

Railway Herald

Issue 238 - 13th September 2010



The electronic journal for the railway enthusiast

Railway Herald

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13th September 2010

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Scott Moore



Blackpool celebrates 125th anniversary of its tramway

With the impending conversion of Blackpool's historic tramway to a light rail system, this month sees the 125th anniversary of the route. To celebrate, a number of events are being held with visiting trams in the Lancashire resort - although not all has gone according to plan!

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The £7 million, four-year project to modernise Sunderland station has been completed, and was officially opened on 13th September.

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First Class 158 in Saltire livery

The first Class 158 set has been outshopped from Railcare Springburn in the latest Saltire livery, the first to be operator independent.

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Class 60s on tender list

The first Class 60s to be sold have appeared on the latest DB Schenker disposals list, along with 83 other locomotives.

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£1m appeal for GWSR

The Gloucestershire Warwickshire Railway has launched a £1 million appeal to repair the recent landslide at Gotherington.

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Essentials

9 Railtours & Excursions
Including comprehensive listings.

Front Cover Caption:

Class 40 No. 40145 East Lancashire Railway approaches Chesterfield on the outward leg of the Rawtenstall to Cambridge 'East Lancs Explorer' charter on 4th September, running in fine form prior to its failure near Grantham. Simon Kerry

Sunderland refurbishment completed

The £7 million, four-year project to modernise Sunderland station has been completed, and the new-look platforms were officially introduced on 13th September.

Funded by Nexus with support from Network Rail and Northern Rail, the work has transformed the station, which is used by some two million people every year. The refurbished platforms feature new lighting, ceilings, floors and wall panelling, giving them a totally different appearance, and in addition public address systems and passenger information displays have been transformed, an escalator installed and new passenger waiting areas created. Three separate artists were commissioned to work with architects and designers to create a unique new

urban landmark. One of the artworks, entitled 'Platform 5', is a 150-metre wall of light on which ghostly moving images of passengers appear and disappear with each passing train!

Alongside 'Platform 5' two other permanent artworks form part of the final design. 'Found' is made up of 41 poignant photographs along the station's east wall, showing items in the lost property office of the Tyne and Wear Metro in a new light, and 'Outside' is a colour scheme for the administration buildings along the platforms, designed to create a more intimate waiting environment.

Nexus, Sunderland City Council, Northern and Network Rail are now working in partnership to develop plans to refurbish the street-level concourses and facilities at the station.

On your marks get set

▼ Go!! 400 metre hurdles medallist, Perri Shakes-Drayton (centre) and c2c staff members in running gear wait for the off at the gates at Fenchurch Street station on 9th September, part of the celebration over c2c recording a 98.8% punctuality record. In Platform 4, Class 357/0 Electrostar No 357012 awaits departure for Shoeburyness. **Brian Morrison**



New numbering scheme for British diesels?

▲ Had this been the April edition, we could have reported that the Rolling Stock Library in Derby had started a mass renumbering of British diesel locomotives that would give them four-digit numbers, the current Class 66s becoming Classes 60-69. As it's not, we'll be honest and say that the leading digit '6' on the front-end number of this locomotive has simply not been replaced after falling off! Class 66/5 No. (6)6540 Ruby powers past Whittlesea signal box on 4th September, with a sparsely-loaded intermodal service to Scunthorpe. **Andy Moore**

Eurostar completes restructuring of its business setup

The previously reported restructuring of Eurostar was formally completed on 1st September.

Eurostar International, a conventional three-way joint venture with its own staff and accounting procedures,

now replaces the unincorporated tri-national partnership under which Eurostar was created. The company is majority-owned by SNCF with a 55% stake, while the UK government currently holds 40%, with SNCB retaining a 'sleeper'

share of 5%. The idea of creating a single corporate entity for the business was first proposed in 2003 under 'Project Jupiter', but the prospect of competition for international services to London has given the process greater urgency.

A Eurostar spokesman said that the completion of the legal process to create Eurostar International was 'very much an internal milestone', and the company was keen to stress that it was 'business as usual' for its passengers.



First Class 158 outshopped in ScotRail Saltire livery

▲ Class 158/0 No. 158871 stands outside Railcare Springburn on 5th September, being the first member of the class to be outshopped in the Saltire livery of First ScotRail. **Bill Wilson**

Modifications programme for Class 395 'wobble' issue

Issues surrounding the stability of the Class 395 'Javelin' EMUs when running at high-speed in the tunnel section of HS1 through East London have been acknowledged and a modification programme is underway.

The problem is caused by a small amount of sideways movement on the bogies, which can be felt as rough riding on

board. The ride quality in the tunnel section was reported to Southeastern by both passengers and staff, and after investigation, the company in association with Hitachi, are equipping the trains with dampeners to the bogies to reduce the problem.

The rectification programme commenced three months ago. Southeastern said the problems caused no safety issues and that it was, in effect,

minor teething problems with a new fleet of trains. The modifications have so far been undertaken to 10 out of 29 EMUs at Ashford Traincare Centre during routine maintenance, and contrary to some newspaper reports the fleet has not been removed from traffic.

The remainder of the units will receive the modifications over the next few months.

Eurotunnel sees increase in holiday traffic

Eurotunnel had a significant increase in summer holiday traffic this year, with the number of vehicles, excluding coaches, carried on passenger shuttles between 1st July and 31st August up by 17% compared to the same period last year.

The shuttles carried 533,238 vehicles during the period. On 14th August, the shuttle service broke the

previous record for the number of passenger vehicles carried in one day, with 14,975 (14,825 cars and 150 coaches) travelling through in both directions. This was higher than the levels recorded in 1999, when traffic was buoyed by duty free sales.

In July, Eurotunnel celebrated the crossing of the 250 millionth passenger transported through the Tunnel since services commenced in 1994.

▼ This image from Honor Oak Park shows the level of investment that has taken place on the rail network around London in the past few years. Two London Overground Class 378s, Nos. 378137 and 378154 (nearest the camera) make station calls while working East London Line services, and First Capital Connect Class 377/5 No. 377511 heads north on a Thameslink service to Bedford, all units having been in service for no more than 12 months. Clearly visible in this view is the CCTV camera location in front of the drivers door, to monitor doors during station stops. **Fred Kerr**



■ The contract for the upgrade of Swansea High Street station has been awarded. The work will help boost Swansea's public transport network as the scheme will run alongside ongoing works to refurbish the city's Quadrant Interchange. The project will include a larger concourse area with better and more accessible passenger facilities, as well as new waiting shelters, a new booking office with extra ticket vending machines and digital information boards. The improvement work is to be carried out with minimal disruption to passengers and steps are to be taken to keep the station open at all times.

■ According to latest figures announced by Network Rail, punctuality of Virgin Trains' services over the past year is the most improved across the industry. During the period from 25th July to 21st August this year, 93% of trains arrived on time across the West Coast route including Birmingham, North Wales, Manchester and Liverpool services. This compares with 89.6% of trains arriving on time during the equivalent period last year.

■ A couple have been made to pay a £57 penalty fare by South West Trains (SWT) for getting off a train two stops **too early**, at Eastleigh instead of Bournemouth! A spokesperson from SWT said: "Leaving a train early is not allowed on heavily discounted tickets. The fine is double the standard single fare".



▲ Withdrawn Class 60s, Nos. 60008 *Sir William McAlpine* and 60001 *The Railway Observer* are pictured on Toton TMD on 11th September. Both of these locomotives are included on the latest DBS disposals tender list. **Jack Boskett**

First 60s to be sold by DB Schenker

In publishing its September disposals tender list, DB Schenker has announced the potential sale of 103 locomotives from Class 08s, 09s, 37s, 56s and for the first time Class 60s.

A total of 20 Brush Type 5 locomotives are on the tender, including the class pioneer, No. 60001 and long-withdrawn celebrity No. 60081. No less than 30 Class 08 and 09 locomotives are included, along with the final Class 37/0 and nine refurbished Class 37s. A further 43 Class 56s, mainly located at Crewe TMD and Eastleigh, are also to be disposed off.

Strangely, there appears to be no Class 60, out of a class of 100, listed on the Railway Heritage Committee designated list as being earmarked for saving, despite the class being the last British built Type 5 diesel locomotive.

The full list comprises 08401, 08466, 08482, 08512, 08561, 08569, 08597, 08698, 08765, 08770, 08776, 08786, 08828, 08856, 08897, 08924, 08925, 08941, 08954, 09001, 09005, 09009, 09013, 09014, 09015, 09019, 09101, 09102, 09105, 09202, 37042, 37503, 37521, 37669, 37670, 37671, 37693, 37707, 37891, 37895, 56006, 56007, 56018, 56031, 56032, 56037, 56038, 56046, 56049, 56051, 56054, 56058, 56059, 56060, 56065, 56067, 56069, 56070, 56071, 56073, 56074, 56077, 56078, 56081, 56083, 56087, 56090, 56091, 56094, 56095, 56096, 56103, 56104, 56105, 56106, 56107, 56109, 56112, 56113, 56115, 56117, 56120, 56133, 60001, 60006, 60008, 60014, 60023, 60031, 60038, 60042, 60050, 60055, 60058, 60068, 60070, 60075, 60078, 60080, 60081, 60082, 60089, 60098.

Deadline for bids is 10.00 on Monday 27th September.

Olympic Investment in Central Line platform at Stratford station

A new platform at Stratford opened on 5th September, the object being to help keep passengers moving during the London 2012 Olympic and Paralympic Games.

The addition means that the doors on westbound Central Line trains will now open on both sides, allowing passengers to alight or enter from either side. The platform has been funded by the Olympic Delivery Authority (ODA) to allow passengers alighting at Stratford to change more easily and help reduce delays and congestion at the station before, during and after the London Games.

Prior to the new structure, the station had one island platform for westbound Central Line services, which has to be shared with National Express East Anglia (NXEA) local services to Liverpool Street. The new platform will allow passengers to use the right hand side to change for other NXEA services, and the left for those changing to the Jubilee line, Docklands Light Railway or to leave the station.

It is expected that 120,000 people will use the station at peak times during the Games. The ODA and Transport for London have invested more than £325 million into improving transport to Stratford ahead of the 2012 Games, with £200 million alone being contributed to Stratford station.

▼ With Driving Car No. 91245 leading, Central Line 1992 Stock arrives at Stratford on 3rd September, forming a service from Epping to Ealing Broadway. Construction of the new extension platform at the station on the other side to allow train doors to open on both sides on westbound services, nears completion and opened for public use on 5th September. **Brian Morrison**



Blackpool celebrates 125th anniversary of world-famous tramway

by Jack Gordon

Blackpool celebrates the 125th anniversary of its world-famous tramway this month, and as part of the festivities a number of vintage tramcars are visiting from across the country.

The event, which will see the visitors running alongside the tramway's own historic fleet, most of which are over 60 years old, will hopefully present a special and unique spectacle that is unlikely to be repeated.

Many of Blackpool's older fleet have already been sold off, and by Easter 2012 only a handful will remain to operate on a limited number of days and on limited services. The full-line services will be in the hands of the newly-built light rail vehicles that are due to start delivery next year.

The list of visiting tramcars for Blackpool 125 seems to change on an almost daily

basis, although it is hoped that things are reasonably confirmed at this point. It was originally planned for around 15 'trams of interest' to be present, though rather depressingly this number has now shrunk to just five. The bulk of the vehicles were set to come from Crich Tramway Village in Derbyshire, but only three made it in the end, and following recent incidents only one of those now remains operational. The original six should have been Blackpool 'Standard' No. 40, Johannesburg No. 60, London County Council (LCC) No. 106, Blackpool 'Pantograph' No. 167, Oporto No. 273, and Leeds No. 399.

LCC No. 106 was the first to be cancelled due to a motor problem. The cancellation of the remaining three double-deck tramcars Nos. 40, 60 and 399 took place after damage was sustained to No. 60 while it was being

moved from the museum on 16th August. Sadly, overhanging trees caused minor body damage to the vehicle within two miles of the Museum, and it was therefore decided not to risk damage to any further double-deck tramcars. The car was returned to the Museum before Oporto No. 273 left in its place, becoming the second of the visiting trams and the first foreign one to arrive at the resort. Blackpool No. 167 followed last week, along with Blackpool & Fleetwood Tramroad 'Rack' No. 2 as a replacement for the three double-deck tramcars. Indeed, both of these former Blackpool trams have visited the resort before, No. 167 in 1985 for the centenary celebrations, and again in 1998 for the Tramroad Centenary celebrations, when No. 2 was also in attendance.

All three trams were duly commissioned and tested ahead of several tram tours that took place on 4th/5th September, but No. 273 suffered a derailment in the days prior to these tours, causing it to be banned from operating and withdrawn from the events. The second tram from Crich to 'bite the dust' was Blackpool No. 167, which failed on 11th September, during its final shuttle run, which has removed it from the line-up. It is believed that one of the motors has seized, although confirmation is still awaited. Interestingly, the only Tramway Museum Society car to remain is now the oldest operational Blackpool tram, being built in 1898!

Three trams were also due to be attending from the Lancastrian Transport Trust – Blackpool 'OMO' No. 8, Blackpool 'Standard' No. 143, and Blackpool 'English Electric Railcoach' No. 279, but only one is now expected, as the restoration of Nos. 143 and 279 was not able to be completed in time. No. 143 was moved to Rigby Road Depot for the work to be finished, but this has not proved possible. It is hoped that it will be on display during the events. No. 8 is expected to move to Rigby Road shortly for final overhaul and commissioning works.

The final tram to be cancelled is Marton

'VAMBAC' No. 11, another former Blackpool car that was due to be visiting from the East Anglian Transport Museum. The exact reason for its non-appearance is not clear, but rumours suggest that a suitable operating agreement could not be agreed between the EATM and Blackpool Transport Services Ltd, resulting in the loan being cancelled.

The final three vehicles on the original line-up are still expected to attend. The first of these to arrive, back in June, was Manchester No. 765, on loan from the Heaton Park Tramway, which made its debut on 12th September. Despite being present since June, it had only been used on driver-training runs before this date.

The most recent to arrive is Liverpool No. 762, from the Merseyside Tramway Preservation Society, which was unloaded in the usual location on Blundell Street on 7th September, after travelling from Birkenhead the day before. It is expected to receive minor attention in the workshops before being released to traffic, and its passenger debut is expected on 18th September, when it is booked for a tour for its owners.

The final museum car to arrive in Blackpool will be Marton No. 31, due to move from Beamish Museum shortly, with Sunderland No. 101 and Balloon No. 703 moving in the opposite direction.

Other trams that have been resident in Blackpool for several years but have seen little use of late are also expected to play an important part in the main events week. Both Stockport No. 5 and Sheffield No. 513 have been cleaned recently in readiness for use, while Fleetwood 'Box' No. 40 has been used on a number of charters during September.

Although the number of cancellations has come as a blow, it is still hoped that the event will be well attended. Readers can keep up to date with the latest news of the celebrations by visiting the unofficial 125th Anniversary website at <http://www.blackpooltramway125.co.uk> and *Railway Herald* will continue to update the situation.

▼ Oporto tramcar No. 273 stands in Blundell Street, Blackpool, with the tower in the background on 11th September. **Scott Moore**



The News In Pictures

◀ GBRf Class 66/7 No. 66730 stands in the sidings at Bristol Bulk Handling Terminal, Avonmouth, on 11th September, during a test period for a proposed biomass flow. Behind it are 21 of GBRf's newly converted hoppers, complete with hoods. Out of sight on the rear was ex-DRS Class 66/4 No. 66403. **John Stretton**

◀◀ An unusual sight at London Liverpool Street finds GBRf Class 73/2s Nos. 73212 and 73204 shut down, having arrived with the ECS for UK Railtours' 'Sunday Lunch around East Anglia' charter on 5th September, and Class 90 No. 90005 awaiting departure on a Norwich service alongside. **Keith Hemsley**

▼ Bombardier ran a four-coach charter from Derby to Sleaford and return on 10th September, for staff and suppliers involved in the 'S' stock contract for London Underground. After reversing at Sleaford, the train, which was worked throughout by Tyseley-based Class 47/4 No. 47580 *County of Essex*, storms through the semaphores at Ancaster, both of which, are in the process of being replaced with newer, shorter versions. **Steve Harper**



The News In Pictures

◀ Following the collapse of Jarvis, a number of its on-track plant machines are in store at St Philips Marsh Depot in Bristol. On 2nd September, three tampers Nos. 73312, 73419, 73414 and 73104, stand on temporary rails at the rear of the depot. **John Stretton**

◀◀ An unusual sight at Wandsworth Road, as Gatwick Express Class 460 No. (4600)04 powers through on 4th September, apparently on a service from London Victoria to Gatwick Airport. The reason for the diversion via Wandsworth Road, is not known. **David Wragg**

▼ DRS Class 37/0 No. 37218 drags Class 20/3s Nos. 20309, 20310, 20311 and 20312 through Basingstoke on 3rd September, heading from Eastleigh Works to Crewe Gresty Bridge. **Rob Wheatley**



UK Steam & Modern Traction Railtour Listings

13th September 2010

WCRC 45407 or 61994 Fort William-Glenfinnan-Arisaig-Mallaig and return

14th September 2010

WCRC 45407 or 61994 Fort William-Glenfinnan-Arisaig-Mallaig and return

15th September 2010

Statesman Rail tbc Lancaster-Blackburn-Long Preston-S&C-Appleby-Carlisle and return
 Steam Dreams 44932 London Victoria-Bromley South-Canterbury West and return
 WCRC 45407 or 61994 Fort William-Glenfinnan-Arisaig-Mallaig and return

16th September 2010

WCRC 45407 or 61994 Fort William-Glenfinnan-Arisaig-Mallaig and return

17th September 2010

WCRC 45407 or 61994 Fort William-Glenfinnan-Arisaig-Mallaig and return

18th September 2010

Hastings Diesels Ltd 1001 Hastings-Tunbridge Wells-Bromley South-Boston-Wainfleet-Skegness & return
 Pathfinder Tours 55022 Crewe-Cardiff-Llanelli-Haverfordwest-Robeston-Fishguard Harbour & return
 PMR Tours 6233 (Peterborough-)York-Durham-Hexham-Carlisle-S&C-Hellifield(-York & return)
 Railway Touring Co. 44932 London Liverpool Street-Colchester-Norwich-Lowestoft-Beeches-Liverpool St.
 Ranger Trains tbc (Chesterfield-Leicester-Bristol TM-Southampton & return **Cancelled**
 SRPS Railtours 2xWCRC 47 Ayr-Kilwinning-Helensburgh Upper-Crianlarich-Fort William-Mallaig & return
 UK Railtours 2xDBS 67 London King's Cross-Oakham-Walsall-Telford Central-Shrewsbury & return
 Vintage Trains WCRC 37 Solihull-Banbury-Oxford-Swindon-Westbury-Taunton-Exeter St. Davids-Plymouth

19th September 2010

Torbay Express Ltd 71000 Bristol Temple Meads-Weston SM-Taunton-Exeter SD-Paignton-Kingswear & rtn
 Vintage Trains WCRC 37 Plymouth North Road-Saltash-Liskeard (mainline)
 Vintage Trains WCRC 37+9466 Liskeard (branch)-Sandplace-Looe & return (four round trips, top & tailed)
 Railway Touring Co. 60019 Bristol Temple Meads-Exeter St. Davids-Plymouth-Liskeard(sd/pt)-Par & return
 Vintage Trains 9466 Liskeard (mainline)-Saltash-Plymouth North Road

20th September 2010

WCRC 45407 or 61994 Fort William-Glenfinnan-Arisaig-Mallaig and return

21st September 2010

WCRC 45407 or 61994 Fort William-Glenfinnan-Arisaig-Mallaig and return

22nd September 2010

WCRC 45407 or 61994 Fort William-Glenfinnan-Arisaig-Mallaig and return

23rd September 2010

WCRC 45407 or 61994 Fort William-Glenfinnan-Arisaig-Mallaig and return

24th September 2010

WCRC 45407 or 61994 Fort William-Glenfinnan-Arisaig-Mallaig and return
 Steam Dreams 6201 London King's Cross - Nottingham - Chesterfield - Barrow Hill & return

25th September 2010

Railway Touring Co. 60019 London King's Cross - Stevenage - Peterborough - Doncaster - York & return
 Pathfinder Tours 60163 & 6024 (Eastleigh-Warminster-)Bristol TM-Taunton-Exeter SD - Totnes - Plymouth & rtn

Not all pick up/set down points are shown. Check with the operator before travelling any distance.

BLACK Charters expected to operate as booked.

RED Tours cancelled by the operator

GREEN Tours postponed to a future date by the operator

BLUE Provisional excursion

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

The Week Ahead

The tour of the week accolade has to cover Vintage Trains' Looe branch shuttles, which are scheduled for Sundays 19th & 26th September.

The logistics cover the associated workings to get the stock to the South West, and to Liskeard on the day of operation. The action starts on Saturday 18th September, when a WCRC Class 37 hauls the coaching stock from Tyseley to Plymouth. The westbound 'Devonian' will run as a passenger train in its own right, calling at Solihull, Banbury, Oxford, Swindon, Westbury, Taunton and Exeter St Davids, while the return working on 27th September from Plymouth, will set down at the same stations.

On the shuttle operating days, the positioning train from Plymouth to Liskeard, entitled the 'Tamar Syphon' will again be Class 37-hauled, with 9400 class 0-6-0PT No. 9466 attached on the rear. At Liskeard, the Pannier will be used to draw the train from the 'down' main line platform across to the 'up' main and then around the sharp curve to reach the Looe branch line, before setting back diesel-hauled into the branch line platform. This process will be reversed after the last shuttle of the day, prior to No. 9466 heading 'The Royal Albert' back to Plymouth. Both trains pick up and set down at Saltash. Passengers will be required to detrain at Liskeard main line station, and re-board at the branch line platform, as the spur from the main line to the branch is not passed for passenger operations.

The main attraction will be the first steam-hauled train on the Looe branch for the best part of 50 years. The operating process on the Looe branch will see No. 9466 leading the train down from Liskeard to Coombe Junction, where a reversal takes place, with the Class 37 in charge down the branch to Looe. The return to Coombe Junction will be steam-hauled, with the added attraction of the Pannier banking the Class 37 up the heavily graded spur from Coombe Junction back to Liskeard. In all, four round trips are planned, with departures from Liskeard scheduled for

by John Whitehouse

10.50, 12.55, 14.55 and 17.10. The cost is £25 for a return trip over the branch, which also entitles the holder to use any FGW service west of Newton Abbot to reach Liskeard. As a bonus on 19th September, RTC's 'The Cornishman' from Bristol Temple Meads to Par, hauled by 'A4' No. 60019 *Bittern*, will also call at Liskeard to allow a connection to the shuttle services.

RTC is also in action the day before, this time to East Anglia, with 'Black 5' No. 44932 from London Liverpool Street to Norwich and Lowestoft. The return working will be via the East Suffolk Line to Ipswich and then main line, via Colchester, back to London. The same morning No. 6233 *Duchess of Sutherland* heads out of York to Carlisle with PMR Tours 'Tyne Valley Tourer', running via Hexham, to Carlisle. The return working is over the S&C to Hellifield, and then diesel-hauled back to York. Readers are reminded that they can travel behind the 'Duchess' on parts of this tour for £38 - see RH issue No. 237 for details. Earlier, Steam Dreams 15th September working commemorates the Battle of Britain, when 'Black 5' No. 44932 heads the working from London Victoria to Canterbury West, which includes a journey to the memorial at Caple-le-Ferne as part of the itinerary.

Meanwhile, Pathfinder head to West Wales on 18th September from Crewe, with its 'West Wales Explorer', originally behind D1015 *Western Champion*, but now headed by 'Deltic' No. 55022 *Royal Scots Grey* throughout, which includes visits to Haverford West, Robeston (NR limit) and Fishguard Harbour. In Scotland, the SRPS will be heading to Mallaig. The train originates at Ayr, and works north via Paisley Gilmour Street to Fort William, prior to the onward working to Mallaig.

Hastings Diesels' DEMU is in action on 18th September, heading for Skegness. The 'English Electric Echo' originates at Hastings and heads north via the ECML. UK Railtours will also be using the ECML as far as Peterborough with DBS '67s' before heading west to Walsall and Shrewsbury.

GBRf to run charity special

GBRf will be supporting the Willow Foundation, which was founded in 1999 by ex-Arsenal goalkeeper Bob Wilson and his wife Megs as a lasting memorial to their daughter Anna, who died of cancer aged 31.

The charity exists to provide special days out for young adults who are struggling with the stresses of living with a life-threatening condition.

GBRf will be operating a special train on 30th October, called 'The Wandering Willow', with all proceeds being donated to the charity. GBRf staff will again be giving their time free of charge to organise and operate the special working, which will feature 'topped and tailed' GBRf Class 66/7 and 73 locomotives heading the Hastings DEMU set.

Picking up at Hastings, Tunbridge Wells, Tonbridge,

Orpington and London Bridge, and visiting Bognor Regis, Littlehampton, Brighton, Ardingly Stone Terminal and Newhaven Marine during the day, it is hoped that the train will be a sell-out. A detailed description of the route is contained in our website railtour listings schedule ([click here](#)).

As with the tour last year in aid of 'Help for Heroes', the fare is £50 (juniors £40), but as all fares and donations will go to the charity (without any deductions for administration or credit card charges) any additional contributions will be gratefully received.

Last year's train raised over £10,000 for 'Help for Heroes' (a souvenir DVD of that train is available from producers, Locomotive Profiles).

Bookings for 'The Wandering Willow' are being taken by UK Railtours.



▲ LMS 'Black 5' No. 44932 approaches Wandsworth Town en route from Yeovil to Southall, with its support coach in tow. The day previously, it had worked the final 'Dorset Coast Express' of the season through to Weymouth. On the left, a pair of SWT Class 450s head for Putney. **Ian Docwra**

THE MERSEYSIDE TORNADO *operated by HF Railtours* Saturday, October 2nd

**Liverpool South Parkway
to London Euston**



Train picks-up and sets-down at
**Runcorn
Crewe
Stafford
and
Lichfield Trent Valley**

For full details, click here, or visit www.hf-railtours.co.uk or telephone 01453 835414

Tickets start from £75 and are on sale now

Class 40 may go to Barrow Hill for repairs after main line problems

The Class Forty Preservation Society (CFPS) may send its two locomotives to Barrow Hill for repairs to be undertaken.

No. 40145 *East Lancashire Railway* sustained a suspected traction motor flashover near Grantham last weekend. Subsequent investigation has revealed that the situation is not as severe as first thought, and it appears to be the brushes which protect the traction motor that caused the problems. There are also concerns over the brushes on two other traction motors.

Discussions are currently taking place surrounding a move to Barrow Hill, where the locomotive can be lifted and all four traction motors and the brushes can be removed, examined and repaired as necessary. It is likely that if such a move did take place, then classmate No. D335 would also be in the consist to allow repairs to that locomotive to be undertaken at the same time.

The CFPS says that it has withdrawn No. 40145 from all mainline duties for the remainder of 2010, and are not prepared to allow it back

on the National Network until, as responsible owners, they have 100% confidence in the locomotive.

Following repairs at Barrow Hill, No. 40145 will likely

move to Washwood Heath to be repainted into all-over green livery, as close to as built condition as possible, prior to the loco's 50th birthday in April next year.

▼ **Class 67 No. 67023 hauls Class 40 No. 40145 and the 'East Lancs Explorer' charter from Rawtenstall to Cambridge past Beggers Bridge, near Whittlesea, on 4th September. Steve Harper**



Ups & Downs

by John Whitehouse

■ An intriguing story has been circulating in recent days that DB Schenker has pulled the plug on using heritage traction, both steam and diesel, on main line charters. The recent failures of 'Western' No. D1015 *Western Champion* and problems with Class 40 No. 40145 *East Lancashire Railway* (see separate story) near Grantham on 4th September has, no doubt, fuelled such rumours. All are thankfully untrue, and when asked if such a policy had been proposed or was in place, DBS Schenker's Head of Communications Graham Meiklejohn told *Railway Herald* that the company 'has no such policy in place'. However, there is speculation within the industry that DB Schenker is looking at the ways in which it deals with apportioning the costs of any delay on the National Network caused by a third party locomotive.

■ A crack in a large tube has sidelined 'Princess Royal' Pacific No. 6201 *Princess Elizabeth*. It was discovered during a boiler washout prior to the locomotive's last turn on RTC's 'Scarborough Flyer' on 10th September, which

meant that No. 6233 *Duchess of Sutherland* deputised. The latter locomotive had already returned to its home base on the Midland Railway following its last scheduled Scarborough working a week earlier, and a hasty return to Crewe had to be arranged. The extent of the problem with No. 6201 is not yet known, and the locomotive is due to move to Tyseley to establish what remedial action is required. Its next duty is scheduled for Steam Dreams on 24th September from London King's Cross to Nottingham and Barrow Hill.

■ Following its current visit to the West Somerset Railway, No. 60163 *Tornado* now looks assured for Pathfinders 'Tamar Devonian' in tandem with No. 6024 *King Edward I* from Bristol Temple Meads to Plymouth and return on 25th September, as the 'A1' has also picked up a booking for the 'Torbay Express' from Temple Meads to Kingswear and return on the following day. Later, on 29th September, *Tornado* will be operating from London Victoria to Swanage and return at the head of UK Railtours' 'Purbeck Tornado II'.

◀ **WCRC Class 37/7 No. 37706 arrives at London Bridge with the empty coaching stock for Shepherd Neame's 'The Spitfire' charter on 5th September. Motive power for the charter, and out of sight in this view, was LMS 'Black 5' 4-6-0 No. 44932.**

Keith Hemsley

Problems hit 'Black 5' departure from Oban with 'The West Highlander'

It had all the hallmarks of a superb charter with a varied loco line-up.

Railway Touring Company's 'The West Highlander' trip departed from Liverpool behind LMS 'Jubilee' No. 5690 *Leander* on 3rd September for the journey to Glasgow, from where the 'K4' No. 61994 *The Great Marquess* took over the following day for the journey north to Fort William and Mallaig. But the highlight was to come on 5th September, with the climb up the fearsome I-in-50 incline out of Oban station for roughly two-and-a-half-miles, to just over 300ft from sea level by the summit at Glencruitten Crossing.

The train worked south from Fort William to Crianlarich with 'K4' No. 61994 *The Great Marquess*, before continuing for what is now a rare steam-hauled working to Oban with 'Black 5' No. 45407. The 'Black 5' had preceded the charter train 'light engine' from Fort William to Crianlarich to work the Oban leg of the charter, as the 'K4' did not have the route availability for the branch.

The outward journey to Oban passed without incident, but on the return working, the 'Black 5' ran into difficulties around a mile out of Oban and was brought to a stand. The curvature and checkrails at that point are reported to have played their part, although at Load 7 the train was on the limit of a 'Black 5' for the route. Having reviewed the situation, the engine crew took decisive and professional action in seeking Network Rail's permission to return to Oban, which meant that the approaching First ScotRail

DMU from Glasgow Central would not be delayed.

With a heavily delayed departure on the horizon, several passengers on the charter opted to use First ScotRail services to travel back to Glasgow. A plan to try and ensure a clean climb away from Oban was suggested to Network Rail, which involved obtaining clearance for the 'K4' to work 'light engine' to Kyle to assist the charter, but required the problem of route availability to be overcome.

As previously mentioned, at RA6 it is not normally permitted on the branch. Special dispensation was obtained from Network Rail, which required the 'K4' to operate in 'top and tail' mode, the train was required to observe an overall speed limit of 30mph through the journey, and that a reduced maximum speed of 15mph had to be observed over certain structures on the route. *The Great Marquess* arrived at Oban at 20.20 and with it now positioned at the rear, 'The West Highland Steam Express' finally left Oban at 20.45, just over six hours late, with the 'Black 5' leading and the 'K4' working hard in its role as a banker. Reports indicate that the majority of the passengers had remained on the train and despite the late departure enjoyed the rare, if not unique, experience of being hauled, and banked, by steam from Oban back to Crianlarich.

Having arrived at Crianlarich, the formation of the train was shunted to allow the 'Black 5' to return to Fort William, while the 'K4' took the charter south to Glasgow. Network Rail delayed a possession on the



▲ Having encountered the problems of the first departure, LMS 'Black 5' 4-6-0 No. 45407 stands in the 'down' sidings at Oban on 5th September, prior to the arrival of the 'K4'. The train was moved into the down sidings to allow First ScotRail services to arrive and depart the station. **David Price**

route around Fort William to allow No. 45407 to return, in preparation for its use on the 'Jacobite' workings the following day.

No. 61994 finally departed Crianlarich at 23.40, running 423 minutes late, although a shortage of coal brought concern, and Class 47/7 No. 47760, which was stabled at Cadder Yard in Glasgow, to work the ECS working out of Queen Street, ran 'light engine' to Craigendoran Loop to assist if necessary.

Unfortunately however, that was not the end of the problems. Shortly after 01.20 on Monday morning, the crew of the steam

locomotive reported that it was struggling between Arrochar and Garelochhead. The plan for the '47' to proceed to Garelochhead to rescue the train appeared thwarted when it was confirmed that No. 47760 was not equipped with the necessary RETB signalling equipment. Network Rail's Mobile Operations Manager gave permission for the diesel to work north of Craigendoran without RETB, but under a ticket arrangement, on the basis that it was a rescue locomotive.

With the '47' attached to the rear, the train finally arrived at Glasgow Queen Street shortly after 03.00, a mere 494 minutes late!

It is a credit to the staff of West Coast Railways and Network Rail, that despite the problems incurred, the situation was rescued with professionalism and the actions of those 'on the group' resulted in only 20 minutes combined delay being caused to two First ScotRail services around Oban. First ScotRail also played their part in accepting passengers off the charter who wished an early return to Glasgow.

While the journey had its problems, it remains a superb example of how the diversified 'big' railway can work together to effectively manage an adverse situation and its consequences.



Awaiting its booked departure time, LMS 'Jubilee' 4-6-0 No. 5690 *Leander* is accompanied by a lone piper at Liverpool Lime Street on 3rd September, and despite the headboard being carried, the train was in fact 'The West Highlander' charter to Glasgow Central. **Derek Jones**



LMS 'Black 5' No. 45231 heads the 'West Highlander' charter towards Mallaig, near Lochailort, on the West Highland Extension on 4th September. **Donald Taggart**



Class 67 No. 67009 passes Paddock Wood on 8th September, working a Tonbridge to London Victoria VSOE charter. The train travelled via Headcorn, Ashford International, Gillingham and Swanley. **Rob Wheatley**



The AC Locomotive Group's Class 87 No. 87002 *Royal Sovereign* powers through a rain-soaked Docker on the West Coast Main Line, with Rail-Blue Charters' Watford Junction to Edinburgh excursion on 10th September. **Mark Allatt**

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Gloucestershire Warwickshire Railway launches £1 million appeal to restore embankment

GWSR President Pete Waterman made an earnest appeal for support to the railway's 'Landslip Appeal', which was officially launched on 7th September.

Standing where the run-round loop loop was once positioned at Gotherington, he spoke of the need to get the railway reconnected to its southern section, which is now effectively severed by the landslip. It is not just the economics of the railway that is at stake, he added, although the loss of roughly 25% of income generated from Cheltenham Racecourse station is significant, but the surrounding general economy is also important, as the railway brings in trade to the local area, which in turn also maintains and creates employment.

The effect on the GWSR of the landslip has been dramatic, as in

addition to losing income, costs have also increased as in order to maintain an effective train service between Toddington and Gotherington, trains need to be 'topped and tailed'.

The cause of the landslip is believed to be a result of recent severe weather, although it is likely that there have previously been issues in the vicinity. There is evidence of remedial work by British Railways in the early 1960s, which along with other civil engineering work during its stewardship, has been well documented.

The most significant issue however, is that as a result of the established channels becoming blocked or damaged, poor drainage has caused water running off the Cotswold Hills on the eastern side of the line to have gradually

dammed up at the base of the embankment, which has, over a period of time, put pressure on the structure.

When the embankment was constructed, it was formed by a layer of clay that had been excavated from nearby cuttings. On top of this was a layer of ash from the South Wales locomotive depots. This has possibly caused some of the problems, as lateral movement has taken place and with the heavy snowfalls earlier this year, when the snow melted, the water drained through the ash, but came to rest on the impervious base of clay, where it froze, with the ice forming a separate layer between the ash and the clay. Once this ice melted, the embankment was further de-stabilised eventually resulting in the landslip.

As can be seen in the

accompanying photograph, the loop line has been left suspended in mid-air, and fortunately, the GWSR took advice and ceased using the through line when the first signs of the slip occurred. It is thought that if running had continued the resultant damage to the embankment would have been far worse.

Following professional advice, a series of bore holes were drilled to establish what exactly was going on beneath the ground, which ultimately confirmed that the whole 250 metre-long section of the embankment had been subjected to repairs at different times. As a consequence, work has already started in providing new drainage for the east side of the embankment to minimise the effect of the water running off the nearby hills. This will be followed by the main repair, dealing with the actual collapsed embankment, which will be a combination of reconstruction and soil nailing.

Reconstruction will involve removing the defective or broken down materials, which will be replaced and compacted, before being supplemented with layers of geo textile membranes. Different action will be taken across the embankment, depending upon the assessed severity of the situation.

It is expected that the work will take around 26 weeks to complete, allowing the line to be open throughout by Easter next year, depending on the weather. The loop at Gotherington is important strategically, as it provides the railway with the ability to run extra trains during the peak timetable and on gala occasions.

Additionally, the railway has taken the opportunity to review the whole length of the route, including the new northern extension to Broadway and several other locations, have been identified as being in need of attention in order to preserve the long-term integrity of the railway.

The cost of the repair work as a result of the landslip will be in the region of £900,000, which covers items such as site access as well as reinstatement, of which the insurance cover is just £500,000. The additional £600,000 of the appeal is the cost of addressing the issues at the other sites, and the plan, therefore, is to launch an appeal for £1 million.

How can you help? Well, a donation no matter how small will be gratefully received, and can be made by credit/debit card through the Gloucestershire Warwickshire website, while cheques should be made payable to GWSR Plc. Alternatively, shares can be purchased which carry an entitlement to free travel concessions. These are available in £1 units, with a minimum purchase of £50, and a monthly instalment purchase scheme will be available to subscribers. A minimum of £100 will be required to secure three free round trips per annum, and a special scheme will be available for the first 300 individuals who purchase £1,000 or more shares.

The GWSR prides itself on being a tightly run organisation, which seeks to live within its means. The landslip has been a major blow, not only as a result of the repair cost, but also the detrimental affect on the railway's day-to-day trading.

▼ Gloucestershire Warwickshire Railway Chairman Pete Waterman, stands alongside the line that was previously the loop line at Gotherington. The effects of the landslip are clearly visible. **John Whitehouse**





At least eight visitors for Nene Valley diesel gala weekend in October

The first weekend in October will involve heritage diesel traction from the Severn Valley visiting the Nene Valley Railway for its Diesel Gala, on 1st-3rd October.

The gala will offer a wide variety of traction, featuring Class 52 No. D1062 *Western Courier*, Class 50s Nos. D444 *Exeter* and 50135 *Ark Royal* and Class 37/9 No. 37906 from the SVR, which

will be joined by Class 33/1 No. 33108, Class 37/0 No. 37275 and Class 47/3 No. 47375 from Barrow Hill, plus a visiting GBRf Class 66.

Supplementing the visitors from the home fleet will be Class 40 No. D106 *Atlantic Conveyor*, Class 31/1 No. 31108 plus a trio of Class 14s, Nos. D9516, D9523 and D9620. Watch out for an announcement concerning further guests for the weekend.

▲ On 4th September, GBRf Class 73/2 No. 73208 propels 4VEP No. 3417 *Gordon Pettit* over Imberhorne Viaduct on the opening day of the Bluebell Railway's East Grinstead station, with the first shuttle train from East Grinstead to just short of Imberhorne Cutting. **Gary Packer**

Wensleydale Diesels

The Wensleydale Railway will be operating a diesel gala over the weekend of 24th/26th September between Leeming Bar and Redmire.

The gala will feature a variety of traction, including examples of Types 1, 3 and 4 in the shape of Class 20 Nos. 20020, 20166, Class 31 No. 31271, Class 47/7 No. 47705 and Class 47/4 'Royal' No. 47798 *Prince William*. Class 03 Shunter No. 03144 is also booked to appear.

A special timetable will operate, which will be available shortly.

Steam and diesel update for Moorlands & City Railway events in November

Moorlands & City Railway has announced more details of the events taking place to introduce the re-opened line from Leekbrook Junction to Cauldon Lowe in November.

The first public services are due to operate on 13th/14th November, followed by footplate experience days on 15th/16th November.

A 'special rate' day is also scheduled for 19th November, when members of the North Staffs Railway, Churnet Valley Railway and the 71000 and Stanier 8F Societies will qualify for discounted tickets. All the trains on this day will also be available to the public. The steam line-up will include BR Standard 8P Pacific Nos. 71000 *Duke of Gloucester*, SR 'West Country' Pacific No. 34028 *Eddystone*, LMS 'Black 5' 4-6-0 No. 44767 *George Stephenson*, LMS 2-8-0 8F No. 8624 and GWR Prairie No. 5199.

Both steam and diesel locomotives will be in action the following weekend, 20th/21st November, which in addition to the above mentioned steam traction, will also include the resident diesel fleet of Class 37 No. 37075, Class 33 No. 33102, plus examples of Classes 24 & 25 and the Class 104 DMU.

The grand re-opening celebrations will conclude with a three-day full-blown diesel gala scheduled for 24th-26th November, with all the diesel fleet in action.

It is anticipated that most trains will work from the southern terminus of the Churnet Valley Railway at Kingsley & Froghall through to Cauldon Lowe, the highlights of which being the steep gradients on the re-opened stretch from Leekbrook Junction to Cauldon Lowe. More details, including the timetable information are expected to be available later this month.

Pontypool & Blaenavon officially opens extension and start work on next phase

The Pontypool and Blaenavon Railway officially opens its extension to Blaenavon on 17th September.

The line has actually been open since the end of May, but as this was delayed from the original plan of Easter, there has been no official opening event. The opening by Pete Waterman will take place at 10.00, followed by two invited guests-only round trips to Blaenavon High Level station with GWR 1400 class No. 1450 and the auto coach, followed by the auto train working a public service from 12.40 to 16.40.

Further work is now underway on the station building at Blaenavon with a stone mason engaged to carry out work as required. The chimney stack has now been built using yellow brick reclaimed from the site, and topped off with a chimney pot recovered from Pontypool Crane Street station. The next step will be the external cladding,

using a combination of bricks recovered from the station site and stonework also recovered from Crane Street.

On the trackside, work has now commenced on the Big Pit branch. Volunteers have cleared out the route and contractors have been engaged to prepare the base and lay track to the site of the proposed Big Pit Halt. Work commenced at the start of September, and should be completed before Christmas, while PBR volunteers will build the Halt and carry out other trackwork, not directly related to the branch running line.

The halt itself should be rather ornate, as members of the EMU Preservation Society undertaking the work, will be using columns donated by Network Rail from London Blackfriars station, which is now being redeveloped. If all goes to plan the line should open it at the start of the 2011 running season.

Bathed in sunshine, Caledonian Railway 812
Class 0-6-0 No. 828 arrives at Boat of Garten
on 2nd September, on the Strathspey Railway,
with a service from Aviemore to Broomhill.
Duncan Wilde



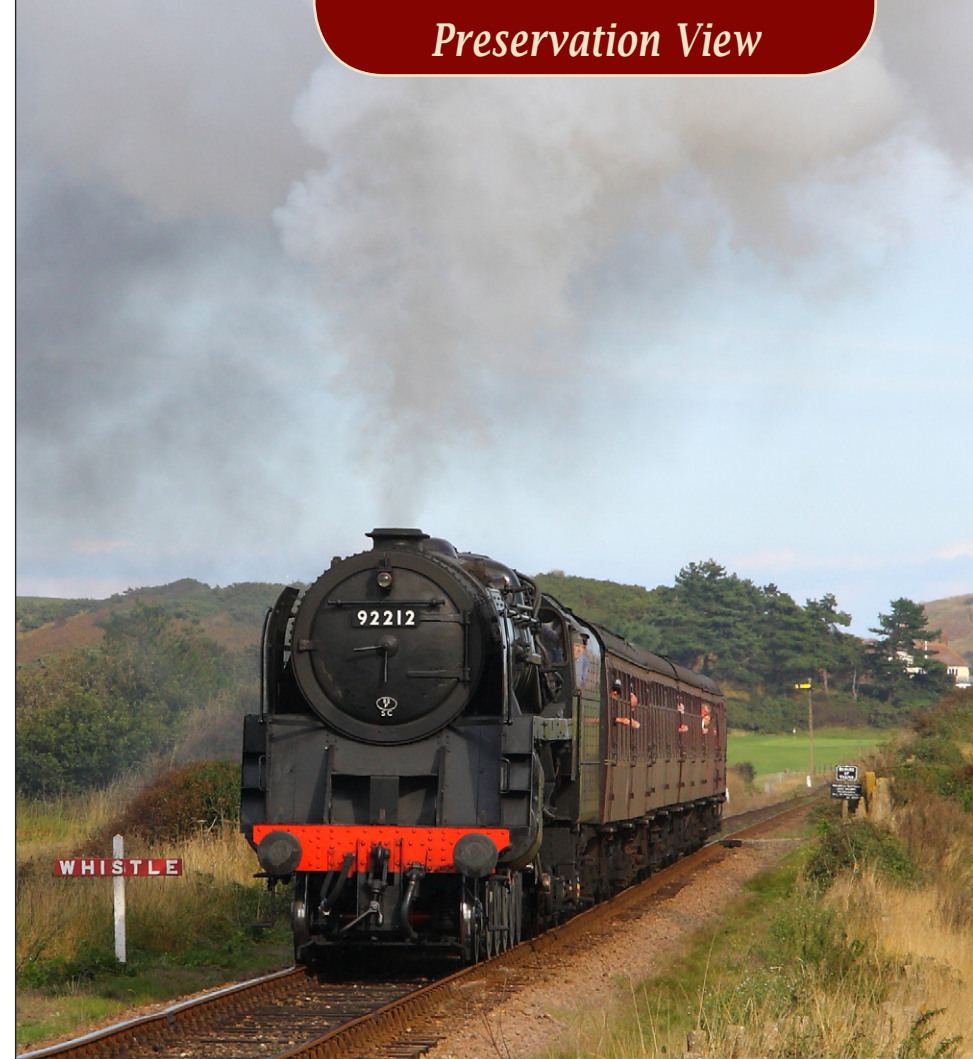
Preservation View

1871-built Head Wrightson loco *Coffee Pot* No. 1 hauls coal wagons towards the colliery village at Beamish during the Great North Steam Fair on 3rd September. **Stuart Chapman**





Much work has been undertaken at the Gloucestershire Warwickshire Railway clearing vegetation from the cutting sides on the approach to Greet Tunnel, which has resulted in an open view of the railway. GWR 2800 Class 2-8-0 No. 2807 departs from Winchcombe on 2nd September. On the rear, out of sight, was resident Class 20 No. D8137. **Ken Livermore**



Grand locomotives for a grand gala at the North Norfolk Railway

◀▲ With power to spare, LMS 'Black 5' No. 44767 *George Stephenson* and BR 9F 2-10-0 No. 92212 head a Sheringham to Holt service on 3rd September. **Ashley Dace**

▲ BR Class 9F No. 92212 powers up the incline towards Weybourne on 4th September, with Sheringham in the background. **Kev Gregory**

◀ Part of the National Collection, Class N15 'King Arthur' 4-6-0 No. 30777 *Sir Lamiel* visited the railway for the gala. Here, the loco is caught in the afternoon's sunlight, as it heads towards Weybourne on 4th September. **Kev Gregory**



GBRf-operated Class 66/4 No. 66403 stands at Honeybourne awaiting access to the Cotswold line, with a rake of 24 Fastline coal hoppers from Long Marston, en route to Doncaster. **Peter Tandy**

Weekly Pictorial

Class 380 No. 380108 is 'dragged' through Preston station in the early hours of a rather wet 10th September, by Class 66 No. 66081 (out of sight) bound for Polmadie. **David Hollowood**





On 9th September, the fourth day of a five-day UK 'eco' tour, the Royal Train passes Colton, south of York, conveying HRH The Prince of Wales from Newcastle to Todmorden. As usual, the train was 'topped and tailed' by 'Royal' Class 67s Nos. 67006 *Royal Sovereign* and 67005 *Queen's Messenger*. **Robin Patrick**



Carrying the latest Freightliner colour scheme Class 86/6 No. 86637 and classmate No. 86612, in the older style, pass Rugeley Trent Valley on a Ditton to Felixstowe intermodal service on 8th September.

Richard Moxon

13th September 2010 Driffield & East Yorkshire Railway Society

Buffers Restaurant, The Sidings, Drifffield, YO25 6PX. 'Tanfield Railway Video Show followed by Slides from the Mike Campbell Collection'. Meeting commences at 19.30. Admission £2. Contact the Secretary, Eric Marshall on 01377 25068 for further details.

Lincoln Railway Society

St Hugh's Church Hall, North Hykeham, Lincoln. 'British Transport Police' by Brian Bell. Starts 20.00. Contact 01522 705365 for details

Southern Electric Group (Sussex)

Deall Room, Southwick Community Centre. 'SR EMU Photos from the 1950s' by Richard Larkin. Starts 19.30. £2 Donation. Contact Bruce Cakebread on 01273 462094 for details.

York Railway Circle

Archbishop Holgate's School, Hull Road, York YO10 5ZA. 'Railways in my Military Career' by Steve Davies MBE. Meeting commences at 19.30. Contact Robin Patrick on 01904 412232 or at locopatricks@aol.com for further details.

14th September 2010 8E Railway Association

The Gladstone Club, Station Road, Northwich, CW9 5RB 'Under, Up and Over. Merseyrail, Overhead & Snowdon - A Connection?' by Glynn Parry. Starts 19.45. Contact Paul Trench on 07790 486735 for details.

Abergavenny & District Steam Society

Upper Room, The Hen and Chickens, Flannel Street, Abergavenny. 'The Power of Steam' by Peter Donovan. Meeting commences at 20.00. Contact, Ken Mumford at ken.mumford@ntlworld.com for details.

Great Western Society (Bristol)

BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG. 'Spotting with a Pentax Spotmatic & a Cannon EOS' by Wayne Finch. Meeting starts at 19.45. Contact the Secretary on 01454 324230 for further details.

Permanent Way Institution (Croydon & Brighton)

Mott MacDonald House, Sydenham Road, Croydon, CR0 2EE. 'High Speed 2' by John Castle. Starts 17.45. Contact Martin Cresswell on 07815 968245 or email martinccresswell@amey.co.uk for further details.

Permanent Way Institution (Manchester & Liverpool)

Ove Arup Offices, St. James Building, Oxford Street, Manchester. 'High Speed Rail' by Colin Stewart, Arup. Starts 12.30. Contact 07798 858784.

Tewkesbury YMCA Railway Society

YMCA, Church Street, Tewkesbury. 'The Stanford Jacobs Collection' by Roger Hennessey. Starts 19.45.

15th September 2010

Permanent Way Institution (Bristol & West of England)

Arup Auditorium, 63 St Thomas Street, Bristol. Innotrack by Charles Penny. Starts 18.00. Contact the secretary, Phil Harrison on 0117 976 5432 for details

Permanent Way Institution (Bristol & West of England)

Great Western Hotel, Swindon. Reading Station Area Remodelling by Sean Murray. Starts 18.00. Contact the secretary, Phil Harrison on 0117 976 5432 or e-mail philip.harrison@arup.com for details

Permanent Way Institution (Glasgow)

Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow. 'Airdrie to Bathgate Rail Link Progress' by Hugh Wark, Network Rail. Starts 17.30. Contact the secretary, Jack Scott, on 07789 765291 for further details.

16th September 2010 Barrow Hill Engine Shed Society

Roundhouse Lecture Theatre, Barrow Hill, Chesterfield. 'Steaming Through Britain'. Starts 19.30. £2 Admission. Contact the Secretary at beardspaul@aol.com for details.

Breconshire Rly Society

R.A.F.A.Club, The Struet, Brecon. Annual Luncheon. Meeting commences at 19.30. Members only. Please contact Arthur Robinson on 01982 560219 for further details and all membership enquiries.

Marlow & District Railway Society

Bourne End Community Centre, Wakeman Road, Bourne End. 'The Alan Morris Collection - a selection of pictures' by Julian Heard. Meeting commences at 20.00. Admission £2.

Ffestiniog Railway Society (White Rose)

Oxford Place Methodist Centre, Oxford Place, Leeds LS1 3AX. 'The Chinese C2 Locomotive now at Boston Lodge' by Paul Molyneux Berry. Meeting commences at 19.30. £2 donation. Contact the Secretary on 01904 331973 or at wrg@ngtrains.com for further details.

17th September 2010 Great Western Society (Taunton)

Village Hall, Stoke St Mary, Nr Taunton. 'Bodmin & Wenford' by Richard Jones. Meeting commences at 19.30. Contact 01823 334188 for further details.

Stephenson Locomotive Society

The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'Railway Routes from Darlington to Newcastle' by Roger Darsley. Starts 19.00. Contact 01434 688946 for details.

18th September 2010 Great Western Society (South West)

Parish Centre, Church End Road, Kingskerswell, Torbay. 'History of the Dartmouth & Torbay Railway' by John Risdon. Meeting commences at 18.30. Contact the Secretary on 01803 336329 for further details.

Locomotive Club of Great Britain (Central London)

Keen House, Calshot Street, London N1. 'The Crossrail Project' by Simon Bennett. Meeting starts 19.00.

20th September 2010 Great Central Railway Society (Spinkhill)

The Angel Hotel 26 College Road, Spinkhill, Sheffield S21 3YB. 'Classic Film Night' with Mick Hayes. Starts 19.30. Contact Frank Greaves on 01909 473927 for further details.

21st September 2010 Locomotive Club of Great Britain (Dorking)

Pethick-Lawrence House, 85 South Street, Dorking. 'Narrow Gauge Around the World' by David Cox. Starts 19.30.

PWI (York)

Park Inn, North Street, York. 'North East Railway Engineers Forum' Starts 18.00 Contact Ken Aiston, on 01904 656991 for details

▼ Gently negotiating the gradient from Exeter Central station, Class 142s Nos. 142064 and 142009, the latter recently returned from tyre turning at St. Philips Marsh, enter Exeter St David's station on 9th September, before reversing and continuing their journey as the 15.23 Exmouth-Paignton local service. **John Stretton**



23rd September 2010 Gravesend Railway Enthusiasts Society

Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. AGM. Starts 19.45. Contact Roger Hart on 01474 833320 for details.

Locomotive Club of Great Britain (North West)

St David's Social Centre, 249 Wargrave Road, Newton-le-Willows, WA12 8EW. 'The Lancaster & Carlisle Railway' by Noel Machell. Starts 19.30. Contact 01925 226473.

Mid Hants Railway Preservation Society (Thames Valley)

Church House, 59 Church Street, Caversham, Reading RG4 8AX. 'West Somerset Railway' by Keith Smith. Starts 19.45. Admission by donation. Contact at robert.latham@tesco.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 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.

24th September 2010 Great Western Society (North West)

St. Hilda's Clubroom, Slater Street, Latchford, Warrington. 'Lost Stations of St. Helens' by Alan Moore. Meeting commences at 19.30.

Locomotive Club of Great Britain (Croydon)

United Reform Church Hall, Addiscombe Grove, East Croydon. 'From the 90s to the 00s at Home & Abroad' by Bob Stonehouse. Starts 19.15.

Shropshire Rly Society

The Gateway, Chester Street, Shrewsbury. 'British and Overseas Steam Trams' by Nick Kelly. Starts 19.30. Donation of £3 requested. Contact the General Secretary on 01743 243295 for further details.

The Great Central Railway (London)

The Exmouth Arms, 1 Starcross Street, Euston, London NW1 2HR. 'My Railway Career' by Bill Davies. Starts 19.30. Contact Richard Butler on 01525 372487 for further details.

26th September 2010 St Albans Signal Box

St Albans Signal Box Preservation Trust, Ridgmont Road, St Albans AL1 3AJ. Exhibition of signalling and railway ephemera within the preserved signal box. Admission free. Open 14.00 - 17.00. Contact the Chairman, K.Webster on 01727 836131 for further details.

28th September 2010 Locomotive Club of Great Britain (Brighton)

Brighton Model Railway Club Room, BR London Road Station, Shaftesbury Place, Brighton. 'Railway Film Miscellany' by John Butler. Meeting commences at 19.30.

Tewkesbury YMCA Railway Society

YMCA, Church Street, Tewkesbury. 'A Tribute to John Wilkins and the Fairbourne Railway' by High Sykes. Meeting commences at 19.45.

1st October 2010 RCTS (Bristol)

St Peters Church Hall, Church Road, Filton. 'The Railways of the Forest of Dean' by Ian Pope. Meeting commences at 19.30.

Stephenson Locomotive Society

The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'An Evening of Railway Films with a 1950s Theme' by Roy Jefferson. Starts 19.00. Contact 01434 688946 for details.

Stephenson Locomotive Society

Settlement Centre, Union Street, Middlesbrough. 'So you want to Build a Railway (The Welsh Highland Railway)' by Bob de Ward. Meeting commences at 19.00. Contact the Secretary on 01642 313451 for further details.

2nd October 2010 Stephenson Locomotive Society

The Friends Meeting House, Mount Street, Manchester. 'Joseph Locke: The Third Engineer' by Dr Michael Bailey. Meeting commences at 14.00. Contact the Secretary on 0161 928 2461 for further details.

4th October 2010 North Yorkshire Moors Railway (Northallerton)

Northallerton Town Cricket Club, Farndale Avenue, Northallerton. 'Your Next Station Stop is Stokesley' by Tony Daniels. Meeting commences at 19.30. Admission £1.50. Contact the Secretary, Ian McInnes on 01642 767233 for further details.

RCTS (Ashford)

The Elwick Club, Church Road, Ashford. 'The West Coast Main Line, Southern Section since Nationalisation' by Bob Ballard. Meeting commences at 19.30. Contact the Secretary at southeast@rcts.org.uk for further details.

5th October 2010 Gravesend Railway Enthusiasts Society

Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 'Developments in Hornby Railway' by Simon Kohler. Meeting commences at 19.45. Contact the Secretary, Roger Hart on 01474 833320 for further details.

Locomotive & Carriage Institution

55 Broadway, London. 'The Restoration of B Standard 9F, 92212' by Les Greer. Meeting commences at 18.00. Contact the Secretary, 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. 'Trains in the Snow' by Les Nixon. Meeting commences at 19.30. Contact the Secretary on 01525 750149 for further details.

North East Essex Railway Association

Room 6, Frinton Community Centre, The Triangle, Frinton. 'BR Branch Lines' by David Soggee. Meeting commences at 19.45.

Permanent Way Institution (Wessex)

The Rose and Crown, Colombo Street, Waterloo, London High Speed North/South The Rail Engineers Alternative' by Colin Elliff, Atkins Rail. Meeting commences at 18.30. Contact the secretary, Richard Workman, on 01428 645771 or email richardworkman5@tiscali.co.uk

RCTS (Watford)

St. Thomas' United Reformed Church, Langley Road, Watford. 'The Wensleydale Railway' by David Gibson. Meeting starts at 19.30.

Southern Electric Group (South Hampshire)/ LRTA (Southern)

Eastleigh Railway Institute, Romsey Road, Eastleigh. 'A Railway and Tramway Miscellany' by John Godfrey. Meeting commences at 19.30. Admission £2. Contact the SEG Secretary, John Goodrich on 023 8067 0028 for further details.

Tewkesbury YMCA Railway Society

YMCA, Church Street, Tewkesbury. 'Members slide/Digital Photograph Evening. Meeting commences at 19.45.

Weston super Mare Railway Society

Function Room, Conservative Club, Alexandra Parade, Weston super Mare. 'More Steam Recreations' by Do Bishop. Meeting commences at 20.00. Contact the Secretary, Lionel Jones on 01934 628289 or at wsm1977rlysocytalktalk.net for further details.

6th October 2010 Permanent Way Institution (Thames Valley)

Davidson House, Reading 'Track Renewals in Central Manchester' by Paul Dawkins, CDL. Meeting commences at 17.45. Contact the secretary, Peter Simmonds, by email at peter181102@yahoo.co.uk

Stephenson Locomotive Society

Hayes Village Hall, Hayes Street, Hayes, Bromley. 'The History of BR and the Construction of No.72010 "Hengist"' by Russell Newland. Meeting commences at 19.30. Contact the Secretary on 0208 289 9935 for further details.

7th October 2010 RCTS (Milton Keynes)

The Crown, Market Square, Stony Stratford, MK11 1BE. 'Strictly Freight Only' by Brian Ringer. Meeting commences at 19.30. Contact the Fixtures Secretary on 01908 563549 for further details.

Stephenson Locomotive Society

St John Ambulance Centre, Sandes Avenue, Kendal. 'Steam in the North West' by R.Penn. Meeting commences at 19.15. Contact the Secretary on 01539 720708 for further details.

8th October 2010 Altrincham Electric Rly Preservation Society

Altrincham Methodist Church Hall, Barington Road, Altrincham, Cheshire WA1 1HF. 'A Tour of South African Railways in the Early 1970s (Industrial and Main Line Steam)' by Alan Gilbert. Meeting commences 19.30. Admission £3, Members Free. Contact the Secretary, Andrew Macfarlane on 0161 928 9394 for further details.

Great Central Railway Society (Rotherham)

The Three Horseshoes, Bawtry Road, Wickersley, Rotherham S66 2BV. 'The Bamford & Howden Reservoir Railway' by Ted Hancock. Meeting commences at 19.30. Contact Mick Hayes on 01709 820544 for details.

Great Western Society (Swindon)

Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon, SN3 1JE. 'Aspects of the Great Western Railway' by Peter Tough. Meeting commences at 19.30. Contact the Secretary on 01793 495976 for further details.

Shropshire Railway Society

The Gateway, Chester Street, Shrewsbury. 'Railways at the Dawn of Nationalisation' by Robin Mathams. Meeting commences at 19.30. Donation of £3 requested. Contact the General Secretary on 01743 243295 for further details

9th October 2010 Bournemouth Railway Club

'All Purpose Room', Winton Methodist Community Centre, Alma Road/Heron Court Road, Bournemouth. 'Travels in 2009' by David Milton. Meeting commences at 14.30. Admission £2. Contact Martyn Thresh at martyn.thresh@ntlworld.com 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

The true anachronism of steaming into the sunset! LMS 'Black 5' 4-6-0 No. 44871 heads out of Wakefield, in front of a setting sun, with the final 'Scarborough Spa Express' of the year, on 5th September. **Mark Allatt**

Magazine Information

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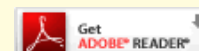
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