its previous incarnation, its WIPAC lights having been removed in favour of authentic marker lights, 'Deltic' No. 55016** *Gordon Highlander* **powers through Ewood Bridge, just north of Irwell Vale, at the East Lancashire Railway's 'Deltic 50 Gala', with a Rawtenstall-bound service on 15th October. Frank Richards**

▼ **Class 55 'Deltic' No. 55002** *King's Own Yorkshire Light Infantry* **awaits departure to Rawtenstall at Bury Bolton Street on 16th October, while beyond the tunnel, classmate No. 55022** *Royal Scots Grey* **is visible. Ryan Carroll**

▼◀ **Class 55 'Deltic' No. 55002** *King's Own Yorkshire Light Infantry* **approaches Nuttall Tunnel with a service to Heywood on 15th October. Stephen Willetts**

The recent visit of West Country Class Pacific No. 34007 *Wadebridge* to the Great Central Railway gave the opportunity for several photographic charters. During one such event on 20th October, No. 34007 heads a goods train past Rabbit Bridge. Fred Kerr

Railway Herald **normally confines itself to covering the UK rail scene, however, the Fall colours in Colorado are too spectacular to ignore. In the second of a two part 'special', Graham Lightfoot presents a selection of scenes from the Cumbres & Toltec Narrow Gauge Railroad in September.**

▶ Cumbres & Toltec Class K36 No. 487 crosses the 176-foot-high Cascade Trestle with a westbound photo charter freight train on 22nd September. This line originally climbed to Cumbres Pass and then decended into Durango, where the branch to Silverton started, the latter now being the home of the Durango & Silverton Railroad featured in the last issue.

▼▶ 'K36' No. 487 comes to a halt by the cattle pens at Osier with the photo charter. Note the brakeman on the roof of one of the cars and the cowboy talking to the engineer!

▼ No. 487 passes the old wooden water tower in Chama as it arrives back from Osier.
All: Graham Lightfoot

A northbound HST working from Penzance to Paddington on 14th October, encountered operational problems and was dragged from Plymouth to Exeter by Class 57/6 No. 57604. The '57' catches the setting sun as it approaches Exeter. **Stacey Thew**

GBRf Class 66/7 No. 66705 *Golden Jubilee* **with EMU Translator Vehicles Nos. 975978** *Perpetiel* **and 975974** *Paschar* **pass Purley-on-Thames on 19th October, working from Donnington to Eastleigh Yard. Ken Brunt**

A less than pristine Class 97/3 No. 97302 passes Uttoxeter on 15th October, with a Tyseley to Derby RTC test working, with Class 31/6 No. 31602 on the rear. The condition of the '97/3' is evidence of its time spent recently on the North & Mid Wales RHTT working. **Richard Holmes**

Freightliner Powerhaul Class 70 No. 70004 passes the box at Lichfield Trent Valley High Level on 17th October, crossing over to take the chord to the WCML with a ballast working from Mountsorrell to Crewe Basford Hall.
John Whitehouse

The 2011 RHTT season gets underway

Across the country, short 'topped and tailed' loco-hauled workings are appearing as the leaf-fall season arrives, and the RailHead Treatment Trains burst into life.

The majority of the RHTTs this year, like last, are being operated by DB Schenker, with a handful working with DRS. But given the limited operators, the traction variety for the 2011 is nothing short of remarkable.

While a number of the circuits are Class 66 worked, East Anglia has seen DRS provide a number of Class 37s for the Stowmarket operation. Weight and route availability restrictions in West Yorkshire have resulted in DB Schenker hiring not one, not two but three pairs of main line-registered Class 20s that are based out of York, while the combining of the North Wales diagram with a working over the Cambrian Coast line, has resulted in ERTMS-equipped Class 97/3s being deployed.

All of this, together with some excellent weather in recent weeks, has led to a delluge of RHTT images being received, and published here are just a very small handful of the best.

▲ DRS Class 37/5s Nos. 37667 and 37688 *Kingmoor TMD* **'top and tail' a Stowmarket to Shenfield RHTT through Ipswich on 21st October. Keith Partlow**

◀ The Cardiff Valleys RHTT undertakes spraying on the approach to Llanishen station, as the consist heads for Margam, powered by Class 66/0s Nos. 66134 and 66165 on 20th October. Stuart Warr

◀ The North Wales circuit is based at Crewe IEMD and during the course of its daily diagram takes in Shrewsbury, the Cambrian Coast line, Chester, Holyhead, Wrexham and Dee Marsh. On 5th October, Class 97/3s Nos. 97301 and 97302 pass Abergele and Pensarn box on the return working from Holyhead. **Stacey Thew**

▼ BR green-liveried Class 20 No. 20189 and BR blue liveried classmate No. 20142 'top and tail' the Gilberdyke to Hall Royd Junction RHTT at Leeds, pictured here on 13th October, awaiting a path westwards. This is one of two RHTT sets based at York and using Type 1 motive power. The other pair of locomotives being HNRC Class 20/9s Nos. 20901 and 20905. **Ryan Carroll**

▼◀ DB Schenker Class 67s are used on the Didcot RHTT. Here, No.s 67020 and 67027 are pictured at Morton, east of Didcot, on 14th October. The former machine showing signs of having been employed on the working for a few days! **Ron Cover**

17th October 2011

Great Central Railway Society (Spinkhill)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB. 'J.G.Robinson and other Locomotive Artists - Part 1' by Ken Grainger. Starts 19.30. Contact Frank Greaves on 01909 473927 for further details.

NYMR (York)
New Earswick Sports and Social Club, New Earswick,YO32 4AG. 'A Pot Pourri of Britains Railways' by Tim Cooper. Meeting commences at 19.30. Contact Bryan Blundell on 01904 764648 for further details.

RCTS (Chester)
The Town Crier, City Road/Station Road,(opposite station entrance), Chester. 'Great Railway Photographers' by Brian Stephenson. Meeting commences at 19.30.

RCTS (Coventry)
Maudslay Hotel, 190 Allesley Old Rd, Coventry. 'Chiltern Railways Progress' by Adrian Shooter. Meeting commences at 19.30.

RCTS (Oxford)
West Oxford Democrats Club, 1 North Street, Osney. 'Milepost 82.5 - The History of the WCML at Rugby' by Stephen Weston. Meeting commences at 19.30.

RCTS (Roade)
Roade Village Hall, Bailey Brooks Lane, Roade. 'The Lancashire and Yorkshire Railway in LMS Days' by Noel Coates. Meeting commences at 14.00.

RCTS (Shenfield)
Shenfield Parish Hall, 80 Hutton Road, Shenfield. 'On and Off the Footplate' by Bill Davis. Meeting commences at 19.30.

Stafford Rly Society
St Leonards Social Club, St Leonards Avenue, Stafford. 'Years of Blue' by Mike Richards. Starts 19.30. Contact Mick Horton on 01785 840622 for details.

18th October 2011

Monmouthshire Rly Society
Room A10 UWCN City Campus, Usk Way, Newport NP20 2BP. 'Lynton & Barnstaple Railway' by P. Gower. Start 19.15. £3 Admission.

RCTS (Cambridge)
Abbey Meadows Community Wing, Primary School, Galfrid Road, Cambridge. '50 Years of the Bluebell Railway' by Dri Gerald Siviour. Meeting commences at 19.30.

RCTS(Scunthorpe)
The Ashby Star Inn, Rochdale Road, Ashby. 'A 45 Year Wander with a Camera' by David Walker. Meeting commences at 19.30.

Stephenson Locomotive Society
Fox Covert Inn, High Leven, Near Yarm, TS15 9JW. 'Tilting Trains - APT-E' by Kit Spackman. Meeting commences at 19.30. Contact the Secretary on 01642 313451 for further details.

19th October 2011

Permanent Way Institution (Nottingham & Derby)
Jury's Inn Hotel, Station Street, Nottingham. 'Modern Track Maintenance' by Neil Hobden. Meeting commences at 18.30. Contact the Secretary, Colin Cowey on 07946 482343 or at colin.cowey@talk21.com for details.

RCTS(Eastleigh)/Mid Hants Railway/S&D Trust
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Steam on Southern Lines' by Neil Kearns.Meeting commences at 19.45. Contact the Secretary, Ted Vaughan on 02380 849533 for further details.

20th October 2011

Barrow Hill Engine Shed Society
Roundhouse Lecture Theatre,Barrow Hill Depot. 'Diesels in the Peak District' by Phil Lockwood & Enid Vincent. Starts 19.30. Admission £1.50 members, £2 non members. Contact beardspaul@aol.com for further details.

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. 'Those were the Years that were - The 1960's' by Geoff Plumb. Meeting commences at 19.45. Contact Bob Poole on 01474 326232 for details.

Irish Railway Record Society (London)
The Exmouth Arms, 1 Starcross Street, London NW1 2HR. 'Modernisation of Irish Rail: 1997-2011' by Oliver Doyle. Starts 19.00. £3.50 Donation. Contact the Secretary at irrslondon@hotmail.com for further details.

Locomotive Club of Great Britain (Nth West)
The Pied Bull, 54 High Street, Newton-le-Willows. WA12 9SH 'Standard Gauge Preservation in Denmark, Norway & Sweden' by John Owen. Starts 19.30. £2 donation. Contact the Secretary, Neville Bond on 01925 226473 or email lcgb.nw@blueyonder.co.uk for further details.

Permanent Way Institution (Sheffield & Doncaster)
Rutland Arms, Brown Street, Sheffield, S1 2BS. 'Energy Renewables, Reuse and Recycling on the Railway' by Martin Wooff. Starts 18.15. Contact the Secretary, Vivek Vilay on 07763 724259.

RCTS(Darlington)
The Scout Building, Widdowfield Street, Darlington. 'The Best Underground Railway in the World'. by David Barraclough. Starts 19.00.

RCTS(Ipswich)
Bridge Ward Social Club, 68 Austin Street, Ipswich. 'Carlisle - Railway Mecca and Football Outpost' by Colin Briggs. Starts 19.30.

Stephenson Locomotive Society
St John's United Reformed Church Hall, Mowbray Road, New Barnet. EN5 1RH. 'West from Dover' by Peter Groom. Starts 19.30. Contact 0208 368 6200 for further details.

21st October 2011

Cambridge University Railway Club
William Thatcher Room, Fitzwilliam College, Cambridge. 'Office of Rail Regulation' by Ian Prosser. Starts 20.30. All Welcome. Contact Tom Corker at secretary@curc.org.uk for further details.

Gosport Rly Society
Methodist Church, Stoke Road, Gosport. 'New Zealand Railways' by Colin Brading. Starts 20.00.

Great Western Society (Taunton)
Village Hall, Stoke S Mary, Nr Taunton TA3 5DE. 'Wandering Wessex in the 1960s' by Amyas Crump. Starts 19.30. Visitors Welcome. Contact the Secretary on 01823 334188 for details.

Great Western Society (North West)
St Hilda's Clubroom, Slater Street, Latchford, Warrington, WA4 1DN. '1968: The Last Year of Steam' by Barrie Rushton.Starts 19.30. All Welcome.

Stephenson Loco Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne.NE1 1SE. 'Digital Members' Evening'. Starts 19.00. Contact 01434 688946 for details.

22nd October 2011

GCR Society
St John's Community Centre, Church Street, Penistone S36 6AR. 'The Woodhead Line' by John Quick. Start 11.00 and 'Woodhead the Lost Railway' by Stephen Gay. Starts 14.00. Contact Bob Gellatly on 01909 565763 for further details.

24th October 2011

Permanent Way Institution (Edinburgh/Glasgow)
Room M001, Caledonian University, Cowcaddens Road, Glasgow. 'Realising the Potential of GB Rail' by Sir Roy McNulty. Starts 18.00. Contact the Secretary, Alan Morrison on 07834 507497 for further details.

Plymouth Rly Circle
St Edward's Church Hall, Home Park Avenue, Peverell, Plymouth PL3 4PG. 'Wandering Wessex' by Amyas Crump. Starts 19.30. £2 Admission.

RCTS(Shipley)
Saltaire Methodist Church, Saltaire Road. Shipley. 'The South Yorkshireman - Bradford to Marylebone' by Ken Grainger. Start 19.30.

RCTS(Brighton)
Brighton Railway Model Club Room, London Road, Station, Shaftesbury Place, Brighton. 'Heading Eastwards (Part 2)' by John Blackwell. Starts 19.30.

RCTS(Maidenhead)
Community Centre, Highfield Lane, Cox Green. 'Addlestone to Beijing by Train; by Andy Davis & Irene Rabbits. Starts 19.30.

RCTS(Northampton)
Parish Hall, Booth Lance South, Weston Favell. '1988 Clapham Disaster' by Maltolm Roughley. Starts 14.00.

RCTS(Sheffield)
St Mathews Church Rooms, Carver Street, Sheffield. 'Steam on Cine in the 1960s Across England, Scotland and Wales' by Mike Clemens. Starts 19.30.

Should your society information be listed on this page?

If so, then please email the details to the editor, remembering to include the date, starting time and location, together with details of the event, speaker and entrance charges if applicable. It is not necessary, but helpful to people, if you can also include a contact name and phone number/email address that can be published.

Railway Herald reserves the right to edit details entered in this section, which may also be displayed on our online events diary. The information is believed to be correct at the time of publication.

Web Links
Links to the various society websites can be found by clicking here. Is yours missing? Send the details to the editor.

▼ Of the four trains each hour on the Rhymney Valley line, one terminates at Ystrad Mynach and returns to Penarth from the 'down' platform, giving some wrong-line working for a few hundred yards until it crosses to the 'up' line. On 14th October, Arriva Trains Wales Class 150/2 No. 150278 performs this move as it departs with the 10.28 service to Penarth. **Stewart Warr**

25th October 2011

RCTS (Nottingham)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'Branch AGM'. Starts 19.00.

RCTS (Welwyn Garden City)
The Methodist Church, Junction of Ludwick Way and Colegreen Lane, Welwyn Carden City. 'Irish Railways' by David Soggee. Starts 14.00.

RCTS(Woking)
The United Reform Church, White Rose Lane, Woking. 'Strictly Freight Only' by Brian Ringer. Starts 19.00.

26th October 2011

Basingstoke & District Railway Society
Wote Street Club, New Road, Basingstoke RG21 7NG. 'Emerging Tram Systems - UK and Overseas' by Paul Dawkins. Starts 20.00. Contact 01256 819401 for further details.

RCTS(Chichester)
Council Meeting Room2, County Hall, West Street, Chichester. 'The British Transport Police' by Graham Cottington. Starts 19.30.

27th October 2011

MHR Preservation Society (Thames Valley)
Church House, Church Street, Caversham, Reading RG4 8AX. 'Portugese Trams' by Graham Bilbe. Starts 19.30. £2 donation.Contact info@mid-hants-thames-valley.org.uk

RCTS(Preston)
Claremont Hotel, Blackpool Road, Preston. 'Capturing the Present and Recreating the Past' by Jason Cross. Meeting commences at 19.30.

Stevenage Loco Society
The Community Arts Centre, Roaring Meg Retail Park, London Road, Stevenage SG1 1XN. 'The Celtic Fringe - Steam' by David Mitchell. Starts 19.45. Admission £2. Contact Alan Pitt on 07803 046076 for details.

28th October 2011

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

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

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

31st October 2011

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

1st November 2011

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

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

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

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

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

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

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

2nd November 2011

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

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

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

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

3rd November 2011

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

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

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

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

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

4th November 2011

Cambridge Railway Circle
Arbury Community Centre, Campkin Road, Cambridge CB4 2LD. 'Phil Marsh of Railway Magazine'. Meeting commences at 19.30.

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

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

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

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

5th November 2011

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

7th November 2011

North Yorkshire Moors Railway (Northallerton)
Northallerton Town Cricket Club, Farndale Avenue, Northallerton. 'A Tribute to Great British Railway Photographers' by Brian Stephenson. Meeting commences at 19.30. Admission £1.50. Contact the Group Secretary, Ian McInnes on 01642 767233 for further details

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

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

Caught in early morning sunlight on 15th October, Freightliner Class 66/6 No. 66622 passes Wrinehill in Staffordshire, with a Crewe Basford Hall to Mountsorrel empty ballast working.
Nigel Capelle

Magazine Information

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