

Railway Herald

Issue 198 - 19th October 2009



The electronic journal for the railway enthusiast

Editor
Richard Tuplin

Contributing Editor
Brian Morrison

Railtour Editor
John Whitehouse

Advertising Manager
Ken Brunt

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

Publication

Railway Herald is published weekly, 47 times a year.

Submissions

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

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

Website

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

© Copyright Railway Herald Limited 2006-2009



The week that defies belief!

In a week that has seen Class 86/2s return to the National Network as refurbished and overhauled Class 86/7s and a 'Western' on a revenue-earning freight service working into Devon and Cornwall - can things get any better?

Full story on
Page 12

Elsewhere in this issue



21 SVR Diesel Gala : Photo Coverage

The Severn Valley Railway held its Diesel Gala event over 8th-10th October, with a range of visiting locomotives, including the first runs in preservation of the Tyseley-based Class 37/0 No. 37264.

11 Notable Workings

The weekly column looking at the rare and unusual workings that have occurred over the past week, including the Class 60 Report. Readers contributions are welcomed. Please forward to editor@railwayherald.co.uk.

In This Issue

'Western' withdrawn

The Diesel Traction Group has withdrawn No. D1015 *Western Champion* from the main line after an engine defect was discovered.

[Click here to read the story on Page 3](#)

Metro & Light Rail

Transport for London announces increase in Tube Fares due to 'financial pressures' and DLR Shadwell station to be refurbished.

[Click here to read the story on Page 5](#)

Day return to Leek

The prospect of passenger services from Stoke-on-Trent returning to Cheddleton and Leek is on the horizon after trackbed lease.

[Click here to read the story on Page 7](#)

NXEA names Class 321/3

National Express East Anglia has named one of its Class 321 fleet after the University of Essex to celebrate the University's 50th anniversary.

[Click here to read the story on Page 8](#)

Essentials

14 Railtours & Excursions

News from the charter scene, with comprehensive tour listings.

24 Diary

The dates of slide shows and information presentations.

Front Cover Caption:

Bound for Carlisle, LMS 'Duchess' Pacific No. 6233 *Duchess of Sutherland* climbs through Dillicar on 10th October.
Ken Horan



▲ Colas Rail was contracted to move a rake of redundant wagons from Quidhampton to Burngullow on 14th October. With veteran Colas Driver Robin Gould at the helm, 'Western' No. D1015 *Western Champion* backs the wagons into the sidings at Burngullow on 15th October. **Andrew Cox**

Western Champion withdrawn with engine problem

Further ground was broken by *Western Champion* on 14th October, when the locomotive was hired by Colas Rail to work a set of stored wagons from Quidhampton to Plymouth.

The 'Western' continued the following day by working to Burngullow, before returning to

Eastleigh Works 'light engine'. Unfortunately, the Diesel Traction Group has reported that No. D1015 *Western Champion* has a problem with an engine which requires immediate attention and will consequently not be available to work Pathfinders' 'Western Rocks' railtour to Buxton on 31st October.

Railway Herald understands that the train has been re-scheduled for 20th March 2010. Diesel Traction Group's engineers have a plan to rectify the fault with a view to No. D1015 being available for its next scheduled charter for the Irish Traction Group on 5th December from London King's Cross to York and Scarborough.

Contract awarded for Borough Market viaduct project

Network Rail has contracted the Swedish company, Skanska, for the project of constructing the, 400-metre long viaduct over Borough Market at London Bridge.

The £59 million assignment also includes demolition works and implementation of temporary relocation of the market. Work is set to start immediately and is due for completion in August

2012. Details have not yet been published as to how the work will affect the hundreds of trains that travel the section of line to and from Charing Cross, Waterloo East, Cannon Street and Blackfriars.

Vision for Birmingham Gateway on show

The partners behind the Birmingham Gateway project are inviting people to have their say on plans to transform New Street station into a landmark 21st century transport hub and to join them at the station for a public exhibition.

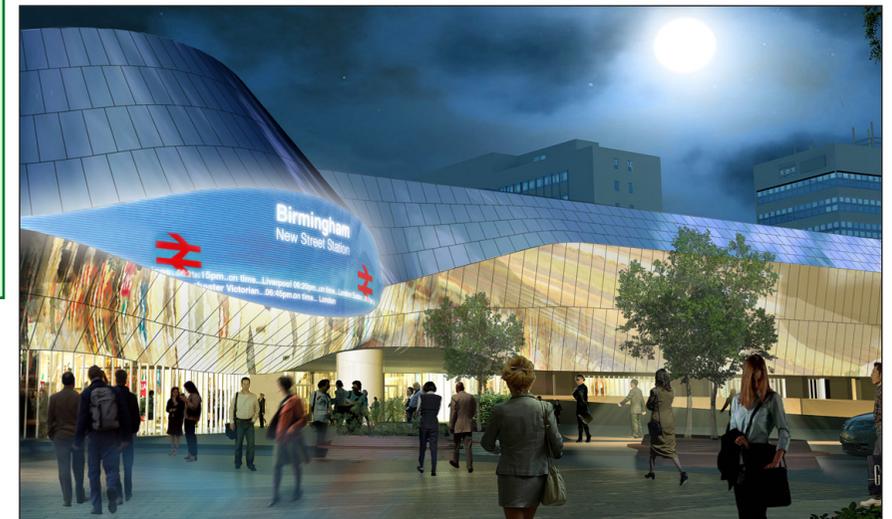
Extensive consultation has helped refine the design since Network Rail, Birmingham City Council, Advantage West Midlands and Centro first joined forces to find the best solution for the station. Now the public has the opportunity to find out more about the scheme and to provide their comments, either online, by post or in person. People can express their views until Friday 23rd October using an online questionnaire. Alternatively, they can ask their questions in person at a public exhibition inside New Street station on Thursday & Friday 15th/16th October from 10.00 to 19.00 and on Saturday 17th October from 10.00 to 13.30, where Network Rail will

showcase the plans and find out what people think.

For those with no time to talk, postage-paid questionnaires will be available at the exhibition to allow people to send back their written comments. The online questionnaire is available to 23rd October by clicking 'have your say' on www.newstreetnewstart.co.uk.

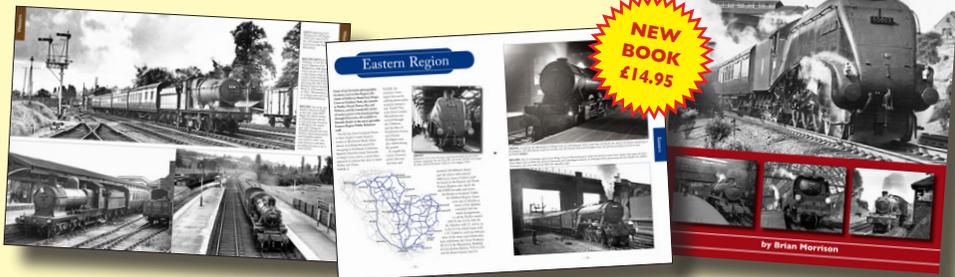
It is planned that the £600 million Gateway project will transform the 1960s-built New Street station into a bright, modern, 21st century focal point for Birmingham, doubling passenger capacity and providing a concourse that is three-and-a-half times bigger than at present and enclosed by a giant, light-filled atrium. There will be more accessible, brighter and clearer platforms, serviced by over 30 new escalators and over 15 new public lifts. The project also includes a new station façade and, with having eight entrances, providing better links to and through the station.

▼ An artists impression of how the Bullring entrance of Birmingham New Street station could look as part of the Birmingham Gateway project.



From the days when steam was king and diesels were just a thought on the horizon...

One of Britain's most renowned railway photographers, Brian Morrison, takes us through some of his archive of over 100,000 images with a look back at steam action from the 1950s around the country, region-by-region. **Regional Steam** is a brand new 128-page printed book featuring over 200 high quality, black & white photographs.



To celebrate the 100th anniversary of Eastleigh Works comes this limited print run book

The railway town of Eastleigh has a fascinating history and this special 56-page printed book illustrates the years from the arrival of the railways and documents the growth of the town and its works over the past 100 years since the workshops first opened their doors. **Eastleigh 100** also features numerous black & white and colour images.



Railway Herald Publishing

PO Box 252, Scunthorpe, North Lincolnshire. DN17 2WY

Tel: 01904 500175. Order by post, phone or online!

Available on the web at www.rhpublishing.co.uk

Click this advert for more details and to buy online!

Post & Packing: £1.50 for one item, or £3 for two or more items

New commuter service for Glasgow suburbs

A new early morning service between Neilston and Glasgow Central is to be introduced as part of the winter timetable announced by Transport Scotland.

The Monday-Saturday service will allow commuters to travel from Neilston and arrive at Glasgow before 07.00, providing earlier connections to Edinburgh and the wider rail network. Currently, the first service from Neilston departs at 06.56 with an arrival at Glasgow at 07.24. From

December, the first train departs Neilston at 06.30 and arrives in Glasgow at 06.59.

Other ScotRail services introduced as part of the winter timetable changes include a new hourly fast train between Glasgow Central and Edinburgh, via Shotts, a new half hourly service between Glasgow and Kilmarnock, earlier morning services from Ayr and Gourock to Glasgow, and the introduction of early morning Dumfries to Glasgow and late evening Glasgow to Dumfries trains.



▲ The thrice-weekly Theale to Robeston discharged petroleum service drifts downhill on 13th October with Class 60 No. 60011 in charge, as it passes an unidentified DB Schenker Class 66/0 heading for the London area. The location is the site of the former Chipping Sodbury station, which closed to passengers on 3rd April 1961 and to goods on 20th June 1966. **Edward Gleed**

Metro and Light Rail News

Major refurbishment to DLR's Shadwell station

The Docklands Light Railway (DLR) station at Shadwell is to have a major refurbishment to improve its environment.

Over £1 million is being invested by Transport for London to overhaul the arches that provide the main access to the station, making extensive improvements to their layout and appearance over the next nine months. Focusing on visual improvements, the work will involve deep cleaning of

the station and arches and the removal of equipment that is no longer in use. Changes to the station access will be made, parts of the arches will be remodelled to simplify station entrances and exits, station signage will be enhanced, and improvements will be made to the paving and lighting around the station. The refurbishment is part of DLR's ongoing programme to enhance the environment at DLR stations.

Tube fares rise as TfL faces "huge financial pressures"

Boris Johnson, Mayor of London, says he has acted to ensure that vital improvements to London's transport system continue to be delivered and front line services are protected.

The move on a fare increase by the Mayor of London comes in the face of what he describes as "huge financial pressures on Transport for London caused by

factors including the collapse of Metronet, a recession-linked fall in Tube ridership, and the fares policy of the former administration".

Announcing his plans for Tube and bus fares, the Mayor said he had protected free and concessionary fares for London's elderly, young people and those on low incomes.

The fares package for 2010 means that, overall, tube fares will

rise by 3.9%. This is comparable to fare increases introduced in 2005 and 2006, when fares increased by around 4% on both occasions.

On the Tube, the Zone 1 Oyster 'pay as you go' fare from £1.60 to £1.80 and most other Oyster 'pay as you go' fares on the Tube also increase by 20p, with larger increases in some longer distance peak fares.

▼ A Waterloo & City line service for Bank departs from Waterloo on 28th September, with Driving Car No. 65510 on the rear. **Brian Morrison**



Plans unveiled for West Hampstead

Network Rail has shown the first official images of its planned new station building for West Hampstead Thameslink station.

A new entrance on Iverson Road will increase passenger capacity, ease congestion and improve the interchange with West Hampstead Overground and Underground stations. The project will also complete the new footbridge installed earlier this year, allowing step-free access to all platforms. In addition, a tree-lined walkway, incorporating existing mature trees and including new cycle tracks, will offer a much wider footway and provide a more pleasant experience for people arriving and departing from the Thameslink station. The

station building itself will benefit from a 'living roof' planted with flowering sedum plants. Sedum provides an attractive environment for insects and birds, absorbs carbon dioxide and helps retain rainwater, meaning that no irrigation is needed. As well as reducing the carbon footprint of the building, the living roof will also provide an attractive view from offices and residential properties on Iverson Road. The Projects Director at First Capital Connect said: "The plans for West Hampstead station are transformational - making the station ready for new, longer trains and easing the interchange between train, tube, bus and bicycle." The new station and plaza is planned for completion by summer next year.



▲ On 7th October, Class 31/4s Nos. 31459 and 31454 approach Loughborough with two barrier vehicles on a Derby RTC - Brush Traction working. The pair departed later with powercar No. 43014 in tow. **Paul Maycock**

As they say oops!



▲ Class 66/0 No. 66144 passes Hubberts Bridge on a Whitemoor to Boston loaded ballast working on 10th October. The Boston to Skegness line is currently under a four week-possession to allow 12 miles of track to be upgraded and is the first of a two-part programme. The upgrade is at a cost of £21million and is described as groundbreaking in using only recycled material from other parts of the network. **Steve Harper**



With our photographic coverage of the Severn Valley Railway Steam Gala two issues ago, we printed the above photograph from John Stretton.

Unfortunately, the gremlins struck with the caption which was printed wrongly and should have read "With the late afternoon sun giving a very pleasing hue, GWR 'Hall' No. 4936 *Kinlet Hall* accelerates away from Bewdley station with the 16.22 Arley-Kidderminster service, on 26th September, during the SVR's Autumn Steam Gala".

Also in our last issue, we referred to WD No. 90733 as a 2-10-0, it is of course a 2-8-0 locomotive! Apologies to all concerned.

UK News In Brief

■ The Department for Transport has issued Safeguarding Directions to Local Planning Authorities to protect a potential extension of Crossrail from Abbey Wood to Gravesend and Hoo Junction in Kent. Crossrail plans currently terminate at Abbey Wood, but although no decision or commitment to extend it further to Gravesend and Hoo Junction has been made, safeguarding provides protection against future developments on the route.

■ A long-awaited railway station in Buckshaw is set to be constructed next year, The Chorley MP having received confirmation from Network Rail that construction of the £3 million building will take place following construction of the appropriate access roads. It is expected that work will be completed before the

end of 2010. Network Rail will be working with Lancashire County Council, which is co-ordinating the project, having successfully secured a Community Infrastructure Fund grant of £3.3 million. The new station will not only help local residents but also residents across Chorley, as the new 'park & ride' facility will help encourage more people to use public transport.

■ Following a European Union decision to liberalise rail lines from January 2010, Eurostar, which next month celebrates its 15th anniversary, is likely to face a concerted challenge from European operators. Air France has expressed a strong interest in introducing a high-speed rail service to London, while Germany's Deutsche Bahn is also planning a link to London from Cologne and Frankfurt. Emma

Harris, Director of Sales and Marketing for Eurostar, has said that the company intends to roll out a refreshed visual identity next year, and has approached a number of design and branding agencies, already eliminating several. A brief will be issued in the coming weeks and an appointment is expected before the end of the year.

■ Network Rail has submitted plans for a new interchange station at Gogar to the City of Edinburgh Council planning authority following a wide-ranging pre-application consultation into the proposed interchange facility. The Transport Scotland funded project comprises the creation of a new station on the Edinburgh-Fife line in the Gogar area, connecting to a new tram stop on the Edinburgh Tram network for onward passenger transfer to Edinburgh Airport.

RH Statistical Information

Every month, *Railway Herald* receives numerous queries for information on how many copies of the magazine are downloaded and how popular is the website, so we have decided to publish the figures here, every week, subject to space.

Covering the period 12th - 19th October
Last weeks Issue 197 was downloaded **33,942** times and a total of **2,701** copies of previous issues were also downloaded. The RH website has provided **237,493** web pages to users, an average of **23.6** pages every minute, seven days a week! *Railway Herald* now has a monthly average download of **123,062** - this is the number of copies downloaded in an average four week period.



▲ Now fully restored to EMT service following major damage during maintenance at Crofton in January 2007, former Hull Trains Class 222/1 'Pioneer' unit No. 222103 traverses the Soar Valley through Sutton Bonington on 14th October, forming a Derby to St Pancras working. **Fred Kerr**

Passenger trains could return to Leek after 40 years and link the town to Stoke-on-Trent

Trains are to return to the Staffordshire Moorlands after more than 40 years, the development coming after Moorlands and City Railways Ltd (MCR) purchased the Leekbrook to Caudon Lowe line from Network Rail.

MCR also has an unconditional offer for the Leekbrook to Stoke-on-Trent line, which will give it a 150-year lease from next March. Directors of the company will also own the line that comes into Leek, where they propose to build a new station. Once completed, passengers will be able to catch diesel trains from Leek, Cheddleton, Kingsley and Froghall stations to anywhere on the National Network after changing at Stoke. MCR is also looking to run trains to Alton Towers, which would have a major impact on taking traffic away from Alton and other villages in the Moorlands. The line currently runs to Oakamoor. Talks with the county council with a view to extending the line to Alton Towers are to take place.

Passenger trains last ran in the area in 1965, while freight services came to a halt in 1988. MCR has reached an agreement with the Churnet Valley Railway on the use of lines and are in discussion with Lafarge to transport its products by rail. The Commercial Manager of Moorland and City Railways said:

"It will enable the Churnet Valley Railway to become one of the top heritage railways in the country. We are looking at having a 'park and ride' site set up near Stoke station where cars and buses leaving the motorway or any other trunk roads can park. They could then board a train for a journey right through the Churnet Valley corridor to Alton Towers. We could also supply tickets for the theme park. We are in discussions with Lafarge to design a railhead for them, which would include loading facilities. We will then carry cement to Fenton, where we own land. The cement can then be distributed across all parts of the country. The Caudon and Stoke tracks are in good condition, but obviously some upgrading work will be required.

Specialist equipment will be brought in to clear the lines of over growth. We hope to start work on the tracks within the next nine months. Funding for the project has come from the company directors. There is however a variety of investors interested as the project proceeds. It is also possible that a public share issue could be made for what is a 'green' scheme. When completed there will be 30 miles of track covering four different routes".

The company sees the operation of freight services out of the two quarries on the line as the first priority within two to three years, with passenger services following after.

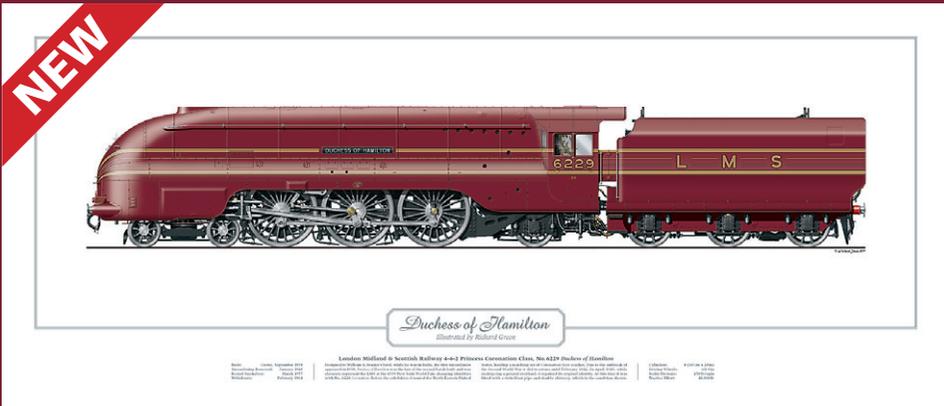
New interactive digital map system from Centro

Centro has introduced a new interactive rail map for passengers to obtain all the information they need on West Midlands rail services at the click of a mouse.

The transport authority has turned the region's recognised map of train lines into an online feature that allows people to click on any station for up-to-date information and is available at www.networkwestmidlands.com/railmap and links in to the multi-million pound Real Time Information system, which

uses signalling technology to work out exactly how many minutes until each train will arrive. It means passengers can obtain the latest information on train arrivals and departures at any station in the region by simply logging on to the website. As well as timetable information, each station also displays details of any incidents or delays that could affect passengers using the line, and also provides information on 'park and ride' availability, sample fares, staff hours, station facilities and services, accessibility and contact details.

Limited Edition Print (250 only, signed & numbered) of LMS Streamliner No. 6229 *Duchess of Hamilton*



The print shows 6229 after regaining its identity and the fitting of a double chimney
 • Scale: 8mm/ft • Print size: 720mm x 305mm • Price: **£28** (includes post & packaging)

LOCOS IN PROFILE • EXTREMELY DETAILED • LIMITED EDITION PRINTS BY RICHARD GREEN
 Further details: www.locos-in-profile.co.uk

VTG wins award for design of bogie cement wagons

VTG, one of the European hire and rail logistics companies, has won a top prize at this year's Rail Freight Group Awards, the company picking up the Technical Development Award for its aluminium JPA bogie cement wagons.

The innovative aluminium bodied design, fitted with the lightweight track-friendly bogies, gives the wagon a tare weight of approximately 19.5 tonnes, a saving of eight to 10 tonnes over some older steel bodied bogie powder tanks, and an estimated five tonnes over a steel wagon of the same modern design. Working with its suppliers and customers, VTG overcame a number of problems in the design and production process of the new vehicles,

which had to be adapted to GB loading gauge restrictions and had to accommodate a completely different bogie with increased axle loads, as well as conforming to the new TSI approval system and the UK Railway Group Standards.

The wagon's construction minimises tare weight, enabling them to carry class-leading payloads, and its loading and discharge systems permit maximum versatility coupled with the best turnaround times.

VTG Rail UK has supplied 48 of the wagons to Lafarge Cement and 15 to Hanson Cement. Lafarge operates its trains from Hope to storage depots at Theale and West Thurrock, while the cement trains for Hanson run from Clitheroe to Mossend.

Portable light railway used to restore forest areas

A major conservation project by the Forestry Commission in the New Forest is using an 800-metre long light railway to help restore areas of wetland that have been missing since Victorian times.

The line has been built to transport large quantities of local gravel and clay to infill unwanted drainage dykes, the water then being redirected along the courses of bygone meandering streams, in a scheme designed to bring about the return of 'lost' wildlife to the forest. As an alternative to dumper trucks, the rail system prevents severe damage being caused to the fragile habitat of the forest floor, and is some 75% more fuel efficient. In total, up to 300 tonnes is being moved each day.

In the past, rail systems have not been feasible in such an environment because of the cost and difficulties in connecting the track, but by using interlocking sockets like a toy railway, it was

installed in only seven weeks, two weeks to design the system, and then five weeks to fabricate the track, wagons, points and tugs, and to test and commission the system. The initial investment is said to have been costly, but the track can now be easily moved to various locations, making it

viable. The Forestry Commission ecologist said: "The scheme offers considerable benefits to wildlife in the forest. At present the connection between the forest streams and their floodplains has been lost. Restoring this link will bring rich rewards for biodiversity - all thanks to the rail system".

▼ The new portable light railway used by the Forestry Commission.



▲ NXEA Head of Corporate Affairs, Jonathan Denby, applauds as University Vice Chancellor, Professor Colin Riordan, unveils the nameplate on Class 321/3 No. 321313 at Southend Victoria station on 13th October, to commemorate the approaching 50th Anniversary of the seat of learning. **Brian Morrison**

NXEA marks forthcoming 50th anniversary of the University of Essex

National Express East Anglia and the University of Essex marked the University's contribution to Southend-on-Sea, the county of Essex and its forthcoming 50th anniversary on 13th October when the University's Vice-Chancellor, Professor Colin Riordan named Class 321/3 No. 321313 University of Essex in a ceremony at Southend Victoria station.

Professor Colin Riordan said: "As

we approach our 50th anniversary the development of our Southend campus truly demonstrates the University of Essex's commitment to the economic, educational and cultural life of the region. Our Gateway building, the conversion of the Clifftown Studios and the provision of purpose-built student accommodation have now transformed Southend into a university town. We are grateful that National Express has recognised this contribution and chosen to name a train the *University of Essex*".

Sat Nav could solve bridge strikes

The problem of lorries striking low or narrow bridges, causing hold-ups on the road, disruption to train services and costing millions of pounds every year to repair, could be drastically reduced according to the satellite navigation experts, Garmin.

The announcement came after a recent report by the Office of Rail Regulation found that 1,725 railway bridges across Britain were hit by vehicles in 2008, over two thirds of the strikes involving large goods vehicles. Now Garmin

has introduced a new version of its sat nav designed specifically for lorry drivers to help them avoid low bridges, narrow lanes and small villages, because it can store the truck's dimensions and help reroute journeys away from restricted areas.

Among the most hit bridges in 2008 were three in Grantham, at Springfield Road, Harlaxton Road and Barrowby Road that were struck 65 times in 2008. This year, however, the "accolade" has been passed to a bridge over Latchmere Road, near Clapham Junction, with over 19 strikes in less than three months!

Kirkcaldy opencast expansion?

Plans for an extension to an opencast site near Kirkcaldy, and also the construction of a rail halt to export the coal, are under discussion by Glenrothes councillors.

Hall Construction Services is proposing to extract around 480,000 tonnes of coal over two years by extending its site at Earlseat Colliery, near Mackie's Mill. The company intends to export most of the coal via the adjacent East Coast line, although some will be conveyed by lorry to serve local markets, and has the

backing of Network Rail. Previous proposals for a halt to serve the site, where extraction has finished and restoration is ongoing, fell through due to problems in negotiating an agreement with the rail operator. When the application was lodged this year, Hall indicated that it was hoped the new opencast work would create between 30 and 40 jobs. The project includes the import of 50,000 tonnes of lower-carbon coal a year to blend with the carbon-rich opencast coal, producing a higher grade of fuel.

1,600 extra peak hour seats

London Midland has announced that from December this year there will be an extra 1,600 seats on peak commuter services into and out of London.

The extra seating is part of a successful bid by the operator to the Department for Transport for extra trains and extra services as part of the Government's High Level Output Specification (HLOS). The extra seats will come as part of five extra 'shuttle' services in the new timetable, operating from Watford, Bushey and Harrow & Wealdstone, providing more choice and more seats. Two of the shuttles will also serve Tring and Milton Keynes. The HLOS agreement also confirms an increase in the London Midland fleet by seven Class 321 four-car EMUs, over and above the new fleet of Class 350/2 Desiros introduced at the end of July and the existing fleet of Class 350/1s.

A number of other improvements will also be made, including extra ticket gates at Euston station to ease congestion on the platforms at peak times, and extra staff to operate the services and facilities to support the operation and maintenance of the extra trains.

▼ DRS Class 37s Nos. 37087 and 37688 approach Inver Tunnel, near Dunkeld, while working the JG Russell trial service from Inverness Yard to Coatbridge Freightliner Terminal on 5th October. **Robert Duff**



Restoration undertaken on Buxton fan window

Commemorative plaques have been unveiled to mark the completion of restoration work on the Grade II listed fan window at Buxton station, the work having been undertaken during the summer with support from the Railway Heritage Trust.

The window formed part of a pair of stations at Buxton that were opened in 1863 by the London & North

Western and Midland Railway, the window and its associated screen wall being all that remains of the original L&NWR station, which in recent years has become a target for vandals. Restoration work has involved removing all the remaining glass, rubbing down the existing metal frame, repainting the frame and installing new toughened glass. Owners DB Schenker have also had nearby door repainted, after being daubed with graffiti.

The News In Pictures



◀ The 15.34 from Sevenoaks to Bedford arrives at Catford on 12th October, formed of Class 319/4 Thameslink EMU No. 319447. The train runs as a Southeastern service as far as Blackfriars and then becomes First Capital Connect for the remainder of the journey to Bedford. This is a result of the temporary closure of Blackfriars terminus platforms as part of the Crossrail project. **Brian Morrison**

◀◀ In hazy mid-afternoon sunshine, Class 37/5 No. 37510 and Class 66/4 No. 66430 head north past Ashchurch station, with the 13.03 Bridgwater-Crewe nuclear flask train on 14th October. **John Stretton**

▼ On 4th October, former Class 87 No. 87012 hauled the PTG Special from Sofia to Kulata on the border with Greece. En route the 19.5 km Bobov Dol line was traversed from Dunitza under the haulage of Russian-built Co-Co diesel No. 07.042. After exchange, No. 87012 stands alongside No. 07.042. On returning from Bobov Dol, the '87' resumed at the helm, including a trek down the Petrich branch from General Todorov. **Alan Sprod**



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

Having worked a 'Northern Belle' charter from Leeds the previous day, Class 67s Nos. 67001 and 67002 Special Delivery 'topped and tailed' the ECS back to Crewe on 10th October.

The same morning found Class 86/2 No. 86259 *Les Ross* working north from London Euston bound for Crewe, with the first leg of a steam-hauled charter to Carlisle, which LMS Duchess Pacific No. 6233 *Duchess of Sutherland* took

over at Crewe. WCRC Class 57/6 No. 57601 was attached to the rear. Also in the North West, EWS Class 37/4 No. 37401 worked from Warrington Arpley to Holyhead and back with a working for Anglesey Aluminium.

First GBRf's charity trip 'The Caterham Corps' from Hastings to London and several branches on southeastern, operated with rolling stock provided by 'Thumper' No. 1001 and Class 73/2s Nos. 73212 and 73213. Loadhaul-liveried Class

60 No. 60059 *Swinden Dalesman* found use on a Lindsey to Aberthaw Power Station working on the same day, while classmate No. 60091 *An Teallach* ventured onto Southern territory with a Peak Forest to Crawley working, and No. 60035 had charge of a Lackenby to Llanwern steel service. The additional numbers of Class 60s now in traffic, adding variety back into the fleet's workings.

The following day, found the second of First GBRf's charity trips 'The Eton Rifles', again operating with Class 73/2s Nos. 73212 and 73213 but this time with Class 73/1 No. 73141 on the opposite end. All was going well until the tour

▼ In rather wet weather, South West Trains Class 450/5 No. 450567 and First GBRf-operated, but still carrying Network Rail yellow livery, Class 73/2 No. No. 73212, stand at Windsor & Eton Riverside, the latter locomotive being part of the 'Eton Rifles' railtour run by First GBRf, with all profits going to the 'Help the Heroes' charity. Unfortunately the tour was cancelled forward from here, as a result of track problems. **Henry Allum**



Operational DB Schenker Class 60s

Loco	Working Area	Loco	Working Area
60004	Hoo Junction	60045	Didcot
60009	North West (W)	60049	North West
60010	Immingham	60054	South Wales
60011	South Wales	60059	Immingham
60013	Scunthorpe (Shunt Duties)	60063	South Wales
60019	Peak Forest	60073	South Wales
60021	Peak Forest	60074	Peak Forest
60022	Scotland	60077	Doncaster
60024	Immingham	60084	Immingham
60035	South Wales	60085	Immingham
60039	North West	60091	Peak Forest
60040	Immingham	60096	South Wales
60041	North East	(W) - Withdrawn	

visited the Windsor & Eton branch, when track problems led to the near derailment of the 'Hastings' unit, resulting in the charter being cancelled from that point forward.

On 12th October, the overnight sleeper services between Paddington and Penzance were back in the hands of FGW 57/6s, with No. 57602 *Restormel Castle* on the northbound 'beds' and classmate No. 57605 *Totnes Castle* heading south. DRS Class 37/6s Nos. 37607 and 37608 were employed with test car Mentor on overhead line duties around the North West during the morning, working from Derby RTC to Carlisle. Having been reinstated to traffic, Class 60 No. 60022 found itself working off Mossend! Class 31/4 No. 31465 was in use with one of the research sets and Mk2 DBSO

No. 9708 working on the Southern that evening, forming a Derby RTC to Eastleigh, via London Waterloo, test service. The Midland Mainline RHTT diagram is now firmly settled in the hands of executive-liveried Class 67 No. 67029 *Royal Diamond*. DB Schenker Class 37/4 No. 37401 was moved north to Scotland from Warrington that evening in the consist of a Wembley to Mossend 'Enterprise' working, hauled by Class 92 No. 92042 *Honegger*, prior to working from Mossend to Dyce and then 'tripping' pipe wagons to Laurencekirk, before returning to Mossend.

'Tractors' were also the allocated motive power for the Dungeness flasks on 13th October, when Class 37s Nos. 37610 and 37423 *Pride of the Lakes* headed south from Crewe,

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

while Nos. 37218 and 37602 were in charge of the Heysham to Sellafield working and Nos. 37510 and 37087 headed northwards to Sellafield from Crewe. Staying in the North West, all-over blue-liveried Class 57/3 No. 57313 had charge of the Chirk timber working that afternoon. First GBRf Class 66/7 No. 66730 was used to move First Capital Connect Class 377/5 No. 377514 from Derby Litchurch Lane to Selhurst that evening.

On 14th October, DB Schenker provided the rare sight of Type 3 traction on the Edinburgh 'Binliner', when No. 37401 worked 'light' from Mossend to Millerhill prior to working to Powerhall, while DRS paired Class 37/5 No. 37510 with Class 66/4 No. 66430 on the Crewe - Bridgewater flask train the same morning. Colas Rail utilised 'Western' No. D1015 *Western Champion* that afternoon to work a 'one-off' special from Quidhampton to Plymouth Tavistock Junction. The loco worked 'light' from Eastleigh prior to heading the train, and continued into Cornwall the following day with a Tavistock Junction to Burngullow working, after which it returned 'light engine' to Eastleigh. The company were also using 'hired-in' traction on its Dollands Moor to Small Heath/ Burton steel flow on this morning when DRS Class 47/4 No. 47832 *Solway Princess* and Riviera Class 47/4 No. 47839 were paired together. The two Type 4s were split on arrival at Small Heath with DRS' No. 47832 working to Rugby and No. 47839 *Pegasus* working to Burton, then back south on the usual 13.05 Burton West Yard to Dollands Moor service.

With Advenza Freight being no more, Direct Rail Services appear

to have picked up the 'scrap metal' flow, with the first train operating on 14th October from Shipley to Cardiff Tidal behind Class 66/4 No. 66423. Also in Yorkshire, Loadhaul-liveried Class 60 No. 60059 had a heavy job at hand (not!) when it worked the Lindsey to Neville Hill Depot fuel tanks that morning. Advenza's Class 66/8 No. 66841 was moved from Doncaster to Warrington that evening, as part of the consist of the Immingham to Warrington 'Enterprise's' service. The same afternoon AC Locomotive Group's Class 86/1 No. 86101 *Sir William A Stanier FRS* ran 'light engine' from Warrington to Carlisle to collect Class 47/8 No. 47853 *Rail Express* and return it to Crewe. The '86' then worked back 'light' to Warrington.

Having had the work on them finished and all the paperwork successfully completed, Electric Traction Limited's two Class 86/7s Nos. 86701 *Orion* and 86702 *Cassiopeia* worked a 'light engine' test run on the National Network from Crewe to Stafford and back, prior to heading south to Wembley that afternoon. All went well, and the pair operated in 'top and tail' mode the following day on a Wembley to Northampton test run with Cargo-D Mk3 stock, achieving 100mph. Also returning to the Network on 15th October were Class 20s Nos. 20189 and 20227, the two Type 1s working from Codnor Park Junction (the connection with the Midland Railway - Butterley) to Peterborough on a main line test run, prior to heading to Wellingborough and going 'on-hire' to First GBRf - see news panel opposite.

Class 66/8 No. 66841 headed

The week that defies belief ...

In a week that has seen Class 86/2s return to the National Network as refurbished and overhauled Class 86/7s and a 'Western' on a revenue-earning freight service working into Devon and Cornwall - could things get any better?

Well, yes actually! In connection with the requirement to move new 'S' Stock for London Underground from the Asfordby test track to Neasden Depot, First GBRf has hired four Class 20s to provide the motive power! The freight

company has been awarded the movement contract for the new Derby-built Bombardier 'S' stock, which will be delivered to LUL's Neasden Depot.

A Class 66 is too heavy for the depot here, and any locos used would need to be fitted with 'trip-cocks' for LUL's signalling system. The original plan was to use Class 20s over the final LUL stretch, but it transpires that there is no reason why the Type 1s cannot be used for the full working. The pool for this operation will comprise of Class 20/0s Nos. Nos. 20142, 20189 and

20227 and one of the HNRC Class 20/9s, likely to be No. 20901.

The first day of operation should have been 15th October, and green-liveried No. 20189 and Railfreight red-stripe No. 20227 arrived at Asfordby test centre in order to work the first train south.

An operational problem, however, believed to concern engineering work on the Underground network, prevented the first train from operating and the two Class 20s returned to Wellingborough 'topping and tailing' four MLA wagons, via Corby.

▼ **As the yellow Metronet-liveried bogie wagons testify, this really is 2009! Railfreight red-stripe Class 20 No. 20227, owned by the Class 20 Locomotive Association, and green-liveried No. 20189, owned by Michael Owen, roll past the signal box at Melton Mowbray, working from Asfordby to Wellingborough Yard on 15th October. Richard Tuplin**



Notable Workings



south on 15th October, bound for store at Willesden PRDC, behind Class 92 No. 92022 *Charles Dickens* in the consist of a London-bound 'Enterprise' service. Class 37/4 No. 37401 performed its second duty on the Edinburgh 'Binliner' that day, while Class 37s Nos. 37194 and 37688 were also in Scotland working to Torness on a 'flask' train. Class 378 No. 378138 was out on the main line, believed to be for the first time under its own power testing between Chart Leacon and Ashford that morning, while in the West Midlands, Class 47/0 No. 47270 *Swift* and Class 50 No. 50008 headed north from Washwood Heath to Bury, the '50' being moved for the forthcoming diesel gala weekend. Heading in the opposite direction from Longport to Willesden PRDC was Class 66/8 No. 66843, the fourth member of the '66/8' sub-class that never actually worked for Advenza. The loco

was en route for store. First GBRf's Class 66/7 No. 66704 headed north from Old Oak Common to Kilmarnock that morning, hauling Mk3 buffet No. 40802, sandwiched between two barrier vehicles. Having worked to Sheerness, Class 60 No. 60004 was then used to work the 22.00 Sheerness to Lincoln Terrace Sidings 'trip', which once loaded on 16th October would then run to Cardiff Tidal.

DRS Class 47/4 No. 47832, on hire to Colas Rail, was used to move a track machine from Rugby to Westerleigh during 16th October. The same morning, classmate No. 47787 was used to work the ECS with Class 37s Nos. 37516 and 37676 on the rear, from Carnforth to Taunton for a charter from Taunton to York the following day. Unfortunately problems with the '47' near Crewe resulted in No. 47851 being dispatched to take over the working.

◀▶ Having successfully completed a mainline test run from Wembley to Northampton and back the previous day, the two newly-certified Electric Traction Limited (ETL) Class 86/7 locomotives, Nos. 86701 *Orion* and 86702 *Cassiopeia*, were used in 'top and tail' mode on a FirstGBRf staff charter from Newcastle to London King's Cross on 17th October. With No. 86701 *Orion* at the helm, the ECS movement from Wembley (the stock had originated previously from Eastleigh) to Newcastle Low Fell approaches Alexandra Palace on 16th October. **Peter Watson**

◀ Providing welcome variety to the usual fare on the Birmingham-Bristol axis, DRS Compass-liveried Class 47/4 No. 47832 hauls the 10.15 Rugby-Westerleigh working, with ballast and civil engineers vehicles in tow, past Northway, North Gloucestershire, on 16th October. With Colas currently short of locos, with No. 47749 being at Rugby for attention to engine issues, the DRS '47' has been hired-in on a temporary basis.

John Stretton



by John Whitehouse

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.

23rd/24th October

Pathfinder Tours 2 x Class 31 London Liverpool Street-Orient way Sidings (rev)-Stratford-Colchester Town (rev)-Sudbury (rev)-Braintree (rev)-Southminster (rev)-Southend Victoria (rev)-Upminster (rev)-London Euston (arr 07.00)

24th October

Pathfinder Tours 2 x Class 31 London Euston-West Hampstead Thameslink-London Liverpool Street-DBS Lea Interchange (rev)-Gospel Oak-London Waterloo (break/rev)-Selhurst depot-Bromley North-London Bridge-Tonbridge Marsh Yard-East Croydon-London Victoria (rev)-East Croydon-Caterham (rev)-Victoria
 Railtourer 2xWCRC 47 Cleethorpes-Barnetby-Scunthorpe-S&C-Carlisle (break)-Wokington-Barrow in Furness-Carnforth (rev)-Wennington-Hellifield & return
 Railway Touring Company 46115 (Leicester-Nottingham-Grantham)-Hellifield-Carlisle-Hexham-York & rtn
 UK Railtours 2xDBS 67 London KX-Peterborough-Doncaster-Skipton-Hellifield-S&C-Carlisle-Hexham-Durham-York & return

28th October

VSOE 35028 London Victoria- Ascot-Wokingham-Reading-Didcot-Oxford & return

31st October

Past Time Rail tbc The Cotton Mill Express Manchester-Copy Pit-Manchester **Cancelled**
 Pathfinder Tours D1015 Bristol TM-Bristol Pky-Cheltenham Spa-Barnt Green-Birmingham NS-Burton upon Trent-Derby-Chesterfield- Huddersfield-Standedge-Stalybridge-Stockport-Chapel-en-le-Frith-Buxton (break/rev)-Buxton-Peak Forest-Hope Valley-Chesterfield & return **Postponed**
 UK Railtours 2xDBS 67 London Euston-Rugby-Manchester-Blackpool North & return
 Vintage Trains 6201 & VT47 Tyseley Warwick Road-Carlisle & return **Cancelled**

6th November

VSOE 35028 London Victoria-Clapham Jct-Richmond-Staines-Virginia Water-Guildford-Dorking-Reigate-Redhill-East Croydon-Clapham Jct-London Victoria

7th November

Pathfinder Tours 60163 (Ealing Broadway-Reading-Didcot Pky-Swindon-Chippenham-Bath Spa-Bristol Pky-Gloucester)- Gloucester-Stroud-Swindon-Reading-Wokingham-Reigate-Redhill-East Croydon-London Victoria (& return)
 UK Railtours 2xDBS 67 London KX-York Yard-Durham-Newcastle Central-Blythe & Tyne Line-Newsham-Ashington Jct (rev)-North Blythe (rev)-Newsham (rev)-Morpeth North Curve-Pegswood-Wooden Gates Jct (rev)-ECML-Newcastle Central (break)-Durham-& return

11th November

Steam Dreams 34067 London Waterloo- Vauxhall-Tonbridge-Ashford Intl-Folkestone West-Dover-Canterbury East-Faversham (break/rev)-Canterbury East-Folkestone West-Ashford International & return

The following are classed as **scheduled steam services, operating several times each week.**

Mon-Thur/Sat/Sun NYMR Whitby Pickering - Whitby 825, 75029, 76079

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

WCRC West Coast Railway Company

(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

The Week Ahead

Pathfinder hog the limelight with two back to back tours covering eastern and south-eastern England this coming weekend.

The 'Buffer Puffer 7.0 & 8.0' trains feature Hanson Class 31 haulage in 'top & tail' mode, and each train has proved popular with only limited availability remaining on 'Buffer Puffer 7.0', which is the overnight charter that leaves London Liverpool Street around 20.45 on 23rd October. Highlights of the intensive schedule include Orient Way Sidings, Colchester Town, Sudbury, Braintree, Southminster, Southend Victoria and Upminster, before the tour is due to stagger into London Euston around 07.00 on 24th October.

An hour later, and fully re-vitalised, the train departs as 'Buffer Puffer 8.0' for south of the Thames, which will include visits to Hornsey down reversing siding, Kilburn goods loop, DBS Lea Interchange, the West London Line, London Waterloo (short break requested), Selhurst Depot arrival line Bromley North, London Bridge, Tonbridge Marsh Yard South & departure line, East Croydon, London Victoria and Caterham, before finally drawing to a stand at London Victoria for the last time at 21.30 - just under 25 hours from the departure of 'BP 7.0' the previous evening!

▼ **Peppercorn Class A1 Pacific No. 60163 Tornado accelerates away from the north portal of Blea Moor Tunnel, with the northbound 'Cumbrian Mountain Tornado' on 10th October. Richard Whiteley**



If you are not in the south-east, then the Settle & Carlisle is the place to be, with three tours booked to traverse the line. All three work north over the 'Long Drag', two then head east along the Tyne Valley, with the third heading south along the Cumbrian Coast.

The feature tour has to be the 'The Hadrian' operated by the Railway Touring Company, which has 'Royal Scot' 4-6-0 No. 46115 Scots Guardsman at the helm from Hellifield through to Carlisle, and then after a break, onwards via Hexham and Durham to York, the tour originating at Leicester. Meanwhile UK Railtours' 'Grand Settle & Carlisle Circular' sets out from King's Cross and follows the East Coast Main Line to Doncaster, and then to Leeds and Hellifield for the S&C to Carlisle. After a break, the tour heads home, via Hexham and Durham. Expect DBS Class 6's for traction.

The third charter is with Railtourer from Cleethorpes, which works outwards via Doncaster and the S&C to Carlisle, where it takes a break. Early afternoon at Carlisle looks to be a bit busy, with three tours all taking time at the Border City. As the other two head east, Railtourer heads west for the Cumbrian Coast and eventually Carnforth, where the train reverses and continues home along the 'Little North Western'.



DBS-liveried Class 66/0 No. 66152 hauls a Worcester to Eastleigh ECS move through Norton Junction on 11th October. The stock had been used the previous day on a Worcester to Carlisle charter.

Stephen Tucker



LMS 'Black 5' 4-6-0 No. 45407 leads LNER 'K1' 2-6-0 No. 62034, alias No. 62005, past Cardross on 12th October while working south on the 08.10 Fort William to Carnforth empty stock move. **Anthony Roberts**

Tangmere and Sir Nigel Gresley headline Railway Touring Company's Christmas and early 2010 tour programme

Two locomotives form the backbone of Railway Touring Company's Christmas programme, with Bulleid Pacific No. 34067 Tangmere booked for five trains, while 'A4' No. 60007 Sir Nigel Gresley is in the frame for four workings.

The A4's first train is a one way working from Newcastle-upon-Tyne to King's Cross on 28th November, which is then followed by two charters from King's Cross to Lincoln on 6th December and back to Newcastle on 19th December. Sandwiched in between is a rare steam working from King's Lynn (RTC's base) to King's Cross on 13th December that returns diesel hauled.

Meanwhile, *Tangmere* starts with a Poole to Bath Spa train on 26th November, followed by a working off the Swanage heritage line on 28th November to Bristol Temple Meads. Bath Spa is again the destination on 5th December, this time from Haywards Heath, before a change of scenery on 20th December when No. 34067 re-creates the days of the 'Ocean Liner Expresses' with a London Waterloo to Southampton Eastern Docks charter, which also takes a break at Salisbury on the return. Finally, *Tangmere* heads the first of two trains running under 'The Sussex Belle' banner on 22nd December from London Victoria, which follows a circular route via Bromley South,

Maidstone East, Ashford, Hastings, Tunbridge Wells and Swanley. The train is also booked to run on 24th February next year.

RTC also plans another circular working, this time under 'The Kentish Belle' banner from London Victoria to Margate, outwards via Dartford and Whitstable, returning via Ramsgate, Dover, Folkestone, Ashford and Redhill. Trains are booked to run on 31st March, 28th April and 26th May next year.

Returning to this year, the 'Winter Cumbrian Mountain Express' from Manchester Victoria to Carlisle is significant for two reasons. Firstly, it is billed as the inaugural mainline outing of Ian Riley's 'Black 5' 4-6-0 No. 44871, which is currently being overhauled, and equally, if not more significantly, it could be the last firing turn of one of the main line scene's most revered characters, the legendary Frank Santrian. The train, which will be double-headed with Riley's other 'Black 5' No. 45407, is booked northbound over Shap and returns south over the 'Long Drag'.

Also operating on 13th December is a 'York Yuletide Express' from Liverpool Lime Street to York with 'Princess Royal' Pacific No. 6201 *Princess Elizabeth* the advertised traction, although it is understood that this remains subject to the engine being gauged for the Calder Valley route.

◀ **On 8th October, the penultimate 'Jacobite' of the 2009 season climbs away from Glenfinnan, alongside the River Shlatach, with LMS 'Black 5' 4-6-0 No. 45407 in charge. Paul Armitage**

Dartmoor Association formed for volunteer help

Following the purchase of the Dartmoor Railway by British American Railway Services from ECT in September 2008, a new supporters' association has been formed.

This brings together the various volunteers who have worked on the railway and also the earlier Friends of Dartmoor Railway organisation that focused chiefly on financial support and publicity.

The new Dartmoor Railway Supporters' Association came into existence in April this year

and already has more than 300 members. The aims of the association are to recruit and encourage volunteers and supporters to liaise with the management of Dartmoor Railway to support heritage and other operations on the railway, and to promote interest in this ex-London & South Western Railway main line. Volunteers help run the regular weekend train service (extended to some weekdays in summer) using a restored Class 205 'Thumper' DEMU between Okehampton,

Meldon and Sampford Courtenay. During the summer a 'Sunday Rover' service has also been running from Exeter.

There are major plans to develop services further, beginning with restoration of a platform at Yeoford to enable Dartmoor Railway trains to connect with the popular Tarka Line service between Exeter and Barnstaple.

The association has an informative website at www.dartmoor-railway.co.uk from which applications for membership can be downloaded.

Tornado to hit SVR at end of October!

With the results of both the RAIB and internal enquiries into the Hampton Loade derailment awaited, the Severn Valley Railway is now looking forward to the visit of 'AI' No. 60163 Tornado, which will be operating two return trips each day from 24th October until 1st November.

It is scheduled to work the 10.55 and 14.55 services from Kidderminster, but as a result of the necessary re-drafting of the railway's timetable to accommodate its inability to pass trains at Hampton Loade, a confirmatory telephone call to the railway is recommended on 01299 403816. Pre-booking is also recommended as the trains are reported to be selling well, with only seats on the afternoon train being available most days. Intending passengers should also bear in mind that *Tornado* will be operating throughout the local schools half-term holiday.

The loco is booked to work with the SVR's seven-coach ex-LNER Teak set, and if necessary this may be strengthened to accommodate demand. Photographers should note that *Tornado* is planned to work chimney-first out of Kidderminster from 24th–27th October, after which it is planned to turn the engine to be chimney-first from Bridgnorth from 28th October to 1st November.

Also making a private visit to the SVR will be GWR 'King' No. 6024 *King Edward I*, which will be operating a

private charter for the owning group during its short stay in November.

One of the consequences of the Hampton Loade derailment is the potential loss to the railway of the services of No. 43106, due to the damage inflicted to its tender when it was dragged off the road over the points. A number of options have been investigated, including trying to marry up the locomotive with a spare home-based tender, or even hiring in from outside. However, it is now understood that the SVR is seeking three wheel-sets to replace the damaged sets on the tender. There is a need to acquire them from the same tender so as to ensure that the tyre wear is even. There is hope that the 'Flying Pig' could be returned back into traffic for the forthcoming 'Santa Season' if suitable wheel sets can be sourced in the near future.

The RAIB's interim report concerning the derailment confirms that the incident took place on plain track when the train was travelling at less than 10mph. It reports that the signalling system and the handling of the train were not a factor in the cause of the incident.

The SVR plans to fabricate a new set of points at the south-end of Hampton Loade, probably early next year, and at the same time replace approximately half a metre of the top formation at that point to strengthen the embankment.

In addition, the footbridge at Highley has now been erected.



Well tank freight working in the Dutchy

◀ The 1874-built Beattie 2-4-0WT No. 30587 catches the last of the afternoon sunlight as it hauls a charter freight train towards Bodmin at Westheath Road on 16th October, during a Don Bishop Photo Charter on the Bodmin & Wenford Railway.
Graham Wright

Success for GCR Heavy Metal Gala

The Great Central Railway reports a very successful October Gala, which operated between 9th-11th October, with an attendance of over 4,000 visitors generating receipts of just over £70,000.

This is one of the best performances ever, and second only to the 2008 event that had the appearance of No. 60163 *Tornado*. Dubbed 'The Heavy Metal Show, it starred David Shepherd's 9F 2-10-0 No. 92203 *Black Prince*, 'Brit' No. 70013 *Oliver Cromwell* Fairburn 4MT 2-6-4T No. 42085 and WD 2-8-0 No. 90733.

Plans are now being formulated to put on an equally great event next year, says GCR President Bill Ford.

The event was marred by a minor injury to a lineside photographer, who was hit by a carriage footboard. His upper forearm was bruised as a consequence. The railway reported the incident to the RAIB, which is said to be content for the matter to be dealt with internally. The incident does emphasise the need for vigilance when at or near to the running lines, and especially for photographers who often have limited experience of being trackside.

◀ Observed in action at the Great Central Railway Steam Gala, BR Standard 7P 'Britannia' Pacific No. 70013 *Oliver Cromwell* forms the 14.50 service from Loughborough to Leicester North as it passes Woodthorpe on 11th October, with visiting LMS Fairburn 2-6-4T No. 42085 banking at the rear. **John Edkins**



New life for narrow gauge Penrhyn line?

Plans have been approved to reconstruct part of the narrow gauge slate-carrying Penrhyn Quarry Railway in Bethesda, despite concerns from local residents.

The Penrhyn Railway Heritage Trust Ltd purchased the site for £10 from Gwynedd Council last year and submitted a planning application to

the council's planning committee to reinstall part of the line at Felin Fawr.

The proposal would involve reconstructing 375 metres of the old line for 'demonstration purposes' as part of the Trust's plans to revitalise and develop the area, but residents overlooking the site have objected to the plans because of concerns over noise and pollution.



Butterley celebrates 50 years of its 9F

Class 9F 2-10-0 No. 92214 will be celebrating its 50th birthday by operating all the Midland Railway services on the weekend of 31st October and 1st November.

Its career with British Railways

was all too short, having been built in Swindon in 1959 and being withdrawn just five years later in 1964.

In addition to the normal service trains, it will also work a Halloween 'Fright Night' special on the Saturday evening.

◀ Suitably bedecked with slogans and messages, LMS 4F 0-6-0 No. 44422 crosses Bridge 57 on the Nene Valley Railway on 10th October with a demonstration goods train, during the line's '1968 End of Steam' gala. **Steve Green**

Preservation News

◀ The D2578 Locomotive Group and the Branch Line Society organised an all too rare operating day at Moreton Park on 11th October. Luckily both Nos. D2578 and 03145 were in operation, for what could possibly be the Class 03s last run for a couple of years as a top end overhaul is due. **Brian Thomas**

◀◀ On the Bo'ness & Kinneil Railway, LNER D49 Class 4-4-0 No. 246 *Morayshire* departs from Kinneil station, bound for Birkhill, on the 15.00 service from Bo'ness on 10th October. **Stuart Lillie**

▼ Resident LMS 'Jinty' 0-6-0T No. 47324 arrives at Irwell Vale station on the East Lancashire Railway with a train from Rawtenstall to Bury and Heywood on 11th October. **Alan Taylor**





▲ The Severn Valley Railway held its diesel gala weekend on 8th-10th October. On the first day, visiting Class 37/0 No. 37264 approaches Northwood Lane with the 13.31 Highley to Kidderminster service, with its external livery, almost complete, although missing vinyls. The loco worked its first passenger trains in preservation during the event. **Stuart Warr**



▲ 'Warship' No. D821 *Greyhound* finally returned to traffic after a lengthy overhaul. Here, the loco makes a stunning sight storming towards Bewdley Tunnel on 10th October. **Glen Batten**

▼ 'Western' No. D1013 *Western Ranger*, which operated some of its last workings before overhaul during the gala, departs Highley with the 15.15 Bridgnorth-Kidderminster service. **Fred Kerr**





Hanson Traction Class 56/3 No. 56312 *Artemis*, on hire to Colas Rail, powers through Sandling, having just left Dollands Moor on 15th October with an intermodal service for Hams Hall. **Les Peters**

Weekly Pictorial



◀ Network rail MPVs Nos. DR98959 and DR98909 pass through Lincoln Central on 16th October. East Midlands Trains Class 153 No. 153313 awaits departure in Platform 4 with the 11.54 service to Doncaster, and Class 158 No. No 158780 stands in Platform 3, having just arrived as the 09.25 service from Leicester.
Graham Lightfoot

◀◀ With the RHTT season well underway, one of the Toton sets comprises former WCML DVT No. 82146 and Class 67 No. 67029 *Royal Diamond*. The train passes through the Soar Valley at Sutton Bonington on 14th October.
Fred Kerr

▼ Class 37/0 No. 37069 passes Reedham on 14th October on a Lowestoft - Norwich RHTT working. Classmate No. 37059 is on the rear. **Keith Partlow**



19th October 2009**Locomotive Club of Great Britain (Dorking Branch)**

Pethick-Lawrence House, 85 South Street, Dorking, Surrey. 'Tour of French Narrow Gauge' by Mike Bunn. Meeting commences at 19.30.

RCTS (Chester Branch)

The Town Crier, City Road/Station Road. '130 Years of the Conwy Valley Line' by Larry Davies. Meeting commences at 19.45.

RCTS (Coventry Branch)

Maudslay Hotel, 190 Allesley Old Road. 'Living with Lizzie' by Clive Mojonner. Meeting commences at 19.30.

RCTS (Oxford Branch)

West Oxford Democrats Club, 1 North Street, Osney. 'Out and About in 2008' by Hugh Gould. Meeting starts 19.30.

RCTS (Shenfield)

Parish Hall, 80 Hutton Road. '21st Century Steam' by John Day. Meeting commences at 19.30.

20th October 2009**Permanent Way Institution (Nottingham & Derby Branch)**

Jurys Inn Hotel, Station Street, Nottingham. 'Rail Operations in Australia' by Peter Metcalf. Meeting starts 18.30. Contact Colin Cowey on 07946 482343 for further details.

Permanent Way Institution (West Yorkshire Section)

The Pullman Room, The Cosmopolitan Hotel, 2 Lower Briggate, Leeds LS1 4AE. 'Presidential Address - The Role of the PWI in the Future Railway' by Richard Spoor. Doors open at 18.00 for 18.30 start. Contact the Secretary, Martin Wooff on 07747 760949 or by e-mail at abccts@daelnet.co.uk for further details.

Tewkesbury Rly Society

YMCA, Church Street, Tewkesbury. Video/DVD Evening. Starts 20.00.

20th -28th October 2009**LCGB Overseas Tours.**

Eritrea 'Steam Specials. LCGB Membership is compulsory.

Stephenson Locomotive Society

Fox Covert Inn, High Leven, Nr Yarm, Teeside. 'Your Next Station Stop is Stokesley' by Tony Daniels. Starts 19.30. Call 01642 321205 for details.

21st October 2009**Aeron Valley Rly Society**

Prince of Wales Hotel, Aberaeron. AGM and Buffett. Starts 19.45.

Permanent Way Institution (Bristol & West of England Section)

Scott Wilson, The Tri Centre Three, New Bridge Square, Swindon. 'Trent Valley Four Tracking'. Starts 18.00. Contact Phil Harrison on 01179 765432 or by e-mail at philip.harrison@arup.com for details.

RCTS**(Eastleigh Branch)/ Mid Hants Railway**

Eastleigh Railway Institute, Romsey Road. 'First and Second Generation EMU's' by Bruce Oliver. Meeting commences at 19.45.

Severn Valley Railway (South East Branch)

Wenlock Arms, 26 Wenlock Road, Islington, London N1 7TA. 'Just in Front of the Doctor' by Blake Paterson. Meeting starts at 19.30.

22nd October 2009**Gravesend Railway Enthusiasts Society**

Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. 'Railway Oddities' by David Ventry. Meeting commences at 19.45. Contact Roger Hart on 01474 833320 for further details.

Mid Hants Railway Preservation Society (Thames Valley Branch)

The Church House, Church Street, Caversham. 'The GWR Railmotor - History and Restoration' by Richard Croucher. Doors open 19.30 for 19.45 start. Donations appreciated.

RCTS (Brighton Branch)

Brightelm Church and Community Centre, North Road. 'A Transport of Delight' by Godfrey Gould. Meeting commences at 19.30.

Stevenage Locomotive Society

Community Arts Centre, London Road, Stevenage, SG1 1XN. 'Kidderminster Railway Museum Collection 1959' by David Postle. Meeting commences at 19.45. Visitors admission £2. Contact the Secretary, Alan Pitt on 07803 046076 or by e-mail at alan.pitt@lineone.net for further details.

23rd October 2009**Scarborough Railway Society**

Public Library, Vernon Road, Scarborough. 'The Railways of North West Durham and Consett' by Steve Shields and John Midcalfe. Meeting commences at 19.30. Contact the Secretary, Adrian Scales on 01723 366974 or by e-mail at e-mail@scarboroughrailwaysociety.org.uk.

Shropshire Railway Society

The Gateway, Chester Road, Shrewsbury. Slide Show by John Field. Meeting commences at 19.30.

26th October 2009**Locomotive Club of Great Britain (Brighton Branch)**

Brighton Model Railway Club Room, BR London Road Station, Shaftsbury Place, Brighton. 'The Development of the Railway around the Port of Newhaven' by John Blackwell. Meeting commences at 19.30.

RCTS (Sheffield Branch)

Grosvenor Hotel, Charter Square. 'Year by Year from 1961' by John Whiteley. Meeting starts at 19.30.

27th October 2009**RCTS (Nottingham)**

Nottingham Mechanics, 3 North Sherwood Street. 'From Waterloo to Weymouth' by Rodney Allen. Meeting commences at 19.30.

RCTS**(Welwyn Garden City)**

The Methodist Church, Junction of Ludwick Way and Colegreen Lane. 'That Was the Year that Was 1973' by Geoff Plumb. Meeting starts at 14.15.

RCTS (Woking Branch)

The Wheatsheaf Ember Inn, Chobham Road. 'Plasser & Theurer Track Laying and Maintenance Machines' by Mark Simmons. Meeting starts at 19.30.

Tewkesbury Railway Society

YMCA, Church Street, Tewkesbury. Slide Show 'Nowhere near Rose Grove - my last 5 years of BR steam' by Paul Dorney. Meeting commences at 20.00.

28th October 2009**Basingstoke & District Railway Society**

Wote St Club, New Road, Basingstoke. Inter-Society Quiz. Meeting commences at 20.00. All welcome. Contact the Secretary on 01256 326096 for details.

29th October 2009**Locomotive Club of Great Britain (Croydon)**

United Reform Church Hall, Addiscombe Grove, East Croydon. Branch Photo Competition & Members' Slides. Meeting commences at 19.15.

RCTS**(Merseyside, Chester & North Wales Branch)**

Trip over the Welsh Highland (Caernarfon) and Ffestioniog Railway. Contact Geoff Morris on 01244 976808 for further details.

RCTS**(Darlington Branch)**

The Scout Building, Widdowfield Street. 'BR Western Steam on Cine' by Peter Stoddart. Meeting commences at 14.00.

RCTS (Preston Branch)

Claremont Hotel, Blackpool Road. 'The History of the Lancashire and Yorkshire Railway Works at Horwich' by Peter Stoddart. Meeting commences at 19.30.

Stevenage Locomotive Society

Community Arts Centre, London Road, Stevenage, SG1 1XN. 'Potton 150' by George Howe. Meeting commences at 19.45. Admission, Visitors £2. Contact the Secretary, Alan Pitt on 07803 046076 or by e-mail at alan.pitt@lineone.net 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 for the organisation 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.

Internet Links

Links to the various society websites can be found on the website, or by [clicking here](#).

▼ Carrying the latest ScotRail Saltire livery, Class 156 No. 156503 heads a four-car set on the 17.21 Edinburgh to Glasgow, via Shotts, service at Kirknewton on 5th October. **Stuart Lillie**



30th October 2009**Great Western Society (Oxford Branch)**

Pauling Human Sciences Centre, 58 Banbury Road, Oxford.

'The G.W. to Birmingham & the North West via the Chiltern Line' by Ian Baxter. Meeting commences at 19.30.

Stephenson Locomotive Society

The Mining Institute Lecture

Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'Scotland and The Green Revolution - A Miscellany from the 1970s and 1980s' by Michael Ellison. Meeting commences at 19.00. Contact the Secretary on 01434 688946 for further details.

2nd November 2009**North Yorkshire Moors Railway (Northallerton)**

Northallerton Cricket Club, Farndale Avenue, Northallerton.

'Glorious Days, South and West' by Martin Green. Meeting commences at 19.30. Admission £1.50. Contact the Secretary, Ian McInnes on 01642 767233 for further details.

RCTS (Ashford Branch)

The Elwick Club, Church Road, Ashford.

'New Zealand Railways 2008@ by Gerald Siviour. Meeting commences at 19.30. Contact the Secretary at southeast@rcs.org.uk for further details.

RCTS (Croydon Branch)

Small Hall, United Reform Church, Addiscombe Grove, Croydon. 'Crossrail' by Simon Bennett. Meeting commences at 19.30.

RCTS (Port Sunlight Branch)

The Lever Club, Greendale Road, Port Sunlight. Members show 30 Slides or Digital View - My Favourite Class'. Meeting commences at 19.45.

3rd November 2009**Gravesend Railway Enthusiasts Society**

Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. Annual Quiz. Meeting commences at 19.45. Contact Roger Hart on 01474 833320 for further details.

Locomotive and Carriage Institution

LUL Headquarters, 55 Broadway, St James's Park, London. 'Development of High Speed Railways in the World' by Gordon Pettitt. Meeting commences at 18.00. Contact Stuart Smith at smithstuart@btinternet.com for further details.

Locomotive Club of Great Britain (Bedford)

St John's Church Hall, St John's Street, Bedford MK42 0DL

'Westwards from Dover: in search of steam in the 1960s' by Peter Groom. Meeting commences at 19.30. Contact the Secretary on 01525 750149 for further details.

Locomotive Club of Great Britain (North London Branch)

Wood Green Social Club, 2 Stuart Crescent, Wood Green, London, N22 5NJ. Railway Video Film Evening. Meeting commences at 19.00.

Permanent Way Institution (Darlington & North East Branch)

Railway Athletic Club, Brinkburn Road, Darlington. 'The Worth Valley Railway' by Bruce McDougall. Doors open at 18.30 for 19.00 start. Contact the Secretary, David Lugsden on 07825 766328 for details.

Permanent Way Institution (Edinburgh)

The Scotts Guards Club, 2 Clifton Terrace, opposite Haymarket Station, Edinburgh. 'Plain Line Tract Renewals using the Bottom up Method' by Hugh Delahunt and Jamie Breckenridge. Meeting starts 18.00. Contact the Secretary, Alan Morrison on 07834 507497 or by e-mail at alan.morrison@atkinsglobal.com for further details.

Permanent Way Institution (Wessex)

The Rose & Crown, Columbo Street, Waterloo, London. 'The East London Line Project' by Ed Gardiner. Meeting commences at 18.30. Contact the Secretary, Richard Workman on 01428 645771 or by e-mail at richardworkman5@tiscali.co.uk for further details.

RCTS (Watford Branch)

St. Thomas's United Reformed Church, Langley Road, Watford. 'The Mangapps Farm Railway Museum' by John Jolly. Meeting commences at 19.30.

Southern Electric Group (South Hampshire)

Eastleigh Railway Institute, Romsey Road, Eastleigh. AGM followed by Members' Slides. Meeting commences at 19.30. Admission charge £2. Contact John Goodrich on 023 8067 0028 for further details.

Tewkesbury Rly Society

YMCA, Church Street, Tewkesbury. Members Slides/Digital Images. Meeting commences at 20.00.

Weston super Mare Railway Society

The Function Room, The Conservative Club, Alexandra Parade, Weston super Mare. Annual General Meeting. Meeting commences at 20.00. Contact Lionel Jones on 01934 628289 or e-mail fotophile69@talktalk.net for details.

4th November 2009**Burton Railway Society**

Marston's Social Club, Shobnall Road, Burton upon Trent. 'The Hope Valley Route in the Transition Period from Steam to Diesel' by Brian Staniland. Meeting commences at 19.30. £1.50 non members. Contact Mark Ratcliffe on 01283 221537 for further details.

Permanent Way Institution (Thames Valley Branch)

Davidson House, Reading. 'Shovelling the Muck' by David Boughen. Doors open at 17.15 for 17.45 start. Contact the Secretary, Peter Simmonds by e-mail at peter181102@yahoo.co.uk for further details.

5th November 2009**Permanent Way Institution (York)**

Park Inn, North Street, York. 'Does Modern Track Need Ballast and can we Afford It' by Colin Wheeler. Doors open at 17.30 for 18.00 start. Contact the Secretary, Martin Fairbrother on 07802 657839 or by e-mail at m.fairbrother@btinternet.com for further details

RCTS (Milton Keynes Branch)

The Crown Public House, Market Square, Stony Stratford 'Railway Magazine Present and Future' by Phil Marsh. Meeting commences at 19.30. Contact the Branch Secretary at dexter-skiddaw@tiscali.co.uk for details.

Scottish Railway Preservation Society (Edinburgh Branch)

Quaker Meeting House, 7 Victoria Terrace, Edinburgh. 'The Deeside Railway' by Dr Mike Cooper. Contact the Secretary Dr Peter Howell on 0131 334 5232 for further details.

6th November 2009 Cambridge Railway Circle

Arbury Community Centre, Campkin Road, Cambridge, CB4 2LD 'Memories and Hopes' by Chris Green. Meeting starts at 19.30.

Friends of Hellifield Station

Refreshment Room, Hellifield Station. 'Preserved Steam in Medium Format Colour'. Meeting commences at 19.30. Admission £3.50. Contact the Secretary, Barry Atkinson on 01282 842505 for further details.

Gloucestershire & Warwickshire Railway (Birmingham Branch)

Northfield Library, Church Road, Northfield, Birmingham. The Paul Riley Commemorative Show Part 1: 1961 - 1965' by Tony Bowles. Doors open at 19.00 for 19.30 start.

RCTS (Bristol Branch)

St Peters Church Hall, Church Road, Filton. 'More London Steam on Shed in the 1960s' by Peter Groom. Meeting commences at 19.30. Contact the Branch Secretary at paul.udey@talktalk.net for details.

Scarborough Railway Society

Public Library, Vernon Road, Scarborough. 'Railway Roundabout' by J.Hunt. Meeting commences at 19.30. Contact the Secretary, Adrian Scales on 01723 366974 for details

Stephenson Locomotive Society

Settlement Centre, Union Street, Middlesbrough.

'The Denver and Rio Grande' by Phil Kirkland. Meeting commences at 19.00. Contact the Secretary on 01642 321205 for further details.

7th November 2009**Caledonian Railway Association**

Glasgow Metropolitan College, North Hanover Street, Glasgow. (opposite the eastern entrance of Queen Street Station) 'Railways North and West of Stirling' by Mike Jodeluk. Meeting commences at 14.00. Contact the Treasurer, William S.Cooper on 01357 521540 for further details.

Stephenson Locomotive Society

The Friends Meeting House, Mount Street, Manchester. 'Brunel's Timber Bridges and Viaducts' by Brian Lewis. Preceded by a short talk on the Centenary of the Society. Meeting starts at 14.00. Contact the Secretary on 0161 928 2461 for further details.

9th November 2009**Lincoln Railway Society**

St Hugh's Church Hall, North Hykeham, Lincoln. AGM and Photo Competition. Meeting commences at 20.00. Contact the Secretary on 01522 705365 for further details

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

DBS Class 66/0 No. 66116 leads classmate No. 66153 away from Taunton with the Westbury - St Blazey RHTT set. After only two weeks of operation the locos are under a layer of grime. Brian Garrett

Magazine Information**Editorial Address:**

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

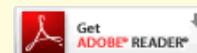
Railway Herald is produced by Railway Herald Ltd (Registered as company number 05837609 in England).
VAT Registration: 942 6509 14
Registered office: Hobarn House, 12 Brompton Road, Northallerton, North Yorkshire, DL6 1DY

Advertising in Railway Herald

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

Reading the magazine

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

**Copyright, printing and distribution**

The content, design and style of this PDF file, referred to as 'this issue of Railway Herald magazine' is protected by copyright. All photographs remain the copyright property of the stated photographer. Readers are permitted to print copies for their own reading or to provide to friends/colleagues. But being a complimentary magazine, Railway Herald must not be sold by any means, printed or electronic. All of our back issues are freely available from <http://www.railwayherald.com> and our PDF files may be passed onto interested parties in either a printed or electronic format.

