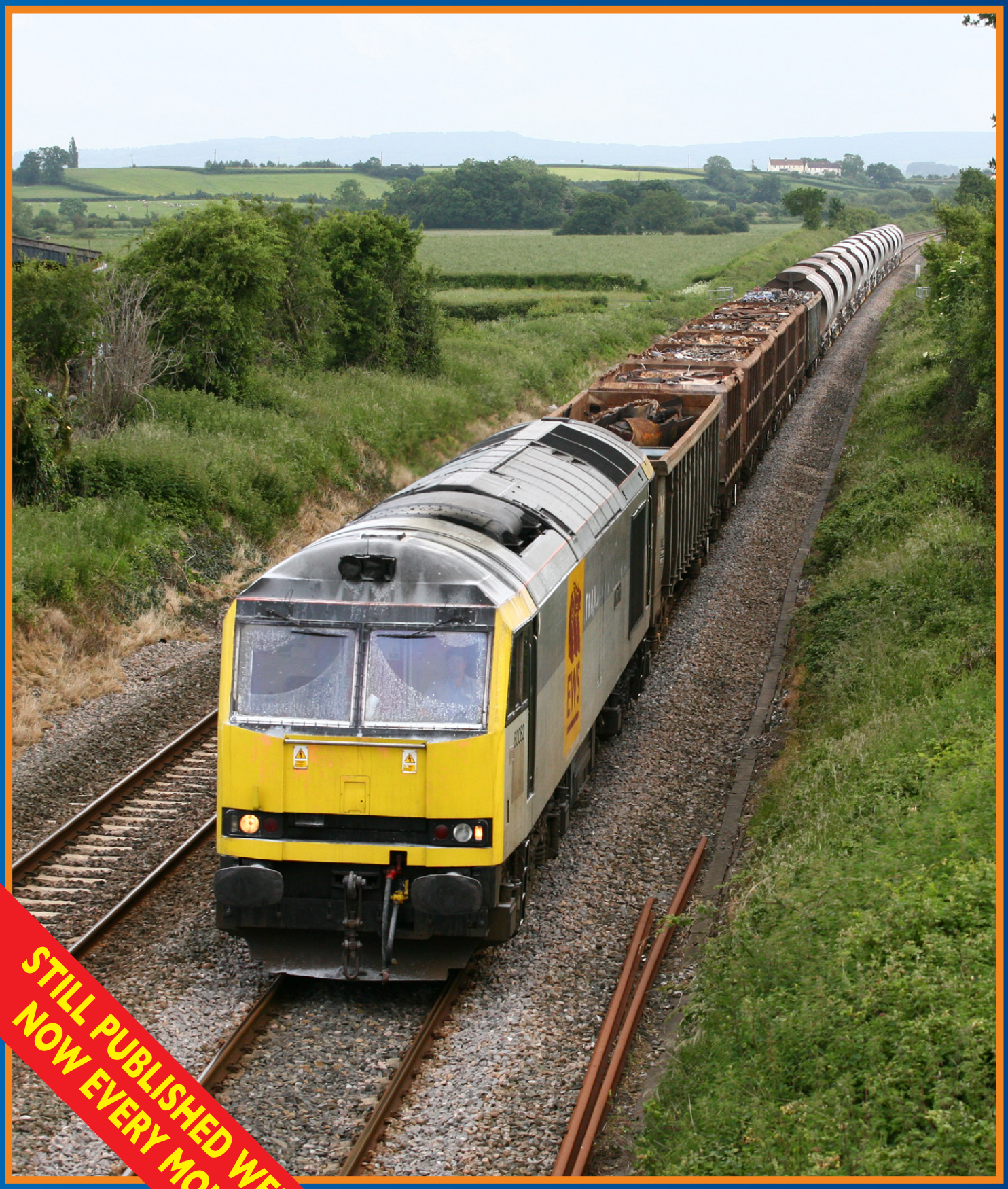
The Railway Herald



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Front Cover

Class 60 No. 60082 made a rare foray into Cornwall in early June. On 4th June, it was in charge of the 13.49 St Blazey - Newport ADJ Enterprise working, pictured passing Banklands,near Cogload Junction. **Brian Garrett**

Rear Cover

A pair of DRS Class 20/3 locomotives, Nos. 20302 and 20307, power through Defford, with a solitary flask wagon from Bridgwater on 3rd June. **Jack Boskett**

Publication

The *Railway Herald* is due to be published every Monday and is available on e-mail subscription or from our website at 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

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 together with a host of new features which will be online soon!

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.

Newsdesk

Javelin takes to High Speed 1

▲ ***Testing of the Hitachi-built Class 395 'Olympic Javelin' trains has been ongoing overnight on High Speed 1 for several weeks. Here, an unidentified member of the fleet is pictured crossing the Medway Viaduct late in the evening of 8th June. The operational speed of the Class 395s is 225km/h, but in overspeed testing recently, one set achieved over 250km/h. Four Class 395s have been delivered to Ashford to carry out a comprehensive testing programme on High Speed 1 between Ashford and St Pancras and on the Kent network. The remaining 25 trains will be delivered in 2009, with the fleet entering service on Southeastern high speed services from December next year.*** **Patrick Seale**

Bachmann presents cheque to Beet family for 46441

◀ ***At the Ribble Steam Railway, Preston Docks, on 8th June, Dennis Lovett of Bachmann Models (third from right) presents the Beet family with models of Ivatt Class 2MT Mogul No. 46441 and a cheque for £2,520, the latter being a percentage of the sale of the model to limited edition collectors. The loco itself is in the picture and is currently awaiting overhaul.*** **Chris Dixon**

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Royal Sovereign to roam the rails again!

▲ *The AC Locomotive Group officially unveiled its latest acquisition, Class 87 No. 87002 during the recent Long Marston open weekend on 7th/8th June. The locomotive, now reunited with its* **Royal Sovereign** *nameplates and pictured on 6th June, is due to move to Crewe this week in preparation for a test run to be undertaken.* **Brian Garrett**

Mitcham Eastfields opens to passengers

A brand new station in South London opened to passengers on 3rd June, with trains now calling at Mitcham Eastfields.

The station is situated between Streatham and Mitcham Junction and was developed in partnership with Merton Council, Southern, First Capital Connect and Transport for London. As well as providing better rail links for the area, Mitcham Eastfields is also one of the first in a new generation of modular stations built by Network Rail, it being constructed off-site and lifted into place at the station site in sections, meaning less disruption both for residents and rail users. The building is designed to minimize energy use and incorporates solar panels and rainwater harvesting facilities.

There is also a footbridge and lifts to connect the two platforms. It is the first new station to be built in South London for some 60 years.

▼ *The new station at Mitcham Eastfields came into use on 3rd June 2008, a little later than planned. Serving both Southern and First Capital Connect. Class 456s Nos. 456022 and 456008 arrive at the 'down' platform on an Epsom service from London Victoria. The platforms are separated by a level crossing which results in minimum delays to traffic. The booking office was not available for use when the station opened.* **Bill Turvill**

Residential and commercial development given planning consent at Ebbsfleet

Land Securities has been granted full planning consent for a 2.6 million sq ft mixed use development at Ebbsfleet International station.

The development, called Station Quarter North, will deliver two million sq ft of offices, 603,000 sq ft of shops, hotels and leisure facilities and 930 new homes. The planning consent, granted by Dartford Borough Council, is the latest step in Land Securities' 17 million sq ft redevelopment of more than 1,000 acres in Ebbsfleet Valley in the Thames Gateway area.

The development will have mixed-use buildings developed around a central piazza. There will also be a road running from Ebbsfleet International station to the nearby Blue Lake complex, which will be lined with shops, hotels, offices and homes.

Land Securities has also consulted the public on recreational facilities to be provided on land between the Eurostar station and Swanscombe. The company has also submitted a planning application for land to the east of the station called Northfleet Rise. It is currently waiting for determination from Gravesend Borough Council.

❖ Local councillors say that passenger services should return along the Taff-Bargoed line. The line closed in 1964 but was re-opened for freight-only services to and from the Ffos Y Fran site. This has prompted calls for services between Bedlinog and Ystrad Mynach to resume.

❖ Thieves have stolen nearly 3,500 gallons of red diesel worth £10,000 from Pant's major tourist attraction, the Brecon Mountain Railway. While police attempt to find the culprits, railway manager, Jayne Hills, is struggling to keep the railway alive. Anyone with information about the theft is asked to call Dowlais Station on 01685 724298 or Crimestoppers anonymously on 0800 555 111.

❖ South West Trains has announced its first 'Try the Train' day for the disabled to be held at Woking on 7th July. The event aims to introduce train travel to disabled people who may lack the confidence or information to access train services, reasons that could well create barriers to travelling by train. The event will also provide passengers with information about rail travel, an opportunity to ask questions, an individual journey planning session and a supervised rail journey to experience train travel first-hand. Interested parties should contact the South West Trains Customer Service Centre by phone on 0845 6000 650 or post: South West Trains' Customer Service Centre, Overline House, Southampton, SO15 1GW to request a place.

❖ Commuters faced severe delays on the London Underground and national rail services in the East End of London after an unexploded World War II bomb was found in a river at Sugar House Lane, near Bromley-by-Bow station on 2nd June. The Metropolitan Police had cordons in place around the area for several days while the MOD were making safe and disposing of the bomb. Very limited services were operated from Liverpool Street, which required a change at Barking for services to Grays and Tilbury Loop stations. The device was finally exploded by bomb disposal experts on 6th June, allowing local transport systems to return to normal.

❖ Detonators stolen from the railway track between St Bees and Silecroft in Cumbria could be dangerous if handled, police have warned. A police spokesman said they were highly volatile and could explode, causing injury if any electrical items were used near them. Anyone who finds the detonators should immediately contact the police.

▲ *The old East London Line platform at New Cross Gate will become a new through platform for the 'down' Whitechapel line.* **Brian Morrison**

Our thanks to reader Ian Docwra who has pointed out that the caption to the New Cross Gate illustration in last week's issue of Railway Herald stating that the old platform terminus had been abandoned is incorrect.

He advises that the new East London Line (ELL) viaduct will take the new 'up' Whitechapel line across the main line, with both London Bridge and Whitechapel-bound trains using the same London-bound platforms that are currently in use. The junction will be just to the London side of the station, the 'down' Whitechapel line following the existing ELL formation into the old terminus platform and then through the existing road bridge, which already has a wide portal from days past when the bay was a through line and was accompanied by a siding/non-platform loop under the road to join the 'down' main line beyond the bridge. This latter junction has already been installed into the 'down' main line about 200 metres beyond the road bridge towards Brockley.

Virgin Trains to operate via Chiltern route

Virgin Trains has announced that it will operate a direct Birmingham International to London Euston train service on key dates when the West Coast Main Line is blocked at Rugby/Milton Keynes area due to engineering work.

The special services will be operated by 10-car Class 221 Super Voyager sets and will call at Coventry and then run non-stop through Leamington Spa, Banbury, Bicester North, Gerrards Cross, Greenford, West Ealing and Willesden. Trains will operate hourly and will be driven by Virgin Trains' drivers, who will be route conducted by drivers provided by EWS. Virgin Trains' train managers will work the services, which will also have catering facilities.

The services will supplement the Pendolino shuttles that are to operate twice an hour to/from Northampton for coach connections, which will serve Birmingham International. Virgin train services to and from Manchester, Liverpool and Scotland will also operate to and from Birmingham International. The new service starts on Saturday 28th June, and will then operate on all days when the line is closed in the area. With the additional closures Network Rail is now seeking, this will occur on more than 35 days in the next 12months. Training of drivers and train managers for the service started on 27th May, being a four-way initiative involving Chiltern Railways, EWS, Network Rail and Virgin Trains. Chiltern is providing its route learning 'Bubblecar' and driver to enable EWS drivers to refresh their route knowledge over the route and for Virgin Trains' train managers to learn the route.

Virgin Trains' Managing Director, Chris Gibb, said: "This is a great example of cross-industry involvement. Route learning has started in under two months from project inception and the actual service will start just four weeks later. I am grateful to staff at Chiltern, EWS, Network Rail and Bombardier who have responded to some pretty tight timescales to enable the training runs to start and the project to become reality."

£22 million regeneration project for Newport

The prospect of a revamped station for Newport has come closer with the announcement that the Welsh Assembly Government will jointly fund the £22 million regeneration scheme.

A key aspiration of the project is to build two brand new termini that represent Newport's status as the 'Gateway to Wales'. A special type of plastic material, which was used to build the Eden Project, could be used in the structure - ethylene tetra fluoro ethylene (ETFE) - a robust material that is resistant to corrosion and will create the impression of light and space.

Dave Ward, Route Director, Network Rail said: "We are very excited to spearhead this project. It will play a huge role in a city-wide vision to rejuvenate and reflect Newport as a vibrant, dynamic and modern city. The support from the Newport City Council, Arriva Train Wales and the Welsh Assembly Government is tremendous and welcoming. And now, we are eager to move the project forward to the next vital phase."

Benefits of the scheme include a modern fit-for-purpose station environment with improved public and passenger amenities, enhanced bus-rail connections with an upgraded bus interchange, an improved pedestrian link between the north and south of the city centre and more car park spaces to cater to passengers and the general public.

The plan is to finalise the designs by the end of this year with construction work beginning in early 2009.

The scheme is part of a two-phase initiative to upgrade Newport station as part of the wider city regeneration programme. Completion of a new Platform 4 was the first phase of the project.

Please mention *Railway Herald*, **when responding to advertisers**

▲ *The South East Northumberland Rail User Group's special arrives at Ashington on 7th June on the first of three trips, formed of Northern Rail's Hadrian Wall-liveried Class 156 No 156448, complete with headboard.* **John Lewins**

Hadrian's Wall takes to the rails on campaign special

Northern Rail, the UK's largest train operator, has teamed up with Hadrian's Wall Heritage Ltd to promote the iconic World Heritage site and its surrounding landscape to passengers and potential visitors across the north of England.

Northern Rail's Class 156 No. 156448 was presented in a stunning new livery at Newcastle on 6th June, showcasing the beauty of Hadrian's Wall country and its Roman sites, which collectively attract around half-a-million visitors each year.

The train will travel across the Northern network, which serves a population of 15 million, with its vinyl images on display.

On 7th June, SENRUG (South East Northumberland Rail User Group) chartered the new-look Class 156 to run on the Blyth & Tyne line as part of its campaign to have the route reopened to passenger traffic.

Government says NO to heavier lorries

The Secretary of State for Transport Ruth Kelly MP has stated that the Government is not to permit the introduction of longer and heavier lorries onto the road network in Britain.

Research for the Department for Transport concluded that longer and heavier lorries would increase CO2 emissions due to freight shifted from rail to road, creating serious implications for the management of the road network. The research also recognised that these longer vehicles would be unsuitable for many roads and junctions as they would introduce additional safety risks.

In supporting the Government decision, EWS stated that freight trains emit five times less C02 per tonne km than road haulage, and went on to say that freight by rail has grown by nearly 70% in the last 12 years and its market share of land-hauled freight has increased by 3.5%. Government, the rail industry and its customers expect 50% growth by the middle of the next decade and a doubling of rail freight in the longer term.

Locomaster Profiles in association with First GBRf *present...*

NEW

HARBOUR LIGHTS

73 204 + 73 205 + 73 209 Hoo Junction-Folkestone Harbour

£19.95 (Post free)

On Saturday 12th April 2008, GB Railfreight sent three of their Class 73 locomotives on a light engine run across Kent from Hoo Junction to Folkestone Harbour. Their novel, eye-catching outing was to help raise money for the Railway Benefit Fund charity through the production of this exclusive cab-ride DVD of the trip to the little-used branch on the Kent coast. You can now re-live this fascinating trip around Kent as seen from the footplate of the Class 73s from the comfort of your favourite armchair.

The journey begins on the Thames estuary at Hoo Junction as the ED's set off on the outward route via Higham, Rochester, Chatham and Sittingbourne to Faversham. From there they continue past the surviving semaphore signals at Canterbury East and Shepherd's Well before passing non-stop through Dover Priory station. After a scenic run along the coast under the famous white cliffs of Dover, the Class 73s enter Folkestone East sidings where they access the Folkestone Harbour branch. A large crowd greets the arrival of the very first GBRf locomotives to reach the terminus. To mark the occasion, the ED's depart in suitable style, horns blaring as they set off a series of detonators as they climb the steeply-graded branch on their diesel engines. The Class 73s return back to Faversham via a different route. From Dover, the locos are back on diesel power again from Buckland Junction for the stiff climb up Guston Bank to Martin Mill. From there the journey continues past the semaphore signals at Deal and Betteshanger before passing through Ramsgate, Margate and Whitstable. At Faversham the locos re-trace the outward leg of their journey for the remainder of the run back to Hoo Junction.

Superb views of the Kent countryside from the driving cabs are accompanied by the unique mechanical and electrical sounds of the Class 73. The programme also features a selection of locomotives and special trains that have visited Folkestone Harbour since the early 1990s.

Dover

Folkestone Viaduct

Folkestone Harbour

HARBOUR LIGHTS will have a running time of approximately 110 minutes and will be available on DVD from mid-June priced at £19.95 (post free). You can order your copy by either calling us on our Credit Card Hotline on 01753 545888 or by sending a cheque or postal order to the address below:

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by John Whitehouse

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.

9th June			
The Royal Scotsman	2xWCRC 47	Classic Tour: Boat of Garten-Dundee	**Cancelled**
10th June			
The Royal Scotsman	2xWCRC 47	Classic Tour: Dundee-Edinburgh	**Cancelled**
11th June			
Steam Dreams	70013	London Liverpool Street-Norwich and return	**Postponed**
13th June			
Steam Dreams	70013	London Liverpool Street-Norwich and return	**Postponed**
14th June			
Compass Tours	2xRiveria 47	Runcorn-Liverpool Lime Street--Wigan NW-S&C-Carlisle-Carstairs-Edinburgh (break rev)-Carstairs-Carlisle-Shap-Wigan NW & return	
Heartland Rail	2xCR 47	Gloucester-Penzance and return	**Cancelled**
Kingfisher Railtours	6201	(Bedford-)Carnforth-Shap-Carlisle and return	**Postponed**
Mark Elderkin/PTR	40145	Manchester Victoria-Huddersfield-Copy Pit-Manchester Victoria	
Past Time Rail	45407	Manchester Victoria-Huddersfield-Copy Pit-Manchester Victoria	
Past Time Rail	2xEWS 67	Cleethorpes-Scunthorpe-Oxenholme	
Pathfinder Tours	2xEWS 37	Cardiff-Barnt Green-Crewe (pu outwards only)- Preston-Carnforth-Ulverston-Barrow on Furness-Ravenglass (break) and return via Chester and Shrewsbury	
PMR Tours	6233	(Lancaster-Manchester Victoria-Crewe)-Crewe-Chester-Llandudno Junction-Holyhead (break/rev) and return	
Stobart Rail Tours	2xDRS 47	London King's Cross- Durham-Hexham-Carlisle-S&C-London	
Vintage Trains	5029	Tyseley Warwick Road-Leicester-Newark-Lincoln (break) & return	
15th June			
Stobart Rail Tours	2xDRS 47	London KX-Cambridge-Ely-Thetford-Norwich (rev) & return	
16th June			
Royal Scotsman	2xWCRC 47	Classic Tour-Day 1Edinburgh- Dundee-Montrose-Aberdeen-Keith	
17th June			
Past Time Rail	2xEWS 67	Manchester Piccadilly-Crewe-Birmingham International- Ascot	
Royal Scotsman	2xWCRC 47	Classic Tour-Day 2Keith-Inverness-Dingwall-Kyle of Lochalsh	
18th June			
Kingfisher Railtours	2xWCRC 33	Skipton-Hellifield-Settle(pu)-Appleby-Carlisle (break/rev) & return	
Past Time Rail	2xEWS 67	Crewe-Birmingham International- Ascot	
Royal Scotsman	2xWCRC 47	Classic Tour-Day 3: Kyle of Lochalsh-Aviemore-Boat of Garten	
19th June			
Past Time Rail	2xEWS 67	Kings Lynn-Ely-Colchester-Chelmsford-Shenfield-Romford- Ascot	
Past Time Rail	2xEWS 67	Manchester Piccadilly-Crewe-Birmingham International- Ascot	
Royal Scotsman	2xWCRC 47	Classic Tour-Day 4: Boat of Garten-Perth-Dundee	
Stobart Rail Tours	2xDRS 47	London Victoria-Reading-Didcot(reverse)-Ascot and return	
20th June			
Past Time Rail	2xEWS 67	Manchester Piccadilly-Crewe-Birmingham International- Ascot	
Royal Scotsman	2xWCRC 47	Classic Tour-Day 5: Dundee- North Queensferry-Edinburgh	
21st June			
Kingfisher Railtours	34067	(Westbury-Reading-Ascot-)Kensington Olympia (rev)-Worthing-Bognor Regis (break/rev)-(Bognor Regis-Littlehampton (break/rev)-Littlehampton-Chichester-Winchester-Kensington Olympia-Westbury	
Pathfinder Tours	EWS 59/66	ESR 150 Gala:Westbury-Cranmore & return (seven trips)	
Pathfinder Tours	2xRiveria 47	The Somerset Explorer: Crewe-Cranmore	**Cancelled**
Railway Touring Company	6024 & 71000	(Birmingham International-Worcester Shrub Hill-) Stoke Gifford-Bristol TM- Exeter SD-Plymouth-Penzance (break/rev) (& return)	
Railway Touring Company	70013	Kings Lynn-London and return	**Cancelled**
Spitfire Railtours	DRS 37	Crewe-Birmingham NS-Cheltenham Spa-Paignton and return	
SRPS	2xEWS 37	Edinburgh Waverley-Stirling-Aviemore-Inverness Rose Sreeet Curve-Dingwall-Lairg-Golspie-Dunrobin Castle-Brora (break/rev) & return	
Steam Dreams	60007/60019	London KX- Peterborough-Grantham-Newark-Lincoln (60019)-Lincoln-Sleaford-Peterborough-London KX (60007)	
Stobart Rail Tours	2xDRS 47	Northampton-London Euston-Reading-Taunton-Minehead & return	
UK Railtours	2xEWS 67	London Paddington-Newbury-Plymouth-Lostwithiel-Carne Point (rev)- Lostwithiel-St.Austell-Parkandillack (rev)-St. Austell-Plymouth (break)-& return	

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
2-5 Jun	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool
2-6 Jun	WCRC	Jacobite	Fort William-Mallaig and return	62005 or 45407
9-12 Jun	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool
9-13 Jun	WCRC	Jacobite	Fort William-Mallaig and return	62005 or 45407
16-19 Jun	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool
16-20 Jun	WCRC	Jacobite	Fort William-Mallaig and return	62005 or 45407

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

The Week Ahead

An interesting Trans-Pennine double-bill is the feature of the railtour action on 14th June.

Past Time's sell-out 'Cotton Mill Express' is perhaps the 'top of the bill' with 'Black 5' 4-6-0 No. 45407 hauling the round trip from Manchester Victoria via Standedge, the Calder Valley and Copy Pit. However, upon the train's return to Manchester Victoria, the stock will be utilised for a second trip around the Calder Valley circuit, this time behind Class 40 No. 40145, now entitled 'The Cotton Mill & Oldham Looper' and operating under Mark Elderkin's banner.

The train departs behind the 'Whistler' half-an-hour after arriving with steam and it follows the same route with one major exception. Upon returning to Manchester Victoria in the evening the train continues for a trip around the Oldham Loop, which is quite a rare occurrence for a locomotive-hauled train. A 16.45 departure offers a rare opportunity to sample classic traction on highly scenic routes where Class 40s used to be regular performers in their BR days, and with a 21.00 projected return to Manchester Victoria, it offers a relaxing way to spend a summer evening before heading for the hot spots of Manchester! Past Time is handling the bookings on 01543 411971.

Two other steam tours are scheduled to operate on 14th June, with No. 6233 *Duchess of Sutherland* operating a Crewe to Holyhead and return for PMR Tours from Lancaster, while Vintage Trains offer No. 5029 *Nunney Castle* from Tyseley Warwick Road to Lincoln throughout, which is routed via Leicester and Nottingham.

The state of the track work at the entrance to Barrow Docks has ended Pathfinder's plans to take a tour into Ramsden Dock, and instead it will proceed to Ravenglass. The train is booked for a pair of EWS Class 37s throughout from Cardiff, which will run via Birmingham and Crewe outwards, but diverge at Warrington on the return to reach the West Midlands via Chester, Shrewsbury and Telford.

Meanwhile Compass Tours sets out from Runcorn with its 'Edinburgh Merseyman', which travels to Edinburgh outwards via the S&C and Beattock, returning along the WCML and Shap. DRS Class 47s should feature on a 'Stobart Pullman' outing from London King's Cross to Carlisle, which is via the East Coast Main Line and Tyne Valley outwards and Settle & Carlisle on the return. Finally the 'Stobart Pullman' will also be in action on 15th June with a Fathers' Day special to Norwich, again from King's Cross, and running via Cambridge and Ely.

Enhanced Railtours section online

Want the latest details and information on Railtour workings? Want to know when a specific locomotive is working? Check out our improved online Railtour section, as part of our new website. Click here to visit now!

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

▲ *Air-braking problems with No. 6201* **Princess Elizabeth** *resulted in Kingfisher's 'The Yorkshireman' having a Class 67 tucked inside the steam locomotive on the outward leg from Crewe to York, via the Standedge route. The return working was reported to be Class 67 hauled throughout, although it was booked for haulage by No. 6201 from York to Manchester Victoria, but the 'Princess' was reported passing through Colton Junction with its support vehicle after the passage of the charter train. The air-braking problem has arisen at a bad moment, as the locomotive is scheduled to move to Kidderminster on 9th June as cover for the SVR's Royal Train working on 10th June, which is due to be hauled by No. 6024* **King Edward I**, *which itself was reported to have had a hot-box problem while moving from Didcot to Kidderminster on 7th June. It is understood that No. 6024 did reach Kidderminster later in the day, although the situation with the reported hot-box remains unclear as this issue is published.* **Jonathan Stevenson**

Celebrations mark East Somerset line 150th

Probably the biggest gala of the year is due to happen on 21st & 22nd June to celebrate the 150th anniversary of the opening of the railway line between Witham and Shepton Mallet.

The East Somerset Railway, which operates between Cranmore and Mendip Vale, has joined forces with Mendip Rail and Aggregate Industries, whose stone trains operate along the remainder of the branch between Merehead Quarry and Witham.

Pathfinder Tours will be operating five return shuttle services between Cranmore and Westbury featuring Class 59 & 66 locomotives of many liveries, which will offer the chance to ride behind rare freight locomotives as well as beat the jams to gain entry to the gala. For more details of these trains and the event, go to http://www.pathfindertours.co.uk. The gala is open from 09.30 to 17.30 each day with access at Merehead rail terminal.

Attractions include a frequent steam service on the East Somerset Railway, continuous classic bus services between Cranmore and Merehead, and displays of both steam and modern diesel locomotives. Both steam and diesel hauled demonstration freight trains will also operate, with the highlight being the use of a BR Class 9F 2-10-0 and ex-USA Class S160 at the head of a 1,000 ton stone train, which will operate hourly. For the closet engine drivers, there is a chance to sample what it is like to be at the regulator of a steam locomotive or grip the power handle of a modern diesel locomotive.

In order to make it a family day, there will be an extensive selection of sideshows, model railways and tours of the quarry, as well as brakevan rides. Tickets on the day are £15 adult, £5 child or £35 for a family ticket, or £13, £4 and £30 respectively by pre-booking with Pathfinder by 13th June.

The day ticket is valid for one return journey on the shuttle train between Cranmore and Westbury. Further information on the event is also available at http://www.eastsomersetrailway.com

▼ *The first charter working of 'A4' Pacific No. 60007* **Sir Nigel Gresley** *on the main line occurred on 31st May, when it was used on Steam Dream's London - York excursion. No. 60007 is seen during a pause at Retford.* **Richard Deas**

'K4' and Class 60 traction for Alloa route in late summer

Pathfinder is offering over 400 miles of Class 56 haulage on 24th & 25th August with a tour from Bristol Temple Meads to Glasgow Central, which includes traversing the recently opened Stirling to Alloa line, which now once again permits through working between Dunfermline and Stirling for the first time since 1981.

The tour has been organised at relatively short notice, as it is understood there will be no paths available for charter trains on the line after December this year.

The plan is for EWS Class 66 haulage from Bristol, departing around 20.00 on 24th August to Crewe, where a Fastline Class 56 will take over for the overnight journey north across the Pennines to York (booked via the avoiding line) and onwards along the ECML to Millerhill Yard. Here EWS traction again takes over with a Class 60 taking the train via the Edinburgh Suburban line and the Forth Bridge to Dunfermline, Kincardine, Alloa and Stirling. The special then continues to Glasgow Central via Larbert, Springburn and Deanside.

After a short break at Glasgow Central, the Fastline Class 56 again takes over to take the train back to Carlisle, running via Motherwell, Mossend South to East Junctions and Carstairs. At Carlisle the '56' gives way to an EWS Class 92 as far as Crewe, where the train reverts to EWS Class 66 haulage back to Bristol, where a 22.50 arrival is planned. Quite an interesting 24 hours!

The Scottish Railway Preservation Society (SRPS) has also announced plans for the 'Clackmannan Circle' for 27th September, featuring Class K4 Mogul No. 61994 *The Great Marquess* on morning and afternoon trips around both the Fife and Clackmannan Circles.

The morning train leaves Linlithgow and heads for the Forth Bridge and onwards through Burntisland, Kirkaldy, Thornton Junction and Cowdenbeath to Dunfermline, where it will take the re-opened line to Stirling via Alloa. It returns to Linlithgow via Larbert. The train is then positioned for the afternoon train, which departs from Dalmeny and follows the same route.

The other news is that its Dunbar to Kyle of Lochalsh train which was due to run on 31st May, but postponed due to operational reasons, has been re-dated to 4th October.

▲ *An Orpington-bound service led by Class 465/2 Networker No. 465236 slows for the Brixton stop, passing one of two bronze sculptures located on the station, the 'up' platform having a sculptural of a male figure.* **Ian Docwra**

▼ *When West Yorkshire Metro Class 333s are not running at full strength, it is not unusual for DMUs to step in. Here Class 144 No. 144021, irrespective of the destination blind showing 'Ilkley', calls at Keighley with the 17.02 Skipton-Bradford Forster Square service as Class 142 No. 142040 calls in the opposite direction with the 16.52 Leeds-Morecambe Northern service.* **Ian Tunstall**

▲ *A symbolic shot of how it should be - the train taking the strain with an empty road! Two unidentified Class 66s, a Freightliner Class 66/5 and the other a DRS Class 66/4 on hire to Freightliner Heavy Haul, head northwards over the B6053 road between Barrow Hill and Renishaw on 5th June.* **Mick Glaves**

▼ *Hanson Aggregates-liveried Class 59/1 No. 59101* **Village of Whatley** *stands with a Mendip stone working for Acton Yard at Hungerford loop on 6th June, to allow First GBRf's pioneer Class 66/7 No. 66701* **Whitemoor** *to pass with a Taunton Fairwater to March Whitemoor Yard service, conveying used sleepers from the HOBC track relaying train.* **Richard Dunn**

Another Class 56 returns to the mainline

◀ *The ranks of mainline-registered Class 56 locomotives has been increased by one, following the testing of Class 56/3 No. 56311 (previously large-logo liveried No. 56057). The locomotive worked its first train for Fastline Freight on 3rd June, when it piloted Class 56/3 No. 56301 on the company's Doncaster - Grain intermodal train forward from Burton-on-Trent. The pair of Type 5s are pictured at Mill Lane, Ryecroft.*

▼ *The following day found No. 56311 again leading Fastline-liveried No. 56301, with the Trafford Park - Isle of Grain service. Here, the pair slow for signal check at Colton on the approach to Rugeley Trent Valley. At this point, the train was running two hours late.*

Both: Gary S. Smith

▲ *The regular load of Cargowaggons that form the normal stock of the Arpley - Blackburn - Arpley Enterprise working has recently seen variety with the addition of a bulk tanker carrying cement from Aberdeen (Waterloo) to Blackburn. On 4th June, the return working passes Balshaw Lane as Class 37/4 No. 37417* Richard Trevithick *heads for Warrington Arpley, running around one hour late.* **Fred Kerr**

▼ *Class 37/4 No. 37401 passes Chinley with the 10.20 Dowlow - Warrington trip freight on 5th June.* **Geoffrey Arnold**

▲ *EWS Class 66/0 No. 66146 approaches Bathley Lane level crosing, North Muskham, on the East Coast Main Line on a sunny early Saturday evening, 31st May, with the Monks Bretton - Middleton Towers sand service.* **John Illingworth**

Nine-day diesel event for East Lancashire line

The East Lancashire Railway is once again running a nine-day diesel event from 28th June to 6th July.

The gala marks the 20th anniversary of dedicated diesel events on the railway and to mark the occasion, it is returning to its nine-day format for the first time in several years.

Visiting locomotives are now confirmed to be Class 31/1 No. 31108, Class 37/9s Nos. 37901 *Mirrlees Pioneer* and 37906, Class 46 No. D182 and Class 52 'Western' No. D1023 *Western Fusilier*.

It is also possible that the visitors will be joined by newly-preserved Class 37/4 No. 37418, which is to be based on the railway, although its appearance and use is subject to the completion of restoration work.

East Lancashire Railway General Manager Andy Coward said: "The event organisers have worked hard to secure an attractive line-up of traction and what a great way to celebrate 20 years of diesel events on the ELR."

Timetables and locomotive diagrams for each of the days are still to be confirmed, although these will be released closer to the start of the event. The following locomotives are currently rostered to work on each day of the week, although this is subject to change and all locomotives are subject to availability and short notice alterations.

Motive power line-up for the nine days, is currently expected to be: Nos. D182, D1023 and a steam locomotive on 28th June, Nos. 31108, 37901, 37906 and a steam locomotive on 29th June, Nos. 20087, D5054, 31108, D6525 and D335 on 30th June, Nos. 37906, 40145, D182, 47402 and 50015 on 1st July, Class 101 DMU, Class 207 'Thumper' and a diesel locomotive on 2nd July, Nos. 37109, 37901, 37906, D335 and 55022 on 3rd July, D5054, D6525, D7076, D182 and 47402 on 4th July, Nos. D335, D5054, 31108, 37901, 37906, D335, D182, 47402, 50015 and D1023 on 5th July and Nos. 31108, D6525, D7076, 37109, 37901, 37906, 40145, D182 and 55022 on 6th July.

More information on the event will be available later this month at http://www.east-lancs-rly.co.uk and also on the diesel group's website www.burydiesel.freeserve.co.uk

Railway Heritage consultation paper published by DfT

A Railway Heritage consultation paper, 'Updating the scope and membership of the Railway Heritage Committee' has been published by the Department for Transport and can be found on the DfT's website at http://www.dft.gov.uk/consultations/open

The consultation asks for views on proposals to extend the scope of the Railway Heritage Committee (RHC), the body responsible for safeguarding the country's railway legacy. The RHC has previously designated a memorial board of Henry West who lost his life to a whirlwind at Reading station in 1840, as well as train nameplates to honour engineer Isambard Kingdom Brunel and the comedian and traveller Michael Palin. A selection of these artefacts can now be seen at the National Railway Museum in York.

The RHC will in future work with all railway organisations to ensure historically significant records and artefacts are secured. At present British Transport Police, Transport for London and Rail Safety and Standards Board are among those excluded from the activities of the Committee.

Rail Minister Tom Harris said: "Last year saw record numbers of journeys on the rail network. We are focusing on how we can meet growing demand in the years to come, but it is important that we carry on protecting the past so that future generations can see how far the industry has come. I encourage everyone with an interest in rail heritage to respond to the consultation so that we can better secure the artefacts and records of rail history." The consultation runs until 5th September.

❖ The Wensleydale Railway is holding a Diesel Gala over the weekend of 20th/21st September. All trains between Leeming Bar and Redmire will be loco-hauled and a DMU service will operate between Bedale, Leeming Bar and over the six-mile 'freight only' section to Castle Hills Junction, Northallerton. An evening photo-shoot is planned for 19th September and camping facilities will be available a short distance from Leyburn station. All Redmire trains will convey a bar and a 'Beerex' will operate to Redmire on the Saturday night with a choice of 'fish and chips' or 'pie and peas' available on arrival at Redmire station. Day and Weekend Rover tickets will be available and a special timetable will be in operation. Visiting locomotives will include (subject to availability) Class 31 No. 31108, Class 50 No. 50007 *Sir Edward Elgar* and Class 55 No. 55019 *Royal Highland Fusilier* along with resident Class 03 No. 03144 and Class 47/7 No. 47715. Further details will be available on www.dieselgala.co.uk or by phoning 01677 425805.

❖ Two Ruston shunters are currently available for sale on eBay, for any restoration groups or individuals interested. The full details can be found by clicking here. For sale are two standard gauge 0-4-0s, one 25-tons in weight and the other 35-tons. Full details can be found through the above link, and the current price, at the time of going to press was £5,100.

Fairburn tank to work trains at Great Central Railway

Lakeside and Haverthwaite Fairburn 2-6-4T No. 42085 is leaving its Cumbrian home this summer to travel 170 miles south by road for an 11-month visit to the Great Central Railway.

Fairburn-designed No. 42085, built at Brighton in 1951, is due to move by road from Haverthwaite to the Great Central on 17th June and will remain at Loughborough until June 2009. It will be the first time in 38 years that the locomotive has been operating anywhere other than Haverthwaite! It will undergo a seven-month light repair by Loughborough Standard Locomotives Group (LSLG) volunteers, with assistance from the GCR's full time engineering staff. LSLG Director and volunteer Andy Fillingham will lead the repair programme.

Due to be completed in January next year, this repair will be followed by five months as a working engine on the railway, before returning to Haverthwaite.

No. 42085 needs new side tanks, to be designed by LSLG Director and GCR fireman, Chris Reed, and fabricated by Standen Engineering at Ely, Cambridgeshire. The tanks will be of all-welded construction, with dummy rivet heads on all visible platework to maintain the original appearance. All filler caps, handrails and other reusable brackets and fixtures will be salvaged and re-used. Other work will include commissioning and fitting of new main steam pipes, mechanical lubricators overhaul, partial repairs to boiler cladding plates and sandboxes and re-commissioning the steam heating. The Fairburn will then be repainted in BR lined black.

Before the work starts, the Fairburn will operate on the Great Central Railway for one weekend, 21st and 22nd June, as a taster of what is to come in 2009 at the GCR. The work on the engine should be completed by early next year. It is hoped no. 42085 will take part in the Winter Gala (24th-25th January 2009) alongside *Oliver Cromwell* bringing two highly significant end of steam era engines together for the first time.

▼ ***Recently used by the Chinnor and Princes Risborough Railway as a spares source for Class 31/1 No. 31163, a very sorry-looking No. 31113 awaits collection and onward travel to a scrapyard for cutting-up on 31st May. The loco had been vandalised beyond economic repair and offered to other heritage lines across the country. With no takers, a decision was made to remove all useful parts and dispose of the loco. No. 31113 departed the railway on 2nd June.*** **Lee Barton**

Keighley's 40th Anniversary Diesel Gala

▲ *The Keighley & Worth Valley Railway held its annual diesel gala weekend on 6th-8th June. Billed as the '40th Anniversary Diesel Gala' the weekend had several visiting locomotives from DRS, A1A Locomotives, National Railway Museum, Newton Health Traction Group, Devon Diesel Society and the South Devon Diesel Group. One of the star attractions was Class 37/0 No. 37087 from DRS, which was named* Keighley & Worth Valley Railway 40th Anniversary 1968-2008 *(▶) during the event. Here, it pilots the visiting Class 37 No. D6737 through Haworth loop on 6th June with the 11.12 Oxenhope - Keighley service.* **Both: Fred Kerr**

▼ *Visiting Class 20s Nos. 20087 and 20110 climb out of Keighley with an Oxenhope-bound service on 6th June. Unfortunately, repairs to the railway's own Class 20 No. 20031 could not be completed in time for the gala weekend.* **Ian Tunstall**

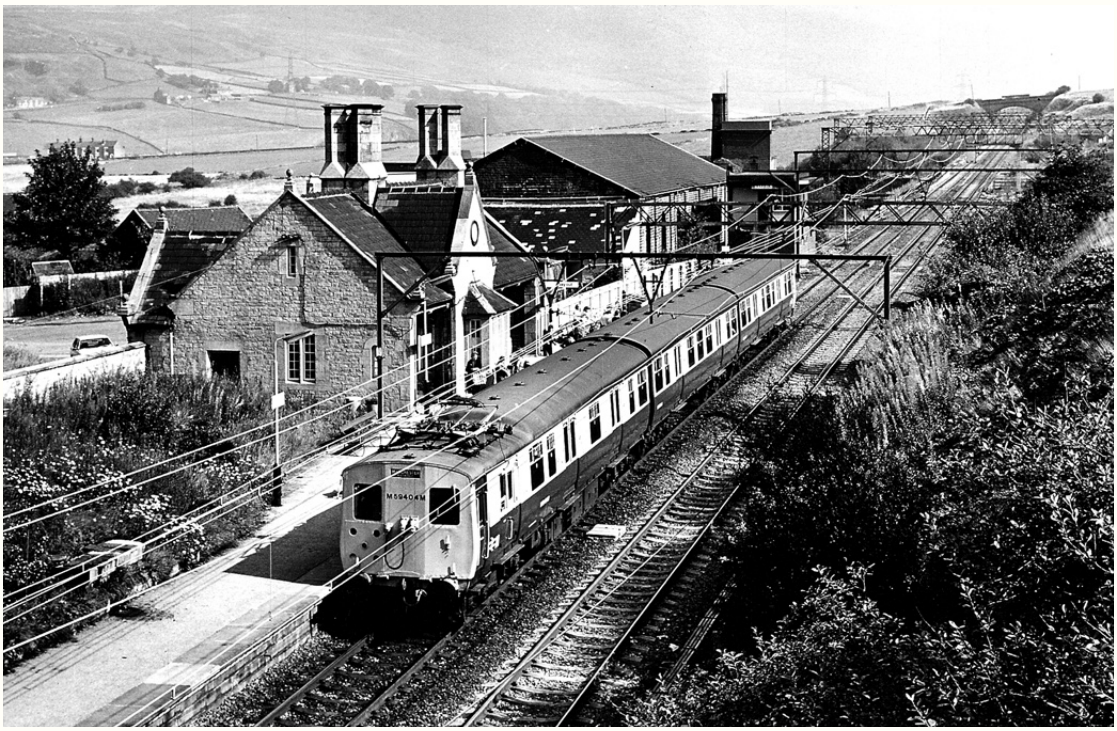
▲ *Visiting Class 25 No. D7612 from the South Devon Railway pilots the resident Class 25 No. 25059 on the approach to Oakworth on 6th June, with the 15.00 Oxenhope - Keighley service.* **Fred Kerr**

▼ *The National Railway Museum's Class 52 'Western' No. D1023* **Western Fusilier** *was one of the main stars of the show, working trains for the first time in four years, and being the first 'Western' on the Worth Valley Branch in 20 years! Here No. D1023 powers away from Haworth with a service to Oxenhope on 6th June.* **Ian Tunstall**

TURNING THE CLOCK BACK

The Woodhead Route

A look back to the long closed Woodhead Route, which continues to be the subject of many discussions about its future and a potential re-opening



The 41 mile Woodhead route linking Wath and Sheffield in the east with Manchester in the west was one of the pioneers in new technology.

Built in 1845, it eventually became part of the Great Central Railway and upon grouping in 1923 was taken over by the LNER, finally passing to British Railways in 1948. Passenger services

▲ *Towards the end of the route's days, a westbound MGR coal train traverses the Woodhead route near Woodhead on 3rd September 1980, powered by a Class 76s Nos 76010 & 76007.*

◀ *The 11.13 service from Hadfield to Manchester Piccadilly departs from Hadfield on the same day, formed of Class 506 EMU No M59404M.*

Both: Brian Morrison

▲ *Then numbered in the 26xxx series, Nos. 26019 and 26033 depart from West Silkstone Junction with a train for Wath in March 1969. No. 26019 was the Worsborough banking engine on this day and has been attached to the front of the train for extra braking down the 1 in 40 gradient.*

▶ ***No. 26053* Perseus *arrives at Manchester Piccadilly with a train from Sheffield Victoria on 30th August 1969.***
Both: Keith Long

in the west commenced at Manchester Piccadilly (known as London Road until 1960) and ran through to a new station at Sheffield Victoria, where a motive power change would take place on any services continuing eastwards.

The route used steam traction throughout, when first constructed, and following grouping, the LNER built the Class U1, which comprised a single 2-8-0+0-8-2 Beyer-Garratt locomotive, specifically for banking coal trains over Worsborough Bank, on the Wath route.

Electric traction became the main motive

Turning the clock back

power, from 1955 and two fleets of dedicated locomotives were built at Gorton Works, Manchester. The electrification of the route to 1,500v DC had taken nearly 20 years, mainly as a result of World War II.

The line saw extensive use for cross-TransPennine passenger and freight services, with Wath marshalling yard being opened by the Great Central Railway in 1907, specifically for concentration of coal traffic from the South Yorkshire coalfields.

From the start of the 1970s, the route was in decline, with passenger traffic ceasing to operate from January 1970. Passenger services to the north-east were transferred to the Standedge route, while those to the east and East Anglia were transferred to the Hope Valley route. By the late 1970s, the freight traffic over the route was dwindling and the cost of modernising the line and updating the locomotives was deemed to be financially unviable. From 1981, the route closed completely, although track was left in situ on the Sheffield, Penistone, Manchester section until 1986, when a major tracklifting exercise was undertaken.

The only sections of the route to remain open to freight or passenger traffic were those from Sheffield to Deepcar to serve the steel works, and from Manchester Piccadilly (as London Road had now been renamed) to Glossop and Hadfield. In 1984, the latter branches to Glossop and Hadfield were modified and re-energised at 25kv AC.

The future of the route has been the subject of much debate for many years, with various parties proposing plans from the reinstatement of the railway to the conversion of the route into a motorway!

One of the latest proposals is that of Translink, which was launched in February 2006, to reopen the route to both passenger and freight traffic, extending the current Manchester to Glossop trains through to Sheffield. The key difference to this plan was the proposal to adapt the route to become a rolling highway as seen frequently in Switzerland, whereby HGVs would be accommodated on rail services, similar to the Channel Tunnel HGV operation.

What the future holds for the route is open to speculation. National Grid currently has its transpennine power supply carried through one of two single-bore Victorian tunnels, but both the cabling and the tunnel are approaching the end of their usable lives. The company's latest plan is to lay 400kV electricity power cables through the 'new' tunnel at Woodhead, which, on the face of it suggests that the railway could not return in the future, although National Grid says that it is not closing the door to the reintroduction of the railway through the tunnels.

A campaign group is constantly fighting to save the tunnels and ensure that the railway can return in the future. For more details, click here.

▼ ***A Class 47 locomotive stands in the distance as Class 76 Woodhead electric locos Nos 76001, 76007 & 76010 are pictured stabled in Wath Depot yards on 3rd September 1980.*** **Brian Morrison**

▲ *The staple diet of traffic in the final days of the route was trans-pennine coal operations, from the Yorkshire coalfields to Lancashire, most of which originated at Wath. Class 76s Nos. 76025 & 76016 pass Valehouse, near Woodhead, on 3rd September 1980, hauling 16-ton mineral wagons.*

▼ *Later the same afternoon at Valehouse and two pairs of 'light engine' Class 76s cross from opposite directions. Nos. 76039 and 76033 are nearest to the camera with Nos. 76032 and 76034 to the rear.*

Both: Brian Morrison

Diary

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*** 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.

4th June 2008
Burton Railway Society
Marston's Social Club, Shobnall Road, Burton-upon-Trent.
'The popular annual railway quiz' by Dave Hook. Contact Mark Ratcliffe on 01283 221537 for further details for further details. Meeting commences at 19.30

Permanent Way Institution (Thames Valley section)
Sussex House, Reading.
Reading Remodelling. Contact Rodney Pinchen by email at rodneyp@tinyworld.co.uk for details. Meeting commences at 17.30

5th June 2008
Great Central Railway Society (Rotherham Branch)
The Three Horseshoes, Bawtry Road, Wickersley. 'Nottingham Victoria station' by Ken Grainger. Commences 19.30.

9th June 2008
Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln 'Members slide show' Meeting commences at 20.00. Contact 01522 705365 for furhter details.

Permanent Way Institution (London Branch)
10th Floor Restaurant, 55 Broadway, London St. James Park tube station.
Modular S&C by Geoff South, Network Rail Contact Paul Gammage (pjgammage@aol.com) for details. Meeting commences at 17.30

10th June 2008
Abergavenny & District Steam Society
Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny.
'West and North Devon' by Peter Gray. Meeting commences at 20.00.

The 8E Railway Association (Northwich Branch)
The Gladstone Club, Station Road, Northwich. Evening visit to Chester by rail. Contact 01606 44959 for further details.

11th June 2008
Grimsby & Cleethorpes Railway Group
RAF Association Club, Alexandra Road, Cleethorpes
'The Stanier Jubilees of the LMS' by Mick Hayes. Meeting commences at 19.30. Contact 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) Show title to be confirmed, presented by George Howe. Meetings starts 19.00. £2 donation. Contact 0208 660 3532 details.

12th June 2008
Permanent Way Institution (Birmingham Section)
The 11th Floor Boardroom, Network Rail Offices, The Mailbox, 100 Wharfside Street, Birmingham. Merseyrail Track Slabs by N. Reynolds. Contact Ian Wardle on 0121 345 3931 for details. Doors open 17.45. Meeting starts 18.15.

16th June 2008
Great Central Railway Society (Spinkhill Branch)
The Angel Hotel, College Road, Spinkhill 'Grimsby & Cleethorpes - created by the GCR' by Bryan Longbone. Meeting commences 19.30. Contact 01909 473927.

19th June 2007
Barrow Hill Engine Shed Society, Barrow Hill Roundhouse.
'Colour Rail - 30 Years of Service' by David Aldis. Ron White is unable to present the show personally but has given permission for the show from the presenter's personal collection. Something for everyone, from pre nationalisation to B.R. steam and diesel. Doors open 7.00pm. Admission £1.50 members, £2.00 non members.

20th June 2008
Great Western Society (Taunton Group)
Stoke St. Mary Village Hall, near Taunton. 'Sixty years of Railway Photography' by Philip Kelley. Starts 19.30, Contact Peter Triggs on 01823 334188.

Mid-Hants Railway Preservation Society (Thames Valley Group)
Church House, Church Street, Caversham, Reading.
Members photographic and video evening. Meeting starts at 19.30 for 19.45. A donation is requested

2nd July 2008
Burton Railway Society
Marston's Social Club, Shobnall Road, Burton-upon-Trent.
'Is the Master Cutler a South Yorkshireman?' by Martin Bromley. Contact Mark Ratcliffe on 01283 221537 for details. Meeting commences at 19.30

8th July 2008
Abergavenny & District Steam Society
Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny. 'The County Project' by Terry McCarthy. Meeting commences at 20.00.

9th July 2008
Swiss Railways Society (London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross station) To be confirmed. Meetings commence at 19.00, Refreshments available. A £2 donation is requested. Contact Ron Dawes (0208 660 3532) for further details.

10th July 2008
Permanent Way Institution (Birmingham Section)
The 11th Floor Boardroom, Network Rail Offices, The Mailbox, 100 Wharfside Street, Birmingham. Afternoon visit to the Severn Valley Railway, followed by an evening presentation. Contact Ian Wardle on 0121 345 3931 for further details. Doors open 17.45 for an 18.15 start.

14th July 2008
Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln
'Annual Quiz Night'. Meeting commences at 20.00. Contact 01522 705365 for further details.

18th July 2008
Great Western Society (Taunton Group)
Stoke St. Mary Village Hall, near Taunton.
'Memories of Steam' by David Butcher. Meeting commences at 19.30, Contact Peter Triggs on 01823 334188 for further details.

6th August 2008
Burton Railway Society
Marston's Social Club, Shobnall Road, Burton-upon-Trent.
'Steaming through Britain' by Graham Briggs. Contact Mark Ratcliffe on 01283 221537 for further details for further details. Meeting commences at 19.30

11th August 2008
Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln
'Canklow to Cape Town' by Mike Eggenton. Meeting commences at 20.00. Contact 01522 705365 for further details.

12th August 2008
Abergavenny & District Steam Society
Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny.
LNER and SR varieties by Colin Jacks. Meeting commences at 20.00.

13th August 2008
Swiss Railways Society (London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross station)
'A-Z of Switzerland' - Members Slides. Meeting commence at 19.00, Refreshments available during the evening.
A £2 donation is requested from attendees. Contact Ron Dawes (0208 660 3532) for further details.

15th August 2008
Great Western Society (Taunton Group)
Stoke St. Mary Village Hall, near Taunton.
'Britannias & Broads' by Max Wilkinson. Meeting commences at 19.30, Call 01823 334188 for further details

2nd September 2008
Southern Electric Group (South Hampshire Branch)
Eastleigh Railway Institute in Romsey Road, Eastleigh.
'London and its environs' by Bruce Oliver. Meeting commences 19.30. Entrance fee £2

3rd September 2008
Burton Railway Society
Marston's Social Club, Shobnall Road, Burton-upon-Trent.
'The Southern in the South & West' by Peter Gray.
Contact Mark Ratcliffe on 01283 221537 for further details.
Meeting commences at 19.30

8th September 2008
Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln
'NYK' by David Cross. Meeting commences 20.00. Contact 01522 705365 for further details.

9th September 2008
Abergavenny & District Steam Society
Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny.
'An evening with Malcolm Ranieri'. Meeting commences 20.00.

▲ *LMS 4F 0-6-0 No. 44422, visiting the Gloucestershire Warwickshire Railway, is silhouetted against the dramatic evening sky at Didbrook during a photographic charter on 30th May.* **Jack Boskett**

10th September 2008
Swiss Railways Society (London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross station) 'Bernese Oberland Revisited' by Paul Russenberger. Meetings commence at 19.00, Refreshments available. A £2 donation is requested. Contact Ron Dawes (0208 660 3532) for further details.

19th September 2008
Great Western Society (Taunton Group)
Stoke St. Mary Village Hall, near Taunton.
'Steam in the 1960s' by Alan Reeve. Starts 19.30, Contact Peter Triggs on 01823 334188.

25th September 2008
Mid-Hants Railway Preservation Society (Thames Valley Group)
Church House, Church Street, Caversham, Reading.
'Zimbabewe Railways' by Simon Bowden. Meeting commences at 19.30 for 19.45. A donation is requested

1st October 2008
Burton Railway Society
Marston's Social Club, Shobnall Road, Burton-upon-Trent.
'20 years of mainline steam', a large format slide show by Malcolm Ranieri. Contact Mark Ratcliffe on 01283 221537 for further details. Meeting commences at 19.30

7th October 2008
Southern Electric Group (South Hampshire Branch)
Eastleigh Railway Institute in Romsey Road, Eastleigh.
'The tramways of Bournemouth and Poole' by Richard Pennell. Meeting commences at 19.30. Entrance fee £2

8th October 2008
Swiss Railways Society (London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross station) Show title to be confirmed. Presented by Martin Fisher. Meetings commence at 19.00, Refreshments available. A £2 donation is requested. Contact Ron Dawes (0208 660 3532) for further details.

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. Contact 01522 705365 for further details.

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.

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.

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.

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 for details. Meeting commences at 19.30

7th November 2008
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.

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.

Internet Links
Further contact details for the clubs and societies list in this column can be obtained from our new-look website by clicking here.

Should your club or society event be listed here? If so then please email the editor with the appropriate details.

11th November 2008
Abergavenny & District Steam Society
Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny. 'European Steam' by Colin Bradling. Meeting commences at 20.00.

12th November 2008
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. Meeting commence at 19.00, Refreshments available during the evening. A £2 donation is requested. Contact Ron Dawes (0208 660 3532) for further details.

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