The Railway Herald

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Front Cover

Class 185 DMU No. 185109 crosses Saddleworth Viaduct with First TransPennine's 14.04 Manchester Airport to York service on 7th June.
Jonathan Stevenson

Rear Cover

Class 442s Nos. (44)2405 and (44)2406 are pictured on coupling and uncoupling training at Brighton Lovers Walk depot on 11 June.
Chris Wilson

Publication

The Railway Herald is 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

Rail-Blue Charters announce first charter trains

The owner of the popular blue/grey-liveried Mk3 set, Cargo-D, has set up its own charter company, becoming the latest entrant into the industry. Rail-Blue Charters, as the operation will be known, will be providing a mixture of tours aimed at both the general public and the enthusiast.

The company will be using Mk3 vehicles for Premier and First Class accommodation and is likely to use its recently acquired Mk2 coaches for Standard Class. The latter vehicles are presently being deep cleaned and repainted into the blue/grey colour scheme at Long Marston.

The company commences its programme on 9th August with a circular luncheon tour from Crewe, picking-up at Warrington Bank Quay, Earlestown and Manchester Victoria, before heading around the Hope Valley and returning, after a short pause at Sheffield, via the Standedge route. Fares are attractively priced at £99 per person, including a four-course meal. Motive power is likely to be West Coast Railway Company Class 47s, with the coaching stock being Cargo-Ds own Mk3 First Class set. The Hope Valley train runs again on 11th October and 10th December.

Also in the programme are two 'Bruncheon Executive' trips, again from the same pick-up points but working outward via Hebden Bridge to York, where there will be a two-hour break before returning via the Hope Valley.

Further details can be obtained from www.rail-bluecharters.co.uk or call 0161 850 0559 for bookings.

Worcestershire Rail Activity

▶ ***Driver traction knowledge resulted in First Great Western using a 2+2 HST combination for its Worcester Shrub Hill to Hanborough shuttles on 15th June, as the driver concerned did not, apparently, sign Class 165s or 166s. Here, the 15.40 Hanborough to Worcester passes the site of Littleton & Badsey station, between Honeybourne and Evesham, comprising powercars Nos. 43182 and 43042, together with Mk3s Nos. 42277 and 44059.***

▼ ***On 13th June, Class 66/7 No. 66722 Sir Edward Watkins leads the ACLG's Class 87 No. 87002 Royal Sovereign, a Mk3 coach, three FLHH hoppers and Class 66/7 No. 66724 across the spur at Honeybourne with a Crewe bound move on 13th June.*** **Both: Peter Tandy**

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EWS celebrates Territorial Army Centenary

To celebrate the centenary of the Territorial Army, EWS named Class 60 No. 60040 in a ceremony at the NRM on 14th June.

The naming was undertaken by HRH The Duke of York, who is Colonel in Chief of the Yorkshire Regiment.

▲ ***Proudly displaying its new deep red livery and Army logo, together with the now standard DB Schenker branding, Class 60 No. 60040 stands on the NRM turntable.***
▶ ***The third nameplate is presented to HRH The Duke Of York during the ceremony on 14th June.***
Both: Justin Buckley

'Wessex Electric' units visit Brighton on test

▼ ***Believed to be the first Class 442 units to reach Brighton in over 17 years, when No. (44)2413 worked in on the Southern Electric Group's 'Coming of Age' Railtour on 7th December 1991, Nos. (44)2405 and (44)2406 arrived on 9th June on the first of many Gatwick Express driver training runs from Lovers Walk Depot to Three Bridges.***
Lee (Skippy) McHale

❖ Freightliner is having another nameplate auction, the closing date for bids being 17.00 on 30th June. This auction is for: *Wulfruna, Freightliner Birmingham, County of Lancashire, Freightliner Explorer, Freightliner Quality*, plus a Crewe International Terminal Logo and a British Rail Logo. Interested parties may table their offers in the form of a sealed bid on Freightliner's website. For more information, including photographs and a description of the plates, visit http://www.freightliner.co.uk/auction/auction.aspx

❖ Chorley's little-known historic Flying Arches that support the railway are to be taken down, subject to the granting of listed building consent by the council, to enable Network Rail to invest £5.5 million in improvement work on the railway north of the town's station. The 16 separate Grade II listed arches were constructed in 1841 as a replacement for a former tunnel that had collapsed. Each arch has a span of about 26.5 ft and is 18 inches wide. Made of gritstone, they are spaced roughly 15 ft apart. Once removed, they will be taken into storage, to be reinstated at a later date. The railway in this area runs through a cutting and the arches were constructed to retain the stability of the cutting walls. Recent problems with the track north west of Chorley tunnel have resulted in 20mph speed restrictions, primarily because of poor drainage, having to be imposed on the line. This in turn is leading to considerable delays to trains.

❖ National Express East Coast has introduced free wireless internet at York. The zone covers the main concourse, waiting rooms and platforms 1 to 5. Simply connect to the 'nxecwifi_YORK' network.

❖ A scheme has been proposed by the Office of Rail Regulation (ORR) to redouble the Golden Valley line from Moreton-in-Marsh to Evesham and to extend the double line east to Charlbury. The proposal is designed to deliver a Public Performance Measure (PPM) on the route of more than 90% of trains arriving on time. The work is planned to be completed over the next two years. There will also be benefits in the project for other train operators by providing a diversionary route in times of disruption or engineering works and also during the Reading remodelling and Crossrail works.

❖ Freightliner Group Ltd announced on 13th June that it had been taken over for an undisclosed sum by Arcapita, an international investment firm based in Bahrain. Subject to clearance by the European Commission, Arcapita will acquire Freightliner from its present owners 3i, Electra Private Equity and Freightliner management and staff. 3i and Electra were the founder majority shareholders of the company at Privatisation in 1996. Freightliner says that the change of ownership will ensure that it can continue to invest in and develop its Intermodal and Heavy Haul businesses and enhance its international activities. Freightliner's directors, management and staff will continue to lead the company in the future with little change, and all existing contractual relationships, including contracts of employment and pensions will remain unaltered by the change of structure.

❖ TransPennine Express, which runs the Manchester Airport-Glasgow services is looking at plans to run extra trains on the West Coast Main Line, providing through services from Penrith and Carlisle. However, the West Coast main line timetable, covering train services in Cumbria between Carlisle/Penrith/Oxenholme and London and Glasgow, is to undergo major changes in December, with services to principal destinations being accelerated, in the case of London by 20 minutes. This will reduce the number of trains calling at Penrith by six per day and at Oxenholme by two per day.

❖ Jarvis Rail has secured the final stage of the Network Rail contract for the Rugby Station Remodelling Project, estimated to be worth in excess of £40 million. The new extension to the existing contract commenced on 6th June and runs until the expected completion of the project in December. The work includes plain line and switches and crossing renewals and all associated through alignment tamping.

Slow progress for Whitehaven Interchange

Progress on plans for a rail/bus transport interchange at Whitehaven station are progressing, but only slowly as there are several issues relating to land ownership and road access yet to be resolved.

There are also ongoing negotiations with businesses affected by the plans. A working group set up to develop the project is working with various authorities to try and overcome obstacles. At a meeting of the Copeland Local Committee it was said that the interchange would be a gateway to the town, and in particular, the historic harbour area.

The station currently serves about 200,000 passenger journeys each year and it is felt that better integration of public transport will improve opportunities for onward journeys. The proposed new interchange would also reduce instances of buses standing on streets between services.

The Committee confirmed its support for the Whitehaven interchange, which is at too early a stage yet to cost out.

▲ *EWS Class 66 No. 66177 now seems to have acquired the nickname 'Snowy' among some enthusiasts since having its cab roofs painted white! Here, the loco is pictured climbing Upton Scudamore bank with the returning empty fuel tanks fron Bristol St. Philips Marsh to Eastleigh Yard on 9th June.* **Tom Curtis**

Locomotive and wagon sale from Freightliner

Freightliner is offering a range of Class 47 locomotives and FFA and FGA container flat wagons for sale.

The locos on the tender list are Nos. 47150, 47289 & 47841, while the wagons which are available are FGAs 601840, FFA 603228, FGA 601167, FGA 601838, FFA 602847, FFA 603126, FGA 601116, FFA 602188, FFA 602776, FGA 601225, FFA 602310, FFA 603153, FGA 601112, FGA 601162, FGA 601373, FFA 602308, FGA 601136 & FGA 601431,

Both locomotives and wagons are offered for sale on an 'as seen' and 'where lying' basis by means of a competitive open tender and approved parties will be given the opportunity to undertake inspection of the items for sale.

For further information, and to request a tender pack visit the Freightliner Group website at http://www.freightliner.co.uk/default.aspx

All applications for tender documentation must be received by close of business on 30th June.

ORR wants to reduce Network Rail costs by 21%

The Office of Rail Regulation (ORR) has set out draft plans that it says will enable the rail industry to deliver much more for passengers and freight customers.

This will include more capacity, greater reliability, higher frequency and longer trains, faster journey times and new through journey opportunities and less disruption, all at a lower cost than today. In its draft determinations on Network Rail's outputs and access charges for Control Period 4 (from April 2009 to March 2014), the ORR has set a challenging and hopefully achievable target for Network Rail to reduce operating, maintenance and renewal costs by 21% by 2014. It judges that Network Rail will need £26.5 billion in income over the period instead of its anticipated £39 billion to deliver improvements in reliability, capacity and safety.

Network Rail has responded by warning that a lesser settlement puts at risk much needed improvements for both passengers and freight users. Iain Coucher, Network Rail Chief Executive, said: "Demand for more and better rail services continues to grow. It is vitally important that we get the right level of funding to meet passenger and freight user needs, so that we can deliver the railway that this country needs into the next decade. On the face of it, the proposed funding settlement is insufficient. I am extremely concerned that the funding settlement outlined today will put our plans to meet rising demand at risk. In the coming months, Network Rail will use everything in its power to secure the funding necessary to build a bigger and better railway. Passengers and freight users would expect nothing less."

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▲ *On 12th June, Class 60 No. 60026 passes Newport with the Robeston to Westerleigh Murco tanks, while Class 66s Nos. 66043 and 66148 stand in the centre road, both on separate 'light engine' workings and both awaiting access to Alexandra Dock Junction!* **Nathan Williamson**

£30 million investment for Cardiff rail network

A £30 million investment programme has been announced to improve the rail network of Cardiff and the Valleys corridor.

There will be four extra through platforms at Cardiff Queen Street and a new bay platform for use by the Cardiff Bay shuttle service. At Cardiff Central there will be an additional Valleys platform and provision for a west-facing bay platform for increased services on the Maesteg route. Improvements and better use of the City Line running between Radyr and Cardiff, via Ninian Park, will permit faster running of accelerated, longer-distance services and permit more seats to be offered at stations on the established route through Llandaff and Cathays.

Additional platforms are also to be constructed at Caerphilly, Pontypridd and Barry for turn-back of shorter-distance services. The plans will also deliver extra coaching stock on the current Valleys service to Cardiff, resulting in 900 extra peak time seats over the period to 2014. Thereafter, there will also be an additional two trains per hour during peak times on the Taff Vale and Rhymney corridors. There will be improved disabled access on all stations.

The plans are being carried out parallel to Network Rail's £200 million Cardiff Area Resignalling project that is designed to bring improvements to Cardiff Central and Queen Street stations and the Cogan Junction area. The Department for Transport is investing over £20 million in the project and a Welsh Assembly investment of £7 million has enabled the scheme.

❖ Due to poor usage of the route, South West Trains is withdrawing funding for the rail-link bus between Romsey and Winchester. Bus operator, Stagecoach, which has run the services, will continue to operate the two buses that make money, the 07.40 from Winchester to Romsey and the 08.07 from Romsey to Winchester, but the 06.15, 06.45 and 21.45 Romsey to Winchester services and the 20.10 and 21.10 from Winchester to Romsey are being withdrawn.

❖ Successful bids from the North Staffordshire Community Rail Partnership to the O2 'It's Your Community' fund and the Association of Community Rail Partnerships have resulted in a major facelift taking place for Alsager station, with secured funds to improve the extensive garden beds on the platforms. As part of the project, weeds will be cleared and new, easy maintenance shrubs will be planted to provide a more attractive waiting environment for passengers using the station. Once the first stages of the work, the weed treatment and heavy digging have been completed by a landscaping contractor, the Friends of Alsager Station group will plan the planting of over 500 shrubs purchased with the funding windfall, and maintain them through the seasons.

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:

Visit our Website at locomaster.co.uk

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Access VISA

❖ A new £14.5 million rail development was introduced at Hull Docks on 10th June that will more than double the dock's rail freight capacity. The project has taken three years to complete, and will result in increasing the amount of trains through the docks from eight per day to 22. The work undertaken includes: the installation a new signalling system to replace the current token operated one, allowing for faster and freer traffic movement: doubling one mile of track to smooth the flow of traffic into the port: strengthening 15 bridges, removing one bridge entirely and strengthening one mile of embankment. Major track and other work has also been completed on the Hull river bridge, six miles of track has been realigned and a new double junction at Hessle Road has been installed where the freight line joins the passenger route to Hull.

❖ In excess of £500,000 has been invested in installing a new footbridge at Ascot station, workers having finished the structure in time for Royal Ascot week, which will be ready for the off from 17th June. Previously, a temporary bridge had been erected every year to improve access for the many visitors to the racecourse. The new fixed bridge links Platforms 1 & 2 and will be a permanent benefit providing easier passenger movements at the station and is in addition to the existing subway.

❖ Renovation work at Lotherton Hall, near Aberford, Leeds, was halted after an old railway line was found to be holding up the ceiling of one of the rooms in the historic house. Staff were preparing the hall's Still Room for a major exhibition when they were astonished to find its ceiling was being held up by lengths of an old railway line in what must be one of the earliest and most unusual examples of recycling in construction! Work was temporarily halted while historians from the former stately home checked out the system of sleepers used in lieu of roof beams. It was discovered they were part of the original private railway belonging to the Gascoigne family who lived at Lotherton Hall. The track transported coal and later passengers between Garforth and Aberford before its closure in the 1920s.

❖ 29 people were arrested and a EWS coal train bound for Drax was brought to a stand by protestors, who then boarded the HTA wagons on 13th June.

▲ *Under proposals set for approval by the Office of Rail Regulation, the line between Barnt Green and Bromsgrove could be electrified by 2012. The proposals include the construction of a new and enlarged station at Bromsgrove to cater for anticipated passenger growth and an increased service frequency. Nearby Redditch will also have an increased service frequency and the plans include close involvement in the regeneration proposals for the former MG Rover site at Longbridge. On 6th June, Class 60 No. 60051 enters the down loop at Bromsgrove with a Croft-Brierley Hill gritstone service. Behind the train is the proposed site for the new station, the Arriva CrossCountry unit in the distance is about to pass through the present Bromsgrove station.* **Don Gatehouse**

Angel Trains sold for £3.5 billion

Angel Trains was offered for sale by the Royal Bank of Scotland (RBS) in September last year and has now been sold to a consortium led by the European structure fund of Babcock & Brown for £3.5 billion.

The sale provides RBS with a profit of between £250-300 million, which will enhance its capital reserves. Angel Trains is the largest of Britain's three train-leasing companies and was formed by the conservative government in 1994 as part of the privatisation of British Rail. It was bought by the RBS in 1997. The company leases over 4,000 passenger coaches and nearly 300 locomotives to UK train operators.

Babcock & Brown will have some £4.3 billion invested in rail assets worldwide when the deal is finalised later this year.

Problems hit Great Eastern services

▼ *The past week has seen the Great Eastern railway services in total disarray due to three separate incidents. On 9th June, about mile of overhead wires came down in the Margaretting/Chelmsford area, which is understood to have involved two Class 360 EMUs. During that evening and the next morning three overhead line engineers suffered injuries while trying to fix the mile of damaged wires, which resulted in a RAIB investigation and a total closure of the line for sometime, then, on the afternoon of 12th June, one of the wagons on the Daventry-Felixstowe intermodal service hauled by Class 90 No. 90041 derailed between Colchester and Marks Tey. On 10th June, Class 66/7 No. 66723 is seen passing Brantham with a late running 4M23 Felixstowe-Hams Hall service.* **Ian Tunstall**

ESLCRP promotes rail travel in Suffolk

The East Suffolk Lines Community Rail Partnership (ESLCRP) has produced the new guide to promote rail services in Suffolk, which it hopes will attract more tourism to the coast, towns and villages along the Ipswich–Lowestoft line.

The publication also details the celebrations to be held for the 150th anniversary of the line, due to take place next year at Lowestoft and Ipswich, The line guide is available free of charge from staffed stations, libraries and tourist information centres.

The ESLCRP will be publishing a potted history of the East Suffolk Line as part of the 150th birthday celebrations. The book will focus on the railway staff and users of the line and Chairman, John Brodribb, is keen to hear from those who would like to share memories, and can be contacted on 07909 780035

Secure overground

Ten London Overground stations have been recognised as helping to reduce crime through good design and management and have been awarded Secure Station status by the DfT following a rigorous assessment by the British Transport Police.

Transport for London (TfL) says that when it took over the Overground network in November last year, a passenger survey revealed that almost a quarter of passengers believed the service was too dangerous to use. Since then TfL has ensured that all stations are staffed while trains are running and has launched a station upgrade programme. The stations affected to date are Acton Central, Brondesbury, Caledonian Road & Barnsbury, Canonbury, Hampstead Heath, Kilburn High Road, South Acton, South Hampstead, West Hampstead and Walthamstow Queens Road.

A Sunday 'Pacer' to Okehampton

▲ *First Great Western has continued its Summer Sunday-only service this year between Exeter and Okehampton. The company made use of one of its recently acquired Class 142 DMUs on the service on 8th June. Here, No. 142070, still in North Western Trains 'gold star' livery but with First Great Western branding, is pictured at Okehampton awaiting departure time with the return service to Exeter St Davids. Previous years have seen a Class 150 or Class 153 in use.* **Stacey Thew**

▼ *With the closure of Bradway tunnel between Chesterfield and Sheffield for three months starting in September, the sight of Midland Mainline services crossing from the main to the freight lines at Chesterfield will become a regular sight. Here, an unidentified five-car Class 222 'Meridian' set passes Chesterfield with an ECS working and crosses to the Barrow Hill freight line on 10th June.* **Mick Glaves**

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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.

		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-Shenfield-Romford- Ascot **Cancelled**
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-Bognor Regis-Westbury **Cancelled**
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
		22nd June
Pathfinder Tours	EWS 59/66	Westbury (pu/sd)-Cranmore (sd/pu) & return (seven trips)
		25th June
Royal Scotsman	2xWCRC 47	**Classic Tour-Day 1:** Edinburgh-Dundee-Aberdeen-Keith
		26th June
Royal Scotsman	2xWCRC 47	**Classic Tour-Day 2:** Keith- Inverness-Dingwall-Kyle of Lochalsh
Stobart Rail Tours	2xDRS 47	London Finsbury Park-Cambridge-Ely-Thetford-Norwich-Great Yarmouth-Norwich-Diss-Ipswich & return
		27th June
Royal Scotsman	2xWCRC 47	**Classic Tour-Day 3:** Kyle of Lochalsh-Aviemore-Boat of Garten
		28th June
KWVR	30777/WC 37	Keighley-Skipton-Settle Junection (& return) (3 return trips)
KWVR	30777/WC 37	Keighley-Skipton-Settle Junection-Blea Moor (& return)
Compass Tours	2xRiviera 47	Hooton-Ellesmere Port-Helsby-Frodsham-Warrington Bank Quay-Wigan North Western- Preston-Shap-Carlisle-Beattock-Mossend-Stirling-Perth-Pitlochry-Kingussie (break/rev) and return
Kingfisher Railtours	6201	(Nottingham-Leicester-Birmingham New St-Wolves-Telford Central-Shrewsbury (rev))-Hereford-Abergavenny-Bristol TM & return
Past Time Rail	2xEWS 67	Ashford International-Sevenoaks-Bromley South-Kings Lynn & return
Pathfinder Tours	55022	Birmingham International-Birmingham New St-Stourbridge Jct-Kidderminster-Worcester Shrub Hill-Cheltenham Spa-Cam & Dursley-Bristol Parkway-Bristol TM- Truro-Penzance and return
Railway Touring Company	6024 & 71000	(London Paddington-Ealing Broadway-Slough-Reading-Newbury-Westbury-Exeter SD-Plymouth-Penzance-Plymouth-Westbury-(& return to London)

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
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
23-27 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

Kingfisher sets the ball rolling this week with the first of its series of 'Settle & Carlisle Tourist Train Experience' trains on 18th June.

The trains are diesel-hauled featuring 'Heritage' locomotives from the West Coast fleet, with the first working in the hands of 'topped and tailed' Class 33s, and will operate between Skipton, Hellifield and Settle to Appleby and Carlisle. These trains, which are scheduled for 2nd & 25th July, 1st, 8th, 22nd, 29th August and 5th & 12th September will complement Kingfishers' steam-hauled 'Dalesman' services. The trains will use mainly early Mk2 vehicles, whose bigger windows and seating arrangements offer a degree of comfort and views unequalled by local scheduled services.

The June Ascot race meetings always produce several tours, especially relating to Ladies Day. Past Time always feature strongly, and this year is no exception, with tours operating on 17th, 19th & 20th June from Manchester Piccadilly, and on 18th June from Crewe. All pick up via the West Midlands. Stobart Rail also goes to Ladies Day from London Victoria.

The following weekend is dominated by some serious 'big engine' steam activity, and perhaps non more so than the combination of 'King' 4-6-0 No. 6024 *King Edward I* and BR 8P Pacific No. 71000 *Duke of Gloucester* providing a unique 'royal' pairing for the Railway Touring Company from the Bristol area, throughout to Penzance on a tour from Birmingham International. The pairing is booked to return north seven days later. Meanwhile, Steam Dreams has two Class A4s on offer, with No. 60019 *Bittern* on the outward 'Cathedrals Express' from London King's Cross to Lincoln via the ECML to Newark, and then onwards through Swinderby. For the return, Steam Dreams has No. 60007 *Sir Nigel Gresley* at the helm, which will take the train south via Sleaford to Peterborough, to rejoin the ECML for the return to King's Cross.

Two charters are booked to operate with Class 37s, with the SRPS utilising a pair of EWS examples from Edinburgh Waverley to Dunrobin Castle and Brora, while at the opposite end of the country Spitfire has two DRS machines on the 'Paignton Pudden' from Crewe to Paignton, which additionally offers an opportunity to travel between Paignton and Kingswear behind the Paignton & Dartmouth's Class 25 No. D7535. Also heading towards the West Country is UK Railtours to Carne Point and Parkandillack with the Class 67 hauled 'Par-Slip' from London Paddington, and Stobart Rail with a pair of DRS Class 47s to Minehead from Northampton.

The weekend also sees the Cranmore 150 'Quarry Gala' weekend shuttles between Cranmore and Westbury, featuring a host of Class 66s in a multiplicity of liveries. There are at least five return workings each day. For more details contact Pathfinder Tours.

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

▲ *GWR 'Castle' 4-6-0 No. 5029* **Nunney Castle** *storms up the bank at New Arley, near Water Orton, on Vintage Trains' 'Lincoln Imp' charter from Tyseley Warwick Road to Lincoln on 14th June.* **Jack Boskett**

▼ *Forming a complete look to the Stobart Pullman, Class 47/4 No. 47832 powers the train through Biggleswade on 7th June with the 06.55 King's Cross to Berwick-upon-Tweed charter.* **Paul Townsend**

▲ *Carrying the intermediate National Express colour scheme, Class 90 No. 90009 is pictured approaching Lichfield Trent Valley with a rake of Cartics on a Garston-Dagenham working on 5th June.* **John Whitehouse**

▼ *EWS Class 92 No. 92017 leads the 00.39 Doncaster-Dollands Moor-Etange loaded steel train southwards beside High Speed 1, near Sellindge, east of Ashford, on 11th June. The steel on this train originates from the Corus works at Scunthorpe.* **Chris Wilson**

▲ *Gatwick Express Class 460 No. (4600)05 works a London Victoria - Gatwick service past the site of Holmthorpe Signal Box (Redhill) on the 8th June. Unusually, most Gatwick services were routed via Redhill on this day, although the usual route over the Quarry Line was open.* **Keith Hemsley**

▼ *Off peak, the Southern two-car Class 456 EMUs run singly. In the peak, they are usually attached to a four-car Class 455/8. A combination of three two-car units to form a peak six-car combination is believed to be most unusual. Here, Nos 456001, 456023 & 456014 approach Clapham Junction and pass the old Clapham B signalbox, forming the 17.34 train from London Victoria to Tattenham Corner.* **Brian Morrison**

▲ *Freshly outshopped in First Great Western's latest livery, Class 153 No. 153377 enjoys bright early morning sunshine as it passes Northway, south of Worcester, with the 08.51 Great Malvern-Westbury stopping service on 4th June.* **John Stretton**

▼ *First light in the day is often the most dramatic when the sun is low and building in strength. Still carrying its Wessex Trains pictorial livery, Class 150/2 No. 150221 arrives into Taunton ready to form the 07.32 Taunton to Bristol Parkway service under stormy skies.* **Nathan Williamson**

▲ *DRS Class 37/6s Nos. 37611 and 37612 await a path northwards at Taunton on 4th June with what could be the last working of this particular test train in the South West with DRS Class 37 motive power. The next appearance of the train in the area should see it 'topped and tailed' by a Network Rail Class 31 and converted Mk2 DBSO.* **Brian Garrett**

▼ *Carrying the remains of its FM Rail black livery, Class 31/4 No. 31459* **Cerberus** *leads Network Rail DBSO No. 9703 through Meadow Lane, Loughborough, while operating a circular Derby RTC to Derby RTC via Humberstone Road, Leicester working on 9th June.* **Carl Westwood**

▲ *Class 08 No. 08947, the Marcroft depot pilot at Whatley Quarry, is pictured shunting a Hanson-liveried Aggregate Hopper on 9th June.* **Richard Dunn**

▶ *Class 09 No. 09019 became derailed in Eastleigh Yard on 10th June after riding high over ballast while shunting a consist for the 12.30 Eastleigh-Wembley Enterprise. The two-axle tank was removed the following day and the locomotive rerailed by the Newport crane* **David Kirwin**

▼ *The former RES depot at Bristol Barton Hill now undertakes wagon repairs while the Voyagers, which are serviced overnight, are out during the day. On 7th June, Class 08 No. 08516 is pictured with a coil wagon.* **Richard Dunn**

▲ *Caledonian No. 2183 built in 1945 at Kilmarnock approaches the exchange sidings at Long Marston with a passenger shuttle during the open day on 8th June.* **Stuart Chapman**

▼ *Class 37/4s Nos. 37407 and 37424 have been moved by rail from Motherwell to Crewe, then by road to the Churnet Valley Railway, with the latter locomotive arriving on 12th June and No. 37407 the following day. Here the pair are pictured with BR large logo-liveried Class 73/1 No. 73138 at Kingsley & Froghall station prior to their move to Cheddleton on 13th June.* **David Gibson**

Mail by Rail is last outing for GCR Gresley mail carriages

Up to six locomotives will power an intensive service of passenger and freight trains on the 'Mail by Rail' Gala at the Great Central Railway on 26th & 27th July, with up to four demonstration postal drops taking place on both days

The special weekend marks the 40th Anniversary of Railway Vehicle Preservation Ltd (RVP), the group that look after the mail train and which has won many awards for its high quality restoration work. However, its wooden bodied Gresley mail carriages will retire from active service immediately after the gala as the vehicles now need a comprehensive restoration.

"This isn't the end of the mail train" said RVP Chairman Darren Martin "far from it. We've recently acquired three new Mk1 style post office carriages. They will go with our established Mk1 exchange vehicle to form a new demonstration train. However, the Gresley set, complete with its famous postal museum, will now be saved for best and will need a comprehensive restoration to handle the rigours of a full mail train run. We wouldn't rule it out in future though…"

Gala visitors will be able to see behind the scenes at Rothley carriage works to observe the restoration work being carried out by RVP on its vehicles and the group is also behind the project to relay a short section of the former mineral line which branched off from the GCR at Swithland sidings. Very good progress towards clearing the trackbed of the branch ready for relaying has been made, and while it is yet too early to allow visitors to access the branch itself, the Rothley display will help to tell the story.

Meanwhile the recently restored 1937 Observation Saloon is scheduled to be in use on passenger trains. RVP own another such vehicle, which is being restored. The RVPS also plans to run a Saturday night special of all its restored vehicles for a round-trip to Leicester North as a way of thanking and remembering everyone who has put in so much hard work on the collection through the years

Full gala details including times, fares and the precise motive power line up will be available soon on the Great Central Railway website.

The Royal Train visits Severn Valley for visit of Prince Charles

The Court Circular in 'The Times' newspaper of 11th June provided volumes in just a few words, stating that on 10th June 'The Prince of Wales and The Duchess of Cornwall travelled along the Severn Valley Railway from Kidderminster, Worcestershire to Bridgnorth, Shropshire, to mark the re-opening of the line following the floods of 2007'.

In a year of landmarks for the SVR, the events of 10th June will always be at the forefront, and commenced at Kidderminster when the Royal couple, after meeting with local dignitaries and SVR staff, joined the Royal Train with ex-GWR 'King' No. 6024 *King Edward I* at the helm, and whose smokebox door was adorned with a 1902-vintage headboard displaying the 'Prince of Wales feathers'. Their train, hauled by the 'Royal' Class 67s Nos. 67005 & 67006, had earlier arrived at Kidderminster as ECS from Worcester, from where the Prince and Duchess had commenced their engagements for the day, eventually arriving at Kidderminster by road. No. 67006 was detached at Kidderminster and then ran 'light engine' to Bridgnorth to be in position to replace No. 6024 upon arrival, in preparation for a prompt departure back to London, which was scheduled to run non-stop from Bridgnorth. Meanwhile, No. 67005 remained on the Royal Train and was available to support the 'King', the latter having responsibility for a train now weighing well over 450 tons with Eardington bank standing in the way. Although the Sterns slack is reported to have been eased to 15mph, it still prevents trains having a run at the bank.

▲▲ *No. 6024 departs from Bridgenorth with the Royal train in tow, bound for the first stop, Bewdley.* **John Whitehouse**
▲ *TRH The Prince of Wales and The Duchess of Cornwall stand beside No. 6024* **King Edward I** *at Bridgenorth.* **Scott Lewis**
▼ *The Royal Train approaches Highley.* **Neil Kennedy**

The train was booked to call at Bewdley, Arley and Hampton Loade before reaching Bridgnorth, and at all points local dignitaries and SVR staff were in place to be introduced to the Royal couple, together with contingents of local school children. At Bewdley, the Prince was shown around the waiting room and north signal box before joining the footplate crew of Driver Bob Lane, Fireman Roger Smith and Inspector Bernard Rainbow for the journey to Arley, where it is understood that he undertook a stint on the regulator from Northwood Halt to Arley. SVR Chairman Michael York had the responsibility of hosting the Prince and Duchess while they were touring the SVR. Additionally, Prince Charles was offered a half pint of the local ale in The Railwayman's Arms at Bridgnorth station, of which he was able to take a couple of sips before being called back to duty!

With both Class 67s now back on the train and operating in 'top and tail' mode, it departed Bridgnorth a few minutes late, but was virtually back on time when it departed SVR territory at Kidderminster and back onto the National Network for a high-speed run back to London. The visit received extensive media coverage, which will greatly benefit the SVR, and its highest profile visitor to-date will have gone away with a very positive view of a railway that a little under a year ago was virtually wiped off the map by an act of nature.

▲ *Former Guinness Class 08 shunter No. 08022* **Lion** *is pictured in the Cholsey & Wallingford Railway platform at Cholsey with the last train of the day to Wallingford on 8th June.* **Stuart Chapman**

Bodmin & Wenford 'Beattie' visits Barrow Hill

The National Collection-owned Beattie Class 0298 2-4-0 well tank No 30587, based on the Bodmin & Wenford Railway is set to have a busy August.

On Saturdays 9th, 16th and 30th August, the 1874-built locomotive will be specially steamed at Bodmin to work passenger trains and will work all services on the railway's blue timetable, with departures from Bodmin General at 11.10 and 14.00 for Boscarne Junction, and at 12.15 and 15.05 for Bodmin Parkway. Normal fares apply, with an All Day Rover ticket costing £10, £6 and £28 for an Adult, Child and Family respectively.

The 0298 class locomotive, resplendent in unlined BR black, is expected to run with a pair of carmine-and-cream liveried Mk coaches, recreating the early British Railways era of the 1950s/ early 1960s. Later in the month, over the Bank Holiday weekend 22nd-25th August), No 30587 will be making its first ever visit to Barrow Hill Roundhouse to star at its 'Rail Power 2008 event', celebrating the history of railways from Stephenson's Rocket to the present day. The 'Beattie' is one of only two surviving members of a once-strong class of 85 locomotives.

Selected for preservation by the National Railway Museum, the locomotive has been based at the Bodmin & Wenford Railway since 2002.

▼ *The infrequent pairing of the Lakeside & Haverthwaite Railway's iconic Fairburn 2-6-4Ts was undertaken on 15th June when Nos. 42073 and 42075 worked the 15.10 Haverthwaite - Lakeside service, here seen approaching the Newby Bridge stop.* **Fred Kerr**

❖ Photographers are reminded that access to Brazil Island at Swithland Reservoir on the Great Central Railway is not permitted under any circumstances. Recently, some unauthorised vegetation and branch removal has taken place by photographers at the location. Brazil Island is not owned by the Great Central Railway and furthermore is designated a Site of Special Scientific Interest. It is a criminal offence to damage flora and fauna and the result could be a large fine. It is also impossible to access the location without walking across one or other of the railway viaducts, which are permanently out of bounds, even during photographic charters.

❖ A former branch line that once carried tons of stone from a local quarry is being partly relaid under a project undertaken jointly by the Great Central Railway and the resident group Railway Vehicle Preservation Ltd. The line ran north-east from the GCR's Swithland yard towards the village of Mountsorrel and was built at the same time as the main line, opening in 1899. It fell out of use in the 1950s and the track was taken up in the 1960s, after which the route was abandoned. The Quarry it served is still operating, taking its stone out by a conveyor belt over another branch line formation. Working at weekends, volunteers have cleared the 900 metres and thanks to a generous donation of ballast from the Lafarge Aggregates Quarry itself, track-laying is due to start soon. In addition, three wagons at the GCR are due to be repainted by local groups into the colours of the Mountsorrel Granite Company. An original vintage engine that ran over the branch line still survives.

❖ The Llangollen Railway Diesel Group have made a difficult decision to downsize its fleet after a review of available resources. The group stress that there has been no disagreement between the Llangollen Railway management and themselves, but that they are taking a responsible attitude to issues as a result of a decreasing amount of time that the support group has, mainly as a result of business and personal reasons, together with the ever-increasing costs of diesel and spares. As a result, the group are interested in serious offers for any of the five mainline locomotives (which comprise Class 20 No. D8142, Class 25 No. 25313, Class 37s Nos. 37240 and 37901, Class 46 No. 46010 and Class 47 No. 47449) with a view to retaining just two of the fleet in the future, which the group feel is an achievable ambition. Expressions of interest should be received by the 31st July.

Middleton Railway celebrates its 250th anniversary

On 7th/8th June, the Middleton Railway in Leeds held a special gala weekend to celebrate a unique anniversary, marking 250 years since the Bill of Parliamet authorised the construction of the railway.

The line even received a mention in Parliament in April when a motion was tabled by Leeds West MP John Battle to congratulate the railway on its milestone and thanked the volunteers who keep it operating.

Originally granted powers by Act of Parliament in 1758, it was built to a gauge of just over 4ft to carry coal from the Middleton Pits. The first steam locomotive was introduced in 1812 and in 1881 the railway was converted to standard gauge.

The Middleton can take pride that some part of its network has been in use constantly since inception 250 years ago.

▶ ***On 8th June, Manning Wardle 0-6-0ST* Sir Berkeley *heads the 16.20 Moor Road to Park Halt via Balm Road service off the Balm Road branch. On the rear of train was Manning Wardle* Matthew Murray.**

▼ ***Earlier on the same day and Manning Wardle 0-6-0ST* Matthew Murray *pulls away from the tunnel under the M621 motorway with the 15.00 Moor Road to Park Halt service during the gala weekend. It is difficult to believe from this view that the railway is situated almost in the centre of the City of Leeds!* Both: Nick Wise**

▲ *The West Somerset Railway held its Mixed Traffic Weekend over 13th-15th June with a variety of both resident and visiting locomotives in action. Class 47/4 No. 47840* **North Star** *climbs away from Williton on the approach to Doniford Halt with the late-running 17.25 from Bishops Lydeard - Minehead.* **Brian Garrett**

▼ *Class 25 No. D7612 leads Class 33 No. D6566 into Crowcombe Heathfield with the 11.10 service from Minehead on 15th June.* **Richard Dunn**

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.

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.

RCTS Northampton Branch
Visit to Coventry Transport Museum and Observation at Nuneaton. Contact David Pick 01604-810613 for further details.

RCTS Shenfield Branch
Shenfield Parish Hall, 80 Hutton Road, Brentwood. 'European Steam in the 21st Century' by Adrian Palmer.

18th June 2008
RCTS Thames Valley Branch
Observation at Reading. Contact Phil Darlaston on 01235 223363 for further details.

RCTS West Riding Branch
Observation at Warrington Bank Quay. Contact Malcolm Riley on 01274 589488

19th June 2008
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.

Marlow & District Railway Society
Garden Room, Liston Hall, Liston Road, Marlow. 'Italian Railways' by Jeremy Harrison. Meeting commences at 19.45 for 20.00. Non-members £2

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.

27th June 2008
Somerset & Dorset Railway Trust
The Colliton Club, County Hall, Dorchester. ' Programme 208: Bob Bunyar - Southern Steam in Preservation'. Meeting commences at 19.30 prompt, doors open at 19.00. Contact Peter Foster on 01305 252121 for further details.

28th June-8th July 2008
LCGB Overseas Tours
Tour to Czech & Slovak Republics. Further details are available on www.lcgb.org.com. Note: LCGB membership is compulsory for tour participants due to insurance reasons

RCTS West Riding Branch
Seven day visit to the Isle of Man. Trip returns on 6th July. Contact Malcolm Riley on 01274 589488 for further details..

29th June 2008
Purbeck Railway Circle
Summer Outing – 'An S&D Coach Tour' – from Swanage, taking in the Shillingstone Station Project, the Gartell Light Railway at Templecombe and the Somerset & Dorset Railway Heritage Trust at Midsomer Norton Station. Booking essential. Contact Mike Walshaw on 01929-421913.

30th June 2008
RCTS Northampton Branch
Visit to Severn Valley Railway at Kidderminster. Contact David Pick on 01604 810613.

1st July 2008
RCTS Watford Branch
St. Thomas's United Reformed Church, Langley Road. "The Midland and South Western Junction Railway" by Bernie Holland. Meeting commences at 19.30.

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

5th July 2008
Railfuture
Rail Passengers and Campaigners National Conference. Banqueting Hall, The Guildhall Market Square, Salisbury. SP1 1JH. Doors open 10.00 for 10.45 start. Adminssion payable. Contact Graham Ellis on 01225 708255 for booking details.

7th July 2008
Swanage Railway - Bath Area Group
St John's Church Hall, St John's Road, Bathwick, Bath.
A return visit by Simon Foote, with more sights and sounds from the steam era. Meeting commences at 19.30, entrance £1. Contact John Lakey on 01225 315918 for further details.

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.

Locomotive & Carriage Institution
Institution members social day at the Swanage Railway, Members to meet at Wareham Station at 11.00.

9th July 2008
RCTS Hitchin Branch
Hitchin Christian Centre, Bedford Road. 'The Railways of Kent' by Bob Ratcliffe . Meeting commences at 19.30.

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.

11th July 2008
Purbeck Railway Circle
Harmans Cross Village Hall, Harmans Cross.
'The Salisbury Accident of 1906 – Still an Enigma?' – an illustrated talk by Gerald Jacobs. Meeting commences at 19.30 prompt, doors open at 19.00. Contact Mike Walshaw on 01929 421913 for further details.

12th July 2008
Bournemouth Railway Club
All Purpose Room, Winton Methodist Community Centre Bournemouth. '120 Years of the Direct Line'. Club Members using their own material will look at the development of main line services between London and Bournemouth and in particular at the Lymington Junction to Christchurch section that really finally put Bournemouth on the railway map. Meeting commences at 14.30. Entrance £2. Contact 01202 742099 for further details.

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 details.

RCTS Northampton Branch
Visit to the Great Central Railway Loughborough. Contact David Pick 01604 810613 for further details.

15th July 2008
RCTS Merseyside, Chester & North Wales Branch
Observation at Doncaster from 11.00-16.45. Contact Geoff Morris on 01244 376808 for details.

23rd July 2008
RCTS West Riding Branch
Observation at Water Orton Station Contact Malcolm Riley on 01274 589488 for further details.

17th July 2008
Marlow & District Railway Society
British Red Cross Society, Victoria Road, Marlow. "The pre-1923 GWR lines in the west of Wales" by Martin Connop Price. Meeting starts at 19.45. Non-members £2

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.

19th July 2008
RCTS Northampton Branch
Canal trip from Bilsworth Wharf. Contact David Pick 01604 810613 for further details.

21st July 2008
RCTS Thames Valley Branch
Observation at Didcot Station Contact Phil Darlaston on 01235 223363 for further details.

▲ *Class 165 Turbo No 165010 awaits departure with the 11.05 Aylesbury to Marylebone service, while Class 121 No 121020 has just arrived from Princes Risborough. On the left is Class 117 No 960301.* **Brian Morrison**

21st July 2008 continued
RCTS Shenfield Branch
Visit to Mangapps Farm Railway Museum Contact John Stone on 01245 464756 for further details.

23rd July 2008
RCTS West Riding Branch
Observation at Nuneaton Station Contact Malcolm Riley on 01274 589488 for further details.

27th July 2008
RCTS Merseyside, Chester & North Wales Branch
Visit to Bala Lake Railway and DMU trip on Llangollen Railway Contact Geoff Morris on 01244 376808 for further details.

28th July 2008
RCTS Northampton Branch
Visit to the Foxfield Railway. Contact David Pick 01604 810613 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 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.

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.

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 September 2008
Continental Railway Circle
St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. A talk on 'Northern Spain 1960-1961' by Peter Grey. Admission £2, Meeting commences at 19.15. contact Adrian Palmer on 01932 850624.

12th-14th September 2008
Swanage Railway
Steam Gala and Vintage Transport Rally: A weekend of steam with a Vintage Transport Rally at Harmans Cross Station.

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.