

# The Railway Herald



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## Front Cover

**Presenting a powerful image, Class 350/2 No. 350234 stands within the shed at the Wildenrath test track in Germany, on the occasion of handing over the unit to London Midland. Ken Brunt**

## Rear Cover

**On the occasion of the Bowes Railway Coal Train day, Andrews Barclay 0-4-0ST National Coal Board No. 22 climbs with a demonstration coal train from Springwell to Wrekenton. Nick Wise**

## Publication

The Railway Herald is published every Monday and is available on e-mail subscription or from our website at [www.railwayherald.co.uk](http://www.railwayherald.co.uk)

## Submissions

We welcome submissions from all readers, especially digital photographs. Pictures should be sent to the editor at [editor@railwayherald.co.uk](mailto:editor@railwayherald.co.uk)

Good quality scans of colour slides and prints are also acceptable. Currently there is 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 the back issues of the magazine.  
[www.railwayherald.co.uk](http://www.railwayherald.co.uk)

## National Rail Timetable

The entire UK National Rail Timetable is now available as a PDF download from the Network Rail website.

Produced in the same fashion as the printed version and ordered by table number, the current timetable is available by clicking [here](#).

The railway by-laws and information for enthusiasts are also available online from the Network Rail website, by clicking [here](#).



## Telford Railfreight Terminal, rail link in place.

▲ **Class 158 No. 158826 heads for Telford as it passes the new Donnington Junction, located just outside Wellington station. Trains to the new Railfreight terminal will diverge here and head along the old LWSR route towards Stafford for around 2.5 miles before reaching the terminal, which is being built on the site of the former MOD yard at Donnington. Terry Pickthall**

## Walsall to Wolverhampton local service could be axed later this year after talks collapse

**The Walsall to Wolverhampton rail link is set to be axed at the end of the year after last-ditch talks to save it collapsed.**

Two Walsall MPs held an eleventh hour meeting with new Secretary of Transport, Lord Adonis, but were told the Government were not prepared to foot the bill for a continued service. The delegation had hoped to thrash out an interim arrangement that would keep the service going beyond December,

but were told that Walsall and Wolverhampton councils along with Centro and the West Midlands Passenger Transport Association (WMPTA) would still be expected to pay for the two trains needed for the route, which was the stumbling block to the scheme.

Gary Clarke, the WMPTA Chairman, said he felt the Government had let the people of Wolverhampton and Walsall down. "It does now look like the

service will stop at the beginning of next year," he said. "The Government is clearly expecting the two local authorities along with Centro to pay for this, but we have always said that it is up to the Government to fund rolling stock."

All is not yet lost however, as Wolverhampton Council had signalled that it was prepared to contribute cash to the service, but Walsall Council and Centro have so far refused.

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Railway Herald is produced by Railway Herald Ltd (Registered as company number 05837609 in England)

Registered office: Hobarn House, 12 Brompton Road, Northallerton, North Yorkshire, DL6 1DY

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▲ Class 20/3 No. 20315, Class 37/6 No. 37604 and Class 37/0 No. 37229 are pictured near Loughborough on 10th October having just departed from Brush Works, bound for Carlisle Kingmoor. **Stuart Chapman**

## Gerrards Cross tunnel rebuild commences

Tesco is currently preparing to rebuild a tunnel over the railway at Gerrards Cross, the well-documented collapse having taken place in 1st July 2005, while the frame of the new store being constructed was half built above.

A new contractor, Costains, was appointed to construct a new tunnel, and nearly three years later, work began again on the project this year. The steel frame of the store has been taken down, and since then there has been much activity, but it has been unclear exactly what has been happening.

However, platforms along the sides of the tunnel are currently under construction to support the weight of cranes, which starting in February next, will lift the replacement tunnel for the middle section that collapsed, into position. After that a new, stronger tunnel will be built on top of the older one, which could take up to a year to complete.

To avoid any similar problems the new tunnel will be stiffer, and will be made in one piece, not in two sections balanced together as before. Also, the infill material

above it will be much lighter, being only a quarter as heavy as the infill used previously. Permission from Network Rail for the new venture to go ahead is yet to be forthcoming, but Costains have an agreement in principle and the detailed designs are currently awaiting approval. Tesco and Costain are to bring the additional infill material onto the site by rail, not road, avoiding the necessity for more than 2,000 lorry journeys onto the site, which people in Gerrards Cross were worried about.

❖ The new London Overground station on the West London Line at Shepherd's Bush reported as opening on 29th September in last week's edition, apparently should have opened some two years ago but was badly delayed by clearance problems with the platforms. It is connected with the new Westfield shopping centre, which is due to open at the end of October. The existing Shepherd's Bush station on the Hammersmith & City line has been renamed Shepherd's Bush Market in order to avoid confusion with the new station.

❖ Virgin Trains will not advertise or promote the new 14th December timetable, saying it fears that travellers will be caught up in extensive disruption. The timetable provides for three trains an hour running from London to Manchester and will cut journey times significantly. However, Network Rail's ability to run a consistently high-performing railway in the first month or so of the new timetable is doubted.

❖ East Midlands Trains' new timetable on 14th December 2008 has improvements for Sheffield to London passengers, with faster journey times and more available seats to the capital. In preparation for the introduction, the company has asked staff and passengers in Sheffield to send in new names for two key business trains to London - and the winners are The Sheffield Continental (06.47 from Sheffield) and The South Yorkshireman (07.44 from Sheffield), both in addition to The Master Cutler.

❖ Stagecoach is to invest £3 million on new hi-tech buses that will link Cambridge and Huntingdon stations. They will run on 100% biofuel that is produced from sustainable recycled food waste. The vehicles are scheduled to go into service on the Cambridgeshire Guided Busway when it opens in April 2009. Commissioned by Cambridgeshire County Council, the 16-mile busway is scheduled to provide a frequent, reliable, sustainable and attractive public transport alternative for people driving along the busy A14 between St Ives and Cambridge. Two routes will operate: St Ives-Addenbrookes-Trimpington, which includes a service to Cambridge station, and Huntingdon-Cambridge, with peak journeys to Huntingdon station.

❖ Funded by Network Rail, Virgin Trains and Merseytravel, there is to be new passenger lounges and refreshment areas between Platforms 7 and 8 at Liverpool Lime Street station. They include a dedicated First Class Lounge for Virgin's business travellers.

### North Wales Coast DIESELS



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## Siemens hands over first London Midland 'Desiro' EMU

**Siemens Mobility handed over the first of 37 Class 350/2 Desiro EMUs, No. 350233, to Porterbrook Leasing at the Wegberg-Wildenrath test track on 8th October.**

Representatives of both companies were present, together with London Midland Managing Director, Steve Branaghan, whose company will operate the 100mph trains on the West Coast Main Line between Euston and Birmingham.

Remarkably the delivery time on these units has been just 15 months, from signing of the build contract with Porterbrook to the hand-over of the first unit.

At present there are five complete units, with the remainder being under construction at Krefeld-Uerdingen in Germany. The first of the units, No. 350231, is due to arrive in the UK shortly.

The first 10 four-car units are scheduled to enter service on 12th December, with the delivery complete by June 2009, making a total then of 316 Desiros in traffic in Great Britain.

▲ *Class 350/2 No. 350233 is shown at speed on the Wegberg-Wildenrath test track on 8th October.*

► *The driving cab of No. 350233. As with other 'Desiros' the centre gangway, gives a one-third width cab. Both: Ken Brunt*





▲ Most seating in the First Class area is in 2+2 configuration airline style, with a small number of seats being located around a table.

▼ The seating layout in Standard Class on the London Midland 'Desiro' units. Both: Ken Brunt





▲ On 2nd October, Class 456 No. 456015 enters Wandsworth Road with the 12.41 Victoria service to London Bridge. Under the new South London Line RUS, this service would be replaced by the proposed extension of the East London Line and a new Victoria to Bellingham service. **William Turvill**

## Public safety called into question after horse escapes onto railway

Network Rail has commenced an investigation following a report that a runaway horse slipped over and was fatally electrified on third-rail tracks between Aldershot and Farnham.

The report suggests that three people who were trying to catch the animal were put at risk of electrocution after a request to switch off the power to the live rail was refused to the driver of the 18.06 Aldershot-Alton train, who was ordered to continue his journey.

Considering the situation to be unsafe, the driver and guard both refused to move the train, and again asked for the power to be switched off. After the horse fell, the power then had to be switched off as its body was blocking the line and caught fire, covering the area in smoke.

Passengers on the train were asked to move to the rear coach, where they were held for about 20 minutes, before the train eventually travelled back to Aldershot.

South West Trains said the incident lasted an hour and 45 minutes, during which time both lines were closed, causing delays to passengers.

The decision not to isolate the power supply prior to the horse slipping over was not an issue for South West Trains, but the incident would have been reported to the control centre at Waterloo, which is jointly operated between Network Rail and the train operating companies.

No comment was available from Network Rail on the story at the time of going to press.

## Debate continues over South London RUS

Apart from accommodating a variety of regular passenger services, the South London Line (SLL) is recognised as a key artery for freight trains, especially in off-peak hours.

Indeed, it is the single most important line in the Route Utilisation Strategy (RUS) area for freight. Passenger services on the route operate into Victoria (both Central and Eastern sides) and London Bridge, but a draft RUS has highlighted that the present format of Southern's Victoria-Denmark Hill-London Bridge service is not sustainable. This issue triggered far more debate than any of the other matters raised by the RUS and has been the subject of several hundred consultation responses. However, industry stakeholders say the facts remain unchanged – the service carries far fewer passengers than any of the others that run into London Bridge and Victoria and other trains need the capacity.

It is maintained that a number of suitable alternatives for users of the SLL either already exist or are recommended by the RUS, and industry stakeholders are in agreement that the analysis is correct. In order to facilitate replacement of the existing service, early implementation of a further phase of the East London Line extension to Clapham

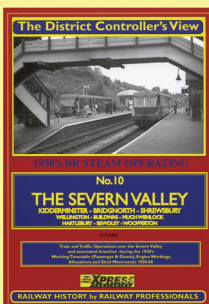
Junction is needed, and when complete this will provide increased frequency at all stations on the line and will provide direct links to Clapham Junction and Docklands. It will also create a number of new journey opportunities, with a range of destinations becoming available. However, an interchange will be necessary at either Peckham Rye or Queen's Road Peckham, which will not be popular.

The RUS also recommends introduction of a new Victoria (Eastern) to Bellingham service. It is said that this will ensure that SLL stations receive at least the present day level of service to Victoria and will provide a major benefit to stations such as Catford. It is recommended that this service be operated as soon as possible as an eight-car train formation, requiring platforms both at Wandsworth Road and Clapham High Street to be lengthened. Overall the package for the South London Line offers far more trains than exist today, but it will not be popular with regular travellers on the route between London Bridge and Victoria, where the service is an uncomplicated one. However, it is maintained that the improvements proposed outweigh the inconveniences, and it is maintained that retaining the status quo is not viable.

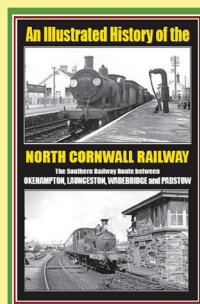
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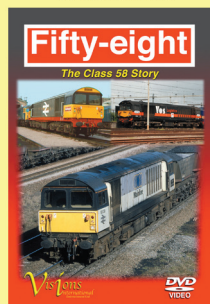
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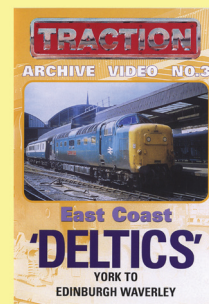
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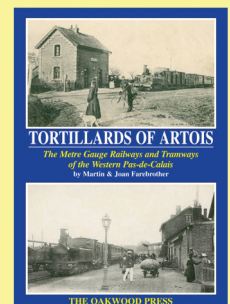
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▲ Class 67 No. 67015 leads three coaches and DVT No. 82301 on a London Marylebone to Crewe test train passing Banbury on 10th October. Ken Brunt

## First visible signs of Wrexham & Shropshire fleet upgrade

**The Wrexham Shropshire & Marylebone Railway (WS&MR) expects to start introducing refurbished trains during the latter part of this year, and a refurbished and reliveried DVT is already under test.**

Subject to the testing being successful, the company expects the first trains to be ready for passenger use by the end of November, with a full fleet operational by the New Year.

Each refurbished train will initially be formed of three coaches with the potential to increase this to four in the future – this includes two Standard Class vehicles (144 seats) and one First Class vehicle (30 seats), including the catering facilities. The trains are capable of speeds up to 125 mph, although the maximum speed on a typical journey from Wrexham to London is 100mph given the infrastructure limitations.

WS&MR has a total of four complete train sets comprising 12 Inter-City Mk3 coaches, four Class 67 diesels and four Mk3 DVTs. In addition, Deutsche Bahn Regio UK own sufficient vehicles to enable the formation of a fifth complete train and to extend all trains to four coaches.

The DVTs are being

extensively refurbished, including a modification to enable them to work with Class 67s. In addition, in line with current industry best practice, they are being fitted with a sanding device to provide increased levels of safety, this being the first time such a modification has been made to vehicles of this kind.

The DVT modifications involve changes to the controls to enable

them to work with the Class 67s via a 27-way cable, making use of the AAR multiple-working function that is already fitted to the locomotives. This is the same multiple working arrangement that is fitted to all the General Motors-based locomotives operating in Great Britain, including the Class 59s and Class 66s.

The system requires the 27-way cable to be fitted to the coaching

stock to enable communication between the DVT and the locomotive. The DVTs retain the ability to work in 'push-pull' mode with electric locomotives and have been renumbered in the 82/3 series to indicate the changed compatibility. The only modification to the four Class 67s has been fitting a fire extinguisher system that can be remotely triggered from the Driving Van Trailer.

▼ As a Pendolino heads for London, Mk3 DVT No. 82301 leads into Stafford on 30th September while on a test run. This vehicle entered public service with W&SMR on 11th October, working the 08.55 from Wrexham. Brad Joyce



## Avonmouth Bridge replacement

**The Pill Bridge in Avonmouth has been standing for over a century, but thanks to a new method of bridge replacement, was replaced in just eight hours.**

The technique was being piloted in the West Country for the first time, and forms part of Network Rail's intention to complete engineering work in less time. Most of the bridge construction work was completed in advance, away from the railway, to minimise the amount of time the route would need to be closed.

The bridge walkway, hand

railings and stone ballast were assembled before the bridge deck was slotted into place, the previous time-span for the work being significantly cut back by 75%. Weighing in at 117 tonnes, the new bridge near New Pill Stream is built to last 120 years and is a more robust structure than the old one it replaced.

The railway line was closed at 10.00 on 28th September, and reopened on the same day at 18.00. The £800,000 project was undertaken by Carillion.

## Work complete on Tamar Valley

**Network Rail has completed work on the Gunnislake branch of the Tamar Valley Line, involving the replacement of ageing rails, timbers and sleepers.**

The work now moves onto a selection of other stretches of railway in the West Country, with the Falmouth branch closed from 13th-17th and again between 20th-24th October; the Torquay branch on 27th-31st October; the Looe branch on 3rd-7th November; the Barnstaple branch on 10th-14th November

and then again from 17th-21st November.

Work starts on 24th November on the St Ives line, finishing on 28th November – and finally the work in the region comes to an end after completion of the Newquay branch from 8th-12th December.

First Great Western says that it has worked closely with Network Rail to minimise the impact on passengers' journeys and is providing alternative services to bring travellers to their destinations.

## All change at Cambridge as redevelopment takes hold



▲ As part of the redevelopment of Cambridge station, the sidings opposite Platforms 1 and 4 were removed at the end of August. This week it was the turn of the stabled stock (a three-axle tank, two cement tanks and two BR MK2 coaches). A familiar sight at Cambridge for many years, the stock remained on a short stretch of track until this week. Temporary track was installed to move the stock onto lorries for road transport. This photo was taken from the Cambridge pedestrian footbridge and shows the two coaches and three-axle tank waiting to be moved, the remaining cement tank waiting taken by road.  
Thomas Blampied

## December timetable change brings better services from Wales

**The Wrexham & Shropshire Railway's new timetable from 14th December has significant reductions of up to 28 minutes in journey times.**

For business travellers, the changes mean that it will be possible to arrive in London before 09.00 on the first train, giving a better opportunity for a full day's business in the Capital. For leisure travellers, the changes allow greater flexibility in planning days out along the route. Those who wish to spend a Saturday shopping in London can catch the first train, arriving in the West End before 10.30. Journey times will also be reduced for those travelling to other attractions along the route – from a day out at RAF Cosford, to exploring Wrexham

and the Dee Valley countryside. The railway operates five trains on weekdays, four on Saturdays and three on Sundays. The Wrexham & Shropshire is a joint venture between the shareholders of Renaissance Trains Limited and Deutsche Bahn Regio, the latter being a subsidiary of Deutsche Bahn, which bought Laing Rail, one of Wrexham & Shropshire's parent companies, earlier this year. In addition to a 50% share in Wrexham & Shropshire, Deutsche Bahn Regio has also acquired the Chiltern Railways franchise and a 50% share in the new London Overground concession.

Also starting on 14th December, the new Arriva Trains Wales timetable contains a new direct service from Aberystwyth to

Birmingham International, a first for the Cambrian line. The new train is designed to improve punctuality of services and provide an additional 650 seats a day on services from Shrewsbury to Birmingham, and will also be fully integrated with a new Virgin Trains timetable on the West Coast Main Line. The introduction of the new working will also address a long-standing performance issue as trains from the Cambrian line to Birmingham are frequently terminated short at Wolverhampton due to pathing problems into Birmingham New Street.

There is also to be a new direct, two-hourly service from Holyhead to Birmingham International via Chester, Shrewsbury and

Birmingham New Street, with connections from North Wales at Chester for Virgin Trains services. Also, to reflect the continued popularity of the busy Cardiff - Manchester Piccadilly route, a new hourly Sunday service will be introduced with a focus on improving facilities for passengers between the two university cities.

Faster journey times are also set for West Wales routes between Swansea - Milford Haven and Swansea - Pembroke Dock, in some cases saving up to 15 minutes. There is also more regular spacing of train services across North Wales routes, with an additional shuttle destined for Llandudno, opening up more mainline routes to visitors to North Wales.





▲ Carrying the National Express 'interim-livery', Class 91 No. 91112 stands at Doncaster on 4th October after running round its train which had developed battery problems. The train stood for almost two hours before the locomotive towed Mk4 DVT No. 82229 south. David Wragg

## South West Trains aims to encourage the use of ticket machines, with prize draw competition

Until 30th November, anyone who buys a 7-Day Season Ticket from a South West Trains' ticket machine will have the chance to enter a free prize draw to win back the cost of the ticket.

There will be a draw every week until the end of the promotion to allow regular passengers to have more than one chance to win. After purchasing the ticket, log on and visit

southwesttrains.co.uk/win and enter the ticket and contact details to take part.

More than 40% of tickets are now bought from South West Trains' 444 ticket machines. As well as a large range of tickets there is also a new facility for passengers to collect pre-paid tickets on departure – which will be available from all stations by the end of the month.

Customer Service Director Ian Johnston said: "Our ticket machines are more popular than ever but there are still some people who have never given them a go. Hopefully this competition along with more communication about what the machines can do and a higher visibility of 'floorwalkers' will help people use the machines and will encourage more people to try them out".

## Virgin edges outwards in Edge Hill expansion

▼ Funded by Network Rail and Virgin Trains, the train maintenance depot at Liverpool Edge Hill is being improved and enlarged to allow Alstom to expand the maintenance and servicing it undertakes on Virgin's Pendolino train fleet, and also handle more trains each night. From 2011, Edge Hill depot will also play a pivotal role in the commissioning of the extra Pendolino trains and additional Pendolino coaches, which have been ordered to increase capacity on the West Coast route. Chris Dixon



❖ Although the proposed opening date of Corby station is 15th December, East Midlands Trains has not yet managed to obtain the rolling stock it requires to ensure services will be able to begin running to the station, this despite the project being given the go-ahead more than a year ago. Local people have spent 10 years campaigning for the opening of a new station following the closure of the previous one 17 years ago, making the town the largest in the country without a train station.

❖ South West Trains is preparing to shed staff in response to the economic difficulties that are expected to take a huge toll on jobs in the capital. Brian Souter, who founded Stagecoach 28 years ago, has said that no decisions had yet been taken, but that any responsible company would seek to control costs in the face of economic downturn. Stagecoach employs some 30,000 people. Administrative and marketing functions are likely to be the first to be reduced in size, but it has been said that the company would not jeopardise customer services by cutting frontline staff.

❖ The Port of Felixstowe's rail division has reported that it handled a record amount of freight in the one week ending 28th September. A total of 9,111 containers were involved, the previous one-week total being 8,984 in September 2007. Managers said a rail terminal had been extended to accommodate 22-wagon trains, which made the record possible. The said they were also looking forward to yet larger volumes of rail traffic.

❖ Following the resignation of Ruth Kelly as Transport Secretary, a reshuffle within the Department for Transport has now resulted in popular Rail Minister Tom Harris being surprisingly ousted and two new names coming to the Transport office. Lord (Andrew) Adonis is now responsible for, among other things, National Networks, and Crossrail, and Paul Clark has charge of every conceivable sort of transport from buses, cycling and walking – and also including light rail, which presumably is not in the remit of Lord Adonis!

❖ From December the cost of rail travel between Liverpool and London is to be slashed, with the price of the cheapest Advance single ticket being cut from £13 to £8 – offering remarkable value at 4.2 pence per mile (192 miles), under the price of two gallons of petrol, and far less than the average cost of motoring at 48.25p per mile.

## UK Steam & Modern Traction Railtour Listings

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

Operator	Train	Date	Tour Name	Route
Royal Scotsman	2xWCRC 47	<b>13th October</b>	<b>Highland Tour - (Day 1)</b>	Edinburgh-Aviemore-Boat of Garten
Royal Scotsman	2xWCRC 47	<b>14th October</b>	<b>Highland Tour - (Day 2)</b>	Boat of Garten-Nairn-Dundee
Royal Scotsman	2xWCRC 47	<b>15th October</b>	<b>Highland Tour - (Day 3)</b>	Dundee Edinburgh
Royal Scotsman	2xWCRC 47	<b>15th October</b>	<b>Classic Tour - (Day 1)</b>	Edinburgh-Montrose-Aberdeen-Keith
Spitfire Railtours	87002			Birmingham International-Preston-Shap-Glasgow Central & return
Steam Dreams	30777			London Waterloo- Oxford-Warwick-Stratford upon Avon and return
Royal Scotsman	2xWCRC 47	<b>16th October</b>	<b>Classic Tour - (Day 2)</b>	Keith-Tain (rev)-Kyle of Lochalsh
Royal Scotsman	2xWCRC 47	<b>17th October</b>	<b>Classic Tour - (Day 3)</b>	Kyle of Lochalsh-Aviemore-Boat of Garten
UK Railtours	2xEWS 67			<b>Autumn Highlander (Day 1)</b>
Compass Tours	2xRiviera 47	<b>18th October</b>	<b>Classic Tour - (Day 4)</b>	Boat of Garten-Blair Athol-Perth-Dundee
PMR Tours	6233	Dundee-Perth-Dunblane-Stirling-Larbert-Cumbernauld-Motherwell-Lockerbie- Carlisle-S&C-Skipton-Keighley (break/rev) and return		
Rail-Blue Charters	50049 & 50044	<b>18th October</b>	<b>Autumn Highlander (Day 2)</b>	Inverness-Kyle of Lochalsh & return
Railway Touring Company	60019			Codsall-Telford Central-Wellington-Shrewsbury-Wem-Whitchurch-Nantwich-Crewe-Preston-Shap-Beattock-Glasgow Central & return (Sheffield-Chesterfield-Alfreton)-Toton Centre-Nottingham-Grantham-Peterborough- London KX and return
Royal Scotsman	2xWCRC 47	<b>19th October</b>	<b>Classic Tour - (Day 5)</b>	Dundee-North Queensferry-Edinburgh
SRPS	tbc			<b>Autumn Highlander (Day 3)</b>
UK Railtours	2xEWS 37	<b>19th October</b>	<b>Autumn Highlander (Day 3)</b>	Birmingham Snow Hill-Stratford upon Avon & return (two trips)
Royal Scotsman	2xWCRC 47			<b>Classic Tour - (Day 5)</b>
UK Railtours	2xEWS 37	<b>20th October</b>	<b>Autumn Highlander (Day 4)</b>	Inverness-Edinburgh-London KX
Vintage Trains	5043			<b>Classic Tour - (Day 1)</b>
Royal Scotsman	2xWCRC 47	<b>21st October</b>	<b>Classic Tour - (Day 2)</b>	Keith-Inverness-Dingwall-Kyle of Lochalsh
UK Railtours	EWS 67 (pair)			<b>Classic Tour - (Day 3)</b>
Royal Scotsman	2xWCRC 47	<b>22nd October</b>	<b>Classic Tour - (Day 4)</b>	Boat of Garten-Blair Atholl-Dundee
Royal Scotsman	2xWCRC 47	<b>23rd October</b>	<b>Classic Tour - (Day 5)</b>	Dundee- North Queensferry-Edinburgh
Royal Scotsman	2xWCRC 47	<b>24th October</b>	<b>Classic Tour - (Day 1)</b>	Edinburgh- Dundee-Aberdeen-Keith
Royal Scotsman	2xWCRC 47			<b>Classic Tour - (Day 2)</b>
Compass Tours	2xRiviera 47	<b>25th October</b>	<b>Classic Tour - (Day 2)</b>	Birmingham (tba)- Didcot & return
Past Time rail	45407 or 76079			<b>Provisional</b>
Past Time Rail	6024	<b>26th October</b>	<b>Classic Tour - (Day 3)</b>	Kyle of Lochalsh-Aviemore-Boat of Garten
Royal Scotsman	2xWCRC 47			<b>Classic Tour - (Day 4)</b>
Vintage Trains	5043	<b>27th October</b>	<b>Classic Tour - (Day 4)</b>	Boat of Garten-Blair Atholl-Dundee
Royal Scotsman	2xWCRC 47			<b>Classic Tour - (Day 3)</b>

## Regular Scheduled Steam Operations

Services detailed below, do not appear in the main listings above, being regular itinery operations.

Dates	Operator	Train	Route	Loco Pool
14-16 Oct	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool
19-24 Oct	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool
26 Oct	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool
28-29 Oct	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool
1-2 Nov	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool

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

## The Week Ahead

**The return of a Class 87 to railtour action has to be the highlight of this week's tours, when No. 87002 Royal Sovereign heads the Spitfire/ Rail Blue Charters 'Electric Scot Tribute' from Birmingham International to Glasgow Central on 15 October.**

Following the last minute cancellation of Spitfire's Class 87 hauled 'Electric Scot Farewell' at the end of December 2007, this tour is the one everyone hoped could be arranged, if for no other reason to formally mark the passing from mainline use of the Class 87's. The good news, is that this week's tour actually marks the return of a Class 87 to mainline use. The train is reported to be selling well, so please check with Spitfire for any last minute availability.

Also pushing for 'tour of the week' is the Rail Blue working from Manchester Piccadilly to Minehead on 18 October, which is due to feature the mainline return of The Fifty Fund's Class 50 No. D444 Exeter, which is due to double-head with stablemate No. 50049 Defiance throughout. The train is booked to run via Crewe, Shrewsbury and Hereford to Bristol Temple Meads. This tour offers the last opportunity to ride behind Defiance for a while as it is due to be withdrawn for attention to wheel-sets and bogies, leaving Exeter as 'The Fifty Funds' mainline engine for the immediate future.

Also on 18 October West Coast Class 47's should feature on a SRPS working from Dundee and Perth to Skipton and Keighley (for the K&WVR). Outwards the route is via Beattock and Shap, with the return taking the Settle & Carlisle route. Meanwhile Compass head in the opposite direction from Codsall, via Shrewsbury and Crewe to Glasgow Central with Riviera Class 47's throughout. The route is booked for Shap and Beattock both ways. To conclude a busy weekend on Anglo-Scottish traffic, UK Railtours operate their four-day 'Autumn Highlander' from London Kings Cross on 17 October, which takes in Edinburgh, Kyle of Lochalsh and the Far North.

The highlight of steam activity is the scheduled return to mainline use of Tyseley's 'Castle' No. 5043 Earl of Mount Edgcumbe after a period of 45 years out of use, which has two 'Shakespeare Express' workings to Stratford upon Avon from Birmingham Snow Hill booked for 19 October. These are essentially running trips ahead of a full programme of trains throughout the remainder of the year booked for No. 5043.

Also heading for Stratford upon Avon, but a few days earlier on 15 October, is Steam Dreams with a 'Cathedrals Express' from London Waterloo with No. 30777 Sir Lamiel. Last, but certainly not least, is the final PMR Tours offering of 2008 with No. 6233 Duchess of Sutherland from Sheffield to London King Cross via Nottingham, Grantham and Peterborough, with the section from Sheffield to Toton Centre being diesel hauled.

### Tour listing notes

- 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.

### Useful Weblinks

- Online railtour listings
- Tour operators contact details
- Current fire-risk status info
- Email the railtours editor



# Minehead & West Somerset **Rail-Blue Charters**

**Saturday, October 18th**

The charter train will be hauled by 2 x Class 50 locomotives throughout. 50044 Exeter will be making a welcome return to the mainline after OTMR fitment and will be partnered by 50049 Defiance. This machine will then be stood down for a bogie and wheelset overhaul. This presents a great opportunity to travel behind a pair of Class 50 locomotives. Thanks are due to the Class 50 Alliance for providing the locomotives.

Come with us for a jaunt down to Somerset and a meander along the beautifully picturesque West Somerset Railway. This picture postcard railway boasts immaculate stations, wonderful scenery and adds to the whole day out by emphasising what an easy day it will be.

We depart from Manchester Piccadilly and pick up at Stockport, Wilmslow, Crewe and Shrewsbury before heading down through the Welsh Borders along the Welsh Marches route via Ludlow and Hereford to Newport. Then the train passes under the Severn Estuary through the longest tunnel on the mainland rail network, the Severn Tunnel. Calling at Bristol Temple Meads for those who wish to alight here, we carry on to Taunton and onto the West Somerset Railway to our destination, Minehead.

Finally, for those of you who want to 'ride the trains' we can offer tickets to use the WSR at the discounted rate of £6.80. WSR are happy to sell these on our train before we get to WSR, so you can alight at Bishop's Lydeard or wherever you

wish on the line and travel on WSR trains!

We have Standard, First and First Premier Dining seats available. There will also be a buffet for first and standard class passengers serving hot and cold meals and snacks. We also have a bar selling a range of alcoholic and non-alcoholic drinks.

## Expected Timings:

Manchester Piccadilly	d. 06.30	a. 22.35
Stockport	d. 06.45	a. 22.00
Wilmslow	d. 07.10	a. 21.55
Crewe	d. 07.30	a. 21.35
Shrewsbury	d. 08.05	a. 21.00
Bristol Temple Meads	d. 10.30	a. 18.30
Minehead	d. 12.00	a. 17.00

Timings, which are presently provisional, will be confirmed when travel tickets are dispatched, approximately two weeks prior to travel.

Visit [http://www.rail-bluecharters.co.uk/tour\\_list](http://www.rail-bluecharters.co.uk/tour_list) for details of any of our future charter trains.

All bookings for travel on our charter trains are subject to the standard terms and conditions of booking and travel with Rail-Blue Charters. A copy of these can be obtained through our website on [http://www.rail-bluecharters.co.uk/tour\\_list/terms\\_and\\_conditions](http://www.rail-bluecharters.co.uk/tour_list/terms_and_conditions).

## Fares:

<b>Premier Dining:</b>	Adult £129	
<b>First Class:</b>	Adult £74	Child £59
<b>Standard Class:</b>	Adult £54	Child £39

Premier Dining includes a full English breakfast and a three-course meal. A group booking for 4 adults can take advantage of a 10% discount.

For booking information or reservation of your seats, please **CLICK HERE** to book online or call 0161 850 0559.

Our phone lines are open from Monday to Fridays between 09:30 and 17:00. Outside these times, you can leave a message with your name and contact details and your call will be returned as soon as possible.

For details or to book online, please visit our website or for enquiries and to book, call **0161 850 0559** now

*Rail-Blue Charters, PO Box 246, Sidcup, DA15 0DX*

[www.rail-bluecharters.co.uk/tour\\_list](http://www.rail-bluecharters.co.uk/tour_list)

# Weekly Pictorial



▲ Over the next few weekends, engineering work north of Newcastle on the East Coast Main Line will cause NXEC to divert some of its services via the Tyne Valley to Carlisle, then north to Edinburgh, using the HST fleet. An HST set, with Class 43 power car No. 43053 on the rear, heads towards Newcastle through Gilsland on a service from Edinburgh.

▼ With an NXEC white liveried power car and Mk3 buffet car, an unidentified set is seen passing Gilsland bound for Carlisle and Edinburgh on the same day. Both: Michael Dalgleish





▲ With the RHTT season now underway, a plethora of Rail Head Treatment Trains are in action across the network. In the north east, DRS are providing the motive power, in the form of Class 20/3s. Here, Nos. 20301 Max Joule 1958-1999 passes Althorpe, Lincolnshire, in 'top and tail' mode with No. 20304 on a Grimsby Town to York Holgate service. **Peter Enefer**

▼ The north west is also a DRS operation, but with Class 47/4s. Nos. 47501 Craftsman and 47802 Pride of Cumbria pass Gilsland with a Carlisle-bound RHTT working. **Michael Dalgleish**



# Weekly Pictorial



▲ The overnight maintenance of the Wrexham & Shropshire trainsets takes place at Wrexham, where two bay platforms have been converted specifically for this work. On 9th October, W&S-liveried Class 67 No. 67014 Thomas Telford sits at the head of a Mk3 set, hired from Cargo-D, waiting for the maintenance staff to complete their work.

▼ The following night, classmates Nos. 67028 and 67023 sit at the head of their respective trainsets awaiting the morning and their next operations on the London Marylebone service. Both: Fred Kerr





▲ The Llangollen Railway held its Autumn Steam Gala over 10th-12th October, when its guest locomotives were the Metropolitan Railway 0-4-4T No. 1 and LNER Class N7 0-6-2T No. 69621. The 0-4-4T was used on Carrog - Glyndyfrdwy shuttles and is seen arriving at Carrog on the first day of the gala with the ECS from Llangollen.

▼ LNER Class N7 0-6-2T No. 69621 gets into its stride as it departs from Glyndyfrdwy on 10th October with a Llangollen to Carrog working. Both: Fred Kerr





▲ Visiting class 73 Electro-Diesel No.73136 Perseverance prepares to leave Wansford station with the resident class 117 DMU during the Nene Valley Railway's Autumn Diesel Gala on 4th October. **Alistair Hawkins**

Timetable and loco roster available from the GWR website

## Gloucestershire Warwickshire Railway



**Autumn Diesel Gala**  
Saturday and Sunday  
25th-26th October 2008

Featuring 24081, 31162, 37215, 37324, 47105, 47701 and third visitor for this event, Class 24 D5054 as well! *(All locos subject to availability!)*

**DRIVER FOR A FIVER:** An opportunity to drive one of the diesels at Cheltenham Racecourse over the weekend! Don't miss this chance! Intensive passenger timetable in operation from Toddington to Cheltenham Racecourse. This will also be 47701s last runs on the line before it returns to Long Marston.

The Railway Station • Toddington • Glos • GL54 5DT

15 mins from  
M5 Junction 9

Tel 01242 621405  
www.gwsr.com



## Setting the Wadebridge story straight

**John Butcher, Chairman on behalf of the Board of the Wadebridge (34007) Locomotive Ltd, reports that the recent transfer of a majority shareholding in the Locomotive Company has led to some misconceptions.**

The transaction in question was between two third parties, the Bodmin & Wenford Railway Trust (B&WRT) and the Mid-Hants Railway Preservation Society (MHR), and was encouraged and greatly assisted by the B&WRT, and while it was welcomed by the Wadebridge Company for the engineering support it would bring from MHR resources, as such it did not involve the Wadebridge Company other than for registering the transfer. The present situation of Wadebridge (34007) Ltd is exactly the same as it was before the transaction took place, there being one majority shareholder and a few hundred minority shareholders.

The locomotive has not been

bought by the Mid-Hants Railway as has been suggested, and is still owned by the Wadebridge Company. It is presently on hire to the Mid-Hants Railway, which pays a steaming fee for every day the loco is in use. The Wadebridge Company is responsible for the operation, maintenance and, in some eight years' time, the next overhaul.

The existing arrangements for fund-raising, such as shares purchase in the locomotive, donations, the 200+ club and the Model Railway Exhibition, continue as before. Although No. 34007 has been based on the Mid-Hants since spring 2007, it is still available for work on other railways, either for short-term hire for a special event or for a longer period, as the Company Board sees fit.

It was agreed that it would visit Bodmin this year, but the arrangements fell through because of the huge increase in transport costs.



## £800,000 investment for Weardale Railway

The new American owner of the Weardale Railway, Iowa Pacific Holdings, is investing £800,000 in the railway through a new company, British American Services Ltd, and has a five-year plan that could eventually see freight, commuter and tourist services operating through Bishop Auckland.

The company is showing that it means business by clearing the whole 18 miles of track between Eastgate and Bishop Auckland by the end of this year. The work will open up a direct link with main line services in Bishop Auckland and pave the way for the eventual return of the first regular passenger service through Weardale since

1953. The company is negotiating with Frosterley and Eastgate quarries to carry aggregates to industrial centres on Tyneside and Teesside, and the plan is for freight trains to pass straight through Bishop Auckland, although passengers would have to change carriages through a new Weardale platform west of the present station. Regular passenger services, however, cannot start until income from freight and tourist trains, which operate at 25mph, help to pay for track upgrades to allow a 60mph operation.

Communities along the Weardale line would have the option of opening their own mini-stations, opening tourist links with places

such as Escomb Saxon Church and Low Barns Nature Reserve, near Witton-le-Wear. One of the main places to benefit would be the proposed renewable energy village in Eastgate, where the railway is seen as a vital transport route, keeping traffic from Weardale's narrow roads. The move would also open up a rail heritage trail, taking in Darlington and Locomotion, the National Railway Museum at Shildon.

Iowa Pacific's president, Ed Ellis, was optimistic about the railway's prospects, saying that negotiations were progressing with Network Rail, which has so far not raised any objections to reopening the main line link.

❖ Plans to build a £5 million tourist attraction in South Lakeland have been scrapped following protests from residents. The building of a railway museum and car park in a field at Haverthwaite had been proposed by the charity Furness Railway Trust. (FRT), the attraction to have been linked to the Lakeside and Haverthwaite Railway via a shuttle train link running underneath the A590 road. Residents, however, were concerned by the proposal, and claimed that extra traffic brought into the village would threaten the safety of pedestrians. They voiced their protests at a consultation meeting forcing FRT to admit defeat and look for a new site.



◀ The Ribble Steam Railway at Preston Docks repainted its Class 05 shunter No. D2595, into BR Blue livery for its recent diesel gala weekend. The locomotive is shown alongside the platform on 5th October. Chris Mills

❖ Direct Rail Services has acquired Class 55 'Deltic' No. 55016 (D9016) Gordon Highlander from Harry Needle Railroad Company (HNRC). The future of the locomotive is stated to be now secured and the company is working with HNRC to return it to operational condition. Although the 'Deltic' has not been planned for an immediate return to service, DRS is confident that it will be returned to mainline service in the future. The deal is said to be part of a wider commercial agreement between DRS and HNRC that will see further locomotives being refurbished in this way.

▼ Having now returned north from its visit to the Emsay Railway LNER D49 Class 4-4-0 No. 246 Morayshire was pressed into service on 5th October after the failure of Caledonian Railway 0-4-4T No. 419. The loco is seen heading towards Birkhill having just departed Kinneil station with an afternoon service. The loco's next booked trip south is the Steel, Steam & Stars gala on the Llangollen Railway next April. Stuart Chapman





## KWVR holds autumn steam gala weekend

The Keighley & Worth Valley Railway concluded its gala line up for its 40th anniversary year over 10th-12th October with its annual Autumn Steam Gala

The weekend featured visiting USATC S160 class 2-8-0 No. 5197 from the Churnet Valley Railway and a host of locomotives from the resident fleet, including the recently restored industrial 0-6-0T *Nunlow*, from the Bahamas Locomotive Society, based at Ingrow.

▲ On 11th October, USATC 2-8-0 No. 5197 climbs to Myholmes Tunnel with the 14.00 service from Keighley to Oxenhope. The railway's own 'S160' is currently undergoing overhaul and should return to traffic within three years.

◀ The resident Ivatt 2-6-2T No. 41241 pilots WD 2-8-0 No. 90733 on the 13.05 Keighley to Oxenhope service on 10th October.  
Both: Nick Wise

► On 10th October, the recently restored industrial 0-6-0T Nunlow climbs the grade out of Haworth with a vintage shuttle to Ingrow West. Nunlow was originally built in the 1930s by the Hunslet Engine Company, Leeds, to work within the Peak District at Earles Cement Works. **Ralph Berry**



▼ The following day, Lancashire & Yorkshire Railway 0-6-0 No. 957 and Ivatt 2-6-2T No. 41241 approach Mytholmes Viaduct with the 13.15 Keighley to Oxenhope service. **Nick Wise**



# Preservation View



▲ On 10th October, the NRM's 'Britannia' class Pacific No 70013 Oliver Cromwell heads towards Woodthorpe during the Great Central Railway's steam gala weekend. **Stuart Chapman**

◀ Visiting LMS 'Jubilee' 4-6-0 No. 5690 Leander heads south between Woodhouse and Quorn on the same day, with the 14.15 service from Loughborough Central to Leicester North.

▼ No. 70013 Oliver Cromwell emerges from Woodhouse Eaves with the 15.45 service to Leicester North. Also in traffic over the weekend was SR 'LN' 4-6-0 No. 850 Lord Nelson, 'A1' Pacific No. 60163 and BR Standard 2MT Mogul No. 78019. **Both: Stuart Lille**



We aim to make the product reviews section of the magazine a regular feature for the benefit of readers, covering a wide variety of products from books and DVDs to railway-based computer simulations and audio CDs.

Products for inclusion within this section, should be sent to the editorial address or contact the editor (via email on [editor@railwayherald.co.uk](mailto:editor@railwayherald.co.uk) or phone 0844 870 0735) for further details.

## Past & Present : 59 - Central Gloucestershire

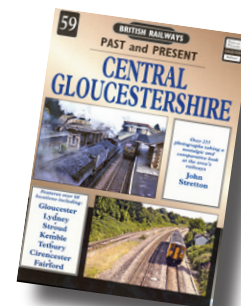
With almost 60 volumes under its belt the 'Past & Present' series continues to map the country with a look back to, what some people would call, the better days of steam, and comparing that with the same scene today. In many situations the difference isn't remarkable ... its unbelievable!

The author, given the task of covering the Gloucestershire portion of the series, has split the area into three sections, North, Central and South, the latter volume being a future addition. No. 59 covers Central Gloucestershire, which is the same as the rest of the series in its variety and production, and the author has again produced an excellent book that will interest anybody with an interest in the area or an avid collector of the series. The major locations include Gloucester and Cheltenham, while the less well-known spots include the likes of Cirencester and the Forest of Dean.

After a short introduction, the book commences with Gloucester and the area to the west of the River Severn. No less than 119 pages of pictorial content follow, most containing two or three images per page. The quality of writing in the captions is excellent, and provides additional information to the reader, in some cases being the only way of linking the past and present images due to change! Definitely one area where a picture may tell a thousand words, but not necessarily related to the subject!

Photographic quality and reproduction is to the usual high standard of the series, and the variety of motive power from 'Halls' to '9Fs' and Class 60s to '158s' provides the reader with an ample taste of traction types, through the years.

A title that is well worth the read for all enthusiasts of the steam or modern era around Gloucestershire. **RT**



**Author:** John Stretton  
**Publisher:** Silver Link Publishing,  
 The Trundle, Ringstead Road,  
 Great Addington, Kettering,  
 Northants. NN14 4BW  
**ISBN:** 978 1 85895 235 2  
**Number of pages:** 128  
**Price:** £17.99

## North Wales Coast Diesels

The North Wales Coast main line is one of those routes whose variety of motive power has, over the years, matched the scenery and type of workings.

Full credit has to be given to the author, Steve Morris, for presenting a title that portrays this variety in many different ways. The book is a pictorial history of the route from 1959, the start of dieselisation, through to 2008. Indeed, with one image being of Class 67 No. 67015 in its recently received Wrexham & Shropshire livery it is as up-to-date as possible.

The book makes the reader realise not only the volume of traffic that has been lost from the route in recent years, but also the variety of types. Pictured within its 96 pages are everything from cattle trains to container and aggregate workings, with loco-hauled London expresses, to Class 57/3s dragging Class 390 'Pendolinos' and the numerous charters. The selection of photographs have in the main, been well chosen. There are a small number of images that in the reviewers opinion did not meet the standard that would be expected, being slightly blurred or not having the definition within the image, but these are in the minority and certainly do not spoil the title.

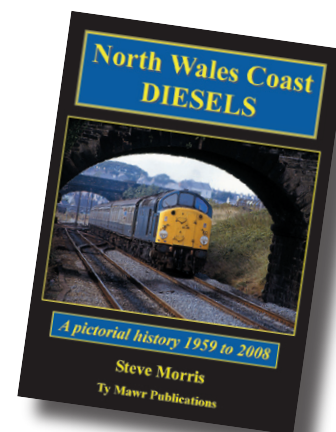
The layout of the title works well, and rather than being split into decades or specific workings, the publication is divided by class. Each section has images from a variety of locations along the route

and all classes are covered, from the diminutive Class 01 shunters that worked the Holyhead breakwater, through the Type 1 and Type 2 fleets that became Class 20s, 24s and 25s. Obviously, because of their use on the line in recent years, the Class 37s, 40s and 47s feature highly with a variety of liveries and locomotives portrayed. Also included, quite rightly, are the Class 66s and 67s, together with those classes which have been a rarity on the coast line, such as the Class 52 'Westerns' and National Power-liveried Class 59/2s, but which put in the occasional appearance on charter workings.

Perhaps the choice shot of the reviewer is Regional Railways-liveried Class 31/4 No. 31465 working a Liverpool Lime Street - Bangor service with a matching rake of Mk2 coaches. Somehow, that seems to sum up his memories of the route from years ago!

The standard of printing throughout is high with around a quarter of the book being in colour and the remainder in black and white, and the tonal range within the latter images is generally good.

Overall, North Wales Coast Diesels presents an in-depth review of diesel traction along the coastal route over a period of 49 years, and in the reviewers' opinion, represents good value for money and is an enjoyable read, no matter your interest. **RT**



**Author:** Steve Morris  
**Publisher:** Ty Mawr Publications,  
 Holmes Chapel, Cheshire.  
**ISBN:** 978 0 9552354 1 2  
**Number of pages:** 96  
**Price:** £14.95

## A Decade Of Change

**Ed. - Apologies to the authors, who were incorrectly credited last issue, as a token of goodwill, we have included the entire review again!**

Considering the authors involved in this title, the expectation for the book was high and it is pleasing to note that the expectation was lived up to!

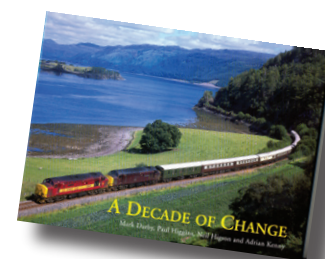
Thinking back over the last 10 years, some 'key' events will stick in people's minds, but reading a book that aims to highlight just some of those events and changes brings to light the vast amount of change that has taken place. In many respects the turn of the 21st Century could be interpreted as the modern day 1960s!

Every page in the book highlights a different aspect of the railway scene that has changed, including highlighting the loss of the Class 31s, 47s, 56s and 58s and the introduction of the ubiquitous Class 66 fleet. The majority of the book remains with the diesel and electric locomotive classes, but the occasional multiple unit creeps in to provide a more complete overview of the modern day network.

In general, the quality of the images is very high, although occasionally this reviewer felt that grain on a couple of the images didn't give the sharpness and definition of the majority, but this is a very 'nit-picking' point and certainly one that does not detract from the product as a whole.

Occasional pages feature two images to a page, but the majority are single page pictures, with the usual excellent reproduction that one has come to expect from Ian Allan Publishing. One aspect of the book that your reviewer enjoyed immensely was the style of photography, there is not one picture in the entire book that is just the train or locomotive. Instead, each image 'locates' the train in its surroundings or in some cases, like the cover, in the landscape. This works very well and should give the book an appeal to a variety of readers. Indeed, it is a style of photography that we would like to see more of within the pages of this magazine.

An interesting title on an unusual subject, and one that will make almost all readers remember the 'good' traction of the past! Certainly of excellent value. **RT**



**Author:** Mark Darby, Paul Higgins, Neil Higson, Adrian Kenny  
**Publisher:** Ian Allan Publishing,  
 Mail Order Department, Watling  
 Drive, Hinckley, Leicestershire.  
 LE10 4EY  
**ISBN:** 978 0 7110 3310-8  
**Number of pages:** 128  
**Price:** £19.99

**The editor welcomes details of forthcoming events, talks, slide shows, conferences, model railway exhibitions and club meetings for inclusion within this section.**

Details should be sent via email to

[editor@railwayherald.co.uk](mailto:editor@railwayherald.co.uk) and should include a brief outline of the event, including the speakers name if appropriate, date, time and location, together with contact details (either telephone, web or email). *Railway Herald* cannot

accept any responsibility for any inaccuracies or events which are amended, cancelled or postponed. Information, such as advance programmes and club meeting line-ups can also be sent through the post to the editorial address.

## 13th October 2008

### Lincoln Railway Society

St Hugh's Church Hall, North Hykeham, Lincoln  
'Steaming around in 2006/2007' by Alex Hurd. Meeting commences at 20.00. Please contact the secretary on 01522 705365 for details.

### York Railway Society

Archbishop Holgate's School, Drama Studio, Hull Road, York  
'Sir Vincent Raven', last CME of the North Eastern Railway an illustrated talk by Andrew Everett. Meeting starts 19.30. Contact the society secretary Robin Patrick on 01904 412232 for details. Visitors £2 entrance fee.

## 14th October 2008

### Abergavenny & District Steam Society

Upper Room at 'The Hen and Chickens', Flannel Street, Abergavenny. 'Men of the Mechanicals' (Lickey Incline Memories) by Neville Billington. Meeting commences at 20.00.

### Permanent Way Institution (Croydon & Brighton Branch)

Croydon College, Room B110.  
'The Gaurtrain Project - South Africa's New Railway' by Michael Grounsell and Mark Driscoll, Atkins Rail. Meeting commences at 17.30.

### RCTS Humberside Branch

The Star Public House, Rochdale Road, Ashby, Scunthorpe.  
'Railways of the Peak District' by Les Nixon. Meeting starts at 19.30.

### Scottish Railway Preservation Society (Lanarkshire Area)

Vestry Hall, Holy Trinity Church, Avon Street, Motherwell.  
'Steam in Switzerland and Eastern Europe' by Alistair Maclean. Meeting starts at 19.30. Contact Fred Landery, 01698 457777, for further details.

## 14th-22nd October 2008

### LCGB Overseas Tours

Tour to participate in steam charters in Etruria. Further details are available on [www.lcgb.org.com](http://www.lcgb.org.com). Please note that LCGB membership is compulsory due to insurance requirements.

## 15th October 2008

### Permanent Way Institution (Glasgow)

Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow.  
'Destressing at RT60 S&C' by Mike McCormack, Network Rail, Bristol. Meeting commences 17.30.

## 16th October 2008

### Barrow Hill Engine Shed Society

Barrow Hill Roundhouse.  
Sheffield Victoria and the G.C. War Memorial. A presentation by Ken Grainger. A look back to the days of Sheffield Victoria in its heyday and the restoration and re-siting of the G.C. War Memorial.

### RCTS (West Riding) Branch

Saltaire Methodist Chapel, Saltaire Road, Shipley. 'Steam & Steel' by John Foreman. Starts 19.30.

### Locomotive Club of Great Britain (North West)

The Kirkfield Hotel, Church Street Newton-le-Willows, Merseyside.  
'Robert Stephenson - the early years (including the Warrington and Newton Railway)' by Dr. Michael Bailey. Starts 19.30.

### Marlow & District Railway Society

British Red Cross Society, Victoria Road, Marlow.  
'The Severn Valley Railway' by Dave Baker. Starts 19.45 for 20.00 Non-members entry £2.

## 17th October 2008

### Great Western Society (Taunton Group)

Stoke St. Mary Village Hall, near Taunton. 'India by Rail - a Family Evening' by Peter Tickner. Starts 19.30. Contact Peter Triggs on 01823 334188 for details.

## 20th October 2008

### The Great Central Railway Society (Spinkhill branch)

The Angel Hotel, College Road, Spinkhill. 'William Stanier's Jubilees' by Mick Hayes. Starts 19.30. Contact 01909 473927 for details.

## 21st October 2008

### RCTS (Cheltenham Area)

Victory Club, Burlington House, Lypiatt Road, Cheltenham GL50 2SY. 'Rails to Infinity' by Terry Nichols. Starts 19.30.

## 22nd October 2008

### Basingstoke & District Railway Society

Wote St. Club, New Road, Basingstoke. 'Members photo competition'. Commences 20.00 Contact 01256 326096 for details.

## 23rd October 2008

### Mid-Hants Railway Preservation Society (Thames Valley Group)

Church House, Church Street, Caversham, Reading. 'Mid-Hants Railway signalling' by Mike Ball. Meeting commences at 19.30.

### Scottish Railway Preservation Society (Tayside Area)

Museum and Art Gallery, George Street, Perth. 'Memories of the 1948 Locomotive Exchanges, Perth - Aviemore' by Dr. Ann Glen. Starts 19.30. Contact Fred Landery, 01698 457777, for details.

## 24th October 2008

### Shropshire Railway Society

The Gateway, Chester Road, Shrewsbury. 'A to Z of Railways in 49 countries' by Les Nixon. Starts 19.30. Contact Colin Hatch on 01691 650985 for further details.

## 28th October 2008

### RCTS (West Riding) Branch

Saltaire Methodist Chapel, Saltaire Road, Shipley. '30 years back' by John Holroyd. Commences 19.30.

## 30th October-16th November 2008

### LCGB Overseas Tours

Tour to Broad and Narrow Gauge railways in Argentina. Further details on [www.lcgb.org.com](http://www.lcgb.org.com).

## 4th November 2008

### Locomotive & Carriage Institution

London Underground Limited HQ, St. James Park Station, London. To be advised. Starts 18.00.

### Yeovil & District Railway Society

Yeovil Sports & Social Club, Johnson Park, Yeovil 'BR Rail: 1980's & 1990's' by Quentin Hawkes. Starts 19.30. Contact Roger Marsh on 01935 814367 for details.

## 5th November 2008

### Burton Railway Society

Marston's Social Club, Shobnall Road, Burton-upon-Trent.  
'Railways in the Peak District' by Les Nixon. Contact Mark Ratcliffe on 01283 221537. Starts 19.30

## 6th November 2008

### Great Central Railway Society (Rotherham)

The Three Horseshoes, Bawtry Road, Wickersley. 'The GCR class 2 / LNER class D7 New Build Project' by Mike Fairburn. Meeting commences at 19.30. Contact 0114 254 0275 for further details.

## 7th November 2008

### Gloucestershire Warwickshire Railway (Birmingham Area)

Northfield Library, Church Road, Northfield, Birmingham.  
'More Steam in the 1960s' by Steve Bach. Doors open 19.00 for 19.30 start.

### Great Western Society (Taunton Group)

Rockwell Green School, Brooklands Road, Rockwell Green, Wellington, Somerset. TA21 9DJ.  
'Trains in the Countryside' by Peter Triggs. Starts 19.30. Contact 01823 334188 for details.

## 8th November 2008

### Bournemouth Railway Club

All Purpose Room, Winton Methodist Community Centre, Bournemouth. 'The Metre Gauge Railways of Northern Spain' by David Soggee. Starts 14.30. Entrance £2 to members and non-members. Contact the club secretary Martyn Tresh on 01202 742099 for further details.

### Cornwall Railway Society

The Community Centre, Foundry Row, Redruth.  
'Northern Electrics - the development of variety' by John Glover. Meeting commences at 18.30. Contact Derek Buttivant on 01637 860627 for further details.

## 10th November 2008

### Lincoln Railway Society

St Hugh's Church Hall, North Hykeham, Lincoln AGM & Photo Competition. Meeting commences at 20.00. Contact 01522 705365.

### York Railway Society

Archbishop Holgate's School, Drama Studio, Hull Road, York.  
'Favourite preserved steam around the UK in the last 20 years' by Robert Falcolner. Starts 19.30. Contact Robin Patrick on 01904 412232 for details. Visitors £2.

## 11th November 2008

### Abergavenny & District Steam Society

Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny. 'European Steam' by Colin Bradling. Starts at 20.00.

### Scottish Railway Preservation Society (Lanarkshire Area)

Vestry Hall, Holy Trinity Church, Avon Street, Motherwell.  
'From the Algarve to the Artic Circle - 25 Years of European Rail Travel' by Robin Ralston. Starts 19.30. Contact 01698 457777 for details.

## 12th November 2008

### Basingstoke & District Railway Society

Wote St. Club, New Road, Basingstoke. 'Basingstoke etc.. in the 1960s' by Simon Foote. Starts 20.00 Contact 01256 326096 for details. Visitors welcome.



### Grimsby & Cleethorpes Railway Group

RAF Association Club, Alexandra Road, Cleethorpes. 'The GN(I): A Rhapsody in Blue' by Ken Grainger. Meeting commences at 19.30. Contact the society secretary on 01724 341358 for further details.

### Swiss Railways Society (London Branch)

The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross station) Light Rail Transit Association archive slides of Switzerland by Roger Jones, LRTA. Starts 19.00, Refreshments available during the evening. A £2 donation is requested. Contact Ron Dawes (0208 660 3532) for details.

### 13th September 2008

**Continental Railway Circle**  
St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. 'South Africa - then and now' by Peter Lemmey. Admission £2, Meeting commences at 19.15 prompt. contact Adrian Palmer on 01932 850624 for further details.

### 14th November 2008

#### Altrincham Electric Railway Preservation Society

Altrincham Methodist Church Hall, Barrington Road, Altrincham, Cheshire. 'Steam revived' and illustrated presentation by Tom Heavyside. Admission £3 for non-members Meeting commences at 19.30. Contact Andrew Macfarlane on 0161 928 9394 for details.

### Shropshire Railway Society

The Gateway, Chester Road, Shrewsbury. 'Both sides of the pond, half British, half States' by Mike Squire. Meeting commences at 19.30. Contact society secretary Colin Hatch 01691 650985 for further details.

### 16th November 2008

#### Burton Railway Society - Annual Railfair

Town Hall, Burton upon Trent. Attractions include model railway layouts, modelling demonstrations, model engineering, sales stands, memorabilia displays. Adults £3, Child £1, Society Members & Seniors £2. For further details contact Phil Stanbridge on 07989 950566.

### 17th November 2008

#### The Great Central Railway Society (Spinkhill branch)

The Angel Hotel, College Road, Spinkhill. 'King Coal' by Chris Jones. Meeting commences at 19.30. Contact the society secretary on 01909 473927 for further details.

### 20th November 2008

#### Barrow Hill Engine Shed Society

Barrow Hill Roundhouse. Around The Spire and Beyond. A slide presentation by Roger Kaye. A look back to the seventies and eighties and who knows, even Barrow Hill might be included!

### Irish Railway Record Society (London Area)

The Exmouth Arms, 1 Starcross Street, London, NW1 2HR. 'Shades of Green - the Twilight Years' by Derek Young. Commences 10.30. Donation £2.50. Non members welcome.

### RCTS (Humberside)

The Star Public House, Rochdale Road, Ashby, Scunthorpe. 'Railways of the Peak District' by Les Nixon. Meeting starts at 19.30.

### RCTS (West Riding)

Pudsey Civic Hall. 'Grand Central Trains'. Commences 19.30.

### Locomotive Club of Great Britain (Merseyside)

The Kirkfield Hotel, Church Street Newton-le-Willows, Merseyside. 'Manchester and Llandudno Trams - then and now' by Keith Chadbourne. Meeting starts 19.30.

### Marlow & District Railway Society

British Red Cross Society, Victoria Road, Marlow. 'British Main Line Steam - the final ten years' by Peter Groom. Starts 19.45 for 20.00 Non-members entry £2.

### 21st November 2008

#### Great Western Society (Taunton Group)

Stoke St. Mary Village Hall, near Taunton. 'Something Steamy' by Paul Leavens. Starts 19.30, Contact Peter Triggs on 01823 334188.

▲ Carrying its original GBRf colour-scheme, Class 66/7 No. 66714 Cromer Lifeboat heads a southbound intermodal near Long Buckby on the West Coast Main Line on 9th October. Derek Elston

### Internet Links

Further contact details for the clubs and societies list in this column can be obtained from our website by [clicking here](#).

**A full update of this column will take place over the next 10 days.**

### 22nd November 2008

#### Bournemouth Railway Club

All Purpose Room, Winton Methodist Community Centre, Bournemouth. 'More railway films from the Eric Slater collection'. Meeting commences at 19.30. Entrance £2 to members and non-members. Contact the club secretary Martyn Tresh on 01202 742099 or email [martyn.tresh@ntlworld.com](mailto:martyn.tresh@ntlworld.com) for further details.

### 26th November 2008

#### Basingstoke & District Railway Society

Wote St. Club, New Road, Basingstoke. 'Trips around the world' by Ian Francis. Commences 20.00 Contact the society secretary on 01256 326096 for further details. Visitors welcome.



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