

Railway Herald

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The weekly railway enthusiasts' magazine

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

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Long Marston Class 87s in Europhoenix livery

The first two, of what are believed to be three Class 87s, have been outshopped at Long Marston in the attractive Europhoenix livery, that was previously carried by a Class 86/2 locomotive. It is understood that an additional Class 86 is to be prepared for ETL use in the UK.

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Wirksworth 'Crompton' to make debut in October, Talyllyn gala weekend will have the first visiting locomotive on the line, *City of Truro* withdrawn from traffic at Bodmin & Wenford, and photographic coverage of the Nene Valley Railway's 'East meets West' gala weekend.

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Front Cover Caption:

On the penultimate day of the 'West Highland Steam Express', LMS 'Black 5' No. 45407 climbs through Monessie Gorge, bound for Glasgow Queen Street. **John Whitehouse**

Siemens wins another UK rolling stock order as London Midland awards preferred bidder status

London Midland has announced that it has selected preferred bidders for the manufacture, maintenance and financing of new rolling stock, which is for both London Midland and the Manchester to Scotland services operated by First TransPennine Express (FTPE).

The order will bring about significant additional capacity, making travel easier, more reliable and less crowded on some of the busiest

sections of the Network. Rolling stock manufacturer Bombardier has confirmed that due to concentrating on its Thameslink bid, and given that LM and FTPE both operate an entirely Siemens built fleet of Desiro units, the company did not bid for the contract.

Providing negotiations with London Midland, FTPE and Angel Trains (which is likely to undertake the financing) are successfully concluded, and parallel discussions with the Department for Transport

(DfT) confirm the business case and the necessary amendments to the London Midland franchise agreement, a firm order is likely to be placed by early 2012.

Although current expectations are that it will be for 72 Class 350 vehicles, probably in 18 x 4-car formation, the final number of vehicles could be more or less, partly depending upon the outcome of negotiations with the DfT. Also, it is now possible that the new trains may have 110mph

capability. They will be used for two purposes: London Midland has a need for approximately 32 of the new vehicles (probably formed as eight four-car units) that will be for use in expanding its existing fleet of EMUs to provide additional service capacity, while those that will take over from Class 185s on the Manchester to Scotland route, operated by FTPE, are likely to be a total of 40 new vehicles (as ten four-car units). By the time the trains are delivered the electrification of

routes in the North West of England should be complete, allowing the displaced Class 185s to deal with increasing demand on other services. The units destined for Anglo-Scottish operations are likely to include interior design changes that reflect the longer distance journey patterns.

At present, delivery of the first unit is expected in the autumn of 2013, and it is anticipated that FTPE will receive its vehicles ahead of those for London Midland.

Battle of awarding of Thameslink contract to Siemens continues unabated as Southern potentially throws a lifeline to Bombardier's Derby works

The issue of the future of Derby-based manufacturer Bombardier has continued to cause debate in recent weeks.

A motion in the House of Commons backing the fight to save the last train manufacturer in the country has been signed by 52 MPs, 47 of which are Labour, four Lib Dems and the only Green MP. The fact that not one Conservative MP signed the motion has brought further controversy.

Away from Westminster came the news that the Department for Transport is considering the upgrade of 57 CrossCountry 'Voyagers' by adding an additional carriage and equipping them with pantographs, allowing the sets to become 'hybrid'. CrossCountry and Network Rail are taking part in the study to discover if the move represents value for money. If so, the trains that were originally built by Bombardier, could offer

a lifeline to the works, and a spokesman confirmed to the media that the company welcomed the news. However, there is doubt over whether the move could benefit the Derby site.

Perhaps the biggest boost to Derby workers comes from train operator Southern, which has announced that a Pre Qualification Questionnaire has been issued to potential suppliers for 130 new carriages, which will help the TOC meet capacity demand on its network.

The extra trains are needed to enable Southern to deliver its growth targets and meet the capacity increases that it is scheduled to deliver in its December 2013 timetable, and as such delivery would be required in advance of the timetable beginning.

It had previously been assumed that the 23 Class 377 units on sub-lease to First Capital Connect would have been returned to

Southern in time to meet these commitments, but this is not now likely to happen in the required timescale.

Chris Burchell, Managing Director of Southern, said: "Without the return of our sub-leased vehicles we need to explore other options to provide the necessary capacity to meet our passengers' needs. Critical to the success of this project will be the ability of suppliers to demonstrate they can deliver the trains on time, while still offering affordability and value for money".

Bombardier is seen as being in a strong position for the work, given that Southern's current fleet consists of predominately Bombardier Derby-built Electrostar Class 377s. The addition of extra Class 377s would provide compatibility with the existing fleet and little or no requirement to undertake crew and maintenance training.



▲ Class 377/4 No. 377448 heads for London Victoria, as it leads an unidentified classmate into Clapham Junction on 19th May, forming the 12.13 from Southampton Central and the 12.56 from Bognor Regis respectively, which combined at Horsham. **Brian Morrison**

Centro says its will "thwart" proposals to close ticket offices

Centro, the organisation responsible for bus, rail and tram transport in the West Midlands, is standing firm in its opposition to proposals by London Midland to remove staff and reduce ticket office opening hours at stations across the region.

London Midland has applied to the Department for Transport to take the issue to arbitration in the wake of heavy opposition to its proposals. Under these proposals made in March this year, all 57 of the stations London Midland manages in the Centro area would be affected in some way, either with reduced opening

hours or complete closure of the ticket office.

The operator argued that passengers were increasingly buying tickets online or via platform ticket vending machines, so there was less requirement for staffed offices, but Centro then objected to the proposals, and wrote to the Minister of State for Transport, Theresa Villiers MP, urging the Government to reject them. The Secretary of State for Transport will ultimately decide on whether to approve or reject the proposals.

Centro Chief Executive, Geoff Inskip, said: "Local railway stations are 'gateways' to public transport networks and

provide the first impression to visitors of the quality of services an area offers. Centro believes staffed stations are key to providing the overall level of high service that customers expect and deserve. Staff perform a critical role in customer service as well as acting as a deterrent to criminal or antisocial behaviour and making passengers feel safer on the station. Passengers should be able to turn up at any station and go on their journey with ease and convenience – a staff presence is crucial in making that happen".

The Chairman of Centro, Councillor Angus Adams, said: "The London Midland proposals

fail passengers. High profile stations such as Bournville and Jewellery Quarter would be left without a staff presence – what kind of signal does that send to passengers arriving to see some of the West Midland's premier attractions? Customer experience is not best served by ticket machines or where people feel threatened by criminal or anti-social behaviour because there is no staff deterrent, or where there is no-one there just to help. As the Integrated Transport Authority for the West Midlands, we at Centro would be failing in our duty if we did not do our best to thwart these proposals".

Southern installs more ticket machines

As part of a £3.1 million investment to install an additional 156 new ticket machines at its stations by the end of January 2012, Southern has begun the next phase in the programme in the Greater London Area.

From this month, 19 new machines are being put into use at Banstead, Carshalton, Carshalton Beeches, Caterham, Cheam, Ewell East, Hackbridge, Horsham (2), Kenley, Mitcham Junction, Purley, Purley Oaks, Riddlesdown, Sanderstead, South Croydon, Upper Warlingham, Waddon and Whyteleafe South, with another 16 being installed during October at Ashted (2), Birkbeck, Collington, Crawley, Ford, Kingswood, Pevensey, Polegate, Preston Park, Selhurst, South Bermondsey, Streatham, Streatham Hill, Sutton (2) and Westham.

Southern's Project Manager, Michelle Nelson, said: "This is the next stage in providing equipment that will cut down queuing times at ticket offices for our passengers. We also have plans to introduce some useful enhancements to the options available on every ticket machine. You will be able to buy your car park tickets from ticket machines later this month, and we have plans for further improvements such as pop-up screens showing engineering works and information regarding timetable changes when there are special events such as the November bonfire period or even our Christmas services. Also among improvements to come will be the ability to buy tickets to enable them to travel from a different station than the one where they are using the ticket machine".

◀ Possibly one of the least attractive signal boxes in the country, Kirkby Summit at Kirkby in Ashfield in Nottinghamshire, was a two tier Portacabin structure opened on 11th September 1995 in conjunction with the introduction of the 'Robin Hood Line' passenger services. The box has now been abolished, its operational area having been taken over by Derby IECC as of 06.00 on 10th September. Here, Class 156 No. 156414 heads passed the box on 2nd September, with the 14.37 service from Mansfield Woodhouse to Nottingham. **John Illingworth**





Special Steam Train Journey

On Sunday 2nd October 2011
The Saltburn 150 will leave the city of York
 and travel to **Boulby** in North Yorkshire.

The Saltburn Boulby line has been opened by
 arrangement with the owners for this very special occasion.

The steam train will travel from York to Boulby,
 calling at Saltburn by the Sea.
 During the return journey passengers will alight for a 3 hour period
 at Saltburn, allowing an opportunity
 to visit that town which is celebrating its 150th anniversary.

Tickets are priced at £45.

These are obtainable by telephone or in person from
 Redcar Tourist Information, **01642 471921.**

Tickets are for nominated carriages and are allocated to specific seats.

Approximate train times are

Depart York	10.00
Arrive Boulby	12.15
Arrive Saltburn	13.15
Depart Saltburn for York	16.30

East Coast remember the past with Class 91 naming

Class 91 No. 91117 was named West Riding Limited at Leeds on 14th September to promote the 'West Riding Limited' service on the East Coast network.

It will be used where possible, to operate the weekday express from the West Riding region (Bradford, Leeds and Wakefield) to London King's Cross, which departs Bradford Forster Square at 06.30, and is scheduled to arrive in the Capital at 08.59.

West Yorkshire business leaders and East Coast representatives attended the event, and the group, which included members of Leeds, York & North Yorkshire Chamber of Commerce, was joined by local entrepreneur Leon Doyle, star of TV's The Apprentice, to unveil the name.

Inspired by the first steam train to operate from Bradford to London King's Cross in 1937, which had the same name, No. 91117 displays an authentic replica of the original LNER cast iron blue and white nameplate with lettering in the iconic Gill Sans font.

East Coast Managing Director, Karen Boswell, said: "Since launching our new timetable earlier this year, 65 services now run between Leeds and London each day, making it by far our most popular route, while other key stations in the region, Bradford and Wakefield, form part of a daily early morning superfast service to King's Cross. Therefore, it was appropriate to pay homage to the

people who regularly use our services and make it such a successful route. 'West Riding Limited' represents the geographical area associated with the name and, in the literal sense, it is indeed limited to people travelling from the region, as it travels non-stop from the West Riding to London. It is our fastest and our most prestigious service from the West Riding to the Capital".



▲ Elaine Holt, East Coast Chairman, and Karen Boswell, East Coast Managing Director, present the 'third' nameplate to Nigel Foster, President of Leeds, York and North Yorkshire Chamber of Commerce, at King's Cross on 14th September. **East Coast**

Ticket gate installation proceeds at Glasgow terminals

Automatic ticket gates are being installed at Glasgow Central High Level station, and will complete the so-called 'ring of steel' at stations in and around the city centre.

Four other stations at Charing Cross, Argyle Street, Anderston and Glasgow Central Low Level have received gates in recent months, which were introduced under commitments to reduce ticketless travel and discourage

anti-social behaviour.

These were followed by gates at Aberdeen, Ayr, Dundee and Stirling. The £5.7 million scheme covering the Glasgow stations is being funded by Network Rail. Extra staff will be at Central station to assist people when the gates are introduced.

The first 'live' gates at Central station are scheduled to be operational at Platforms 7 and 8 by the end of this month, and it is expected that gates covering

Platforms 3 to 6, 9 and 10, and 11 to 15 will be phased in by the end of November.

With the introduction of the gates, ScotRail is encouraging passengers to buy their tickets in advance of travel. Daily passengers can opt for weekly, monthly or annual season tickets, saving on their travel costs in the process. For one-off journeys, pre-dated tickets can be purchased up to seven days before travel.

Metro and Light Rail News

■ Network Rail and main contractor Balfour Beatty Regional Civil Engineering, report that painting of the 2,467 metre Forth Bridge finally comes to an end this December. After 10 years and an investment of over £130 million, the bridge will finally be free of scaffolding, and with no painting likely to be required for at least the next 20 years. The current contract is scheduled to be completed ahead of schedule on 9th December, with a celebration event to mark the end of the refurbishment taking place in March next year. The current restoration work has been ongoing since 2002 but, owing to years of underinvestment, the scale of the job was initially unclear. Now, with scaffolding being removed and the final sections of painting being completed, the company is confident that the job will be finished before Christmas. The paint system being used on the bridge has been used in the past on North Sea oil rigs and is expected to last in excess of 20 years. The current project has involved more than the straightforward application of another layer of paint. Scaffolding access had to be erected and screened off from the environment before old layers of paint applied over the last 120 years were removed using an abrasive blasting technique. Steelwork requiring maintenance was then repaired before the new paint was applied.

UK News In Brief

■ Network Rail engineers have unearthed the remains of a Roman bath house, some 2,000 years old, while working on a part of Crossrail on the south side of the River Thames on the corner of London Bridge Street and Borough High Street. The ruins are believed to be one of the biggest Roman finds in London and appear to include a range of rooms including a cold plunge bath, as well as hot rooms warmed by under floor heating. A team of specialist archaeologists from Oxford Archaeology and Pre-Construct Archaeology have been commissioned to excavate the site.



London Underground rolls out the heritage electric fleet

▲ Metropolitan Line Electric locomotive No. 12 *Sarah Siddons* approaches North Harrow on 12th September, with the second leg of the Locomotive & Carriage Institution Centenary charter working. Class 20 No. 20227 can be seen on the rear. **Stuart Chapman**

◀ The heritage 1938 stock passes through Chorleywood en route from Amersham to Harrow-on-the-Hill on 11th September, in the last light of the day before the rain arrived. **Brian Garrett**



The Irish Angle

▲ RPSI GSWR J15 0-6-0 No. 186 attacks the climb up the bank along the Royal Canal, along the former MGWR line towards Glasnevin Junction with the 12.10 Docklands to Mullingar portion of the 'Province of Leinster International' railtour on 11th September.

► The RPSI 'Silvermines' railtour on 9th September, from Dublin Connolly to Limerick, traversed the Ballybrophy to Limerick line, before returning via the direct curve at Limerick Junction. Here, GM No. 072 approaches Nenagh with the outward working of the tour.

Both: **Finbarr O'Neill**



GBRf converts second biomass set

VTG Rail UK has announced that it is converting another rake of HYA coal hoppers to biomass wagons.

The company has signed a 10-year agreement with GB Railfreight for the conversion of a further 21 HYA hoppers for its biomass contract with Drax Power. The wagons will supplement the existing 25 converted wagons that take pelletised biomass to Drax Power Station.

The wagons will be taken from the current coal fleet, and will be converted to the same basic specification as the initial set, but will be upgraded to take into account those improvements that have been developed over the last six months.

The wagons are currently undergoing conversion at the WH Davis facility at Shirebrook, where work is scheduled to be completed by the end of September.



▲ **Class 66/7 No. 66727 Andrew Scott CBE** passes Colton Junction in early September with the original biomass wagon set.

▼ One of the original wagons to be converted, internationally registered No. 37.70.6955.281-0 is pictured, with the roof doors clearly visible, as it returns north. **Both: Richard Tuplin**



New look Europhoenix Class 87s on display

Two Class 87 locomotives have been outshopped in Europhoenix livery.

Nos. 87017 and 87023 have been reunited with their old names of *Iron Duke* and *Velocity* respectively. It is believed that 87009 is to be painted in the same colours. RH understands that a further Class 86 is to be outshopped for ETL for use in the UK, while an additional four Class 86s are to be prepared for export to Floyd in Hungary.

► ▼ The new-look to Class 87s Nos. 87017 and 87023 at Long Marston on 17th September. **Jack Boskett**



► After a heavy shower and against the dark sky and a vivid rainbow, EMT Class 156 No. 156411 passes Rectory Junction signal box, near Nottingham, on 13th September with the 16.11 Skegness to Nottingham service. **John Illingworth**



The News In Pictures



◀ With the annual Sandite and RHTT season rapidly approaching, preparations are starting to be made to ensure that equipment is located in the right positions. Here, Class 66/0 No. 66108 passes Burton-on-Trent on 9th September, with a departmental working from Toton to Crewe, conveying one of the high capacity RHTT sets, together with an MPV, a solitary ballast wagon and several flat wagons. **Stuart Hillis**

◀◀ Newly delivered London Midland Class 172 DMU No. 172339 departs from Kidderminster on 15th September, with the 07.42 Stratford-upon-Avon to Worcester Shrub Hill service.

Derek Jones

▼ GBRF-operated Class 73s Nos. 73141 *Charlotte* and 73208 *Kirsten* double-head a Bournemouth to East Grinstead move through East Croydon on 8th September, hauling preserved 4VEP No. 3417 *Gordon Pettitt* to the Bluebell Railway's new terminus. Class 73/2 No. 73206 *Lisa* was on the rear of the train.

Rob Wheatley



UK Steam & Modern Traction Railtour Listings

Monday 19th September 2011

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

Tuesday 20th September 2011

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

Wednesday 21st September 2011

Compass Tours 2xWCRC 47 York-Normanton-Huddersfield-Bolton-Preston-Ravenglass-Workington-Carlisle-Hexham-Durham-York & return to Wigan North Western as outwards
 HF Railtours 60163 (Crewe-Manchester Piccadilly-Bolton-)Preston-Shap-Beattock-Glasgow Central & rtn
 Rail-Blue Charters **DBS Class 67 Chesterfield-Carlisle & return** **Cancelled**
 WCRC Jacobite Pool Fort William-Glenfinnan-Arisaig-Mallaig and return

Thursday 22nd September 2011

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

Friday 23rd September 2011

Statesman Rail 2xWCRC 47 Exeter St. Davids-Cheltenham Spa-Preston-Shap-Beattock-Crianlarich-Fort William
 UK Railtours tbc London Euston-Rugby-Stafford-Preston-Carlisle-Carstairs-Dumbarton Central
 WCRC Jacobite Pool Fort William-Glenfinnan-Arisaig-Mallaig and return

Saturday 24th September 2011

NRM 5972 & 70013 York NRM-Shildon (47798)-York (steam)-Shildon (steam)-York (47798)
 PMR Tours 46115 (Leicester-Crewe-)Preston-Ravenglass & return **Cancelled**
 Railway Touring Co. 4492 London King's Cross-Peterborough-Doncaster-York & return
 SRPS Railtours 2xWCRC 37 Carlisle-Dumfries-Crianlarich-Oban & return **Cancelled**
 Statesman Rail Jacobite Pool Fort William-Glenfinnan-Mallaig & return
 UK Railtours tbc Dumbarton Central-Crianlarich-Rannoch-Fort William & return as outwards

Sunday 25th September 2011

NRM 5972 & 70013 York NRM-Shildon (47798)-York (steam)-Shildon (steam)-York (47798)
 Statesman Rail 2xWCRC 47 Fort William-Beattock-Preston-Cheltenham Spa-Exeter St. Davids
 UK Railtours tbc Dumbarton Central-Stirling-Dundee-Perth-Stirling-Dumbarton Central

Monday 26th September 2011

UK Railtours tbc Dumbarton Central-Carstairs-Carlisle-Preston-Crewe-Stafford-Rugby-Euston
 WCRC Jacobite Pool Fort William-Glenfinnan-Arisaig-Mallaig and return

Tuesday 27th September 2011

Cruise Saver Travel DRS Class 47 Edinburgh-Newcastle-Leeds-Solihull-Oxford-Basingstoke-Southampton Docks
 WCRC Jacobite Pool Fort William-Glenfinnan-Arisaig-Mallaig and return

Wednesday 28th September 2011

Compass Tours 2xWCRC 47 Brighouse-Hebden Bridge-Preston-Ravenglass-Carlisle-S&C-Normanton-Mirfield-Brighouse-Hebden Bridge-Burnley Manchester Rd-Accrington-Blackburn
 Railtourer tbc (Skegness-Grantham-)York-Scarborough-Bridlington-Selby-York(-Grantham-Skegness)
 Railway Touring Co. 34067 London Victoria-Swanley-Rye-Hastings-Battle-Sevenoaks-Swanley-London Victoria
 Torbay Express Ltd 4492 or 70000 Poole-Bournemouth-Southampton Central-Bath Spa-Bristol Temple Meads & rtn
 WCRC Jacobite Pool Fort William-Glenfinnan-Arisaig-Mallaig and return

Thursday 29th September 2011

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

Not all pick up/set down points are shown. Check with the operator before travelling any distance.**BLACK** Charters expected to operate as booked.**RED** Tours cancelled by the operator**GREEN** Tours postponed to a future date by the operator**BLUE** Provisional excursion

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

Steaming back to Boulby for Saltburn 150

The North Eastern coastal town of Saltburn is celebrating its 150th anniversary this year, which is being commemorated by a series of events to mark the occasion.

One notable event is scheduled for Sunday 2nd October, when there will be a very rare opportunity to ride over the freight-only branch to Boulby, part of which is perched on a spectacular ledge overlooking the North Sea. As a further bonus, there will be two trains operating over the branch, each steam-hauled to Boulby by West Coast's Stanier 8F 2-8-0 No. 48151.

The main train is from York, departing around 10.00, which will run steam-hauled via Northallerton, Middlesbrough and Redcar Central, joining the Boulby branch at Saltburn West Junction. It will then operate around the cliffs to Crag Hall, and onwards to the limit of the branch, prior to entering the potash works., from where it returns to Saltburn West Junction diesel-hauled, before reversing and continuing the short distance into Saltburn station steam-hauled, with a scheduled arrival around 13.15.

While the passengers enjoy a break of

about three hours to enjoy Saltburn, a separate shuttle service will operate over the branch to Boulby, again steam-hauled outwards and diesel-hauled on the return, which is aimed, primarily, at the local market, which is aimed, primarily, at the local market, and is believed to already be almost full.

The final return working to York is due to leave Saltburn around 16.30, initially diesel-hauled via Middlesbrough to Stockton, where it reverses and continues steam-hauled south via Eaglescliffe. Tickets for the return service from York are priced at £45, and are available from the Redcar Tourist Information Office (telephone 01642 471921), while tickets for the shuttle can be obtained from the Saltburn Tourist Information Office by personal visit only.

The tour is being organised by Philip Thomson, who is also chairman of the 'Saltburn 150 Group' that has put together the programme of celebrations of the town's anniversary. The train is being run by West Coast Railways, and particular thanks are extended to Cleveland Potash, which owns part of the Boulby branch line beyond Crag Hall, for its part in facilitating the special workings.

▼ **Providing some variety to the steam scene, LNER A4 Pacific No. 60019 *Bittern* carries the identity of long scrapped classmate No. 4492 *Dominion of New Zealand*. Here it passes Upton Scudamore with the 'Bath Spa Express' bound for Poole on 14th September. **Stephen Moore****



by John Whitehouse

Railtour Spotlight

The formidable obstacles of Shap and Beattock are likely to provide 'A1 Pacific No. 60163 Tornado' with its stiffest test to date on 21st September, when it heads HF Railtours 'Caledonian Tornado' from Crewe to Glasgow Central.

From Crewe the train works via Manchester Victoria to Preston and then West Coast Main Line all the way to Glasgow, providing the passengers with an incredible 500 miles of steam operation during the day. It will be a long day, with a Crewe departure around 07.00, an anticipated three-hours in Glasgow, and an arrival back in Crewe just after midnight. Note that the return train runs directly back to Crewe from Preston, and passengers for Bolton, Manchester Victoria

and Stockport will have a road connection back to their set-down point. The ability to undertake such a long day out underlines the capability of *Tornado* due to its economic coal and water consumption, and more importantly its ability to sustain high-speed running allied to ease of servicing en route.


In a quiet week for main line steam, the only other major tour is the Railway Touring Company's 'White Rose' from London King's Cross to York on 24th September, featuring 'A4' Pacific No. 4492 *Dominion of New Zealand*, which is due to work the train throughout. This will be the first steam-hauled working over the route following the problems caused by lineside fires on 2nd September, with 'King Arthur' 4-6-0 No. 30777 *Sir Lamiel* having been identified as the culprit.

The coming weekend has two weekend charters: Statesman Railtours heads north from Exeter St Davids, via Birmingham New Street, for Fort William on 23rd September, with the 'West Highland & Jacobite Statesman'. The giveaway is the 'Jacobite' bit, as in addition to the diesel-hauled working over the West Highland line on 24th September the train goes to Mallaig with steam, hauled by one of the two Fort William-based 'Black 5' 4-6-0s Nos. 44871 or 45407. The diesel-hauled section of the tour, will be with West Coast Type 4 traction.

Also heading north will be UK Railtours with the 'West Highlander', a four-day affair, which on day one, 23rd September, runs from London Euston to Dumbarton Central, via the WCML. Day two has an outing to

Fort William, which will most likely cross the Statesman charter at some point on the scenic West Highland line, followed by an outing to Stirling on day three which returns to Dumbarton, via Dundee and Perth. Day four is back south, calling at Carstairs en route.

The remaining tour, except for the NRM shuttles that were detailed fully last week, is the Compass 'Lakes and Northumbria Explorer' from York, which picks up via the Pennines to Wigan North Western, before heading north via the Cumbrian Coast route to Carlisle. After being refreshed in Carlisle, the charter heads south, initially across the Tyne Valley to reach the East Coast Main Line to York, via Durham, and then setting down as outwards back to Wigan.



LMS 'Black 5' No. 45231 *Sherwood Forester* storms out of the 2,629yd Blea Moor tunnel with 'The Fellsman' charter from Lancaster to Carlisle on 14th September.
Edward Gleed

Wet, windy and wonderful for 'West Highland Steam Express' as 'Black 5s' take on the Highlands

There are memorable railtours, and unforgettable ones, the Railway Touring Company's 'West Highlander' from Crewe to Oban and Fort William last weekend certainly sits firmly in the latter category.

The story of the train is again one of triumph over adversity, with operating problems being exacerbated by the tail end of Hurricane Katia, which battered Scotland over three of the four days of the tour.

However, the issues which beset the 'West Highlander' probably began as early as 18th August, when 'Royal Scot' 4-6-0 No. 46115 *Scots Guardsman*, the booked locomotive for the train, failed with middle-cylinder problems while working the 'Scarborough Spa Express'. Efforts to have the engine ready for the 'West Highlander' came close to success, but in the end, the repairs to it could not be completed in time, and Carnforth's 'Black 5' No. 44932 was substituted.

All was going well until a firebox problem manifested itself following the Lockerbie water stop on the outward leg, which fortunately was not serious enough to stop the locomotive reaching its destination, Glasgow Central. However, No. 44932 was to take the train no further, and a flurry of telephone calls late on Saturday afternoon followed to ensure that the 'West Highlander' continued steam hauled as intended.

The main recipient of the telephone calls was Mr. Ian Riley, whose two 'Black 5s' Nos. 44871 & 45407 were already en route from Fort William to Crianlarich, in



▲ LMS 'Black 5' No. 44932 approaches the summit at Beattock with the northbound working on the first day. Firebox problems resulted in the 'Black 5' returning to Carnforth the following day, while Ian Riley's No. 45407 was summoned from Fort William to take over. **John Whitehouse**

order to take the 'West Highlander' to Oban the following day. The upshot was that No. 44871 plus the support vehicle was left at Crianlarich as planned, while No. 45407 continued to Cadder Yard on the Saturday evening to replace No. 44932 on the 'West Highlander' for the remainder of the tour, while No. 44932 returned to Carnforth for attention.

So it came to pass that RTC's 'West Highlander' became another

job for 'Riley's International Rescue', and to make matters even more interesting, the show was now heading into the eye of a storm.

Sunday morning in Glasgow began ominously bright with even a little sunshine, but any hopes of a settled day of weather were soon dispelled by a glance at the dark clouds gathering to the north-west. The rain, which was to drench the region for the next 48 hours, began soon after No. 45407 reached West

Highland metals, and was falling quite heavily by the time the 'West Highlander' reached Crianlarich.

Here, No. 45407 detached from the train to the south of the station, and No. 44871 plus support coach hooked on, with No. 45407 then reversing back onto the consist to enable the next leg to Oban to be undertaken double-headed with the locos coupled tender to tender. This is nowadays an unusual sight on the main line, but on that

increasingly stormy Sunday morning a very effective combination, especially when restarting from the token stop at Tyndrum Lower onto the severe 1-in-49 gradient up to the summit, little more than a mile distant. Oban was reached on time despite a late start from Crianlarich, while the return with No. 44871 now leading, made light work of the somewhat fearsome three-miles of 1-in-50 grade out of Oban to Glencruitten Crossing,



▲ Low mist and rain cover the background as LMS 'Black 5s' Nos. 44871 and 45407 *The Lancashire Fusilier* cross Loch Awe Viaduct returning to Crianlarich with 'The West Highlander' railtour. **John Woolley**

▼ After battling through the storm that lashed the western part of Scotland on 12th September, No. 45407 rests in Glasgow Queen Street. Note the extra coal stacked up at the rear of the tender! **John Whitehouse**



where last year's working came to grief. With time to spare, the return to Crianlarich was made without further problem, despite the rain now becoming heavy and persistent.

Some time was lost at Crianlarich due to the need to service both locomotives, which must have been a particularly unpleasant experience for the support crew as the rain intensified as they went about their tasks. The crew of No. 44871 also must have suffered, being the inside locomotive, working tender first on the last leg to Fort William with only the cab sheet affording them any form of protection against the elements, while traversing one of the most exposed stretches of railway in the country.

Monday, 12th September dawned wet and windy in Fort William, and despite work to do on both locomotives following their labours of the previous day, No. 44871 got that day's 'Jacobite' away on time, followed a couple of hours later by No. 45407 on the returning 'West Highlander'.

Conditions had, by then, been made worse by increasingly high winds, borne on the tail of the hurricane which looked likely to disrupt the 'West Highlanders' progress into Scotland's central belt, and its destination for the day, Glasgow Queen Street. By late afternoon, the train was running over one-hour late, having crossed the northbound service train at Rannoch instead of Tyndrum Upper, and after watering the locomotives at Crianlarich, it continued south into the full force of the gale.

Despite the weather, a very credible arrival at Queen Street was achieved only 45-minutes late, which included picking up West Coast's 'shadowing' Class 37/7 No. 37706

along the way in order to perform the stock release at Glasgow.

"What a day" reported Ian Riley on his website, "horizontal rain, fallen trees, loco slipping on the level and a points failure at Craigendoran, but No. 45407 did the business and arrived at Queen Street just a little late". An apt, if a little understated description of the day!

The final day, 13th September was a little more benign, and with No. 45407 in full cry, the 'West Highlander' returned south via the Glasgow & South Western route to Carlisle, and then over Shap to Carnforth, where steam gave way to diesel. However, even the last day was not without drama, as the 'Black 5' is reported to have suffered a partially collapsed grate, attributed to some particularly bad track on the G&SW, which resulted in some very rough riding conditions. The Class 37, which was still shadowing the train, was attached at the rear in Carlisle for the final steam-hauled leg to Carnforth for 'Insurance'.

Thus ended another highly successful tour, which had to surmount some significant hurdles along the way. The passengers got the steam haulage they had paid for, and the operating authorities again banded together to ensure the operation worked as well as was possible.

In the end, and considering the operating conditions, the train ran remarkably well, due in no small part, to the tremendous efforts of the locomotive crews and the support team which kept the show on the road despite some of the most appalling weather conditions seen in the area for some time - and as we are talking about the West Highlands of Scotland, that is, indeed, saying something!



Framed by the substantial signal gantry at Lincoln, A1 Class Pacific No. 60163 *Tornado* arrives with the empty stock from Terrace Sidings, prior to returning to Woking with Steam Dreams' 'The Cathedrals Express' charter on 15th September.
Graham Lightfoot



The 'Bath Spa Express' ran into difficulties on 14th September when 'A4' No. 4492 *Dominion of New Zealand* ran short of coal on the outward leg from Poole, which resulted in Class 67 No. 67020 piloting the Pacific from Westbury through to Bristol Temple Meads. A suitable supply of coal was located in Bristol, and the train returned to Poole steam-hauled throughout. Unconfirmed reports indicate that the anticipated delivery of coal for the 'A4' prior to departing Poole did not materialise. Here, the train is pictured passing Dundas on the outward journey. **Stephen Moore**



We make no apologies for two photographs from the same location in the same issue! Spitfire Railtours' 'The Lochs and Glens Napier' charter to Oban on 14th September, crosses Loch Awe Bridge, near Dalmally, on its return from Oban. The photographer reports that the image was only possible by use of a Kayak due to the footpath being flooded! **Andrew Wood**



With the return leg of Steam Dreams' 'The Cathedrals Express' charter from Chester to London Euston, Peppercorn A1 Pacific No. 60163 *Tornado* passes Heamies Bridge, north of Stafford, on 10th September. **Geoffrey Dingle**



A run into Kent for the 'Northern Belle' took place on 16th September, when Class 47/7 No. 47790 *Galloway Princess* and Class 47/4 No. 47832 *Solway Princess* 'topped & tailed' the train from Lincoln to Rochester and return. Here the outward train approaches Swanley with No. 47790 leading. **Brian Morrison**

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Class 33 to make debut at Wirksworth in October

Class 33/0 No. 33035 is due to enter traffic on the Ecclesbourne Valley Railway with a special weekend of workings on 22nd & 23rd October.

The ‘Crompton’ will be in action throughout, which will include exclusively working four return workings on 22nd October, and three of the five return workings on the Sunday, the other two being in the hands of the railway’s Metro-Cammell Class 101 DMU.

However, the use of the DMU on the two early afternoon Wirksworth to Duffield

diagrams will free up the Class 33 for use on the Ravenstor branch services. The timetables are available on the railway’s website.

One week earlier is the Annual Wirksworth Model Railway Weekend, which features layouts in several venues around the town, including Wirksworth station, for which the EVR now offers visitors a through connection from main line services. The EVR itself will be operating throughout the weekend, including an additional early evening ‘fish & chips’ service departing from Wirksworth.

▼ **Class 33 No. 33035 stands in the yard at Wirksworth, alongside one of the line’s resident DMU vehicles. The ‘Crompton’ will return to service on 22nd/23rd October. EVR**



Last steam from Sittingbourne for 2011 season

The weekend of 24th/25th September will be the end of the Sittingbourne & Kemsley Light Railway’s successful 2011 Season.

It is also hoped that this will be the last time that trains will start from Milton Regis (Asda) Halt as a terminus if enough volunteers help out throughout the winter to get

Sittingbourne Viaduct station ready for the public. Trains will depart Milton Regis (Asda) Halt on the hour between 11.00 and 16.00 on both days. They will be hauled by 1924-built Kerr Stuart 0-4-2ST *Melior* and one of the line’s three diesel locomotives.

Fares will be £4 for adults and £2 for children and concessions.

NYMR refurbishes 20-ton goods brake van

The voluntary wagon group on the North Yorkshire Moors Railway has recently overhauled and outshopped 20-ton BR Brake Van No. B945854.

The vehicle forms part of the railway's heritage demonstration freight train, used on gala weekends and occasionally for 'Driver Experience'

► Newly overhauled 20-ton brake van No. B945854 stands in the C&W yard at Pickering on 10th September. This van was built by British Railways at Darlington in 1959, arriving on the NYMR in early 1994. **Ian Broadhead**



workings. As part of the overhaul work, the van has been fully refurbished, with part of the main hardwood frame being renewed, the chassis fitted with new springs, and new 'tongue and groove' side boards and veranda ends.

The inside has been similarly treated, with the guards stove also having been overhauled.

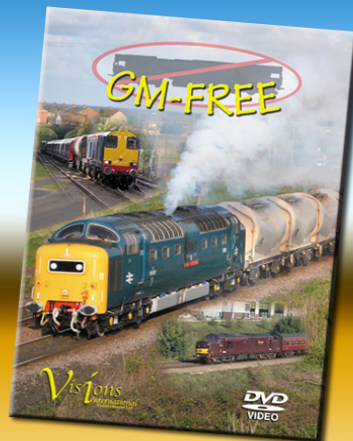
► Ivatt 4MT No. 43106 heads away from Sheringham, catching the setting sun, during a photo charter on 9th September.

▼ A delightful cameo at Weybourne station during a photo charter on 9th September, as passengers wait for the departure of LMS Ivatt 2-6-0 No. 43106. **Both: Stuart Chapman**



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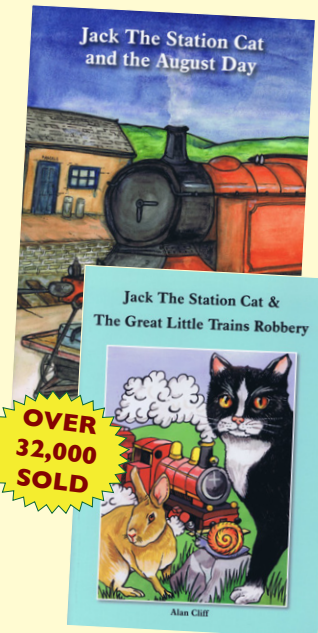
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Photos: With thanks to A Dennison, C Smith & R Eborall.

City of Truro withdrawn from B&W gala weekend

GWR 'City' 4-4-0 No. 3717 *City of Truro* has had to be withdrawn from service with immediate effect, on the Bodmin & Wenford Railway.

The locomotive had operated during the first two days of the line's successful Steam Gala & Real Ale Festival held over the first weekend of September, but following examination early on the Sunday morning of the event, the boiler had 'lost its water' overnight and a number of leaking tubes were discovered at the firebox end of the boiler. As there was insufficient time to effect a repair, withdrawing the locomotive from traffic

was the only option left open to the line.

City of Truro arrived at Bodmin on 31st August, after having received boiler repairs at LNWR Crewe earlier in the month, and it was hoped that valiant efforts by the railway's engineers would have been able to rectify the various mechanical issues, but to no avail.

As a consequence, services during the planned 'City of Truro Week' from 11th-16th September, were operated by another NRM locomotive, LSWR T9 Class 4-4-0 No. 30120, and *City of Truro* remained on static display at Bodmin General.

▼ A star attraction at the Swanage Railway has been LNER 'A4' Pacific No. 4492 *Dominion of New Zealand* departs Swanage on 12th September, with a service to Norden. **John Bollans**



First-ever visiting loco for Talyllyn

During the 60th anniversary year of the world's first preserved railway, the Talyllyn will be visited by the Corris Railway's Winson/Watkins 2005-built 0-4-2ST No. 7 on 15th/16th October.

The Talyllyn's line gauge of 2'3" is only shared by the Corris, and this will be the first time ever that there has been a visiting steam locomotive to the line. The Talyllyn purchased the two remaining Corris locomotives that survived its closure in 1948, and they have been working on the Talyllyn since 1952.

During the gala, No.7 will operate a Corris Railway train using the Corris coach and brake van preserved on the Talyllyn. It

will also double-head a special train with one of the former Corris locomotives (Nos. 3 & 4) and the timetabled service trains will also be operated by the former Corris locomotives.

On the Saturday evening, No. 7 and the Corris train will be illuminated for photography at Wharf station, where the café will be open for meals and drinks, and there will also be a film show of old Talyllyn footage. One and two-day gala tickets are available from Wharf Station, which will cover travel on the various specials, as well as the normal service trains.

Detailed information and timings will be available shortly on the Talyllyn website at <http://www.talyllyn.co.uk>



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▲ GWR 'Hall' No. 4936 *Kinlet Hall*, arrives at Wansford with the 09.24 service from Peterborough, during the Nene Valley Railway's 'East meets West' event on 10th September. **Roger Brown**

▼ BR Standard Class 5MT 4-6-0 No. 73050 and BR Standard Class 8P Pacific No. 71000 *Duke of Gloucester* move 'light engine' through Wansford on the same day. **Kev Gregory**





RSH 0-4-0ST *Birkenhead* is pictured on shed at the Tanfield Railway's 'Legends of Industry' twilight photographic evening on 9th September.

John Colquhoun



It is unlikely that a diesel shunter was ever this well adorned in BR days! With three headboards, two Union Jacks and a tail lamp, 350hp No. 10119 joins two other members of the GCR shunter fleet, as it brings up the rear of a Loughborough bound service during the Summer Diesel Gala on 10th September. **Maarten Otto**

Class 185 No. 185109 passes Little Strickland under threatening skies as it ascends Shap with the 16.12 Edinburgh to Manchester Airport service on 13th September. **Edward Gleed**



19th September 2011

GCR Society (Spinkhill)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB. 'Classic Film Night' by Mick Hayes. Meeting commences at 19.30. Contact Frank Greaves on 01909 473927 for further details.

North Yorkshire Moors Railway (York)

New Earswick Sports and Social Club, New Earswick, YO32 4AG. 'Yorkshire Buses' by Geoff Dickson. Meeting commences at 19.30. Contact Bryan Blundell on 01904 764648 for further details.

RCTS (Chester)

The Town Crier, City Road/Station Road, Chester. 'Teenage Memories of the Early 1960s' by Bob Casselden. Meeting commences at 19.30.

RCTS (Coventry)

Maudslay Hotel, 190 Allesley Old Road, Coventry. 'Rail Atlas of Great Britain and Ireland' by Stuart Baker. Meeting commences at 19.30.

RCTS (Oxford)

West Oxford Democrats Club, 1 North Street, Osney. 'Chiltern Railways - Operations and Developments' by Adrian Shooter. Starts 19.30.

RCTS (Shenfield)

Shenfield Parish Hall, 80 Hutton Road, Shenfield. 'Out and About Again' by Hugh Gould. Meeting commences at 19.30.

Stafford Railway Society (joint meeting with Continental Railway Circle)

St Leonards Social Club, St Leonards Avenue, Stafford. 'Steam in South America' by Nick Tindall. Meeting commences at 19.30. Contact Mick Horton on 01785 840622.

20th September 2011 Locomotive Club of Great Britain (Bedford)

The Kings Arms, St Mary's Street, Bedford, MK42 0AS. Annual General Meeting, followed by Branch Photographic Competition. Meeting commences at 19.30. £1 Admission. Contact B. Cross on 01525 750149.

PW Institution (Nottingham & Derby)

Aston Court Hotel, adjacent to Derby Station. Derby. 'Peterborough to Nuneaton W10 Gauge Clearance Project' by Rob Clark & Andrew Farnwoth. Starts 18.30. Contact Colin Cowey on 07946 482343.

PW Institution (West Yorkshire/York)

NRM, York. 'North East Rly Engineers Forum'. Starts 18.30. Contact Martin Wooff on 07747 160949 for details.

RCTS (Hull)

Upstairs, The Highway Public House, Willerby Road, Hull. 'A Journey from Cromer to Whitby' by Tony Arnold. Starts 19.30. Contact the Secretary at richardh@djbroady.co.uk for details.

21st September 2011

Permanent Way Institution(Glasgow)

Uptairs Lounge, The Iron Horse, West Nile Street, Glasgow. 'Haymarket North Tunnel'. Starts 17.30. Call Jack Scott on 07789 765291 for details.

Stephenson Loco Society

The Scout and Guide Hall, Godalming. 'The Redhill to Reading Line' by Bruce Nathan. Starts 14.15. Contact 01372 379216 for details.

22nd September 2011

Gravesend Railway Enthusiasts Society

Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 'AGM'. Starts 19.45. Contact Bob Poole on 01474 326232 for further details.

MHR Preservation Society (Thames Valley)

Church House, Church Street, Caversham, Reading RG4 8AX. 'The Gloucester and Warwickshire Railway' by David Hall. Meeting commences at 19.30. £2 donation. Contact info@mid-hants-thames-valley.org.uk for further details.

Locomotive Club of Great Britain (Nth West)

The Pied Bull, 54 High Street, Newton-le-Willows. WA12 9SH. 'Nothing After 1968' by Richard Greenwood. Starts 19.30. £2 donation. Contact Neville Bond on 01925 226473 for further details.

Stevenage Loco Society

The Community Arts Centre, Roaring Meg Retail Park, London Road, Stevenage SG1 1XN. 'Dave Bakers Film Night' Starts 19.45. Admission £2. Contact Alan Pitt on 07803 046076 for further details.

23rd September 2011

Shropshire Railway Society

The Gateway, Chester Road, Shrewsbury. 'Manchester Ship Canal & its Railways' by Chris Makepeace. Meeting commences at 19.30.

24th September 2011

Bournemouth Railway Club

Winton Methodist Community Centre, All Purpose Room, Junction of Alma Road & Heron Court Road, Winton, Bournemouth BH9 1DE. 'Members' Slides' by Club Members. Meeting commences at 19.30. Members £2. Visitors welcome, donation of £2 requested. Contact the Chairman on 01202 742099 or at martynt.thresh@ntlworld.com for further details.

26th September 2011

Permanent Way Institution(Ashford)

The Elwick Club, Church Road, Ashford. 'The Modernisation of Irish Rail 1997 - 2010' by Oliver Doyle. Meeting commences at 18.30. Contact the Secretary, Ted Hamer on 01227 711897 or at tedwardian@gmail.com for further details.

Plymouth Railway Circle

St. Edward's Church Hall, Home Park Avenue, Pevenell, Plymouth, Devon. PL3 4PG. 'Saved from the Fire' 16mm film show by Paul Dibbins. Starts 19.30. £2 admission.

RCTS (Brighton)

Brighton Railway Model Club Room, London Road Station, Shaftesbury Place, Brighton. 'British Industrial Steam' by John Borrowdale. Meeting commences at 19.30.

RCTS (Maidenhead)

Cox Green Community Centre, Highfield Lane, Cox Green. 'A Railway Success Story' by Kate Marjoribanks. Starts 19.30.

RCTS (Sheffield)

St Mathews Church Rooms, Carver Street, Sheffield. 'Your 15 Slides of Yesteryear - something to interest all members'. Starts 19.30

RCTS (Northampton)

Weston Favell Parish Hall, Booth Lane South, Weston Favell. 'Copyright British Railways - the work of the BR Photographic Units' by John Goss. Starts 14.00.

27th September 2011

RCTS

(Welwyn Garden City)

The Methodist Church, Junction of Ludwick Way and Colegreen Lane, Welwyn Garden City. 'Unusual Locos' by Nick Kelly. Starts 14.00.

RCTS (Woking)

Woking United Reformed Church, White Rose Lane, Woking. 'The Kings Cross Redevelopment Programme' by Tom Fernley. Starts 19.00.

▼ **Music to their ears? The 14.45 Hither Green-Grain stone terminal empty box wagons passes through New Eltham on 5th September, headed by Class 66/0 No. 66135. Brian Morrison**



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.

3rd October 2011**North Yorkshire Moors Railway (Northallerton)**

Northallerton Town Cricket Club, Farnedale Avenue, Northallerton. 'Mainly Scottish Steam' by Ken Falconer. Starts 19.30. Admission £1.50. Contact Ian McInnes on 01642 767233 for further details.

** REVISED DATE **

RCTS (Ashford)

The Elwick Club, Church Road, Ashford. 'That Was the Year that Was 1965' by Geoff Plumb. Meeting commences at 19.30.

RCTS (Birmingham)

Christ Church Community Hall, Burney, Ward End. 'Carlisle - A Railway Mecca and Football Outpost' by Colin Briggs. Meeting commences at 14.00

Stafford Railway Society

St Leonards Social Club, St Leonards Avenue, Stafford. 'Engine Sheds - Part 4, Eastleigh to Frome' by Chris Banks. Meeting commences at 19.30. Contact Mick Horton on 01785 840622 for details.

4th October 2011**Gravesend Railway Enthusiasts Society**

Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. 'World Ship Society' by Jimmy Poole. Starts 19.45. Contact Bob Poole on 01474 326232 for further details.

Locomotive Club of Great Britain (Bedford)

The Kings Arms, St Mary's Street, Bedford, MK42 0AS. 'Peter Bland Collection Part 2' by Bryan Cross. Starts 19.30. £1 Admission. Contact B.Cross on 01525 750149 for further details.

Permanent Way Institution (Wessex)

The Freemantle Club, Waterloo Road, Southampton. 'Eastleigh Works - Phoenix Rising from the Ashes' by Bruce Knight. Starts 18.00. Contact the Secretary, Richard Workman on 01426 645771 or at richardworkman@tiscali.co.uk.

RCTS (Watford)

St.Thomas's United Reformed Church, Langley Road, Watford. 'The Rail Scene in the USA' by David Walker. Starts 19.30.

Southern Electric Group (South Hampshire)

Eastleigh Railway Institute, Romsey Road, Eastleigh. 'A to Z of Signalboxes' by Ted Goodman. Starts 19.30. Admission £2. Contact John Goodrich on 02380 670028 for details.

Weston super Mare Railway Society

Function Room, Conservative Club, Alexandra Parade, Weston super Mare. 'Main Line Steam in England and Germany' by Peter Doudney. Starts 20.00. Contact Lionel Jones on 01934 628289 for further details.

4th October 2011**North East Essex Railway Association**

1st Floor, The Community Centre, The Triangle Centre, Frinton-on-Sea. 'BR Branch Lines in Colour' by David Soggee. Meeting commences at 19.45. Admission £1.50. Contact Roger Harvey on 01255 677165 for further details.

5th October 2011**Permanent Way Institution (Thames Valley)**

Network Rail RSAR Site Office, 80 Caversham Road, Reading. 'Trainborne Infrastructure Inspection' Speaker TBA. Meeting commences at 17.45. Contact the Secretary, Malcolm Pearce on 07967 667019 or at malcolm.pearce@bbrail.com for further details.

Stephenson Locomotive Society

Garden Room, Old Schools Buildings, Hayes Street, Hayes, Bromley. 'Members' Evening'. Start 19.30. Contact the Secretary on 0208 289 9935 for further details.

Warwickshire Railway Society

Lamp Tavern P.H., Barford Street, Highgate, Birmingham B5 6AH. 'Asian Miscellany of Steam' by Mike Squires. Meeting commences at 19.30. Contact Don Taggart on 01746 710676 for further details.

6th October 2011**Permanent Way Institution (York)**

Marriott Room, York Central Library, Library Square, York. 'The Crossrail Project' by Graham Reid. Starts 18.00. Contact Ken Aiston on 07787 512227 or at kaiston@btinternet.com for further deal

RCTS (Milton Keynes)

The Crown, Market Square, Stony Stratford. '1,000 Eggs on a Bicycle' by Colin Boocock. Starts 19.30

Stephenson Loco Society

St John Ambulance Centre, Sandes Avenue, Kendal. LA9 4LL 'Twixt Tyne & Tees' by Jim Young. Starts 19.15. Contact the Secretary on 01539 720706 for further details.

7th October 2011**Cambridge Rly Circle**

Arbury Community Centre, Campkin Road, Cambridge CB4 2LD. 'AGM & Life as a Traffic Apprentice' by David Ward. Meeting commences at 19.30.

RCTS (Bristol)

St Peters Church Hall, Church Road, Filton. 'The Somerset and Dorset Rly' by Keith Barrett. Starts 19.30.

RCTS (Carnforth)

County Hotel, Lancaster Road, Carnforth. 'First TransPennine Express' by George Thomas & 'Rebuilding Arnside Viaduct' Network Rail Presentation. Meeting commences at 19.00.

Stephenson Loco Society

The Friends' Meeting House, Mount Street, Manchester M2 5NS. 'Local Transport Nostalgia' by Nick Carter. Starts 19.00. Contact 01642 313451 for further details.

8th October 2011**Bournemouth Rly Club**

Winton Methodist Community Centre, All Purpose Room, Junction of Alma Road & Heron Court Road, Winton, Bournemouth BH9 1DE. 'Southern Steam in the Sixties' by Roy Brough. Meeting commences at 14.30. All welcome, £2 donation. Contact the Chairman on 01202 742099 for details.

RCTS (Exeter)

Conference Room, Great Western Hotel, Exeter. 'British Railways in Black and White' by Mike Goldfield. Meeting commences at 19.00.

Stephenson Loco Society

Kidderminster Railway Museum, Kidderminster. DT10 1QX 'Railways of Singapore' by Gerry Nichols. Starts 14.00. Contact the Secretary on 01242 582152 for details.

10th October 2011**Driffild & East Yorkshire Rly Society**

The Sidings, Middle Street South, Driffild, East Riding of Yorkshire. YO25 6PX. DVD Show by Jim Smith. Meeting commences at 19.30. All Welcome. £2 donation. Contact the Secretary on 01377 254068 for further details.

Lincoln Railway Society

St Hugh's Church Hall, Harewood Crescent, North Hykeham, Lincoln LN6 8JG. 'Steaming Around With Alex' by Alex Hurd. Starts 20.00, All welcome, £3 entrance. Contact Publicity Member on 01522-705365 or email graham@the-st.fsnet.co.uk for further details.

RCTS (Ipswich)

Bride Ward Social Club, 68 Austin Street, Ipswich. 'Great Plains Drifter' by Gordon Davies. Starts 19.30.

RCTS (Northampton)

St Crispin Social Club, Berrywood Road, Duston. 'The Midland Reborn' by John Downing. Starts 19.30.

RCTS (Sheffield)

S Mathews Church Rooms, Carver Street, Sheffield. 'The LMS SMT 4-6-0s - its Origins and Service' by Paul Abell. Starts 19.30.

Southern Electric Group (Sussex)

Deal Room, Southwick Community Centre, Southwick. 'Guilty Tickets' by Brian Boddy & Les Dench. Starts 19.30. £2 Donation. Contact the Secretary, Bruce Cakebread on 01273 462094 for further details.

Stephenson Loco Society

Lauriston Hotel, 15 South Crescent Road, Ardrossan. KA22 8EA. 'The Evolution of Diesel Traction in the USA' by Graham McLachlan. Starts 19.30. Contact the Secretary on 01294 822303 for further details.

York Railway Circle

The Library, Archbishop Holgate's School, Hull Road, York YO10 5ZA. 'Tyne Dock to Consett' by John Midcalf. Meeting commences at 19.30. £2 donation requested. Contact Robin Patrick on 01904 412232 or at locopatr@aol.com for further details.

11th October 2011**Abergavenny and District Steam Society**

Upper Room, The Hen and Chickens, Flannel Street, Abergavenny. 'Reflections of a Rail Enthusiast' by Jef Morgan. Starts 20.00. Contact the Secretary, Ken Mumford on 01793 335862 for further details.

Great Western Society (Bristol)

BWAW, 589 Southmead Road, Filton, Bristol BS34 7RG. '140 Years of Westinghouse Signalling' by Tim Maynard. Meeting commences at 19.45. Visitors Welcome. Contact the Secretary on 01454 323230 for further details

Meon Valley Locomotive Society

St Peter's Church Hall, Free Street, Bishops Waltham. 'Aspects of Southern Steam & Golden Arrow' by Mike Pym. Meeting commences at 20.00. Non-members admission £2. Contact John Barrowdale on 02392 640951 for further details.

Back Issues

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Rear Cover Caption

The 07.30 Daventry-Mossend 'Tescoliner' approaches Winwick Junction on 13th September, hauled by Class 92 No. 92017 Bart the Engine. From Daventry, this train travels 312 miles on its journey north! Edward Gleed

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