Railway Herald

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The electronic journal for the railway enthusiast

Railway Herald

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25th January 2010

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Wrexham completes stock refurbishment

Wrexham & Shropshire has completed the upgrade of its rolling stock. Since services started, the company has been using hired-in Mk3s from Cargo-D, but the final refurbished set has now entered traffic, an event marked by Michael Palin on 21st January.

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Front Cover Caption:

The Series 3 trams are now entering traffic across Manchester's light rail network. No. 3003 passes the Central Exhibition Centre on 19th January. Chris Dixon

Is it really a Eureka moment? East Coast unveils new timetable

East Coast has welcomed a new timetable for services on the East Coast Main Line, planned to be implemented on 22nd May next year, and strangely entitled 'Eureka'!

It is said to have been in development by the rail industry for more than 10 years, and is to provide 25 extra services every weekday, faster average journey times from Leeds, York, Newcastle, Edinburgh and other key stations, a new direct service between Lincoln and King's Cross, with seven return services per day, and an additional train from Dundee to King's Cross.

East Coast is to adopt a distinctive sub-brand identity on all future marketing materials and passenger information as a means of drawing attention to the changes. Karen Boswell, Managing Director of East Coast, said: "We are now in the final stages of understanding the timetable plan that Network Rail and the Department for Transport have been leading on behalf of the industry. As part of the new plan, the DfT is considering a change to East Coast through services between London King's Cross and Glasgow, terminating the majority of these instead at Edinburgh. Under the plan, these services will not be lost, but will transfer to the CrossCountry rail franchise. Also, it is proposed that East Coast will continue to operate one return service per day between Glasgow, via Motherwell and Edinburgh, to King's Cross. There has been some opposition in Scotland to this element of the plan, based on an initial misunderstanding that Glasgow services would be removed, rather than transferred to another Anglo-Scottish operator, which could develop a new, more substantial rail market".

Average journey times from London to Glasgow on the West Coast Main Line are now 4 hours 32 minutes, while the quickest service via the East Coast route is 5 hours 20 minutes. In 2009, East Coast carried an average of just 15 Glasgow–London passengers per train, representing less than 1% of the 18.1 million East Coast passenger journeys made last year. With the transfer of most Edinburgh to Glasgow services from East Coast to CrossCountry, a new direct service could be created between Glasgow/Motherwell and the North East of England, Yorkshire and the Midlands, via York, Leeds and the East Midlands, opening up new journey opportunities.

The Lincoln services are probably one of the most welcome additions to the timetable. East Midlands Trains started its daily Lincoln to St. Pancras service in December 2008, bringing direct trains to the Capital back to the city for the first time in several years, since Intercity finished the Cleethorpes to King's Cross operation. The new East Coast service will bring journey times to the capital down and being two-hourly will provide a frequent operation, using leased Class 180 'Adelante' DMUs, of which the company currently lease five sets, although three of these are presently on sub-lease to Northern.

The next phase of the timetable consultation starts from 1st February. As part of this, East Coast will be using a mobile information bus to tour the entire length of the East Coast route, a schedule of which will be published this month.

Commenting on a sub-four hour service between London and Edinburgh as a timetable requirement in a future franchise, Network Rail said: "The new timetable will bring huge benefits to many thousands of passengers and freight users. The DfT has also asked us to look into the possibility of running a sub-four hour service each weekday from London to Edinburgh and back. We understand the benefits to passengers of reducing journey times, especially on a long-distance route such as the East Coast Main Line, and will always try to make the best use of the capacity available on such a busy route. Over the coming months we will consult with the eight passenger and freight train operators that use the East Coast Main Line to understand what is involved in attempting to introduce sub-four hour services and come to a decision that delivers the most benefits".

The new timetable, will also see a regular 'clockface 'service used to ensure trains depart at the same time each hour from May next year. The changes will provide two trains an hour between Newcastle and London with every second train completing the journey in a new standard journey time of 2 hours 50 minutes – on average 17 minutes faster than at present. Durham and Darlington stations will also have an overall increase in services, with the number from Newcastle remaining the same, although the city will regain a non-stop service to London King's Cross.

None of the new services and additional seats that have been announced around the Network will impact directly on the North East, with the region asked instead to settle for improved frequency and journey times. Any new bidder will be forced to continue with current investment promises, which include full on-board meal services, and explain how they will introduce simpler ticketing structures. The Department for Transport is looking to allow companies to handle a rail franchise for longer in exchange for a more investment in trains and stations. For the North East, the new train operators will be asked to look at providing direct trains to Sunderland and Middlesbrough. Lord Adonis has also promised to introduce a new 'Flying Scotsman' rail service to cut journeys between London and Scotland to under four hours. Lord Adonis said he wanted to see speedy new trains on the East Coast line within two years.

◀ Class 43 powercar No. 43317 leads a reliveried HST set north from York on 12th January, while working the 10.30 London King's Cross to Aberdeen East Coast service.
Ron Cover

Infrastructure work announced on busiest routes in South London

It has been announced that work is starting on improvements to the infrastructure on some of the busiest routes from south of the capital into London Victoria and London Bridge, including lengthening some station platforms and upgrading the power supply, which will allow longer trains to operate on the South London Metro network to provide more seats.

Over the next four years, seating capacity in peak hours will increase on suburban trains into Victoria by 20% and London Bridge by 12%. Routes to benefit from the longer trains will be Victoria/London Bridge to East Grinstead, increasing to 12-cars, and London Bridge to West Croydon, via Norwood Junction, increasing to 10-cars, both from December 2011. From December 2013, London Bridge to Victoria services, via Streatham Hill, Victoria to Epsom Downs, via Norbury, and Victoria to Epsom, via Hackbridge, will all be increasing to 10-car trains during the peak. As part of the programme of works, and for the first time in the South East, Network Rail will be trying out innovative building techniques and materials to construct the platform extensions, which will allow construction to be quicker and less disruptive. New lightweight materials, including fibre reinforced polymer and expanded polystyrene are also more versatile and cost effective than traditional brick or steel-based alternatives.

Proposal to extend Ebbw Vale route

The Welsh Assembly has commissioned Network Rail to develop an outline plan for a new £6.5 million station in Ebbw Vale town centre, about one mile north of the current Ebbw Vale Parkway stop.

The new station is envisaged to be built on The Works regeneration site next to the Grade 2-listed former British Steel General Office, which is being turned into a genealogy centre and records office. The line from Parkway station would follow an existing line through the steelworks that once served the plant and a station at Ebbw Vale's rugby ground of Eugene Cross Park.

Further design work will take about a year to finish and will also consider the feasibility of a Newport to Ebbw Vale line, which could be running by 2011. Signalling improvements at Gaer Junction are scheduled for completion in October this year, and need to be done before the line could open.

Prior to a service starting from Newport, however, part of the route between Llanhilleth and Crosskeys needs to be doubled at a cost of £22.5 million to allow trains to pass each other before such a service could start. This work would also involve the construction of a second platform at both stations, plus the intermediate stop at Newbridge.

Passengers from the Ebbw Valley currently have to travel to Cardiff and change to get to Newport, or get a service bus from Rogerstone to the city centre after buses that linked Rogerstone to Newport and Ebbw Vale Parkway to the town centre were withdrawn.

▲ **The only remaining main line operational Class 87, No. 87002** *Royal Sovereign*, **hauls Class 325 EMUs Nos. 325006, 325014, and 325004 through Harrow & Wealdstone on 14th January, while working a Shieldmuir - Willesden PRDC postal service. James Bartlett**

South Wales resignalling scheme underway

An important part of the £150 million Newport area resignalling scheme has been successfully completed, the section of work at Severn Tunnel Junction having taken nearly four years to bring from the planning stage to finality.

More than 400 engineers worked around the clock for nearly 100,000 hours over the Christmas/New Year period to complete the project.

The second phase, which will include the resignalling of Newport station and remodelling of the track layout at Maindee Junction, has already started and is scheduled for completion by the end of this year.

The railway at Severn Tunnel Junction is now completely revamped with a new layout that removes the bottleneck in the area, and for the first time in 25 years, passengers travelling to England will join their trains from the newly restored Platform 4 that was abandoned during the 1980s.

The new signalling centre in Cardiff is also in operation between East Usk Junction and Pilning, a total of 81 signals, 10 new signal gantries, 168 train detection counters and 39km of power cable having been renewed between the two locations.

Ilkeston station to be built and opened late 2012.

Derbyshire County Council has decided to proceed with plans to make the long-awaited Ilkeston station a reality, and aim to have it open by late 2012.

The station would cost between £5 - £6 million, and is planned on the existing Erewash Valley line near where the former Ilkeston Junction station stood, which was closed in January 1967. Hourly trains between Nottingham and Chesterfield/Sheffield would stop there, a prediction being that 120,000 passengers a year would use the facility.

The project is likely to use £1 million set aside by the Government to help provide transport to new housing projects in the Greater Nottingham area. The transport users' group, TravelWatch East Midlands, said that the station would benefit all commuters, and that people from the local area, not just Ilkeston, would park up in the town and take the train to Nottingham.

Also, it would mean a reduction of traffic on the A6096 and A6007 between Ilkeston and Nottingham.

Northern Rail extends Dales Railcard offer

Northern Rail's £6 winter fare offer over the Settle & Carlisle line for Dales Railcard holders has by popular demand been extended for another two weeks, and now runs until Saturday 20th February.

For just £6 anyone with a Dales Railcard can travel anywhere on the Leeds to Morecambe and Carlisle lines, also from Carlisle to Wetheral and Brampton on the Hadrian's Wall line. Up to four accompanying children can travel for £2 each. The special fare is available at any time on all trains, and a break of journey is allowed in each direction. A Dales Railcard costs £10 per year and is open to all people living in postcode sectors adjacent to the lines from Skipton to Carlisle, Skipton to Carnforth and Carlisle to Brampton.

Metro and Light Rail News

East London Line completed and handed over for testing

The East London Line was handed over from the Balfour Beatty Carillion Joint Venture to Transport for London on 18th January.

All major construction work is now complete and the route is able to enter its final stages of development, focusing on the training and testing of both train and station staff and fixtures and fittings work. In terms of full passenger services returning between Dalston Junction and West Croydon, 23rd May is thought to be the most likely as this coincides with the National Rail Summer Timetable change.

In this respect, travel times have already been calculated and it is estimated that it will take 47 minutes to travel from Dalston Junction to West Croydon, and 37 minutes from Dalston Junction to Crystal Palace. It will not be possible to operate the complete system before that date in any event, as the new services are dependent upon several other changes on other lines that the timetable will introduce.

However, more limited workings are scheduled to start from 4th April between Dalston Junction and New Cross Gate and Dalston Junction and New Cross. Testing between these two routes was expected to start with six Class 378 diagrams from 18th January.

New Tube stock enters daytime passenger traffic

One of the new Victoria line trains has recently been operating during weekday evenings as part of the service introduction.

Now, the set is in daytime use as well, operating four-round trips over the full length of the Victoria Line from 10.00 until late afternoon, prior to re-entering service from 20.00. This style of introduction allows the sets to build up mileage and establish the reliability.

New tube station helps with staff training

A new mock Tube station has revolutionised training at London Underground, giving staff preparation for a range of real-life situations before going out into the system.

The simulation suite, within which the fake station is called West Ashfield, is being used to train new London Underground (LUL) drivers, gate operators and apprentices, and to retrain staff moving between operational fields.

Opened in October at a cost of £800,000, it is anticipated that 20,000 people will use the facility during the next five years. The suite will also be used by police, fire and ambulance services to train alongside LUL staff in emergency scenarios, such as mass evacuations and people falling ill or under trains. Normally it would be necessary to close a Tube line on a Sunday for an evacuation exercise, but there is no impact on the front-line railway when training in this way.

The replicated area does everything that could be undertaken for real, and makes staff much more confident about dealing with a live situation. The centre, in Kensington, includes a station platform with a PA system, a Tube carriage complete with a driver's cab, and a station entrance with an Oyster card reader. Also, a signal training room equipped with a sophisticated model railway and signalling system operates in conjunction with an adjacent control room.

▼ **The latest of the new Series 3 trams for Manchester's Metrolink network, No. 3004, approaches Piccadilly Gardens on 19th January. Chris Dixon**

North London Line upgrade

The £326 million upgrade of London Overground, which will provide longer and more frequent trains, will be stepped up in February when major engineering works begin on the Gospel Oak to Stratford section of the system.

For over three months between 20th February and 1st June, major signalling and track renewal work, platform lengthening and the refurbishment of some stations will mean that there will be no services between Gospel Oak and Stratford, and not all trains from Richmond and Clapham Junction will be able to run through to Gospel Oak, but will have to stop at Willesden Junction to take advantage of the turnaround facilities there. A replacement bus service will run every 20 minutes, six days a week during the closure, with two per hour on Sundays. When the complete upgrade is finished next year, London Overground will run more frequent services with longer trains. Services from Richmond and Clapham Junction to Stratford will run four times per hour all day, every day and there will be six trains per hour between Willesden Junction and Stratford. The improvement work is part of an upgrade to more than 200 signals, seven kilometres of track 69 sets of points, and 30 station platforms will also be lengthened. In the morning and evening peak two trains per hour from Clapham Junction and two trains per hour from Richmond will carry on to Gospel Oak, while the other train each hour from Richmond and one train per hour from Clapham Junction will terminate and start at Willesden Junction. There will also be one extra train during the busiest hour of the peak between Willesden Junction and Richmond. The off peak service times remain unaffected. Transport for London is providing 44% of the funding for the upgrade, with the Olympic Delivery Authority on 32%, Network Rail giving 23% and the Department for Transport 1%. Ian Brown, Managing Director of TfL London Rail, said: "We apologise to passengers for this inconvenience and are doing all we can to minimise the disruption caused. This was one of the most neglected railways in the UK when we took it over two years ago and these are essential works that will help us unlock the true potential of the London Overground network, which is to offer a far more frequent Metro-style 'turn up and go' service. We have to close this part of the line for this amount of time because of the nature of the work. Large amounts of material will have to be moved around for the signalling and track upgrades, which means if we were to restrict the work to weekends and then have to restore the railway to working order each Monday morning, the disruption would be over a much longer period".

Wrexham & Shropshire complete rolling stock upgrade

Wrexham & Shropshire has completed the upgrade of its rolling stock.

Since it started services from Shropshire to the Capital, the company has been using hired-in blue & grey-liveried Mk3s from Cargo-D. Recent months have seen the gradual outshopping of its own Mk3 vehicles from Marcroft Engineering at Stoke, fully refurbished and carrying its own colour scheme.

The final set to enter traffic was officially launched at Marylebone by Michael Palin on 21st January, as the company announced an 88% growth in passenger numbers.

▲ Class 67 No. 67013 arrives at London Marylebone with the final coaching stock set to enter traffic on 21st January.

◀ Michael Palin poses for photographers, prior to cutting the ribbon and officially marking the entry into traffic of the entire fleet of refurbished Mk3s.

Both: Brian Morrison

▲ The latest addition to the Colas Rail fleet, Class 66/8 No. 66843, stands in the Works Yard at Eastleigh, shortly after receiving its Colas decals on 21st January. David Kirwin

Network Rail gets the green light for new environmentally friendly office complex

A new national centre for Network Rail in Milton Keynes has been given planning approval by the local authority.

The centre will bring together teams spread across numerous sites under one roof, improving the way the company coordinates activities. It is planned to house up to 3,000 employees at the centre, bringing new jobs to the area.

The 400,000 sq ft building will be constructed on the site of the former National Hockey Stadium, which was also the temporary home of MK Dons FC until their own permanent ground was completed, and is situated close to Central station. Construction on site is expected to start in August, with the building scheduled to open in 2012.

The design for the centre includes a host of eco-friendly features including extensive 'living roofs' to encourage diverse habitats for flora and fauna in the centre of the city, and a rainwater harvesting system that will be used to flush toilets and irrigate landscaping.

UK News In Brief

■ Network Rail is starting the first phase of a programme of works on the Somerleyton and Reedham swing bridges in February, which will mean the bridges will be in a closed position, restricting the passage of boats. Engineers will repair steelwork and strengthen girders on Reedham bridge and Somerleyton bridge will be inspected to find out what work needs to be done in the future. Further repairs are expected to be carried out over the next three years. Train services between Norwich and Lowestoft/Yarmouth will not be affected.

■ Despite its problems during the snows, Eurostar has announced record ticket sales for the past 12 months to 31st December, up nearly 2% to 9.2 million and amounting to £676 million. The rise was helped by an increase in leisure ticket sales of over 15%. The Brussels route had the highest growth, the number of passengers increasing by 6% in comparison to 2008. The Paris trains experienced a 1% increase in travelling numbers.

■ An Independent Review of the recent Eurostar disruption is underway, which will publish its findings at the end of January. The review is being led by Christopher Garnett and Claude Gressier and will focus on the causes of the disruption, contingency planning and the arrangements with Eurotunnel, as well as the passenger care provided during the disruption and suspension of services.

■ London Underground-style ticket gates are being installed at Bradford Interchange station to beat fare dodgers, and are expected to be in operation within the next two weeks. The barriers, which cost around £250,000, are similar to those introduced at Leeds station in October 2008. Bradford Interchange handles nearly 2.5 million passengers a year, but there are some that slip onto trains without buying a ticket. A spokesman for Northern Rail said: "Why should the majority of fare-paying passengers subsidise those who don't buy a ticket?".

■ Following the devastating floods that hit Workington in November, action has been taken to combat the effects of future severe weather on the railway viaduct over the River Derwent, nearly 2,500 tonnes of stone of various sizes having been deposited in the river around the piers supporting the viaduct, to act as protection against debris and fast-flowing water damage. Network Rail said: "Once the river level had subsided and it was safe to do so, we sent divers down in early December to carry out an inspection of the viaduct. The resulting report suggested we needed to carry out the work to maintain the future integrity of the structure, so we have done just that." The work cost £287,000.

■ Transport Minister Chris Mole MP opened the new DB Schenker railfreight terminal in Rugby on 22nd January, the former disused coal loading facility having been transformed into a modern container-handling terminal. The facility is expected to have three trains a day and 50,000 containers annually by the end of this year. The location of the terminal is immediately adjacent to the Rugby, Lutterworth, Daventry and Coventry logistics parks, and is also electrified, enabling operation of longer and higher capacity trains that provide customers with the ability to reduce logistics costs and CO2 emissions.

▲ Class 375/9 No. 375926 & Class 375/6 No. 375607 pass New Cross at speed on 19th January, forming the 10.24 from Dover Priory and the 10.35 from Canterbury West, that connected at Ashford International. In the platforms are Class 376 No. 376031 and Class 465/0 Networker No. 465032, making the scheduled stops and forming the 11.38 from Barnehurst to Cannon Street and the 11.54 from Cannon Street to Barnehurst, respectively. **Brian Morrison**

I've started so I'll finish M'Lord ...

For the first time, there is to be a question time for Secretaries of State sitting in the House of Lords.

The new initiative, agreed by the House of Lords Procedure Committee, will see Peers scrutinise the activities of Government departments whose Secretary of State is a Member of the House of Lords and ensure that the Government is held properly to account.

Currently the Secretaries of State in the House of Lords are Lord Adonis, Secretary of State for Transport, and Lord Mandelson, Secretary of State for Business, Innovation and Skills. Each Secretary of State will take questions once a month on a Thursday for 15 minutes. The sessions will display the high level of expertise present in the House of Lords, with the Secretaries of State regularly taking questions from renowned experts in the field. For example for the first week's question time with Lord Adonis a question on railways came from Lord Bradshaw, Liberal Democrat Transport Spokesman and former Chief Operations Manager at British Rail and Professor of Transport Management at Salford University, who asked Lord Adonis whether he will incorporate further measurements of passenger satisfaction, beyond those in the public performance measure, into future bidding processes for railway franchise.

Three questions will be asked in each 15-minute session, and a ballot will be held to decide which members will ask the questions each week.

Back Issues CD-ROM

After numerous requests, we have now released a CD-ROM containing the back issues of *Railway Herald* up to Issue 200 and *Railway Herald Worldwide*, together with all supplements.

Priced at £5, it can be ordered by calling the editorial office on 01904 500175 or by **Clicking here** to order online. Postage within the United Kingdom is post free, and just £1.50 to destinations outside the United Kingdom.

Route Utilisation Strategy released for Kent

The final version of the Route Utilisation Strategy (RUS) for Kent has been published, setting out a 30-year plan to improve services to Kent, parts of East Sussex and South London.

Longer and faster trains, more journey options into London, and improved reliability are all recommended to meet future needs. Network Rail's Route Director for Kent, Dave Ward, said: "Owing to the high number of trains already running across Kent and East Sussex, there are very few options to run additional services into the Capital. However, there are opportunities to run longer trains across these routes, which will result in extra seats and reduced congestion".

Based on 2008 figures, passenger demand is forecast to grow faster than elsewhere on the rail network. The new Southeastern high-speed service between Kent and London St Pancras has already provided some much needed extra capacity and reduced journey times. Another major scheme set to reshape travel is the Thameslink programme. This project includes substantial rebuilding and remodelling of Blackfriars and London Bridge stations, providing more journey options and making provision for up to 24 trains per hour through the Capital. Trains operating from the Tonbridge area into Cannon Street are expected to be incorporated into the Thameslink network, calling at London Bridge and onwards to Blackfriars, and further north. It is also likely that services operating on the Maidstone East line will operate through the Thameslink network utilising higher capacity rolling stock. The RUS also recommends that all trains on the route from Hastings to London Charing Cross call at London Bridge for access to the City, and at peak times are formed of slow and fast portions between Hastings and Tunbridge Wells in order to offer reduced journey times.

The News In Pictures

◀ **DBS Class 67 No. 67006** *Royal Sovereign* **leads DVT No. 82146 with disgraced No. 67018** *Keith Heller* **on the rear of the 13.04 Edinburgh Waverley - London King's Cross charter service as the pair skirt the North Sea at Burnmouth on 17th January. No. 67018, which had only been named two days previously, failed prior to departure from Edinburgh, so 'Royal' liveried No. 67006, which was on 'Thunderbird' duty at the time, took the train south. Paul Armitage**

◀▼ **BR blue-liveried Class 73/2 No. 73201** *Broadlands* **awaits the road at Canterbury East on 21st January, while operating a Serco driver route learning trip from Selhurst. The days are numbered for the listed-building status signal box, as the route is part of the East Kent re-signaling scheme. Andrew Wood**

▼ **In extremely dull and drizzly weather, which was rapidly abolishing the recent snowfall, a 'light engine' trio of Class 66s Nos. 66070, 66117 and 66002 pass Ashchurch on 15th January, as the late-running Margam-Mossend 'light engine' movement! John Stretton**

The weekly column looking at some of the more unusual and newsworthy movements on the UK network, including Class 60 Report

Over the past two weeks, *Railway Herald* has held a reader survey, the results of which will be discussed next issue. One aspect that did materialise is the interest that people have in this column, but equally the thought that it could be more concise than it was, hence this week's issue is more focused.

Friday 15th January 2010

Colas Rail Class 66/8 No. 66842 worked 'light engine' from Washwood Heath to Boston Docks, prior to returning with loaded steel wagons. The AC Locomotive Group's Class 86/1 No. 86101 *Sir William A Stanier FRS* returned to Class 1 duties and worked from Willesden to Sheildmuir with one of the additional mail workings.

Four Class 60s are currently in the traffic pools - Nos. 60009, 60040 *The Territorial Army Centenary* (in Army colours) and 60074 *Teenage Spirit* (in Teenage Cancer Trust livery) based at Immingham and No. 60096 at Warrington. Although part of the WNTR pool, Class 60 No. 60051 worked an out and back engineers working from Toton to Whitemoor Yard during the late afternoon/early evening

On the Cumbrian Coast, Class 47/4 No. 47501 *Craftsman* was paired with Class 57/0 No. 57008 *Telford International Railfreight Park* June 2009 on the 'Floodex' service, while DBS Class 67 No. 67029 *Royal Diamond* worked the DBS Executive Train from London King's Cross to York, in preparation for the naming of Class 67 No. 67018 *Keith Heller* as reported in the last issue.

Class 66/4 No. 66428 piloted Class 37/0 No. 37218 on the Grangemouth to Aberdeen intermodal working, as part of the Scottish 37's exchange on snow duties. Class 37/4 No. 37423 *Pride of the Lakes* headed south from Inverness on a working to Coatbridge, and the next Class 378 to be delivered, in the form of No. 378152, was powered by Class 66/7 No. 66729 from Derby Litchurch Lane to Chart Leacon Works.

▼ **Class 60 No. 60040** *The Territorial Army Centenary* **passes Water Orton on 16th January, with discharged tanks working from Westerleigh, near Bristol, to Lindsey Refinery at Immingham. The locomotive is one of four currently in traffic.**
Andrew Edkins

Saturday 16th January 2010

Newly named and repainted Class 67 No. 67018 *Keith Heller* powered the DBS Executive Train from York to Edinburgh Waverley.

EuroCargo Rail-liveried Class 66 No. 66220 was hauled 'light engine' from Dollands Moor to Wembley by Class 92 No. 92042 *Honegger*, while Class 60 No. 60039 made a welcome return to the fleet, working 'light engine' to Peterborough before powering the 16.10 working from Peterborough to Peak Forest.

Engineering work in Cornwall resulted in the 'Night Riviera' starting from Plymouth on 17th/18th January, which brought about Class 57/6 No. 57602 *Restormel Castle* working the empty stock from Penzance through to Plymouth Laira during the afternoon of the 16th.

A mass movement of DB Schenker Class 66 locomotives from Margam to Eastleigh took place, with No. 66091 hauling classmates Nos. 66093, 66194, 66094, 66087, 66166 and 66061.

▲ **Freightliner Class 70s are now regularly being used on the coal flow from Bristol Portbury Docks to Rugeley Power Station. On 16th January, 50% of the six strong fleet were stabled at Bristol Stoke Gifford Yard. Pictured (from left to right) are Nos. 70006, 70005 and 70002.**
Dave Higson

Sunday 17th January 2010

Problems with Class 67 No. 67018 *Keith Heller* at Edinburgh Waverley resulted in 'Royal' Class 67 No. 67006 *Royal Sovereign*, which was the ECML thunderbird, being used to haul the train back to London King's Cross.

Monday 18th January 2010

Colas Rail Class 47/7s Nos. 47727 *Rebecca* and 47739 *Robin of Templecombe* were used to work empty steel wagons from Washwood Heath back to Boston Docks, while Class 57/3s Nos. 57312 *The Hood* and 57316 were provided as motive power for the Cardiff-Taunton loco-hauled diagram.

Tuesday 19th January 2010

DRS Class 57/0 No. 57004 was used on the regular Carlisle to Kilmarnock wagon repair trip, while Class 67 No. 67022 was provided to move another Merseyrail Class 507 unit to Doncaster Wabtec. Class 31/4 No. 31454 was used to move Class 43 HST powercar No. 43062 *John Armitt* from Brush Loughborough to Derby RTC, via Leicester and Sheffield.

Wednesday 20th January 2010

Colas Rail Class 66/8 No. 66841 worked the Tilbury to West Burton Power Station Cemex flyash service, returning early evening. Class 31/4 No. 31454 was again used to haul powercar No. 43062, this time from Derby RTC to Edinburgh Craigentinny.

On the Southern Region, Class 73/2 No. 73201 *Broadlands* worked a Selhurst to Sevington driver training trip.

A brake fault on Class 57/3 No. 57312, while working the FGW loco-hauled diagram, resulted in classmate No. 57309 *Brains*

Operational DB Schenker Class 60s

Loco	Working Area	Loco	Working
60009	Immingham	60040	Immingham
60039	Peak Forest	60074	Immingham
		60096	Warrington

Correct as of 23rd January.

Class 70 Report

▲ Class 70 No. 70002 heads south on a dismal 19th January, on the approach to Ashchurch, with a Rugeley Power Station-Bristol Stoke Gifford empty coal working. **John Stretton**

FLEET REPORT

Loco	Working Area	
70001	Leeds Midland Road	(Modifications)
70002	Bristol Stoke Gifford	(In Traffic)
70003	Leeds Midland Road	(Modifications)
70004	Leeds Midland Road	(Modification)
70005	Crewe Basford Hall	(In Traffic)
70006	Bristol Stoke Gifford	(In Traffic)

Workings Information

While Class 70s Nos. 70001, 70003 and 70004 remain on Leeds Midland Road, the other three members of the class were based at Bristol.

No. 70006 was on its, now usual, working from Bristol to Rugeley Power Station on 15th and 18th January, while No. 70005 was on the working on 19th January and No. 70002 on 20th January.

On 21st January, No. 70005 worked from Portbury to Fiddler's Ferry Power Station with a coal circuit. The locomotive remained in the North West, however, and did not return to Bristol.

▲ Network Rail's New Measurement HST with Class 43 powercar No. 43013 leading and classmate No. 43062 on the rear, pauses at Oxford while working from London Paddington to Derby on 22nd January. **Mike Crew**

being dispatched from Wembley, running 'light engine' to Taunton as a replacement, while No. 57316, which had been paired with No. 57312, worked the final part of the day's diagram from Cardiff to Taunton alone. On the Cumbrian Coast, Direct Rail Services Class 47/7 No. 47790 *Galloway Princess* was paired with Class 57 No. 57002 on the 'Floodex' service.

The Class 60 fleet had another change around, with No. 60039 being stored at Toton and replaced by No. 60048 *Eastern*, which is now working out of Peak Forest.

Thursday 21st January 2010

Having sat at Warrington for several weeks with only a few local trips out, Class 59/2 No. 59204 *Vale of Glamorgan* headed north, working an empty coal rake as far as Carlisle Yard. Unfortunately the loco was declared a failure en route at Penrith and had to be hauled to Carlisle by Class 92 No. 92041 *Vaughan Williams*.

The '57/3s' are not proving the most reliable traction on the FGW loco-hauled diagram. Having only arrived the previous evening, No. 57309 working the 07.28 Taunton to Bristol Parkway expired at Yatton with traction motor problems. All was resolved quickly, however, as the train appeared back in service at Bristol at lunchtime, lead by Class 57/3 No. 57309, and bound for Cardiff! Class 66 No. 66180 worked the first scrap train in several years from Exeter Alphington Road to Simms Metals at Newport Docks, comprising nine MBA wagons. Class 66/7 No. 66729 was back at Derby again, this time to head south to Willesden with Class 378 No. 378003 in tow.

Readers Contributions

Contributions for this column are welcomed from readers across the country. Each column generally covers Saturday to Friday of the week prior to publication, and readers are urged to keep contributions to the same period. Information and photographs should be sent via email to **editor@railwayherald.com**

UK Steam & Modern Traction Railtour Listings

The following table details the latest information available on railtours for the forthcoming weeks from the date of publication. Information is understood to be correct at the time of going to press.

30th January 2010		
UK Railtours	2xDBS 67	Woking-Staines-Mill Hill Broadway-St.Albans City-Luton Airport Pky-Bedford-Kettering-Wichnor Jct-Lichfield Chord-Basford Hall-Shrewsbury-Telford Railfreight Depot-Wellington-Oxley-Stafford-Rugeley-Walsall-Lifford Curve-Water Orton-Kettering & return
Railway Touring Co.	46115	Lancaster-Preston-Wigan North Western-Bolton-Manchester Victoria-Huddersfield-Sowerby Bridge-Hebden Bridge-Copy Pit-Blackburn-Darwen-Bolton-Manchester Victoria-Bolton-Wigan North Western-Preston-Lancaster
6th February 2010		
Railway Touring Co.	34067	London Victoria-Clapham Junction-St. Albans-Bedford-Kettering-Market Harborough-Leicester-Melton Mowbray-Oakham-Corby-Kettering & return
13th February 2010		
UK Railtours	2xDBS 67	London Paddington-Newbury-Exeter St. Davids-Plymouth-Par & return
Railtourer	2xWCRC 47	Doncaster-Bath Spa & return (*full details to follow*)
Railway Touring Co.	34067	London Paddington-Reading-Newbury-Westbury-Trowbridge-Bath Spa-Bristol Temple Meads & return
VSOE	35028	London Victoria-Guildford-London Victoria
14th February 2010		
Steam Dreams	60163	London Victoria Bromley-Tonbridge-London Victoria
Steam Dreams	60163	London Victoria-Guildford-London Victoria
19th February 2010		
Statesman Rail	2xWCRC 47	Birmingham International-Wolverhampton-Stafford-Stoke on Trent-Macclesfield-Stockport-Manchester-Bolton-Horwich Parkway-Preston-Shap-Carlisle-Beattock-Carstairs-Crianlarich-Fort William
UK Railtours	2xDBS 67	London KX-Darlington-Shildon-Bishops Auckland-Stanhope & return
VSOE	35028	London Victoria-Guildford-London Victoria
20th February 2010		
Statesman Rail	WCRC 47	Fort William-Crianlarich-Beattock-Carlisle-Shap-Preston & return
Vintage Trains	5043 & 4965	Tyseley Warwick Road-Smethwick Galton Bridge-Stourbridge Junction-Kidderminster-Worcester SH-Kemble-Swindon-Didcot & return
Railtourer	2xWCRC 47	Bridlington-Driffield-Beverley-Cottingham-Brough-Goole-Doncaster-Leeds-Hellifield S&C-Carlisle-Hexham-Durham-Doncaster & return
24th February 2010		
Railway Touring Co.	34067	London Victoria-Bromley South-Maidstone East-Ashford-Appeldore-Hastings-Battle-Tunbridge Wells-Sevenoaks-Swanley-London Victoria
27th February 2010		
Spitfire Railtours	2xDRS 37	Crewe-Penkridge-Wolves-Birmingham NS-Tamworth-Derby-Chesterfield-Barrow Hill-Beighton Jct-Church Fenton-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.
GREEN Tours postponed to a future date by the operator
WCRC West Coast Railway Company
RED Tours cancelled by the operator
BLUE Provisional excursion
(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

Non-stop London Paddington to Bristol with a Castle?

An unlikely, yet terrific possibility has arisen with reports of a joint First Great Western/Vintage Trains operation of a non-stop London Paddington to Bristol Temple Meads working on Saturday 17th April to commemorate the Great Western's non-stop 'Bristolian' express.

The motive power will be 'Castle' 4-6-0 No. 5043 *Earl of Mount Edgcumbe*, which is booked to work this very special train in each direction.

The question on everyone's lips is 'what about water? If the train is to be non-stop, it is understood that there are schemes afoot to resolve this issue, of which we further understand that *King Edward I's* water carrier is not one of options under consideration.

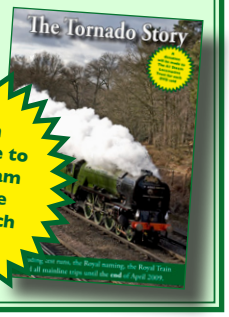
Full details will be announced soon, and it is understood that there will be an opportunity to travel on positioning specials from Tyseley to London and back on 16th and 18th April.

▼ **On a grim and less than ideal January day, Merchant Navy Pacific No. 35028** *Clan Line* **heads a VSOE Surrey Hills excursion through Egham on 22nd January. Unusually for the VSOE workings, there was no Class 67 at the rear of the train. Gary Packer**

The Tornado Story - £10.95 post free

This 60-minute DVD tells the story of the project and the construction of 'Tornado'. Produced in co-operation with The A1 Steam Locomotive Trust, the DVD shows the construction, testing (both GCR & mainline) all of the mainline runs until the end of April 2009, the Royal naming and *Tornado*'s appearances at Barrow Hill & NYMR Steam Galas.

A donation will be made to The A1 Steam Locomotive Trust for each DVD sold



OUT NOW - Call 01904 500175 - **Click here** for details.

Ups & Downs by John Whitehouse

■ Hellifield-based HF Railtours has put together quite a tour on Wednesday 14th April, which features *Tornado* throughout, northbound around the highly scenic Cumbrian Coast line to Carlisle and returning over the Settle & Carlisle. The 'Cumbrian Coast Tornado' originates at Crewe, and picks up at Warrington Bank Quay, Wigan North Western and Preston, and will the first time the new 'A1' has ventured around the tortuous curves of the Cumbrian Coast, and is the first steam run around a circuit consisting of both the Cumbrian Coast and the S&C, pioneered by Compass Tours two years ago. The combination of the itinerary and the motive power should ensure that it is a great success. Pathfinder will be acting as the booking agent , and for more details go to http://www.hf-railtours.co.uk

■ Portsmouth Harbour has been confirmed as the first destination of 2010 for Hastings Diesel's unique DEMU on 20th March with the Solent Sentinel. The train sets out from Hastings at around 08.00, and picks up at the usual points via Tonbridge to London Victoria, where the train reverses. Arrival at the harbour is expected to be around 13.15. In addition to Portsmouth, the train also sets down at Chichester (at 12.45). For more details visit the website at http://www.hastingsdiesels.co.uk or telephone 01424 812254.

Misaligned axles cause further delays to the mainline return of *Royal Scot*

Currently No. 6100 *Royal Scot* **is at the LNWR Works at Crewe in a dismantled state, following the need to drop the main driving wheels in order to deal with a problem identified with misaligned driving axles.**

The opportunity will also be taken to give the lower end of the locomotive a thorough check before reassembling takes place. This latest set-back could not have come at a worse time, as it not only delays the return of the loco into traffic, but also has an adverse effect on cash flow, especially due to the additional costs now being incurred.

Howard Stephens, Bressingham Steam Museum's General Manager, says that the future plans remain unaltered, except that it was now 'unlikely' that the offer of running-in the locomotive at the Great Central Railway would be taken up. He thinks a 'light engine' move to Tyseley is likely around April, where the task of main line certification will be undertaken.

Mr Stephens also mentioned that he had recently visited Crewe, together with Tyseley's Chief Engineer, Bob Meanley, to check on the progress of the reassembly of the locomotive, which was progressing.

During its spell at Tyseley, *Royal Scot* is expected to be engaged to haul two charters for Vintage Trains.

▶ **Class 67 No. 67003 awaits departure time at a snow covered Edinburgh Waverley on 8th January. The locomotive had earlier worked the 'Northern Belle' from Liverpool Lime Street to the Scottish capital.**
John Anderson

Llangollen has high hopes for extension progress in 2010

Following submission of a Transport & Works Order application in September last year to extend the heritage railway from Carrog to Corwen, the Llangollen Railway Trust has received five objections and one representation from various public and private bodies, but are pleased to announce that all but two of these have now been withdrawn.

It is hoped to settle the remaining two objections from Welsh Water and the Countryside Council for Wales in the near future.

The level of opposition is stated to be really quite low for a fair size project of this sort, and none of the objectors have opposed the extension in principle. The project team has commented that residents, businesses and others all stand to benefit from the scheme, and that it is clear that the local community can't wait to see trains running to Corwen again after almost 50 years.

Llangollen Railway Chairman, Jim Ritchie, added, "2010 promises to be an exciting year for the Railway if (when) the Transport and Works Order is granted and we can begin the task of progressing the extension beyond Carrog towards Corwen, where a new station will be built. "

The Llangollen Railway Trust will be seeking donations from well wishers and further sales of shares to help finance this final stage in the dream.

Mini-gala for Great Central

The Great Central Railway is to stage a 'mini' steam gala on 13th/14th February.

Visiting 'Jubilee' 4-6-0 No. 5960 *Leander* and guest 'Black 5' 4-6-0 No. 44767 *George Stephenson* will appear alongside newly restored 3F 'Jinty' 0-6-0T No. 47406.

The visiting 'Black 5' is running in weathered livery pending a full repaint and the rostered 09.45 and 12.15 diesel services will be suspended for the all-steam weekend. Trains in the 'mini' gala will operate to a 45-minute passenger timetable.

South Devon Railway carries over 100,000 passengers in 2009

The South Devon Railway (SDR) enjoyed a record-breaking 40th anniversary year in 2009, carrying 107,985 passengers over the seven-mile route that runs from Buckfastleigh to Totnes.

Achieving over 100,000 passengers for the second time in three years is a major milestone for the largely volunteer run line, being an increase of 9% on the 2008 total of 99,073 passengers, and also well up on the previous record figure set in 2007 of 100,449 visitors.

The SDR's 2010 season will start at the February half-term week with an unusual event that has been dubbed 'From Autos to Railcars', which will feature both steam-operated two-car auto trains and the entry into service of a British Railways green-liveried diesel 'Bubblecar'. The aim is to show the changeover from steam to diesel in the 1960s, and is part of the SDR's involvement in the GWR 175 celebrations.

GWR Tank is star attraction at Ribble Railway gala weekend

The Ribble Steam Railway starts its 2010 season with a Winter Steam Gala on 6th/7th February featuring four engines in steam over the two full days.

The Preston venue provides the opportunity to travel along the one-mile dock and riverside line and also access the newly built museum and workshop. The line itself crosses the Preston Marina entrance via a swing bridge, and runs alongside the diverted River Ribble on the site of the former sprawling docklands.

For the gala there is a special 45 minute timetable that includes double-headed specials with GWR 5600 class 0-6-2T No. 5643, Austerity 0-6-0STs *Cumbria* and *Walkden* and former North Cumbrian gypsum Barclay 0-4-0 *John Howe*. There are also facilities for the disabled on all trains. For more details call 01772 728 800.

On Friday 5th February, No. 5643 will be on a private photographic freight charter with eight wagons & brakevan, the first time since 1960 that the loco has been on 'coal train'! Details from Dave Watkins at wattyrail@aol.com

Fifty Fund Driver experience

Fancy a chance to drive a Class 50?

The Fifty Fund will again be offering an opportunity to drive one of its Severn Valley-based 'Hoovers' this year.

Driving courses are scheduled to take place on 28th May and 25th June, and more details can be obtained by telephoning the SVR on 01299 403816.

◀ **Class 47/7 No. 47707 stripped of parts, waits at Barrow Hill for its final journey, by road to the scrapyard on 17th January. David Wragg**

Class 66/0 No. 66154 sits on the 'main' at St Blazey waiting for departure for Exeter Riverside on 8th January. The healthy consist includes clay, oil empties and scrap from St Blazey. **Craig Munday**

Class 90 No. 90039 prepares to depart Preston for Wembley Traincare Depot after working the Friday-only loco-hauled Euston-Preston service, with Virgin Trains refurbished Mk3 set. **Ian Tunstall**

25th January 2010
Locomotive Club of Great Britain (Brighton)
Brighton Model Railway Club Room, BR London Road Station, Shaftsbury Place, Brighton. 'American Interlude - Trams & Preservation in the 1970s on Film' by John Buckle. Starts 19.30.

RCTS (Maidenhead)
Cox Green Community Centre, Highfield Lane, Cox Green. 'Around the World on 80 Trains' by Chris Jackson. Meeting starts 19.30.

RCTS (Sheffield)
St Matthews Church Rooms, Carver Street, Sheffield. Branch AGM. Meeting commences at 19.30.

26th January 2010
RCTS (Nottingham)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'Nottingham to Norwich' by Martin Bromley. Meeting starts at 19.30.

RCTS (Welwyn GC)
The Methodist Church, Junction of Ludwick Way and Colegreen Lane, Welwyn Garden City. 'Fourth Generation Railwaymen' by John Marson. Meeting starts 14.15.

RCTS (Woking)
The Wheatsheaf Ember Inn, Chobham Road, Woking. 'Railways at Home and Abroad' by Nick Lera. Meeting commences at 19.30.

27th January 2010
Basingstoke & District Railway Society
Wote St. Club, New Road, Basingstoke. Members AGM. Starts 20.00. Contact 01256 326096 for details.

RCTS (Chichester)
Council Meeting Room 2, County Hall, West Street, Chichester. 'Southern Operation' by Chris Burchall. Meeting starts at 19.30.

28th January 2010
Locomotive Club of Great Britain (Croydon)
United Reform Church Hall, Addiscombe Grove, East Croydon. 'The Bluebell Railway's 50 Years of Preservation' by Roger Price. Meeting commences at 19.15.

RCTS (Preston)
Claremont Hotel, Blackpool Road, Preston. 'Western and Wessex Wanderings' by Tony Icke. Starts 19.30.

29th January 2010
Great Western Society (North West)
St Hilda's Clubroom, Slater Street, Latchford, Warrington. 'Manchester Ship Canal' by Jan Glen.

Great Western Society (Oxford)
Pauling Human Sciences Centre, 58 Banbury Road, Oxford. 'Through the Lens of a Railwayman' by Mike Goodfield. Meeting starts 19.30.

1st February 2010
North Yorkshire Moors Railway (Northallerton)
Northallerton Cricket Club, Farndale Avenue, Northallerton. 'Diesel Delights' by David Warren. Meeting starts 19.30. Admission £1.50. Contact the Secretary, Ian McInnes on 01642 767233 for further details.

RCTS (South East)
The Elwick Club, Church Road, Ashford. 'The Photographs of the late Dick Riley' by Rodney Lissenden. Starts 19.30. Contact the Secretary at southeast@rcts.org.uk for details.

RCTS (Croydon)
Small Hall, United Reform Church, Addiscombe Grove, Croydon. 'The Stephenson Locomotive Society at 100' by Brian Lewis. Starts 19.30.

RCTS (Northampton)
St Crispin Social Club, Berrywood Road, Duston. 'The North Wales Coast Part 3' by Dave Scudamore. Meeting commences at 19.30.

RCTS (Port Sunlight)
The Lever Club, Greendale Road, Port Sunlight. 'Terminals Part 2 - South and West' by Barry Shore. Starts 19.45.

2nd February 2010
Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 'French Narrow Gauge Railways' by Andrew Wood. Starts 19.45. Contact the Secretary, Roger Hart on 01474 833320 for further details.

Locomotive and Carriage Institution
LUL Headquarters, 55 Broadway, St James's Park, London. 'A History of World Railways' by Christian Wolmar. Meeting starts 18.00. Contact Stuart Smith at smithstuart@btinternet.com for details.

Locomotive Club of Great Britain (Bedford)
St John's Church Hall, St John's Street, Bedford. 'East London Line Extension' by David Place. Meeting commences at 19.30.

Locomotive Club of Great Britain (North London)
Wood Green Social Club, 3 Stuart Crescent, Wood Green, London N22 5NJ. 'British Transport Films Celebrate Speed' by Dave Baker. Meeting commences at 19.00.

RCTS (Watford)
St Thomas's Church, Langley Road, Watford. 'Through the Chilterns' by Rob Freeman. Meeting commences at 19.30.

Southern Electric Group (South Hampshire)/ LRTA (Southern)
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Alpine Railway Journeys in the 1980s and 1990s' by David Mead. Meeting commences at 19.30. Admission £2. Contact the SEG Secretary, John Goodrich on 023 8067 0028 for further details.

Weston super Mare Railway Society
Function Room, Conservative Club, Alexandra Parade, Weston super Mare. 'Arrivals and Departures' by Ian Chancellor. Meeting commences at 20.00. Contact the Secretary, Lionel Jones on 01934 628289 or by e-mail at wsm1977rlysocy@talktalk.net for further details.

3rd February 2010
Stephenson Locomotive Society
Hayes Village Hall, Hayes Street, Hayes, Bromley. 'Round Britain in the 1970s' bya Chris Le Corney. Meeting commences at 19.30. Contact the Secretary on 0208 289 9935 for further details.

4th February 2010
Great Central Railway Society (Rotherham)
The Three Horseshoes, Bawtry Road, Wickersley, Rotherham S66 2BW. 'New England in the Fall and other American Adventures' by Bob Gellatly. Starts 19.30. Contact Mick Hayes on 01709 820544 for details.

RCTS (Milton Keynes)
The Crown Public House, Market Square, Stony Stratford. 'Strictly Freight Only' by Brian Ringer. Starts 19.30. Contact the Secretary at dexter-skiddaw@tiscali.co.uk for further details.

Stephenson Locomotive Society
St John Ambulance Centre, Sandes Avenue, Kendal. 'Twixt Tyne and Tees' by Jim Young. Meeting starts at 19.15. Contact the Secretary on 01539 720706 for further details.

5th February 2010
Friends of Hellifield Station
Refreshment Room, Hellifield Station. 'Preserved Steam in Medium Format, Part 2'. Meeting commences at 19.30. Admission £3.50. Contact the Secretary, Barry Atkinson on 01282 842505 for further details.

Gloucestershire & Warwickshire Railway (Birmingham)
Northfield Library, Church Road, Northfield, Birmingham. 'The Preservation Miracle' by Simon Hopkins. Meeting starts at 19.30.

RCTS (Bristol)
St Peters Church Hall, Church Road, Filton. 'Photos from the Maurice Dean Collection including the S&D' by Ian Bennett. Meeting commences at 19.30. Contact the Secretary at paul.udey@talktalk.net for details.

RCTS (Carnforth)
Committee Room, Royal Station Hotel, Carnforth. 'Railways for Business and Pleasure' by Paul Salveson. Meeting starts at 19.30.

Stephenson Locomotive Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'The Origins and Development of the NER Tyneside Electrification 1894-1914' by Bill Donald. Meeting starts at 19.00. Contact the Secretary on 01434 688946 for further details.

Stephenson Locomotive Society
Settlement Centre, Union Street, Middlesbrough. 'AGM and the Harz Mountains' by Martin Green. Meeting commences at 19.00. Contact the Secretary on 01642 321205 for further details.

Should your society information be listed on this page?

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

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

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

▼ Class 66/0 No. 66176 heads the 09.18 Bescot-Bristol Parkway engineering train south through Northway, Gloucestershire, in winter sunshine with a consist of both empty and full ballast wagons. **John Stretton**

6th February 2010
Caledonian Railway Association
Glasgow Metropolitan College, North Hanover Street, Glasgow. (opposite the eastern entrance of Queen Street Station) 'Caley in North & West Edinburgh' by Douglas Yuill. Meeting starts at 14.00. Contact the Treasure, William S.Cooper on 01357 521540 for further details.

8th February 2010
Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln. 'British Railways Engine Sheds - Part 5' by Chris Banks. Meeting commences at 20.00. Contact the Secretary on 01522 705365 for further details

RCTS (Ipswich)
Bridge Ward Social Club, 68 Austin Street, Ipswich. 'Mr D's Review of 2009' by John Day. Meeting starts at 19.30. Contact the Secretary at ipswich@rcts.org.uk for details.

RCTS (Sheffield)
St Matthews Church Rooms, Carver Street, Sheffield. 'Mexborough Loco Shed' by M. Brearley. Meeting commences at 19.30.

Severn Valley Railway (Wolverhampton)
Old Wulfrunians Club, 253A Castlecroft Road, Castlecroft, Wolverhampton, WV3 8NA. '1968 and All That' by Ralph Ward. Meeting commences at 19.30.

Southern Electric Group (Sussex)
Deall Room, Southwick Community Centre. AGM followed by 'Mike's Wanderings' by Mike Stringer. Meeting commences at 19.30. Donation of £2 requested. Contact the Secretary, Bruce Cakebread on 01273 462094 or by e-mail at b.cakebread@ntlworld.com for details.

Stephenson Loco Society
New Trinity Parish Hall, Saltcoats, Ayrshire. 'A Chess Board of Railway Photography' by Max Fowler. Starts 19.30. Contact the Secretary on 01294 822303 for further details.

Wrexham Rly Society
St Mary's Catholic Club, Regent Street, Wrexham. 'Railways of Saltney' by Geoff Pickard. Meeting commences at 19.45. Admission £2.

York Railway Circle
The Library, Archbishop Holgate's School, Hull Road, York. 'Welshpool and Llanfair Railway' by David Billmore. Starts 19.30. Contact Robin Patrick by e-mail at locopatrick@aol,com for further details.

9th February 2010
Abergavenny and District Steam Society
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny 'Monmouthshire Railway Society' by Bryn Thomas. Starts 20.00. Contact Ken Mumford at ken.mumford@ntlworld.com for further details.

Great Western Society (Bristol)
BAWA, 589 Southmead Road, Filton, Bristol, BS34 7RG. Group AGM followed by 'The Celebrations of the Centenary of Radstock North Box' (DVD). Meeting commences at 19.45. Contact the Secretary on 01454 324230 for further details.

RCTS (Nottingham)
Nottingham Mechanics Ground Floor, 3 North Sherwood Street, Nottingham. 'Across the UK by Steam' by Matlock Railway Club. Meeting commences at 19.30.

10th February 2010
Basingstoke & District Railway Society
Wote St. Club, New Road, Basingstoke. 'Cable's Railway Year 2009' by David Cable. Meeting commences at 20.00. Contact the Secretary on 01256 326096 for further details.

Bromsgrove Rly Club
St Godwalds Church Hall, Aston Fields, Bromsgrove. 'P.S.O.V. 09' by Karl Jauncey & David Richards. Meeting commences at 19.45. Contact Dave on 01527 873800 or Gordon on 05127873609 for details.

Locomotive Club of Great Britain (Dorking)
Pethick-Lawrence House, 85 South Street, Dorking. TBA. Meeting commences at 19.30.

Locomotive Club of Gt. Britain (St Albans)
United Reform Church, Watford Road, Chiswell Green, St Albans. 'Railroading Across the US and Canada in the 21st Century' by John Day. Meeting commences at 19.30.

Oxfordshire Rly Society
Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LN. AGM, Photo Competition and Members' Talks. Starts 19.30. Visitors welcome £3.

RCTS (Cardiff)
Old Church Rooms, Park Road, Radyr. 'Out and About in the Last Year' by Hugh Gould. Starts 19.30. Contact the Secretary at noelinda@noel65.fsnet.co.uk for further details.

RCTS (Hitchin)
Hitchin Christian Centre, Bedford Road, Hitchin. 'London Steam on Shed 1960' by Peter Groom. Starts 19.30.

Stephenson Loco Society
YMCA, Bridge Street, Guildford. 'Southern Region Enginemen' by James Lester. Starts 19.30. Contact 01372 379216 for further details.

11th February 2010
Continental Rly Circle (London & Home Counties)
St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ 'World Steam in the 1960s' by Geoff Todd. Starts 19.15. Admission £2.00. Contact Adrian Palmer on 01932 850624 for further details

RCTS (North East)
The Brunswick Methodist Hall, Newcastle. 'My First Fifty Years' by Neil Clarke. Meeting commences at 18.30. Contact the Secretary at jimbrick@fsmail.net for details.

12th February 2010
Altrincham Electric Railway Preservation Society
Altrincham Methodist Church Hall, Barrington Road, Altrincham. 'The Manchester Ship Canal Railways' by Dr. Michael Bailey. Meeting commences at 19.30. Admission £3. Contact the Secretary, Andrew Macfarlane on 0161 928 9394 for further details.

Great Western Society (Swindon)
Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon, SN3 1JE. Group AGM followed by Railway Quiz. Meeting starts at 19.30. Contact the Secretary on 01793 495976 for details.

RCTS (Peterborough)
Lecture Room, City Museum, Priestgate, Peterborough. 'Southern Railway Locomotives - A Broad Survey' by Brian Benford. Starts 19.30.

Shropshire Railway Society
The Gateway, Chester Road, Shrewsbury. '2009 Show' by Karl Jauncey and Dave Richards (PSOV). Meeting commences at 19.30.

13th February 2010
Cornwall Railway Society
The Community Centre, Foundry Row, Redruth. 'Great Western Evolution and Legacy' by Steve Andrews. Starts 18.30. Contact the Secretary, Derek Buttivant on 01637 860627 for details

Irwell Vale Railway Photographers
Irwell Vale Village Church, Irwell Vale, Rossendale. 'A to Z of UK Railways Part II' by Steve Fort. Starts 19.30. £3 Donation requested. Contact the Secretary, Mike Taylor by e-mail at mike10fmpd@tiscali.co.uk for details.

RCTS (Edinburgh)
Quakers Meeting House, 7 Victoria Street, Edinburgh. 'Members' Digital Photographs & Videos'. Starts 14.30. Contact the Secretary at evanwilliams@talktalk.net for details.

RCTS(West of England)
Conference Room, Great Western Hotel, Exeter. 'Travels with my Camera' by Bernard Bates. Meeting starts 19.00. Contact the Secretary at fixtureswoe@rcts.org.uk for details.

Stephenson Locomotive Society
Kidderminster Railway Museum, Kidderminster. AGM and Slide/Power Point Show 'Some Alpine Electrics' by John New & Roger Hennessey. Starts 14.00. Contact the Secretary on 01242 582152 for further details.

15th February 2010
Great Central Railway (Spinkhill)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB. 'Steam Galas on DVD' by Chris Jones. Meeting commences at 19.30. Contact the Secretary, Frank Greaves on 01909 473927 for further details.

RCTS (Merseyside)
The Town Crier, City Road/Station Road, (opp. Station Entrance), Chester. '1980s A Decade of Change Part 2' by Bob Casselden. Starts 19.45. Contact the Secretary at geoffreymorris@tiscalli.com for details.

RCTS (Coventry)
Maudslay Hotel, 190 Allesley Old Road, Coventry. 'My Life in Railways' by Dewi Jones. Starts 19.30.

RCTS (Thames Valley)
West Oxford Democrats Club, 1 North Street, Osney. 'The 1980s - A Decade of Change' by Howard Osiransky. Meeting starts at 19.30. Contact murraylewis@hotmail.co.uk for further details.

RCTS (Shenfield)
Shenfield Parish Hall, 80 Hutton Road, Shenfield. 'Here, There and Everywhere' by Andy Grimmett. Meeting commences at 19.30.

RCTS (Wellingborough)
British Rail Sports and Social Club, Broad Green, Wellingborough. 'Network Rail' by Sarah Long. Meeting commences at 14.00.

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

Rear Cover Caption
An evening scene sees Class 507 No. 507033 arriving at the flowery station of Ainsdale with a Southport to Hunts Cross Merseyrail service.
Fred Kerr

Magazine Information

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