The Railway Herald

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Front Cover

***Class 55 No. 55022* Royal Scots Grey *emerges from the southern end of Sugar Loaf tunnel on the Central Wales Line with the 05.53 Blackpool North - Cardiff Central charter.* Andrew Bannister**

Rear Cover

***Having arrived with a charter for the 'Tall Ships' event, 'Western' No. D1015* Western Champion, *stands at the stops at Liverpool Lime Street on 21st July.* Fred Kerr**

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.

Reader Offer

Special Offer for readers of Railway Herald magazine - reduced price tickets on Rail-Blue Charters Hope Valley Luncheon

Railway Herald readers are being offered an exclusive offer by Rail-Blue Charters, to travel on its inaugural tour on 9th August.

The train, a 'Hope Valley Luncheon' will depart from Crewe at 11.00 providing ample time for readers from London, Birmingham and the midlands to reach the starting point. From here, the train will head northwards along the West Coast Main Line to Warrington Bank Quay (dep. 11.30) from where it turns east to call at Earlestown (dep. 11.45) and finally Manchester Victoria (dep. 12.30). The charter will then take a leisurely journey through the scenic Hope Valley, returning via West Yorkshire and the Standedge route, after a brief break at Sheffield. Arrival back at Crewe should be around 17.30.

Motive power for the trip will be the privately owned Class 55 'Deltic' No. 55022 *Royal Scots Grey* throughout, while the train will comprise of the Cargo-D blue and grey Mk3 set. Normal fares for the train are £99 per person in Premier Dining, or £59 for adults and £29.50 for children (up to 15 years) in First Class. However, Railway Herald readers can book seats, either online (at www.rail-bluecharters.co.uk/tour_list) or by calling 0161 850 0559 and quoting offer code RHHV, to obtain a discount, providing Premier Class seats at £79 per person and First Class adult seats at £49. Child tickets remain at £29.50

Liverpool & London's Lambanana population grows!

***As part of the 'Capital of Culture' campaign to promote the City of Liverpool, several 'Lambananas' have started springing up at various locations throughout the city, two at Liverpool Lime Street Station and even one at London Euston on Platform 14! Pictured is one of the creatures, which is located, together with a further specimen just next to the Virgin trains information point. The Pendolino between the creatures legs is No. 309007 Virgin Lady, which is just about to depart Lime Street as the 08.15 to London Euston on 12th July.* Chris Dixon**

Railway Herald WORLDWIDE

from the publishers of Railway Herald

Railway Herald Worldwide is published on the first Thursday of every month and is available on e-mail subscription (free of charge) or it can be downloaded direct from our new look website at **www.railwayherald.com**

Featured in Issue Four

- The latest news and events from across Europe, the America's and the Asia Pacific region
- **Railroading USA** - *Ian Lothian* continues our in-depth series examining photo locations and opportunities around the United States. Part 3 looks at the busy areas around the Idaho Panhandle.
- **Toronto** - Thomas Blampied looks at the GO Transit Lakeshore East and Lakeshore West passenger operations around Toronto, Canada.

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Anti-Heathrow expansion group, 2M, says high-speed rail alongside the route of the M1 is best

Council leaders opposed to airport expansion have published plans for a £30 billion north-south, high-speed rail line, which they say will "demolish" the case for a third runway at Heathrow Airport.

Linking the south of England with the Midlands, the north and Scotland, the new line would also join the Channel Tunnel HS1 through Kent. They say that this would mean the line, which could be completed by 2030, would not only improve links within Britain but could take passengers all the way to major continental European cities.

The proposals have been made by the anti-Heathrow expansion 2M Group, and unlike other high-speed rail proposals, this one is based on a single spine route running initially from London to the east and west Midlands alongside the M1. The scheme also calls for drastic improvements in public transport access to Heathrow with links to the new high-speed network. The group says that making it easier for people in Scotland and northern England to travel to Heathrow by rail would reduce the need for internal connecting flights. The new route would provide direct connections from other parts of the UK to European cities, including Amsterdam, Frankfurt and Lyon. It would also create new options, such as Sheffield to Paris in just over three hours and Glasgow to Paris in five hours.

At the launch, 2M Group leaders said ministers' obsession with building more airport runways made them look increasingly out of touch with modern transport needs, but Peter Bishop, Deputy Chief Executive of the London Chamber of Commerce and Industry, said: "Today's report doesn't change the fact that Heathrow still desperately needs a third runway. 2M's vision of high-speed rail links across the UK is welcome, but to conclude that expansion at Heathrow is now no longer needed misses the point. Heathrow is the UK's only hub airport and no matter how good we make our rail network, it will still need a third runway to compete with Charles de Gaulle Airport in Paris and Schiphol in Amsterdam."

Could High Speed 2 finally be on the cards?

In a separate move, representatives of Arup have discussed with Ruth Kelly, Secretary of State for Transport, how the private sector could finance the first extension of high-speed rail (HS2) from Central London to Heathrow Airport.

The capital cost of the proposal, which would have Heathrow Airport as the first stop on an extended high- speed network has been estimated at £4.5 billion with a completion date of 2019. The proposal would create a new high-speed rail station at the airport providing it with a direct rail link to continental Europe. The new station would also connect regional rail services on the Great Western mainline to Heathrow, making the airport instantly more accessible to the West, South West, Wales and the Midlands, and providing direct train services between the Thames Gateway and the Thames Valley.

Mark Bostock, Director of Arup, said: "Extending high-speed rail in Britain is an inevitability - a matter of when not if. The rising cost of flying, and growing awareness of its environmental impact, has seen a surge in demand for our existing High-Speed Rail services, and this trend is set to continue. The finance model we are outlining today would offer business the early opportunity to invest in a growth market."

The estimated cost of £4.5 billion includes the costs of tunnelling a high-speed line from Central London to Heathrow and a rail station with international and regional services - the Heathrow Hub. Arup's proposals are the result of three years of research and follow on from its proposals for High Speed 1, which has culminated in the St Pancras International opening for Eurostar.

DRS sends 37515 for assessment

▼ ***DRS Class 57/0 No. 57009 hauls damaged Class 37/5 No. 37515 through Haltwhistle on 15th July, on a Kingmoor TMD-Haverton Hill wagon maintenance run. No. 37515 was to be taken to Barrow Hill later that day for assessment after being involved in a collision with a lorry in Scotland back in January.*** **Michael Dalgleish**

❖ A new car park is to be built at Oxenholme station as part of a £90 million initiative to provide additional car parking spaces at a number of stations on the West Coast Main Line. Work is expected to start in autumn this year and the project is anticipated to be finished by spring 2009, increasing the total number of spaces from about 80 to approximately 130, although precise numbers have yet to be determined.

❖ Network Rail is scheduled to complete the £35 million double-tracking of the eight-mile Gretna-Annan route in August, following a two-week closure of the line between Kilmarnock and Dumfries. The work is planned to run from 19th July to 3rd August, and has been arranged to also allow substantial rail replacement projects between Kilmarnock and Dumfries. In addition to improving passenger services, on completion the route will also provide an improved freight facility for transferring coal from Ayrshire to power stations in England.

❖ Southern has again broken its own punctuality record with more than nine out of 10 of its trains arriving at their destinations on time in three separate rail industry performance measures over the last 12 month period. This is the most consistent level of train performance that the Southern network has ever achieved.

❖ MyTestTrack.com and Sperry Rail International have announced a partnership programme to test a range of rail vehicles and other products equipped with Sperry's rail flaw detection equipment at the test facility on the Duffield to Wirksworth branch. The partnership has been established to provide Sperry with virtually unlimited access to the nine-mile line, which incorporates a range of rail conditions and types, ranging from a mile of continuously-welded concrete-sleepered track, a variety of points and crossings through to a 1 in 30 incline. As part of the new venture, delivery has been taken of Class 20 locomotive No. D8001 to support the test programme - see Preservation View.

❖ The Directors of the Shrewsbury Railway Heritage Trust have been presenting a 160th Anniversary Exhibition at Shrewsbury station since 17th July. Open from 10.00 to 16.00 Mondays to Saturdays until 30th July, with admission being £1, the event is organised into three themes. the past, the present and the future, showing the creation of the building itself that opened in 1848, how the station operates today and plans for developments.

Rush-hour chaos at London Waterloo as derailment shuts three platforms

At approximately 21.15 on 13th July, High Capacity Class 450/5 No. 450545 was on the rear of a 12-car set in platform 16 at London Waterloo, when the train moved.

The hydraulic buffers at Waterloo were fully compressed and the 11th carriage of the train derailed, bringing the running rails down onto the ballast and the conductor rail being flipped into a partially upright position. RAIB investigators and Siemens engineers soon arrived and an investigation was immediately underway.

Class 73/1 No. 73109 was brought in to block platform 16 and initially platforms 15 to 17 were taken out of use on the evening of 13th July, which resulted in many peak services on the Windsor lines starting and terminating short of London at Clapham Junction.

Towards the end of the rush hour on 14th July, platforms 15 and 17 were back in use, meaning the only non-operational platform was number 16, in which HC 450545 remains.

▶ ***The derailed vehicle at London Waterloo on 13th July.*** **Damon Cox**

Leeds is worst area in UK for rail crime

Network Rail has published figures revealing the nation's worst 10 areas for rail crime.

In 2007, there were over 15,000 reported incidents of railway crime in around 3,500 places across Britain – although it is estimated that the true figure is much higher as much goes unreported. There were 225 reported incidents in Leeds alone, with trespass the biggest problem in the area. Over 2,200 objects were placed on tracks across Britain, and nearly 3,000 missiles were thrown or fired at trains.

In the last five years, there were 256 accidental public fatalities on Britain's railways (56 in 2007) with one in four of someone aged eight to 18. There was also on average 806 near misses with trains. Half of all near misses involved children.

Trespass crimes in 2007 range from people taking short cuts, crossing from platform to platforms at stations rather than using footbridges or subways, walking home along the tracks, to more serious incidents of children playing 'chicken' with trains, dodging out of the way at the last second.

Such incidents can leave drivers traumatised, as they are unable to break in time to avoid hitting those who may not correctly judge the speed of the train.

The Top 10 individual rail crime locations for 2007 were in order: Leeds, Coventry, Willenhall, Edinburgh, Darlington, Newton (near Glasgow), Swindon, Weston-super-Mare, Moston (Manchester) and Castleford.

Railway crime costs the industry £264 million every year.

Cheshire work completed

Network Rail completed a £400,000 refurbishment of the King Street railway bridge outside Knutsford station, in time for the opening of the RHS Flower Show at Tatton Park on 23rd July.

The work has involved replacing the existing cast iron parapets with new steel sections, repairing the masonry and drainage in the abutments and bridge supporting walls and installing new ballast retention plates underneath the track. The opportunity was also taken to install pigeon netting underneath the bridge to prevent the birds from roosting and causing a nuisance to pedestrians walking along the pavements.

The original bridge was built in the 1860s but the span carrying the main rail lines was reconstructed around 1905. A separate span, which at one time carried a railway siding but now has no track on it, was rebuilt in about 1934. The refurbishment will not need any major work for another 25 years.

Loco-Hauled for Lowestoft Air Show

▼ ***To cope with the additional passengers that the route carries into the resort for the Lowestoft Air Show, National Express East Anglia provided its usual loco-hauled service. Here, Class 47/4 No. 47818 is pictured in 'top and tail' mode with Class 47/3 No. 47375 on the 10.40 Lowestoft - Norwich ECS crossing Reedham swing-bridge on 24th July.*** **Iain Scotchman**

Funding shortfall for Gatwick redevelopment

A major redevelopment of Gatwick Airport station is under threat because of a funding shortfall.

Network Rail (NR) announced plans to spend £30 million transforming the transport hub to allow a higher service capacity, along with the assoicated increase in passengers, the project including a new platform created for the Gatwick Express service, as well as bringing in the airport's coaches to provide fully integrated public transport.

The project was to have been completed in time for the 2012 Olympics but the plans have now been thrown into jeopardy by the Office of the Rail Regulator (ORR), which holds the NR's purse strings.

The ORR has published what it considers NR should spend between 2009 and 2014, earmarking only £9 million for the Gatwick station redevelopment. A shortfall that has been severely criticised by business leaders, some describing the decision as ludicrous as £9 million would only pay for track replacement and improved signals at the station.

A spokesman for the ORR denied the amount of money that the Regulator is putting forward would reduce the scope and ambition of the station project, saying that the £9 million figure was arrived at by comparing the work NR does with other companies undertaking similar projects.

Embankment salvage work to take place in South Wales

Network Rail is to salvage an embankment at Sebastapol, which is threatening the Rhymney Valley line with increased earth movements.

More than 400 steel beams, weighing a total of 1,200 tonnes, will be used to stabilise the slope, the project being the largest earthwork project undertaken by Network Rail this year and costing £8 million.

The line between Tir Phil and Pontlottyn runs parallel to the embankment at Sebastapol, which is a designated landslide area.

First built in the 1850s, the line had two major landslips in 1906 and 1932 respectively. The route now risks a similar fate as the changing climate, which brings a higher level of rainfall, is causing the slope to move in excess of 150mm each year. The new project should provide a permanent solution to strengthen and stabilise the slope for the next 100 years.

In addition, the speed restriction of 10mph between Tir Phil and Pontlottyn will be able to be raised to 50mph. To enable the first phase of the engineering work, the section between Rhymney and Tir Phil will be closed from 25th July to 8th September, buses being provided to passengers by Arriva Train Wales.

Southern begins driver training on Class 442s

Driver training courses have started for Southern and Gatwick Express drivers on the Class 442 Wessex Electrics.

Some 130 drivers in total will be trained to drive the trains, which will run between Brighton and London Victoria and will form the Gatwick Express extended services from December this year.

▲ *On 19th June, Class 67 No. 67011 enters the single line section at Usan with the Caledonian Sleeper service for Aberdeen.*

Montrose re-signalling project on hold

The planned commissioning of the Montrose re-signalling has been deferred until further notice and the signal boxes at Usan and Montrose South will remain in use, possibly until 2009.

Associated staff resourcing changes had already been implemented and as a result, the boxes at Inverkeilor and Craigo have been switched out. Once the commissioning has taken place and Montrose North box brought into use, both Inverkeilor and Craigo can be opened again, as required

▼ *The drawn window blinds and raised semaphores confirm Inverkeilor signal box is not open for business as a Cross Country Class 221 heads north on 19th June with the 06.35 Dundee-Aberdeen service.* **Both: Don Gatehouse**

CrossRail Bill finally receives Royal Assent

The Crossrail Bill has at last passed through Parliament and received Royal Assent on 22nd July.

This paves the way for the construction within the next 10 years of the vital east-west rail route, and what will be the largest addition to the transport network in London and the South East for over 50 years.

The project will deliver additional and much-needed capacity to London's transport network and will open up many new journey opportunities, providing time savings to the users of both the National Rail services and Underground networks. When completed, Crossrail will link the Thames Valley and Heathrow areas with the West End, the City and the financial centre of Canary Wharf and Docklands with an additional Thames crossing to Abbey Wood.

The new high volume railway will not only provide extra capacity into the capital but is also designed to relieve the Shenfield lines and the approaches to Liverpool Street.

Up, up and away ... but not for long!

The £5.5 million Network Rail project to renew the railway north of Chorley Tunnel has begun with the removal of the first of 16 Flying Arches.

The Grade II listed gritstone arches, which support the steeply sloping sides of the railway cutting, are being removed and placed in safe storage while the track relaying and drainage work takes place over the next six weeks.

Each arch has a span of 26.5ft. To ensure the stability of the cutting walls during the work, temporary galvanised arches are being installed.

Olive Mount Progress

The tracks for the £7.9 million Olive Mount Chord project have been laid from Olive Mount Junction to Edge Lane Junction in Liverpool.

When completed, the line will enable better access for trains to and from Liverpool as well as a number of places in the north of England and beyond. Contractor for the works, First Engineering, took possession of the line to lay the stretch of track from the Chat Moss line through the disused 1882 Olive Mount Tunnel up to a new exit on the Bootle branch that carries freight trains to Seaforth Docks.

Work on the project still in the pipeline includes connecting the signalling to Edge Hill signal box and gauge clearance work to Spellow Tunnel. Also, alterations will need to be made to the Sandhills signal box where the branch connects with Merseyrail's Liverpool to Southport line.

The new chord will be a single track along the centre line of the old double track tunnel. It will allow for 9ft 6in deep sea container trains to eventually use the Chat Moss line to and from Manchester and the West Coast Main Line without the need to reverse in the Edge Hill area and along the busy Lime Street station route.

Wrexham & Shropshire names its pool of Class 67s

▲ *On 3rd July, the first of three namings for Wrexham & Shropshire took place, when Class 67 No. 67012 was named* **A Shropshire Lad** *at Shrewsbury station by Class Three of Clee Hill Community Primary School. The name was chosen by Hayden Edwards, who was helped in unveiling the nameplate by Kyle Dempsey. The school's motto reads "From Clee to Heaven the beacon burns," the first line of A. E. Housman's 'A Shropshire Lad.'*

▼ *The next naming, took place six days later, when Class 67 No. 67013 became* **Dyfrbont Pontcysyllte** *(or Pontcysyllte Aqueduct in Welsh) at Wrexham General station by pupils from Froncysyllte County Primary School. The name was suggested by David Jones, who unveiled the nameplate with Richard Harper's assistance. The aqueduct features in the school's logo and is also visible from the WSMR's route. The class are pictured with the replica nameplate*

▼ *Class 67 No. 67014 was named* **Thomas Telford** *at Wellington station by Class Three from Shifnal County Primary School. The name was suggested by David Barden, who unveiled the nameplate on 15th July. Here, No. 67030 on the 11.10 Wrexham General to Marylebone passes No. 67014* **Thomas Telford** *in the bay at Wellington.* **All: Richard W. Jones**

New look for Aggregate Industries Class 59s

▲ *Since the purchase back in June 2006 of Foster Yeoman by Aggregate Industries, the fleet of Yeoman Class 59/0s have been expected to gain the colours of their new owner at some point. With the outshopping of No. 59001* Yeoman Endeavour *from Eastleigh on 28th July, this has finally occurred. The locomotive worked an Eastleigh - Westbury trip working to return it to the Mendip area - its place at Eastleigh having been taken by classmate No. 59005* Kenneth J Painter. *Here, No. 59001 passes Lockerley (between Romsey and Salisbury en route to Westbury.* **John Clarke**

▼ *Following arrival at its destination, No. 59001 stands in the yard at Westbury.* **Richard Dunn**

English Heritage challenges plans for Waterloo

Network Rail's plans to extensively redevelop London Waterloo station have been challenged by an English Heritage attempt to list the building.

Network Rail was considering removing the station's roof, lengthening the platforms and lowering the entire concourse to the level of the former Eurostar terminal in order to increase capacity and improve access, but English Heritage has responded with an attempt to list the entire complex as a Grade 2 structure, including the 1993 terminal.

At present, only the station's Victory Arch is Grade 2 listed. English Heritage has described the mainline station as the "largest and finest British terminus of the early 20th century". However, others disagree, saying that the station is not especially innovative in terms of planning, and in structural terms is unadventurous, lacking the panache of the great 19th century stations.

Providing the listing attempt fails, Network Rail plans to begin the search for a developer within the next 12 months, and aims to fund the scheme by freeing up space for commercial development.

Any work on site is unlikely to begin before 2014.

Last ScotRail-liveried unit enters Springburn for C6X overhaul

The last remaining unit in ScotRail livery, Class 158 No. 158719, has gone into Springburn Works for a C6X overhaul, where it will also be be reliveried into First Group colours. On 13th April 2007, the unit crosses the bridge over the River Ness, forming the 18.31 service from Inverness to Edinburgh. **Brian Morrison**

New freight hub for Fratton

After 10 years of uncertainty, the future of Fratton as a rail freight hub is finally drawing near.

Freight is expected to start rolling off the line by September, as soaring diesel prices force firms to seek alternatives to lorry haulage, the line already having had enquiries from Asda, Sainsburys and banana company Fyffes, Portsmouth port's main importer.

Its transformation from a patch of disused wasteland to a viable freight terminal has been down to Portsmouth's assistant harbourmaster, Jerry Clarke. Working in his free time, he has secured funding from the European Commission and Portsmouth City Council, and co-ordinated the building of the track infrastructure.

Following a meeting between the owners Network Rail and haulage companies to untangle red tape, the opening of the railhead, unused for some 30 years, is now just weeks away.

Freightliner acquisition approved

Freightliner Group Ltd has announced that Arcapita Bank, an international investment firm headquartered in Bahrain, has received clearance from the European Commission to acquire its entire issued share capital.

Completion of the deal took place on 24th July with Arcapita now taking ownership of Freightliner Group and its subsidiary companies. Shares were previously held by 3i, Electra Private Equity and Freightliner management and staff. The acquisition is Arcapita's first investment in rail logistics and brings to over $23 billion the total value of Arcapita's transactions to date. The company sourced and executed the Freightliner transaction out of its London offices.

Carnforth 2008

▲ *The long awaited appearance of LMS 'Royal Scot' 4-6-0 No. 46115 Scots Guardsman in its fully painted and lined-out livery was made at the West Coast Railway Company's Open Weekend at Carnforth on 26th/27th July. The locomotive was one of several on show.* **Ron Cover**

◀ *Visitors to the depot could also see the visible progress being made on LMS 'Jubilee' 4-6-0 No. 45699 Galatea.* **Fred Kerr**

▼ *Joining Scots Guardsman in a line-up of steam locomotives were BR Standard 7P No. 70013 Oliver Cromwell and LMS 'Jubilee' No. 5690 Leander, together with several industrial steam tank locomotives.* **Stuart Rogers**

▲ *One of the last Class 33s in use with EWS, before the 'Cromptons' were withdrawn, No. 33030 was one of the small fleet used by DRS for a time, before being transferred to West Coast Railway Company. While No. 33025 and 33207 have both gained WCRC colours, No. 33030 remains in the livery of its former operator.* **Stuart Rogers**

► *DRS supplied several locomotives as exhibits at the event, all of which (with the exception of Class 20/3s Nos. 20302 and 20307) were portrayed in the company's new 'Compass' colour scheme. Here, the quintet are position under the concrete coal lifts which once supplied the depot's steam locomotives. From front to back are Class 37 No. 37229* **Jonty Jarvis 8-12-1998 to 18-3-2005,** *Class 47/4 No. 47802* **Pride of Cumbria,** *Class 57 No. 57010, Class 66/4 No. 66429 and Class 37/6 No. 37602.* **Fred Kerr**

▲ *A line up of several of the stored Class 47s at Carnforth. From left to right are Class 47/4s Nos. 47489 and 47526, Class 47/7 No. 47772, an unidentified class member and finally Class 47/4 No. 47525.* **Jack Boskett**

◄ *Class 47/4s Nos. 47525 and Class 47/3 No. 47368 await either restoration to full working order or stripping for spares at Carnforth.*

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

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.

		30th July
Kingfisher Railtours	30777	Hellifield- Appleby-Carlisle (break/rev) and return
Royal Scotsman	2xWCRC 47	**Classic Tour-Day 3:** Kyle of Lochalsh-Inverness-Boat of Garten
Steam Dreams	6233	London Victoria-Reading-Didcot-Oxford & return
WCRC	76079	The Cambrian : Machynlleth-Porthmadog-Pwllheli and return
		31st July
Royal Scotsman	2xWCRC 47	**Classic Tour-Day 4:** Boat of Garten-Blair Atholl-Perth-Dundee
		1st August
Kingfisher Railtours	WCRC47s	Skipton-Hellifield-Settle(pu)-Appleby-Carlisle (break/rev) & return
Past Time Rail	6024	Bristol TM-Bath Spa-Westbury-Yeovil Pen Mill- Weymouth & return
Railway Touring Company	71000	Crewe-Warrington BQ-Manchester Victoria-Huddersfield-Wakefield Kirkgate-Castleford- York-Scarborough & return
Royal Scotsman	2xWCRC 47	**Classic Tour-Day 5:** Dundee- North Queensferry-Edinburgh
Royal Scotsman	2xWCRC 47	**Western Tour-Day 1:** Edinburgh- Spean Bridge
Steam Dreams	34067	London-Chichester and return
		2nd August
Compass Tours	40145	Stafford-Stoke on Trent-Stockport-Manchester Victoria-Bolton-Carnforth-Ulverston-Workington-Carlisle-S&C-Hellifield-Skipton-Calder valley-Copy Pit-Blackburn-Bolton & return
Kingfisher Railtours	tbc	Carnforth-Grange over Sands-Ravenglass (break/rev) and return
Railway Touring Company	tbc	Liverpool Lime Street-St. Helens Central-Wigan North Western-Preston-Carnforth-Shap-Carlisle (break/rev)-Carlisle-S&C-Hellifield-Wigan North Western (change for Preston)-& return
Royal Scotsman	2xWCRC 47	**Western Tour-Day 2:** Spean Bridge Arisaig-Bruidge of Orchy
UK Railtours	2xEWS 67	London Paddington-Reading-Cardiff-Swansea District Line-Llandrindod Wells-Craven Arms-Wolves-Banbury-Oxford & return
		3rd August
Past Time Rail	tbc	Bristol TM-Weston super Mare-Exeter SD-Paignton-Kingswear & rtn
Railway Touring Company	71000	Liverpool Lime Street-Holyhead and return **Cancelled**
Royal Scotsman	2xWCRC 47	**Western Tour-Day 3:** Bridge of Orchy Wemyss Bay
Vintage Trains	tbc	Birmingham Snow Hill-Stratford upon Avon and return (twice)
		4th August
Royal Scotsman	2xWCRC 47	Western Tour-Day 4: Wemyss Bay Edinburgh
Royal Scotsman	2xWCRC 47	Highland Tour-Day 1: Edinburgh-Aviemore-Boat of Garten
		5th August
Royal Scotsman	2xWCRC 47	**Highland Tour-Day 2:** Boat of Garten Inverness-Nairn-Dundee
		6th August
Kingfisher Railtours	tbc	Hellifield-Appleby-Carlisle (break/rev) and return
Royal Scotsman	2xWCRC 47	**Highland Tour-Day 3:** Dundee Edinburgh
Royal Scotsman	2xWCRC 47	**Highland Tour-Day 1:** Edinburgh-Dalwhinnie-Boat of Garten
		7th August
Royal Scotsman	2xWCRC 47	**Highland Tour-Day 2:** Boat of Garten Inverness-Nairn-Dundee
Steam Dreams	34067	London-Salisbury and return
		8th August
Kingfisher Railtours	WCRC47s	Skipton-Hellifield-Settle (pu)- Appleby-Carlisle & return
Railway Touring Company	tbc	Crewe-Warrington Bank Quay-Manchester Victoria-Huddersfield-Wakefield Kirkgate-Castleford- York-Scarborough & return
Royal Scotsman	2xWCRC 47	**Highland Tour-Day 3:** Dundee Edinburgh
Royal Scotsman	2xWCRC 47	**Western Tour-Day 1:** Edinburgh- Spean Bridge
		9th August
Compass Tours	2xRiveria 47s	Crewe-Warrington Bank Quay-Wigan North Western-Preston-Lancaster-Carnforth- Ulverston-Workington- Hexham-Newcastle upon Tyne-Durham-Ferryhill-Norton Jcts-Hartlepool-Sunderland-Newcastle upon Tyne & 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
28 Jul-2 Aug	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool
28 Jul-9 Aug	WCRC	Jacobite	Fort William-Mallaig and return	62005 or 45231
30-31 Jul	WCRC	Scarborough Spa	York-Harrogate-Scarborough & return	5690
30 Jul-1 Aug	WCRC	Cambrian	Machynlleth-Porthmadog & return	76079
4-8 Aug	WCRC	Cambrian	Machynlleth-Porthmadog & return	76079
4-9 Aug	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool
5-7 Aug	WCRC	Scarborough Spa	York-Harrogate-Scarborough & return	tbc
11-16 Aug	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool

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

BLACK Charters expected to operate as booked.
GREEN Tours postponed to a future date by the operator
WCRC West Coast Railway Company
RED Tours cancelled by the operator
BLUE Provisional excursion
(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

The Week Ahead

This week the high season kicks in with avengeance, commencing on 28th July with West Coast's 'Cambrian' season which will operate Mondays to Fridays until 29th August between Machynlleth (dep. 10.05) and Porthmadog, plus onwards to Pwllheli on each Wednesday and Friday. The locomotive is Ian Riley's No. 76079.

West Coast's other operation, 'The Scarborough Spa Express' is now in its second week of operations, running Tuesdays to Thursdays until 28th August. The route remains the same as last year commencing at York, then around the 'Harrogate Circle' via Knaresborough, Harrogate and Leeds and onward through York to Scarborough. This week should see No. 5690 *Leander* in charge.

Steam Dreams has two trains operating, the first of which on 30th July will be the inaugural working of No. 6233 *Duchess of Sutherland* on the 'Cathedrals Express' from London Victoria via East Croydon, Guildford and Reading to Oxford. This is followed on 1st August with a Victoria to Chichester operation with No. 34067 *Tangmere*. Also running on 30th July is a 'Dalesman' for Kingfisher from Hellifield to Appleby and Carlisle which is booked for No. 30777 *Sir Lamiel*.

Two other trains operate on 1st August, with No. 6024 *King Edward I* in action for Past Time Rail from Bristol Temple Meads to Weymouth via Westbury and Yeovil Pen Mill. Railway Touring Company has the first of their 'Scarborough Flyers', from Crewe to Scarborough via Manchester Victoria, Standedge and York. These are booked to operate on each Friday in August with a locomotive pool comprising Nos. 71000 *Duke of Gloucester*, 60009 *Union of South Africa* and 6201 *Princess Elizabeth*. The following day features a 'Cumbrian Coast Fellsman' for Kingfisher from Carnforth to Ravenglass, the locomotive for which will be from the Carnforth 'pool'. Heading for the S&C is Railway Touring Company from Liverpool with steam working both ways, the designated locomotives being from the same pool as its 'Scarborough Flyer' workings. VSOE's British Pullman takes No. 35028 *Clan Line*, from London Victoria to Didcot outwards and from Oxford to Victoria on the return.

The modern traction tour of the day has to be Doncaster PSB Charter featuring a pair of Class WCRC 47s from Peterborough to Barrow Hill Engine Shed and return. It is a grand tour of South Yorkshire and the full itinerary, timings and booking details are available on charter2008@donnypsb.co.uk. Briefly, at some point the tour will touch Newark, Retford, Doncaster, Goole, Gilberdyke, Castleford, Hatfield & Stainforth, Worksop, Mexborough outwards, and Rotherham Central, Hatfield & Stainforth and Doncaster on the return. Additionally there will be a break of around 90 minutes to explore Barrow Hill.

Compass Railtours 'Whistling Fellsman' is another mega-tour which offers contrasting scenery throughout with its 'Whistling Fellsman', featuring Class 40 No. 40145 *East Lancashire Railway* throughout. Originating at Stafford the train runs to Carlisle via Stoke on Trent, Bolton, Preston and the Cumbrian Coast. The return runs via the S&C, Calder Valley, Blackburn and Bolton to Manchester Victoria and then as outwards back to Stafford. The good part about this tour, apart from the itinerary, is that most of the route can be considered classic Class 40 territory.

UK Railtours head for Central Wales behind a pair of Class 67s, from London Paddington the same day, outwards via Swindon and Cardiff before joining the Central Wales to Llandrindod Wells for a break. The tour returns to Paddington via Craven Arms, Telford, Wolverhampton and Banbury.

▲ *GWR 'Hall' 4-6-0 No. 4936* **Kinlet Hall** *passes Whittlesea signal box on 19th July with the return leg of a Tyseley Warwick Road - Ely, Vintage Trains excursion.* **David O'Rourke**

Oliver Cromwell tours update

It is understood that Steam Dreams' 'East Anglian' featuring No. 70013 *Oliver Cromwell* from London Liverpool Street to Norwich, which was postponed from 24th July due to the locomotive's overhaul not being completed in time, is now scheduled for Tuesday 9th September.

The 'overspill' tour following the exact same itinerary is also confirmed for Saturday 20th September. The first 'Britannia' on the Great Eastern mainline for many years has been popular with only a handful of seats remaining for 9th September, with the 'overspill' train on 20 September providing for the anticipated additional demand to travel.

Meanwhile, two trains booked for 3rd August will not now run. Kingfisher has decided to pull the plug on its working which was also due to feature No. 70013 *Oliver Cromwell* on a train designed to celebrate the 40th anniversary of a similar RCTS excursion commemorating the looming end of BR steam operations. It too has been postponed for the same reason as the Steam Dreams tour, and Kingfisher hope to reschedule the train for a later date.

The other casualty is the Railway Touring Company's initial 'North Wales Coast Express', due to engineering work. These trains are due to run each Sunday during August, and the remainder are expected to run as advertised.

Spitfire Railtours continues 'joint' train and heads to Newcastle with WCRC 37s!

The demise of the Stobart Pullman operation (see separate story) does not affect the proposed 'joint' operation between them, DRS and Spitfire on 16th August.

Originally, Stobart were going to Whitby from Wolverhampton, but when Spitfire were approached by DRS to market the standard class availability the charter became a Wolverhampton to Cleethorpes operation instead, with the added lure of being hauled by a pair of DRS Class 37s.

The train is now a 'first-only' Spitfire train, following the same itinerary to Cleethorpes with DRS Class 37s. The route is to Telford, Shrewsbury, Wrexham, Chester, Warrington Bank Quay, Manchester Victoria, Standedge, Huddersfield, Wakefield Kirkgate, Castleford and Scunthorpe.

The company has also announced a further tour, on 29th November, from Poole to York and Newcastle via Banbury, Tyseley and Burton-upon-Trent featuring a pair of West Coast Railway Class 37 locomotives from Carnforth.

Stobart Pullman hits the buffers as all operations are cancelled

The Stobart Group's expedition into railtours seems to have hit the buffers with a terse announcement on their website saying 'It is with great regret that we wish to inform passengers that the Stobart Pullman train operations have been suspended. A full refund will be given to all customers'.

Their experience seems not to have been a particularly happy one, with ongoing reports of poor loadings and cancellations culminating with the wholesale withdrawal of virtually all of their July programme, which was designed to open up a new customer base in Scotland. Again, a lack of bookings was the cause.

They did have an extensive programme of trains mapped out for the remainder of the year but it is likely that the Stobart Group was not prepared to bankroll the operation, which was very likely incurring significant losses, into the future. It has to be acknowledged also that the Stobart Pullman was very much a 'non-core business' operation within the greater Stobart organisation which made its name through road-haulage and is now establishing itself as a significant rail freight operator also.

The company's decision also comes at a critical time for the rail charter market, which is already bracing itself for a difficult future with a recession looming and the disposable incomes of potential customers being hit by rising energy and transport costs.

The 'wine and dine' market, which has for several years under-pinned the industry, is the one which will be affected most and perhaps the silver lining of the gathering dark cloud of economic gloom is that there will be one less player in the market.

The contact number for further information is 01928 590054.

Rail-Blue Charters

You can now make your booking online - 24 hours a day! CLICK HERE TO BOOK NOW!

Hope Valley Luncheon

August 9th

This train is now confirmed as being hauled by heritage 'Deltic' locomotive No. 55022 Royal Scots Grey throughout

The Hope Valley 'Executive' is a lunchtime train that offers an meander through the Pennines. The routes the trains take have also been chosen to allow you to sample not only the food in unique surroundings, but the contrasts that only a moving train can offer.

Each train departs Crewe (dep. 11.00) and calls at Warrington Bank Quay (dep. 11.30), Earlestown (dep. 11.45) and Manchester Victoria (dep. 12.30). The train then heads via the spectacular Hope Valley Southern Pennine route to Sheffield where we have a leg-stretch break. The train turns to head north towards the Leeds conurbation before heading west over the Northern Pennine route via Huddersfield back into Manchester Victoria to set down. We then retrace our steps back to Crewe (arr. 17.30).

See Page 2 for Reader Offer!

All timings are provisional and will be confirmed 10 days prior to travel

Bristol & Minehead

October 18th

Hauled by both 50044 Exeter AND 50049 Defiance

Join us for a jaunt down to Devon and a meander along the beautifully picturesque West Somerset Railway.

This picture postcard railway boasts immaculate stations, wonderful scenery and adds to the whole day out by emphasising what an easy day it will be.

Our train departs from Manchester Piccadilly (at 06.30) and pick up at Stockport (06.45), Wilmslow (07.10), Crewe (07.30) and Shrewsbury (08.05) before heading along the Welsh Marches route via the Severn Tunnel to Bristol, where passengers may alight or continue to the West Somerset Railway to our destination, Minehead. Standard, First and Premier Dining fares available.

A limited number of part fares are also available for those wishing to board at Bristol for a return trip to Minehead. Fare for this option is **£20** in Standard Class or **£30** in First Class. Why not **CLICK HERE** to book now

Fares from £54 per person

All timings are provisional and will be confirmed 10 days prior to travel

To book your seats call **0161 850 0559** now

Lincoln Christmas Market

December 5th - Full details to be announced shortly

The numerous christmas markets around the country continue to provide an attraction for a family day and the long established market at Lincoln is no exception.

Our train departs from Crewe and calls at Wilmslow, Stockport and Manchester Piccadilly before reversing to head eastwards over the Hope Valley route and through Sheffield and Worksop to the historic City of Lincoln.

Passengers can enjoy a break of around five hours in the city with much to see and do alongside the Christmas Market, including the historic Cathedral and an excellent shopping area.

Full details are still to be announced for this trip, including details of fares and proposed timings, however, the charter will offer Standard, First and Premier dining options.

Rail-Blue Charters

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

www.rail-bluecharters.co.uk/tour_list

▲ *The AC Locomotive Group's latest acquisition, Class 87 No. 87002* **Royal Sovereign** *took to the rails on 16th July, working a test run from Crewe to Carstairs and return. Coupled inside the locomotive was fellow ACLG locomotive, Class 86/1 No. 86101* **Sir William A. Stanier FRS.** *Here, the pair are pictured passing through Preston station on the outward journey.* **Dave Hoyle**

▼ *LMS Jubilee 4-6-0 No. 5690* **Leander** *passes Keerholme in full sun on 21st July, with the 10.59 Carnforth to York empty coaching stock move, in preparation for the commencement of the Scarborough Spa Express journeys.* **Kevin Truby**

▲ *Old and new London, side by side in perfect harmony. A Docklands Light Railway service passes the Limehouse Basin on 17th July.*

▼ *Proof that photographs of the London Underground can be scenic. A Metropolitan line train of 'A' Stock from Aldgate to Amersham, Watford or Uxbridge passes a cricket match in progress near Northwick Park on 21st July.* **Both: Ken Brunt**

▲ *One of the Isle of Wight, ex-London Underground 1938 Stock, No. (483)004 crosses Ryde Pier en route to Shanklin on 18th July.*

▼ *Ryde St. Johns depot is pictured the previous day with units Nos. (483)002 and (483)004 stabled in the shed yard and with Nos. (483)007 and (483)008 inside the shed.* **Both: Richard Dunn**

▲ *What could be described by some editors as a mooooo-ving image! (sorry! ed.) An Arriva Trains Wales liveried Class 150 heads for Cardiff Central at Awre on 24th July on the 11.45 service from Cheltenham. Interesting how the train is making more noise than the photographer, but the cows are completely oblivious to it!* **Ken Brunt**

▼ *Wearing the latest company colours, an unidentified Arriva Trains Wales Class 175 DMU speeds through Kidwelly on 23rd July with the 19.05 service, from Swansea to Carmarthen.* **John Pile**

▲ *Metronet-liveried Class 66/7 No. 66720* **Metronet Pathfinder** *passes the site of Patney & Chirton Junction on 25th July with a train of used concrete sleepers en route from Taunton to Peterborough Virtual Quarry.* **Paul Dyre**

▼ *Having been stored at Long Marston since mid-March, 21 of the new VTG JPA bogie cement tanks were collected on 22nd July by First GBRf Class 66/7 No. 66718* **Gwyneth Dunwoody.** *The rake of LaFarge Cement branded tanks made an impressive sight as they headed north at Stoke Works Junction en route to Earles Sidings in the Hope Valley.* **Don Gatehouse**

▲ *The restored Class 126 DMU stands at Manuel on 19th July with vehicle No. Sc41043 leading. The unit made a special run from Bo'ness to Manuel on the occasion of the Annual General Meeting of the Swindon Inter-City DMU Preservation Group. The set had made two previous runs, firstly a trial on 15th July, followed by a second trip on 18th July for invited guests and funding bodies.* **Ian Lothian**

Scottish Class 126 takes to the rails once again at Bo'ness

The work on restoring the class 126 diesel multiple unit by the Scottish Railway Preservation Society, funded by public appeal and the generous support of the Heritage Lottery Fund, is now well advanced.

The result is a tribute to the original design, which enjoyed 20 years of constant hard service with British Railways on express services on the Edinburgh-Glasgow and Glasgow-Ayrshire lines. From one end of the train, passengers can enjoy a forward view of the line ahead, while a second coach is a corridor compartment type of the traditional comfortable style that was still common on the 1950s railway. The restoration has recreated the original interiors – plastic laminates, varnished wood, painted surfaces and comfortable upholstered seats – so that modern travellers can experience 1950s inter-city travel as it really was.

On 18 July, the three car set (tops No. 126413) departed from Bo'ness Station at 10.00, returning to meet a steam train of the type that it replaced in service in 1957. The special train had been organised as a way of saying 'thank you' to the restoration project's donors. Aboard the train were 70 representatives of the donors, officials from the Heritage Lottery Fund and officials of the Scottish Railway Preservation Society.

Cream tea experience available on Bronte branch

On 3rd August, the Keighley and Worth Valley Railway is providing an opportunity to partake of a cream tea in an original 1930s Pullman carriage while steaming through Brontë Country.

The vehicle will be a part of the railway's Vintage Train, the specially restored wooden-bodied carriage being even older than the train's regular coaching stock. The cream tea special will be additional to the regular timetable and will be hauled by the 1899-built Taff Vale Railway 0-6-2T No. 85.

Railway spokesman Jim Shipley said: "This will be a rare chance to travel in this fabulous coach and to sample cream teas 'Orient Express style'.

For just £10, plus the cost of your ordinary travel ticket, visitors can indulge in the delights of luxury travel from a bygone age: not a burger or polystyrene pot of instant goo anywhere in sight".

The cream teas will be served on the 11.45, 13.15, 14.45 and 16.15 departures from Oxenhope during a return trip of the line lasting approximately 75 minutes. Advance bookings may be made via Haworth Station on 01535 645214.

Bodmin buys GWR Pannier tank from Paignton

The days of a GWR auto train operating again in Cornwall – a sight not seen regularly in the county for well over 40 years – is now a future prospect on the Bodmin & Wenford Railway, following the recent purchase of 6400 class 0-6-0PT No. 6435 from the Paignton & Dartmouth Railway.

The loco is in full working order and is 'in ticket' until late 2010. The pannier spent almost all of its life working trains in the Cardiff area, primarily from Cathays, Merthyr and Abercynon sheds, although between December 1963 and October 1964 it was based in the South West at Yeovil, where it largely worked auto train services.

Withdrawn in 1964, it retains its BR unlined green livery, and is expected to make its public debut on the line at the Steam Gala & Real Ale Festival on 5th-7th September, In due course, it is planned that No. 6435 will be paired with 1951-built auto trailer No. 232, which was also purchased from the Paignton & Dartmouth Railway earlier this year, and is currently in store awaiting attention.

Shropshire CC buys Oswestry line for £60,000

Shropshire County Council has successfully bought the Oswestry railway line from Network Rail in order to unblock several bottlenecks, which have plagued the town for years.

For a relatively modest £60,000, the route from Gobowen to Porthywaen will be in public hands and progress can now be made on a steam heritage railway and cycle path along the trackside. It also means that the proposed health centre in the old Cambrian station building can also be accessed with work on the multi-facility centre reported to be starting in January.

The Council has said that it had been particularly keen to obtain the land to enable a number of projects to make progress and was prepared to lease on a 'not for profit' rent to Oswestry's Cambrian Railway Society and the Cambrian Railway Trust in order for them to operate a steam heritage railway from Gobowen to Porthywaen and Llynclys.

▲ *Class 20 No. D8001 is pictured at Wirksworth on the Ecclesbourne Valley Railway (EVR) accompanying London Underground battery-locomotive No. L18. D8001 has arrived at Wirksworth to support the railway's testing activities under the MyTestTrack.com banner, while L18 was present as part of Tube Lines' test programme for the Transmission-Based train Control System on the Jubilee Line. MyTestTrack.com and Sperry Rail International have announced a partnership programme to test a range of rail vehicles and other products equipped with Sperry's rail flaw detection equipment at the test facility on the Duffield to Wirksworth branch, near Derby. The partnership has been established to provide Sperry with virtually unlimited access to the whole nine-mile line, which incorporates a range of rail conditions and types, ranging from a mile of continuously-welded concrete-sleepered track, a variety of points and crossings through to a 1-in-30 incline. Sperry Rail first used the test track at Wirksworth in 2004, and since then a variety of rail-mounted vehicles have visited the line, ranging from road/railers through towed test cars to a new trolley being tested for customers as near as Network Rail and MetroNet and as far away as Indian Railways.* **Neil Ferguson-Lee/EVR**

▼ *Visiting LNER K4 2-6-0 No. 61994* **The Great Marquess** *approaches Hagg House between Ruswarp and Sleights on a Pickering - Whitby service on 15th July.* **Dave Maloney**

▲ *The Embsay & Bolton Abbey Railway held its annual diesel gala in mid-July. Here, Railfreight red-stripe Class 31/1 No. 31119 approaches Bolton Abbey during a brief dry period following a heavy shower on 18th July.*

▼ *Recently returned to traffic, Class 14 No. D9513 waits in Embsay Station with the Bow Bridge shuttle service on the same day. Class 03 No. D2203 was on the rear.* **Both: Stuart Chapman**

▲ *Visiting from the East Lancashire Railway was Class 33 No. D6525 (TOPS No. 33109). Here, the locomotive departs from Bolton Abbey working the 16.00 service to Embsay.* **Tim Bird**

▼ *Class 31/1 No. 31119 approaches Holywell halt with a service to Bolton Abbey.* **Stuart Chapman**

◀ *In June, the Welsh Highland Railway (WHR) announced that the Institution of Mechanical Engineers had awarded an Engineering Heritage Award to Garratt locomotive K1 in recognition of its historical engineering significance. The K1 Group and the WHR were extremely pleased at the news and thanked the IMechE for the recognition. Arrangements for the presentation of the plaque have not yet been finalised but will probably be announced later on the WHR website. The plaque is expected to read: The Beyer Peacock K1 Locomotive. Built in 1909 to H. W. Garratt's patent, the first of over 1,000 Garratt type articulated locomotives exported from Manchester to all corners of the world. They gave reliable service in some of the most remote places on Earth". Here, the 'K1' prepares to return to Dinas at the end of the day's operation on 4th July.* **Graham Lightfoot**

More problems and a farewell at Leighton Buzzard

The 2ft gauge Leighton Buzzard Railway has issued a formal request to Leighton-Linslade Town Council to reconsider a decision made in favour of an Eastern Leighton Linslade planning application.

The Town Council last week agreed to support the project, which would see 4,400 new homes built on the Green Belt land surrounding the northern end of the line, on the grounds that it would bring wider benefits to the area. The LBR's Executive Committee has since received expert advice that the lack of specific, detailed conditions attached to the decision means that any benefits would be very difficult to negotiate at a later stage. The Town Council has no formal planning powers, but its views are taken into account in the decision process.

The railway is the stakeholder with potentially the most to lose from the development, and its management has identified two issues that it believes must be resolved as a pre-condition to full Town Council support. The Railway's Chairman, Mervyn Leah said: "Our relationship with the Town Council has always been very good, so we are deeply disappointed that the potential threats to our future seem to have been missed in their debate about the planning application. We are sure that the oversight can be put right in the near future, but we are also taking further advice on our options, should this not be the case.

On a happier note, the railway arranged an extra day of operation on 5th July to mark the imminent departure of ex-Matheran Light Railway 0-6-0T No. 740 (O&K 2343/1907). The locomotive will be returning to its owners later in the year on the expiry of its loan agreement. The engine ran on the standard timetable, with departures from Page's Park at 10.40, 12.20, 14.00 and 15.40. It was then immediately withdrawn from service for stripping of components supplied by LBR as part of its restoration to working order in 2002.

At 18 tonnes, the loco is by far the biggest engine ever to have worked on the line, and it has been very popular with visitors, with its striking Indian Railways blue and white livery. But without having it on long-term loan the railway will not be able to justify the cost of a major overhaul within two years, and need the shed space for visiting engines in its 90th Anniversary year in 2009.

The railway is planning a series of events to mark the anniversary of the construction and opening of its line, and of the entry into service of resident 0-6-0T *Doll* (AB 1641/1919). As the original Leighton Buzzard Light Railway was built from ex-War Department light railways materials and equipment surplus from the World War 1 battlefields, an event during the spring half-term holiday between 23rd-31st May highlighted the role of narrow gauge railways in that conflict.

▶ *Celebrating 40 years of preserved services, resident locomotives* **Rishra** *and verticle-boilered* **Challoner** *recreate the opening special, 29th June.* **Alastair Wood**

The Earl returns to traffic at Welshpool

One of the Welshpool & Llanfair Light Railway's original locomotives, No. 1 (822) *The Earl* was available for the Vintage Weekend on 28th/29th June.

The locomotive was withdrawn in autumn 2007 after routine ultrasonic tests disclosed a suspicion of defects on two axles. New axles have been supplied and fitted to the wheelsets by Baguley Engineers Ltd of Burton-on-Trent, and were returned to the railway for fitting to the locomotive on 12th June. *The Earl* will now join the railway's active locomotive fleet, allowing No. 19 to take a break from regular traffic and act as reserve motive power.

During the recent Vintage Weekend on the Welshpool & Llanfair Railway, No.1 *The Earl* hauled the demonstration freight trains and No. 2 *The Countess* was paired with the Great Western era mixed train (featuring both replica Pickering carriages - built at Boston Lodge - and heritage wagons).

Opportunity for Talyllyn Railway to purchase rail from Trecwn

One of the items on the Talyllyn Railway's 'wish list' has been to acquire another mile of BS50 rail.

An opportunity has now arisen to fulfil this wish with hardly worn BS50 rail currently lying at Trecwn, the former RNAD in Pembrokeshire. This may be the Talyllyn Railway's last chance to acquire good quality rail from MOD sources. How much of the rail the railway can purchase depends upon how much money it can raise. To keep the costs down, the railway has agreed to lift the rail and remove all the associated components, such as spikes, sleepers, base plates & fishplates itself, and on this basis has been quoted £41,100 plus VAT. The Talyllyn has several lengths of existing line where the rail is coming to the end of its life and the ex-Trecwn rail would be used to replace these sections. As part of a 'New Rail Appeal', a review of the existing stocks of material is to be held and all old rail etc. found to be surplus and unfit for re-use sold for scrap. This review has identified a least two lorry loads of scrap, the first of which left Wharf station on 4th July. If insufficient funds are not available then the amount raised will be held in a permanent way fund in Holdings until other opportunities arise to use it. How much rail the Talyllyn can replace will depend on generosity.

Isle of Man steam service hits van at Port Soderick station

A Health & Safety investigation was started after an IoMSR train hit a van at Port Soderick station on 19th May.

The impact of the train hitting the Vauxhall Vivaro side-on pushed the van a distance of some 20 metres up the platform. The train was the 10.20 Port Erin service and was carrying a number of passengers at the time. Emergency services were called to the scene, but fortunately no passengers, train crew or the van driver was injured. The driver of the van had been working at the former railway station house, which has been privately owned for a number of years, before the collision took place.

The locomotive and train, which had slowed to enter the passing loop just before the station, is believed to have been travelling at approximately 5mph at the time. The railway had the services returned to normal later the same day. The wooden front bufferbeam of the 1874 Beyer Peacock 2-4-0T No. 4 *Loch* was badly damaged, but was soon replaced, and the engine was back in service the following day. The standardisation of parts on the IoMR's fleet of Beyer Peacock 2-4-0Ts means that any repairs can be dealt with promptly to enable engines to return to service quickly.

To mark the closure of the Peel line on 7th September 1968, the Isle of Man Steam Railway (IoMSR) ran a special train on the evening of 19th July during the annual Enthusiast Weekend. Hauling the train, which departed Douglas station to Port Erin at 18.30, was what was advertised as an 'unusual' engine. Much to everyone's surprise, one of the original locomotives that hauled the last train on the Peel line, No. 5 *Mona*, turned up to take the train on this special occasion, resplendent in Alisa spring green livery and carrying the now famous headboard of 'Douglas or Bust' that was carried on the last train. The original last train was double-headed with No. 5 leading No. 12 *Hutchinson* and the unofficial 'Douglas or Bust' headboard was removed just before Douglas station.

Those familiar with the history of the Isle of Man Railway will know that the 1874-built No. 5 *Mona* has been in store in an unserviceable condition since late September 1968. This most unexpected 'return to service' was accomplished by a quick re-name and re-numbering of the 1905 vintage No. 10 *G.H. Wood*.

The commuter trains laid on during the busy TT Races period proved a hit, with 383 passengers carried over the eight days of the service, an average of 24 passengers each journey. The overall cost of this year's exercise was about £6,000 which was much the same as last year.

▼ ***Beyer Peacock 2-4-0T No. 10* G. H. Wood *(carrying the disguise of No. 5* Mona*) is pictured on it's Douglas or bust run at Keristal, near Port Soderick Station, on the Isle of Man Railway.* David Lloyd Jones**

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.

5th August 2008
Yeovil & Disctrict Railway Society
Yeovil Sports & Social Club, Johnson Park, Yeovil.
'Members photographs,slides and photographic competition'
Meeting commences at 19.30. Contact Roger Marsh on 01935 814367 or www.ydrs.org.uk 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

7th August 2008
The Great Central Railway Society (Rotherham branch)
The Three Horseshoes, Bawtry Road, Wickersley.
'Coming Up With the Goods' by Stewart Donohoe. Meeting commences at 19.30. Contact 0114 254 0275 for further meeting details.

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
Basingstoke & District Railway Society
Wote St. Club, New Road, Basingstoke. Members quiz night. Commences 20.00 Contact 01256 326096 for further details. Visitors welcome.

Grimsby & Cleethorpes Railway Group
RAF Association Club, Alexandra Road, Cleethorpes. 'Football Teams : An A to Z of Railway Connections' by Colin Briggs. Meeting commences at 19.30. Contact 01724 341358 for further details.

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

18th August 2008
The Great Central Railway Society (Spinkhill branch)
The Angel Hotel, College Road, Spinkhill. 'From the Carriage Window' by Howard Turner. Meeting commences at 19.30. Contact 01909 473927 for further details.

27th August 2008
Basingstoke & District Railway Society
Wote St. Club, New Road, Basingstoke. Railways and the Army by Major Stuart Buechel. Commences 20.00 Contact 01256 326096 for further details. Visitors welcome.

28th August 2008
Barrow Hill Engine Shed Society
Barrow Hill Roundhouse. The Glory of Steam. A slide presentation by Geoff Procter. Show commences 19.30. Admission £1.50 members, £2.00 non members.

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 At19.30.

Yeovil & Disctrict Railway Society
Yeovil Sports & Social Club, Johnson Park, Yeovil.
'The North Wales Coast' by Arthur Turner. Meeting commences at 19.30. Contact Roger Marsh on 01935 814367 or www.ydrs.org.uk for further details.

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.

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 promopt. contact Adrian Palmer on 01932 850624 for further details.

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.

18th September 2008
Barrow Hill Engine Shed Society
Barrow Hill Roundhouse. Steaming Through Britain. A DVD presentation by GB Productions. Preserved steam at work all around the country, both on the main line and at heritage railways. Doors open 7.00 p.m., show commences 7.30 p.m. Admission £1.50 members, £2.00 non members.

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. A donation is requested.

30th September-7th October 2008
LCGB Overseas Tours
Tour to Italy on IGE Italia Express. Further details are available on www.lcgb.org.com. Note: LCGB membership is compulsory due to insurance reasons

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

4th-12th October 2008
LCGB Overseas Tours
Tour to Industrial Steam in Serbia. Further details are available on www.lcgb.org.com. Note: LCGB membership is compulsory due to insurance reasons.

7th October 2008
Locomotive & Carriage Institution
London Underground Limited HQ, St. James Park Station, London. Presentation by Doug Lindsay on 'Pullman Coaches Part 2'. Meeting commences 18.00

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

Yeovil & Disctrict Railway Society
Yeovil Sports & Social Club, Johnson Park, Yeovil.
'Castleman's Corkscrew: The First Railway in Dorset' by Brian Jackson. Meeting commences at 19.30. Contact Roger Marsh on 01935 814367 or www.ydrs.org.uk for details.

▲ *Class 47/4 No. 47813* **John Peel** *provides the power for a London Liverpool Street - Great Yarmouth service as it passes through Brundall on 12th July, with an almost complete NXEA-liveried Mk3 set.* **Luke Putland**

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. Please contact the secretary on 01522 705365 for 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.

Scottish Railway Preservation Society (Lanarkshire Area)
Vestry Hall, Holy Trinity Church, Avon Street, Motherwell.
'Steam in Switzerland and Eastern Europe' by Alistair Maclean. Meeting starts at 19.30, a donation is requested. Contact Fred Landery, 01698 457777.

14th-22nd October 2008
LCGB Overseas Tours
Tour to participate in steam charters in Etriea. Further details are available on www.lcgb.org.com. Note: LCGB membership is compulsory for insurance reasons.

16th October 2008
Barrow Hill Engine Shed Society
Barrow Hill Roundhouse. Sheffield Victoria and the G.C. War Memorial. A presentation by Ken Grainger. A look back to the days of Sheffield Victoria in its heyday and the restoration and re-siting of the G.C. War Memorial.

17th October 2008
Great Western Society (Taunton Group)
Stoke St. Mary Village Hall, near Taunton. 'India by Rail - a Family Evening' by Peter Tickner. Starts 19.30, Contact Peter Triggs on 01823 334188 for details.

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.

30th October-17th November 2008
LCGB Overseas Tours
Tour to Broad and Narrow Gauge railways in Argentina. Further details are available on www.lcgb.org.com.

4th November 2008
Locomotive & Carriage Institution
London Underground Limited HQ, St. James Park Station, London. To be advised. Meeting starts at 18.00 prompt.

Yeovil & Disctrict Railway Society
Yeovil Sports & Social Club, Johnson Park, Yeovil.
'BR Rail: 1980's & 1990's' by Quentin Hawkes.
Meeting commences at 19.30. Contact Roger Marsh on 01935 814367 or www.ydrs.org.uk for details.

5th November 2008
Burton Railway Society
Marston's Social Club, Shobnall Road, Burton-upon-Trent.
'Railways in the Peak District' by Les Nixon. Contact Mark Ratcliffe on 01283 221537. Starts 19.30

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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PAINTING DESIGN & MODERN LIFE IN VIENNA 1900
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