Railway Herald

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The electronic journal for the railway enthusiast

Railway Herald

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20th July 2009

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The scrapman cometh ... or did he?

Brian Morrison looks back to the early 1970s and a one-off visit to the largest graveyard of steam locomotives in South Wales - Dai Woodham's Barry scrapyard - where over 200 locomotives were due to be scrapped, but 70% survived, many to return to steam.

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Front Cover Caption:

With a special charter for the Harry Potter Fan Club, GWR 'Hall' No. 5972 *Olton Hall* passes Goring on 15th July bound for Oxford. Ken Brunt

▲ The first Pendolino waits to enter the completed building at Edge Hill, which will be used for Pendolino maintenance until the new 11-coach Class 390s start to arrive from the end of next year. Network Rail

Upgrade work complete at Liverpool Edge Hill

A new £15 million maintenance depot in Liverpool Edge Hill has been completed by Network Rail and handed over to depot managers, Alstom, to fit out in readiness to be used to extend Virgin Trains' Pendolino fleet from nine to 11 carriages.

The additional vehicles will be shipped over from Italy, offloaded at Liverpool Docks onto road vehicles for the short journey to Edge Hill. The first of the new rolling stock will arrive by the end of 2010, with the initial batch of 44 vehicles built up into four completely new 11-car Pendolinos. The remaining 62 new vehicles will be integrated into the 31 existing sets and are scheduled to be in service by the end of 2012. In the meantime, the new facility, which is approximately 280 metres long and 18 metres wide, will be used to maintain the existing Pendolino sets and to carry out heavy cleaning of the entire fleet.

Initial work started in October last year, and involved removing the rails, sleepers and buffer-stops from 11 sidings, and disconnecting and removing the overhead line equipment over two of them. All services such as power and water were disconnected, and concrete hard-standings were removed, crushed and recycled. The approach roads to the new building are electrified, as are the two roads inside, and can be isolated independently if necessary. Inside, there are raised rails and a pit for Level 4 maintenance, together with wheelset drop facilities, overhead cranes, a reinforced lifting road, and platform and roof access for staff. A new access road has also been constructed from Picton Road to the depot, with facilities for unloading coaching stock vehicles from low-loader road transporters, which in turn are connected by new tracks to the maintenance building. There is also new office accommodation. The new facility means that Alstom can service seven Pendolinos each night compared with four previously.

Stirling-Alloa-Kincardine repair work after inspections reveal problems

Major engineering work is being carried out on the Stirling-Alloa-Kincardine line after inspections revealed that 20% of the route did not meet the requirements laid down by Network Rail prior to its completion last year.

The work has meant further night time disturbance for residents, as the bulk of the engineering work has been scheduled to take place over 12 consecutive weekends between 23.00 and 10.00 and began on 20th June. Seemingly none of the additional costs will have to be met by the taxpayer however, as if line was not built according to specifications, the contractors are required to remedy the situation.

A letter from Network Rail sent last month to residents who live by the track advised them that it would involve heavy plant machinery as well as temporary lighting.

This is the latest difficulty to befall the £85 million route, which was completed two-and-a-half years late and at more than twice its original estimated cost. Seemingly, the line was opened under a temporary gauging certificate due to reduced clearances on several bridges. There were also issues regarding the design of the track, which needed to be addressed to ensure it met industry standards.

The MSP for Mid Scotland and Fife said: "They have built a railway of which 8,000 metres is not up to specification. You have to ask, how many more things are we going to find out about this railway"?

ScotRail renews mobile ticket machines

Atos Origin has obtained a new long-term contract with ScotRail to replace and upgrade all of the company's existing mobile ticketing machines with the latest Avantix Mobile 'next generation' sales equipment.

The system provides quick and easy ticketing on the move from any location, as well as providing train staff with fast, easy access to up-to-date fare and timetable information. The new improved version being introduced for ScotRail has additional functionality including faster ticket printing to enable more sales on busy trains; options for Wi-Fi or GPRS capability for online transactions, and the capability to integrate a 2D barcode scanner for validation of self-print and mobile tickets.

A development programme for Avantix Mobile will give a number of enhancements that can be retrospectively added to new Avantix Mobile devices, and include a new Bluetooth-enabled PIN pad to handle Chip & Pin transactions, a built-in printer for credit card receipts and travel itinerary information, as well as access to real time train running information and a barcode validation database.

The new Chip and Pin solution also incorporates a reader for ITSO smartcards in anticipation for deployment of optional ITSO software at a later date by the franchise operator.

Cotswold Line upgrade work starts

The first phase of work for the Cotswold Line redoubling scheme commenced over the weekend 18th/19th July and will take six weeks until 1st September to complete.

With over 100 engineers involved, the preparations are necessary to help facilitate subsequent construction of the additional track and major infrastructure between Oxford and Worcester throughout 2010. Nearly 10 miles of existing track is involved, including that through Brunel's Chipping Camden tunnel, which is being doubled. Transport Minister Chris Mole said: "Passengers who use the North Cotswolds line and Great Western Mainline will see real improvements to their journeys once this work is complete. This important multi-million pound project will revitalise local services and increase reliability". First Great Western's Project Manager for the scheme explained: "The North Cotswolds line is a particularly congested part of the railway, which means small delays tend to have more of an effect than they should. Once complete in early 2011, the redoubling of the track will provide extra capacity for more trains to carry more people should demand continue to increase, and help sustain improved performance in the area".

There will be a mode of transport available to passengers during the blockade, either by bus or train through a diversionary route, Paddington - Worcester Shrub Hill trains being diverted via Swindon and not calling at Oxford.

Since the Oxford, Worcester and Wolverhampton line was singled in the late 1960s, the existing track now follows a route that consists of sections of the old southbound or northbound lines. In many places these existing tracks have also been 'centred', leaving insufficient track bed for the new lines to be laid. Therefore the task is to reposition the existing track while constructing a formation fit for both lines.

Community rail partnership benefits rail passengers and communities by millions of pounds

A study commissioned by the Association of Community Rail Partnerships, the Department for Transport and Northern Rail has stated that volunteers who support local railway lines and stations in England are carrying out work that benefits rail passengers and communities to the tune of £27 million.

The work undertaken includes improving stations' gardens and approaches, guarding against vandalism, promoting train services, hosting trains for special events and leading guided walks. The volunteers come from across the country and from all walks of life, including school children and university students, through to retired people.

The research says that such activities are crucial to the long- term survival of many local lines, but are beyond the day-to-day running of the railway. Around one fifth of all stations are on community rail lines.

Extra services from NXEA for Lowestoft Air Show

National Express East Anglia (NXEA) is providing extra trains between Norwich and Lowestoft for the Lowestoft Seafront Airshow on 23rd and 24th July.

In addition to the scheduled services, the extra trains will run at the following times on both days: 09.30, 09.45, 11.10 & 11.55 Norwich to Lowestoft and 18.00 & 19.57 Lowestoft to Norwich. Other services between Norwich and Lowestoft will operate as advertised in the scheduled timetable, with additional carriages provided wherever possible.

The operator is also giving its support again to local cyclists taking part in the annual London to Southend bike ride on 19th July. To enable more than 400 local cyclists to reach the start of the event at Victoria Park in East London, NXEA is laying on two special trains from Southend Victoria to Stratford. Both are exclusively for use of cyclists participating in the event, and leave Southend Victoria station at 06.30 and 06.33 respectively. The 06.33 service will call at Rayleigh at 06.45 and Wickford at 06.52.

To get weary London-based riders home again after the event, NXEA will also be putting extra carriages on its Southend Victoria to London services throughout the entire day.

▲ Making a rare appearance, instead of the normal Class 60, Class 66 No. 66172 powers Cemex hoppers through Redhill on the return Crawley Yard to Peak Forest working on 4th July. As a result of the Class 66 working the train, it was a much shorter consist than normal. **Andrew Crampton**

c2c matches the Swiss for punctuality

c2c has become Britain's most punctual operator ever, reaching an average of 95.8% of services on time over the 12 months to the end of June this year. Chiltern Railways held the previous record with 95.4% in December 2005.

In its regular monthly performance update, Network Rail has announced another record for the overall number of trains arriving on time over the past year - 90.9% compared to 90.1% last year. In all, 15 operators improved performance compared to the same period last year. Two remained unchanged and two dropped.

▲ **Class 357/0 Electrostar** *Thomas Whitelegg 1840 - 1922* **makes an on time departure from Fenchurch Street on 15th July, forming the 11.05 c2c service to Grays.**

◀ **Swiss flags were displayed at Fenchurch Street station on 15th July by two 'Swiss' girls and c2c staff, celebrating the TOC punctuality record of 95.8% for year-ending 30th June 2009, equalling the Swiss and being the best-ever in Great Britain.**

Both: Brian Morrison

Robin Hood Line improvements

Following the County Council proposal that the line speed on the Robin Hood Line be examined, Network Rail has agreed to carry out improvements costing £360,000 at the southern end of the route to reduce the number of late-running services and provide extra time to give residents of Bulwell a Sunday service.

The work will start shortly and be completed by December. When Sunday services were introduced on the line in the current timetable, Bulwell missed out, East Midlands Trains saying that there was insufficient time to make the stop. Speeds will rise from 40mph to 50mph between Sutton Forest and King's Mill, from 40mph to 60mph between King's Mill and Mansfield and from 20mph to 60mph between Mansfield Woodhouse and Littlewood.

A spokeswoman for East Midlands Trains said: "Network Rail has committed to make the required infrastructure changes to improve current line speed and signalling restrictions on the Robin Hood Line. Once complete, this work would deliver an improved journey time and allow us to stop at all stations on the line.

Major investment for Nottingham

The Network Rail Investment Board has given approval to initial designs for an £11.6 million scheme for new station layout at Nottingham, providing considerable improvement to the city's rail capacity.

The project is to cut journey times, allow more services to run and prevent trains having to wait outside the station until platforms become available. Detailed design work for the new layout will be drawn up this year and next, with construction work expected to start in 2011 for completion in 2012. It is believed the work will require the station to be closed completely for several weeks.

The scheme is to have all the tracks approaching the station signalled for bi-directional running, allowing trains to have the option of using any of the four roads, instead of just two, giving far greater flexibility. It will also allow the speed of the northern approach to be raised from 35mph to 50mph, slightly cutting journey times to and from Manchester, Leeds and Mansfield, and also opening up the possibility of adjustments to the timetables for greater efficiency. Platform 4 will be split into two separate sections, a 'bay' and a 'wing', to allow two trains to arrive and depart independently. This effectively creates an extra platform. Nottinghamshire County Council has also suggested a way to enable the creation of a Platform 7, using part of the current Queen's Road car park, to increase capacity even more. The last major enhancement to rail capacity in the city was when the Great Central Railway line was opened from Nottingham Victoria in 1899!

Metro and Light Rail News

First of the new batch of light rail vehicles arrives in Manchester

The first of 40 new Bombardier M5000 light rail trams for Manchester has arrived at Metrolink's Queen's Road depot.

The new two-car articulated tram left the Bombardier depot in Vienna by road and travelled almost 1,000 miles as it made its way through Germany, the Netherlands to Rotterdam before landing at the Port of Hull.

The new-look yellow and silver vehicle is the first of a new generation of trams for the expanding Metrolink network, which is being transformed by a multimillion-pound investment programme.

No. 3001 will now undergo extensive operational and safety tests together, with a full driver-training programme, before it goes into service. Examples of the Bombardier M5000-type tram, which cost just over £2 million each, already run in several European cities.

A total of 40 new trams have been ordered to provide more room on existing services and to cater for passengers on the new lines being built to Oldham and Rochdale, Droylsden in Tameside, Chorlton in South Manchester and MediaCityUK in Salford. The new tram is yellow at the front, and has yellow and silver sides, in line with the new Metrolink identity. The new colours have also been used inside the tram, and full-length glass double doors will make it feel lighter and brighter than the current vehicles.

▼ **Bombardier M5000 type light rail vehicle No. 3001 stands at Queen's Park Depot, Manchester following arrival from Vienna. GMPTE**

▲ **London Underground Central Line 1962 Tube Stock 'Sandite' Rail Adhesion Train passes Wembley Park on 17th July, on a transfer move between Rusilip and Neasden depots for wheel-turning. Kim Rennie**

Old Trafford stop to be given dramatic makeover

Plans to give Old Trafford Metrolink stop a dramatic makeover and improve passenger facilities have been given the go-ahead.

Greater Manchester Integrated Transport Authority (GMITA) and Trafford Council are funding a £1.8 million remodelling of the stop that will make it easier and more comfortable for passengers to use at the busiest times. The Old Trafford stop is one of the busiest on the Metrolink network on match days.

The main change will be to close the existing underpass and provide a brand new 'at-level' crossing that will allow passengers to easily switch platforms by walking across the tracks, similar to the layout of the G-MEX stop.

The inbound platform for trams to Manchester will be moved, providing a staggered layout for the two platforms, the length of both being doubled, and queuing facilities improved with the installation of a new gating system.

On average, 2,000 passenger journeys are made from or to the Old Trafford stop each day. An extra 7,500 are made when Manchester United have a home game. The stop will also be refurbished and the new Metrolink identity, incorporating the colours yellow and silver, will be introduced.

The bulk of the work will be undertaken during a month-long closure of the Altrincham and Eccles lines in August. It is one of several major projects that have been scheduled for the closure, during which passengers will be able to use alternative bus services.

New connections will be built at the Trafford Bar stop to link up with the tram line now under construction to Chorlton, and the new Trafford tram depot.

The track layout at Cornbrook will also be extensively remodelled to accommodate the new MediaCityUK tram service, and to provide greater operational flexibility and service availability.

New First Class lounge facility for passengers at Crewe

A new lounge facility for First Class passengers was opened at Crewe on 10th July.

The facility is the result of a partnership between Virgin Trains, Northwest Regional Development Agency (NWDA), Cheshire & Warrington Economic Alliance (CWEA), and local tourism board Visit Chester and the Cheshire and Cheshire East Council.

The lounge offers complimentary refreshments and newspapers, and is fully wi-fi enabled. Located near Platform 5, it will be maintained and operated by Virgin Trains, and will provide a visitor information point designed to promote Cheshire and Warrington's business tourism offer, as well as the sub-region's extensive choice of visitor attractions, events and facilities.

The lounge also displays the results of a group of South Cheshire college students, whose work is to be hung in the lounge following a photographic competition organised by CWEA and Virgin Trains. The winning entries from James Richards of Nantwich and Ashley Sanderson of Madeley were selected by judges representing all the Cheshire Business Lounge partners, and reflect Cheshire people at work and at play.

◀ **The new passenger lounge for First Class passengers at Crewe, pictured on its opening day, 10th July. Chris Dixon**

UK News In Brief

■ London Midland has teamed up with Metro to provide recycling facilities for commuters' newspapers in Birmingham. Three newspaper and magazine recycling bins have been installed on the platforms at Snow Hill station, the trial scheme being one of the first steps in London Midland's bid to recycle 50% of its waste, the plan being to also start the initiative at its other stations across the network. Recycling facilities have also been installed for on-train cleaners in Shirley and Northfield where trials have proved successful. Metro Newspapers has provided funding for the bins and signage, while LM will manage and empty the bins and pay for recycling.

■ First GBRf has signed a new contract with Lafarge to carry the coarse particulate material from its plant at Quorn to Wellingborough, where planning permission has been granted for a new rail facility to be built. This will be added on to Lafarge's existing distribution centre in the town, which currently only has road access. The new contract represents First GBRf's largest direct aggregate contract to date, and secures the FOCs future in the aggregate market for the long term. Class 66s and discharge trains will be used on the traffic.

■ The Government has stated that a publicly-run company will operate trains on the East Coast Main Line for at least a year, Transport Secretary Lord Andrew Adonis having told MPs that after that period, a national operator stood ready to take over from National Express, which looks set to relinquish its contract before the end of the year because it is not financially viable in the current climate.

■ Jarvis, the owning company of Fastline Freight, made a pre-tax profit of £5.1 million in the year to April. Despite restructuring following the closure of its intermodal arm, revenues rose from £321 million in 2008 to £345.8 million.

■ Severe flooding near Llandeilo Junction has led to the suspension of services between Llanelli and Swansea. Engineers are currently on site to determine the damage, although Network Rail say the atrocious conditions are hampering the repair work operation, but they aim to reopen the line as soon as is practically possible.

RH Statistical Information

Every month, *Railway Herald* receives numerous queries for information on how many copies of the magazine are downloaded and how popular is the website, so we have decided to publish the figures here, every week, subject to space.

Covering the period 14th-20th July

Last weeks Issue 185 was downloaded **30,104** times (+8%) and a total of **3,227** copies of previous issues were also downloaded. The *RH* website has provided **134,178** (+4%) web pages to users, an average of **13.3** pages every minute, seven days a week! *Railway Herald* now has a monthly average download of **114,534**, the figures in brackets being the percentage change from last week.

▲ The driving car of Class 395 'Javelin' No. 395022 is gently lowered on to the tracks in Southampton Docks. The set was moved to Ashford Depot by 'Royal' Class 67 No. 67005 *Queen's Messenger* on 16th July. **Mervyn Turvey**

The saga of ticket barriers at York continues

The dispute over ticket barriers at York station rumbles on.

National Express East Coast, which applied for planning permission, says that it has not ruled out appealing against the City of York Council's planning committee, which voted six to three against the plans, ruling that such barriers would have a 'serious adverse effect' on the Grade 2 listed building.

NXEA will continue to put up ticketing gates at other stations on the East Coast Main Line where listed building consent has already been approved, including at Grade 1 listed Newcastle Central and Grade 2 listed Durham, Darlington and Newark Northgate.

Opponents of the gates, which would have been put up across the station concourse, have voiced their relief that the scheme was turned down

Lincoln to London via the East Coast Main Line will commence next year

Lincoln is to get its direct train service to London from 2010, Rail Minister, Chris Mole, has confirmed.

There had been fears that the planned link with the Capital, via the East Coast Main Line, would be abandoned after National Express ceased to operate the East Coast Main Line, but with the franchise now set to be taken over by the Government and after lobbying by Lincoln MP, Gillian Merron, the direct service will go ahead.

Starting in December 2010 there will be a train running every two hours between Lincoln and London via the ECML with a journey time of around two hours. At present passengers travelling to London must change at Newark or use the once daily East Midlands Trains service which departs early morning and travels via Nottingham and the Midland Main Line into London St Pancras International.

Felixstowe to Nuneaton route upgrade gains £8 million funding from the European Union

European Union funding of £8 million has been provisionally allocated to develop the Felixstowe to Nuneaton rail route.

The application for funding was approved by EU Member State government officials in Brussels last week and will go before a Committee of MEPs for final signature in September. The rail line between Felixstowe and Nuneaton is part of a significant European transport route, and improvements will allow more freight to be shifted from the port by rail, reducing congestion on the A14 road. The Chairman of the Regional Planning Panel said, "This is great news for the east of England. It will boost economic competitiveness and growth by delivering a reliable and efficient rail route; it will reduce carbon emissions and improve safety, security and health by making the roads and transport networks safer. The Assembly has worked with partners across the region and our MEPs to realise this project and it has paid off. The east of England's Brussels office provided both detailed technical information and crucial intelligence to those working on the bid and provided advice on the application and the lobbying".

Both the European Commission and Department for Transport commended the regional support for the application, and it is hoped that the route will bid for European funding for works planned after 2013. Upgrading the line has widespread support from the rail industry, environment groups, the east of England and East and West Midlands Development Agencies.

One of the main benefits of upgrading the line is to allow more freight to be carried from the ports of Felixstowe and Harwich to the north and west. This would avoid the existing and congested rail route via North London and may in turn create opportunities for more passenger services into and out of London on the Great Eastern line and on between Ipswich and Peterborough. The main elements to the upgrading concern gauge enhancement between Felixstowe and Peterborough and Peterborough and Nuneaton, capacity improvements between Felixstowe and Nuneaton and removing speed restrictions imposed on heavy freight trains on the cross-country route between Ipswich and Peterborough.

Gauge enhancement would allow the larger containers to be carried on the route.

Network Rail publishes the Yorkshire & Humberside Route Utilisation Strategy

A plan to provide more seats, more services and better journeys for rail users throughout Yorkshire and Humberside has been published by Network Rail, described as a far-reaching strategy to boost capacity and shorten journey times.

Covering routes such as Leeds to Bradford, York and Hull to Leeds and Manchester, and Sheffield to Manchester as well as important freight corridors to the ports, the Yorkshire and Humber Route Utilisation Strategy sets out how Network Rail will deliver a railway capable of meeting the growing demand for rail services over the next 10 years.

Demand for both commuting into important economic centres such as Leeds, Sheffield and Manchester, and freight services has grown considerably in recent years. The plan identifies a range of schemes that should be implemented subject to funding availability to ease the pinch-points and improve journeys for passengers and freight users. Publication of the strategy follows an extensive consultation with key industry stakeholders including passenger train and freight operators, passenger groups, Office of Rail Regulation, Department for Transport, local authorities and regional development agencies.

The strategy plans extra services, longer trains with more seats, as well as shorter journey times, and also includes options to extend platforms and schemes to improve junction layouts to increase capacity and reduce delays. Freight routes in the region will also benefit through gauge enhancement schemes, allowing the larger containers to be moved by rail. Schemes currently funded for implementation from now until 2014 include:

- Train lengthening and additional peak shuttle services to relieve overcrowding as additional rolling stock becomes available on many routes.
- Increasing platform capacity at Leeds to cater for more and longer trains.
- Introducing more short distance cross-Leeds services using a new turn back facility to the east of the city near Micklefield.
- Reducing journey times and increasing capacity between Leeds and Manchester to allow an additional hourly service on the Diggle route, and bringing about journey time reductions on other routes
- More passenger train depot facilities.
- Remodeling of Shaftholme Junction to increase capacity and improve functionality.
- A fourth running line at York Holgate and associated improvements

In addition there are schemes to be considered for 2014-2019 once funding is secured. These include continued train and platform lengthening for many routes, an extra service each hour to be introduced between Sheffield and Manchester, improved journey times between Leeds and Sheffield via Barnsley, between Sheffield and Manchester and between Bradford and Manchester, and extra capacity for freight, particularly on routes where further growth is driven by gauge enhancement. Introduction of new inter-city express rolling stock with more seats on London – Yorkshire routes is also mooted, as well as additional services between Rotherham and Sheffield via a doubled Holmes Chord, and new generation diesel trains to replace the 'Pacers' and 'Sprinters'. There are also plans for capacity enhancements between Leeds and Manchester via Diggle, doubling of the Dore & Totley station curve and new loops in the Hope Valley, an additional crossover at Bradford Interchange and some signalling upgrade work between Wrawby Junction and Brocklesby, and between Hessle Road junction and Gilberdyke.

Looking ahead even further to 2019 and beyond, it is intended, among other things, to introduce capacity and performance improvements in the Doncaster station area and upgrade the signalling between Sheffield and Nunnery Junction.

▲ **In a bright patch between heavy showers, five-door Class 66/9 No. 66953 passes the lime kilns at Melton Ross with the 13.35 Immingham Humber International Terminal (HIT) to Drax Power Station loaded coal working. Despite appearances, this section from Brocklesby through Melton Ross to Barnetby is only three track, the far left line being out of use. This is the section that is likely to see signalling upgrade work between 2014 and 2019. Richard Tuplin**

The News In Pictures

◀ Class 66/0 No. 66068 coasts through Clitheroe in glorious sunshine with the 17.20 Clitheroe - Mossend cement service on 15th July. The train was diverted due to major engineering work currently underway on the Settle & Carlisle line. **Paul Manley**

◀▼ Another 'ED' repaint has taken place at St. Leonards. Class 73/2 No. 73207, having been given a second coat of Rail Blue, stands in the workshops shortly after gaining its bodyside arrows. **Andy Armitage**

▼ Having been the London ECS locomotive for four days, following repairs after its recent failure, Class 57/6 No. 57602 was given a test run from Old Oak Common to Bristol St Philips Marsh and return on 18th July. With the 'Night Riveria' sleeper stock in tow, the '57' passes Goring on the Great Western Main Line, with the outward run. **Ken Brunt**

UK Steam & Modern Traction Railtour Listings

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

22nd July		
VSOE	35028	London Victoria-Staines-Salisbury-Westbury(-Bristol TM) and return
Steam Dreams	70013	London Victoria- Canterbury-Whitstable (break/rev) & return
25th July		
Flamboyant Trains	87002 & 2xGBRf 73	Doncaster-Peterborough- Willesden Railnet-Kensington Olympia-East Croydon-Gatwick Airport-Brighton & return
NENTA Traintours	2xWCRC 47	Norwich-Stowmarket-Ely-March-Peterborough-Chesterfield-Manchester Piccadilly-Liverpool Lime St and return
Pathfinder Tours	60163	(Eastleigh-Romsey-Warminster-Trowbridge-)Bristol TM-Newport-Cardiff-Bridgend-Port Talbot-Llanelli-Carmarthen and return
Railway Touring Company	70013	(Birmingham International-Cheltenham Spa-)Stoke Gifford-Bristol TM-Exeter SD-Totnes-Plymouth (break/rev) and return
Steam Dreams	60019	London KX-Potters Bar - Doncaster-York and return
UK Railtours	DBS Class 92 DBS Class 66	London KX-Potters Bar-Stevenage- York-Selby-Gilberdyke-Anlaby Curve Jct-Beverley-Bridlington (break/rev) & return
26th July		
Torbay Express Ltd	60163	Bristol TM-Taunton-Exeter SD-Paignton-Kingswear & return
Vintage Trains	5043	B'ham SH-Henley-Stratford upon Avon-Dorridge-B'ham SH (twice)
29th July		
Statesman Rail	5690	Lancaster-Preston-Clitheroe- Hellifield-Appleby-Carlisle & return
30th July		
Steam Dreams	70013	London Victoria- Brighton-Chichester-Goodwood & return
31st July		
Railway Touring Company	6233	Crewe-Warrington BQ-Manchester Victoria-Huddersfield-Wakefield Kirkgate-Castleford-York-Scarborough (break/rev) & return
1st August		
Chiltern Trains	5043	London Marylebone- Beaconsfield-Warwick-Stratford upon Avon & return
Compass Tours	2xRiveria 47	Nantwich-Shrewsbury-Telford Central-Wolves-Tame Bridge Parkway-Birmingham New St-Totnes-Bodmin Parkway-Penzance & return
Railway Touring Company	6201	Liverpool LS-Preston-Shap-Carlisle-S&C-Hellifield-Wigan NW & return
Spitfire Railtours	Various DRS	Wolves-Birmingham New St-Burton on Trent-Derby-Chesterfield-Sheffield-Leeds (DRS 66)- Leeds-S&C-Carlisle (DRS 20 & 37)-Carlisle-Shap-Preston-Leeds (2 x DRS 37s)-& return (DRS Class 57)
UK Railtours	2xGBRf 73	London Waterloo-Reading-Basingstoke-Weymouth-Southampton-Fareham-Havant-Arundel-Horsham-Leatherhead-Epsom-London Victoria

The following are classed as scheduled steam services, operating several times each week.

Mon, Wed & Fri	WCRC	The Cambrian	Machynlleth-Porthmadog-Pwllheli	76079
Tues & Thurs	WCRC	The Cambrian	Machynlleth-Porthmadog	76079
Daily	WCRC	The Jacobite	Fort William-Mallaig-Fort William	45407 or 62005
Tues-Thurs	WCRC	Scarborough Spa	York-Harrogate-Leeds-Scarborough & return	45231
Mon-Thurs/Sat	NYMR	Whitby	Pickering - Whitby	75029, 828

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

Perhaps the most significant tour this coming weekend is UK Railtours 'Bridlington Seaside Special', and not particularly for the fact that it is scheduled for DBS Class 92 haulage from London King's Cross to York and back.

The key feature is that it heralds the return of locomotive-hauled trains along the attractive route from Hull to Seamer Junction. The line has been subject to significant engineering works to enable it to take heavier trains, and now puts Beverley, Bridlington and Filey back onto the charter route map. Indeed, Beverley and Bridlington are the options with UK Railtours, and the haulage from York to the Yorkshire Coast resorts will be a DBS Class 66.

Another interesting tour originates in Yorkshire on 25th July, which is Flamboyant Railtours first offering of the year, 'The Brighton Rocks AC: DC', which just about covers most eventualities for the day! The earlier tour to Whitby foundered on pathing issues, but on Saturday, Flamboyant set out from Doncaster with Class 87 No. 87002 *Royal Sovereign* for a run south along the East Coast Main Line, before handing over to a pair of GBRf Class 73s at Willesden Railnet Reception sidings. The tour will continue south to Brighton, via Kensington Olympia, Clapham Junction, East Croydon and Gatwick Airport. There will be a number of limited 'pay on the day' seating options available.

Nenta Traintours has a cross-country tour on offer also on 25th July, running from Norwich via Ipswich and Peterborough to either Manchester Piccadilly or Liverpool Lime Street with WCRC Class 47 traction. From Peterborough the tour is routed via Chesterfield and the Hope Valley.

The week has significant steam activity ahead, as in addition to the one-off charters, West Coast's 'Scarborough Spa Express' also commences on 21st July, and will operate on successive Tuesdays, Wednesdays and Thursdays until 3rd September. 'Black 5' 4-6-0 No. 45231 is the scheduled traction for the first week.

There are two other mid-week trains, commencing with a VSOE British Pullman working on 22nd July with Merchant Navy Pacific No. 35028 *Clan Line* from London Victoria to Westbury, via Salisbury. The train will continue to Bath Spa and Bristol diesel-hauled, and the return will be steam-hauled from Westbury, running via the Berks and Hants, Reading and Kensington Olympia back to London Victoria. There is a Steam Dreams' operation on the following day, also from Victoria, which features 'Britannia' Pacific No. 70013 *Oliver Cromwell* to Canterbury and Whitstable.

These are busy times for *Oliver Cromwell*, as two days after the Canterbury run it is scheduled to take on the South Devon Banks for Railway Touring Company's re-dated 'Devonian' from Birmingham International, which features steam-haulage from Stoke Gifford outwards and as far as Bristol Temple Meads on the return. Also operating out of Bristol Temple Meads on 25th July is 'A1' Pacific No. 60163 *Tornado* on Pathfinder's 'Towy Tornado' to Carmarthen, which is steam-hauled in each direction. Stormy Down and Cockett Banks should provide the new locomotive an interesting journey. The tour commences diesel-hauled at Eastleigh and runs via Salisbury and Westbury to Bristol.

To conclude the busy activity on 25th July, there is an interesting working on the East Coast with 'A4' Pacific No. 60019 *Bittern* scheduled to head a tour from King's Cross to York and back. A reasonably common event nowadays you may say, but the significance of this run is two-fold; firstly it should feature the locomotive working with its second tender, thus increasing its range without the need to stop for water, and secondly the proceeds of the tour will go towards the restoration of a Class 5BEL Brighton Belle 5-car EMU. Now that would be a sight back on the mainline! Steam Dreams is taking the bookings on behalf of the Brighton Belle Trust.

Please remember to mention *Railway Herald* when speaking to railtour companies

The AC Locomotive Group's Class 87 No. 87002 *Royal Sovereign* whisks through the Upper Clyde Valley on 11th July, hauling Spitfire Railtours 06.10 Birmingham International - Glasgow Central 'The Electric Scot' charter. **Paul Armitage**

Panniers head to Ironbridge and Kidderminster in November

Re-creating the golden days of 'SLS Specials' is the feature of Vintage Trains' autumn programme, when on 14th November it plans to take Pannier Tank's Nos. 9466 & 9600 from Bescot Yard, via Wolverhampton and Madeley Junction, to Ironbridge Power Station.

After reversal, the Panniers will face the tough climb from Ironbridge back to Madeley Junction, before continuing via Bescot, Smethwick Rolfe Street, Cradley Heath and Stourbridge Junction to Kidderminster, where they will take a breather. The train will continue to Bridgnorth with a SVR Pannier in charge, which will also return the train to Kidderminster. With Nos. 9466 & 9600 again at the helm, the 'SLS Special' will head for Old Hill Bank, before setting down at Birmingham Moor Street en route back to Tyseley. A Class 47 will cover the morning outward working from Tyseley Warwick Road to Birmingham New Street and Bescot.

Vintage Trains has already enjoyed splendid runs over Shap this year and it is now the turn of Pacific No. 6201 *Princess Elizabeth*. The 'West Coast Princess' on 31st October will be Class 47-hauled from Tyseley Warwick Road through to Preston, where No. 6201 will take over for the run to Carlisle, working over Shap in each direction. Outwards the train will run via Stafford and Crewe, but due to engineering work the return will be via Manchester Piccadilly and Stoke-on-Trent.

LMS power in the shape of No. 5690 *Leander* will also feature on 17th October, when it is booked to haul the 'Cumbrian Mountain Express' from Hellifield outward via the S&C to Carlisle and returning via Shap to Carnforth. The outward leg from Tyseley Warwick Road to Hellifield, and the return to Tyseley from Carnforth will be Class 47 powered.

With the change of the clocks looming, on 10th October it is planned to take advantage of the shorter days with a working to Blackpool for the illuminations. It is due to be steam hauled by 'Castle' No. 5043 *Earl of Mount Edgcumbe* from Tyseley via Nuneaton and the Trent Valley outwards as far as Preston, where diesel haulage will take over for the remainder of the journey to Blackpool North. A departure no earlier than 20.00 has been requested from Blackpool, and due to engineering work the return will be via Wolverhampton and Walsall, with Trent Valley passengers completing their journey from Stafford by road transport.

Earl of Mount Edgcumbe will work to St. Albans via Melton Mowbray on 26th September, which will bring the rare sight of a 'Castle' on the Midland Main Line.

Happy retirement to Stephen Cornish

Stephen Cornish, Network Rail's Special Trains Manager, retired on 17 July after a long and distinguished career.

Railway Herald would like to thank him for the valued and appreciated help, support and guidance he has given to us over the years and the whole team wish him a long and very happy retirement.

▲ **GWR Hall Class 4-6-0 No. 5972** *Olton Hall* **slows for a signal check at Culham, heading for Oxford with the 'Hogwarts Express' trip for the Harry Potter fan club, on 18th July. Graham Wright**

▼ **Peppercorn-design A1 class Pacific No. 60163** *Tornado* **pauses at Taunton during a water stop, while working the 'Torbay Express' charter to Kingswear on 12th July. Mick Rogers**

▲ **BR Standard 7P Pacific No. 70013** *Oliver Cromwell* **arrives at Worcester Shrub Hill with Steam Dream's 'Cathedrals Express' on 16th July. John Whitehouse**

Black 5 for Blaenau Ffestiniog and loco-rosters announced for 'Scarborough Flyer' trips

A couple of changes will affect Railway Touring Company's 'Welsh Mountaineer' on both 5th & 26th August.

The first is that it will now be hauled by 'Black 5' No. 45231 *Sherwood Forester* throughout on both dates, instead of Class 8F No. 48151, and secondly that the train will now start from Preston and run via Warrington Bank Quay and Helsby to Chester, and then along the coast to Llandudno Junction, where it will reverse for the trip to Blaenau Ffestiniog. Note that the locomotive will be turned at Chester on the outward run, and continue tender-first to Llandudno Junction in order to be chimney-first along the Conwy Valley branch. It will return to the 'Junction' tender first, to be positioned for a chimney-first return to Preston.

RTC has also announced the locomotive roster for its high season of trains, which commence on 31st July with No. 6233 *Duchess of Sutherland* on the 'Scarborough Flyer' from Crewe, which it is understood is already virtually sold-out. The 'Duchess' is also booked for 14th August on this working, with No. 6201 *Princess Elizabeth* lined up for 7th & 21st August, and 'A4' No. 60009 *Union of South Africa* on the 28th August. Every Sunday in August, RTC has scheduled a 'North Wales Coast Express' from Liverpool Lime Street to Holyhead and return, the highlight of which has to be the planned appearance of 'Royal Scot' 4-6-0 No. 46115 *Scots Guardsman* on 9th August. Other dates will be operated by *Duchess of Sutherland* on 2nd & 23rd August, *Princess Elizabeth* on 16th August and *Union of South Africa* on 30th August.

The Saturday 'Cumbrian Mountain Expresses' will operate northbound over Shap and return via the S&C with the allocations being No. 6201 on 1st August from Liverpool Lime Street and on 29th August from Crewe and Manchester Piccadilly, with No. 6233 working from Crewe and Manchester Piccadilly on 8th August and Liverpool Lime Street on 22nd August.

Also on each Sunday in August, there will be a 'Cumbrian Mountain Express' from York via Leeds and the S&C to Carlisle and return, which will feature No. 46115 on the 2nd, No. 5690 on the 9th, No. 45231 on the 16th & 23rd and No. 70013 on the 30th. It is normal for the locomotive associated with the mid-week 'Scarborough Spa Expresses' to work this diagram, so these allocations may also apply for these trains as well.

Ups & Downs by John Whitehouse

Steam Dreams has announced that 'A4' No. 60019 *Bittern* will feature on its 23rd August 'Cathedrals Express' to Cambridge, Ely and Norwich in place of No. 70013 *Oliver Cromwell*.

No. 60163 *Tornado* was scheduled to have passed 10,000 miles in service landmark while hauling 'The Torbay Express' through Taunton on 12th July. Quite a performance, and the locomotive's excellent reliability during this period has to be noted.

Statesman Rail has added an additional 'Fellsman' on 9th September to the high season programme, to cater for demand of the six Wednesday-only trains booked to operate from 29th July, which had only a few tickets remaining on two of the trains as at a few days ago. The remainder were already full. The itinerary from Lancaster, Preston, Bamber Bridge, Blackburn, Clitheroe and Long Preston to Carlisle has proved to be a winner, as has Statesman's marketing, which is so important for these trains. Motive power for the opener on 29th July is 'Jubilee' 4-6-0 No. 5690 *Leander*. Statesman also reports that bookings for its other trains are also very buoyant.

▼ **GWR 'Hall' 4-6-0 No. 4936** *Kinlet Hall* **passes the delightfully listing Fiskerton signalbox, between Nottingham and Newark, while working Vintage Trains 'Lincolnshire Poacher' on 18th July from Tyseley Warwick Road to Lincoln. John Whitehouse**

By Royal appointment

His Royal Highness the Duke of Kent has accepted an invitation to become patron of the Keighley & Worth Valley.

The Duke visited the Railway last year as part of the celebrations marking the 40th Anniversary of its re-opening, and for part of his journey from Keighley to Haworth and Oxenhope, he travelled on the footplate of Ivatt 2MT 2-6-2T No. 41241, which had hauled the re-opening specials in both 1968 and 2008.

The Preservation Society's Chairman, Paul Brown, said:" We could see at the time of the visit how much the Duke had enjoyed himself, and that the efforts of so many volunteers over such a long period to restore and operate our Railway had clearly impressed him. We are greatly honoured by his decision to become patron of the Railway".

Better marketing pays benefits for Bodmin

The Bodmin & Wenford Railway reports a very busy and successful month of June, with passenger numbers and revenue both showing a 41% increase on the same month last year.

Thanks to a number of factors, including better marketing and the largely favourable weather during the month, almost 5,500 people visited the line in June to enjoy the 13-mile round trip through the Cornish countryside. Trains operated daily throughout the month, with steam services being hauled by one of the resident quartet of GWR tank engines. The Class 108 DMU was also in use regularly during the period, while Saturday services were shared by Class 50 No. 50042 *Triumph* and Class 37 No. 37142.

The railway is also offering a full three-course dinner on its luxury dining trains this summer, on 8th August and 22nd August. There will also be a fully licensed bar offering a selection of wines and spirits, locally brewed beers and soft drinks on board. The journey from Bodmin General Station lasts around two hours, hauled by one of the railway's fleet of ex-GWR tank locomotives. Advance booking is advisable.

▲ Recently overhauled Fairburn 2-6-4T No. 42085 began its programme of running-in on 16th July. Hauling the 13.00 departure from Loughborough, through Kinchley Lane, the loco heads for Leicester North. The Great Central Railway being the only preserved railway in the country where 'wrong line working' can be authentically recreated! **Alastair Wood**

New WSR platform approved for use on Norton extension

The West Somerset Railway has recently completed the construction of a new platform at Norton Fitzwarren.

The platform, which was approved for use on 17th July will provide much operational flexibility on event days and is due to see its first use by passengers over 1st/2nd August during the railway's Vintage Steam Fayre.

Revamp ahead for Isle of Man station?

Work on revamping Port St Mary's station on the Isle of Man could soon begin, the Tourism and Leisure Minister having told Tynwald that negotiations with the developer were nearing completion and that his department intended to seek Treasury approval for the disposal of the building. If granted, construction work would begin later this year.

Redevelopment would involve the sympathetic restoration of the station, retaining and in some cases, reintroducing many original features, including a station master's office, passenger waiting room and toilet facilities, including new disabled toilet.

The remaining part of the building would be converted into three separate apartments.

▲ Newly restored to traffic after a thorough engine overhaul, Class 47/3 No. 47376 pilots visiting Class 33/1 No. 33109 away from Winchcombe on 10th July, during the GWR's summer diesel gala. **Peter Smith**

▶ Class 56 No. 56098 stands at Fleet services on the M3, having left Alresford on 7th July en route to Barrow Hill. The low loader was routed via the M3, M25 and M1, but due to weight and routing issues it was sidelined at the services by the police. **Dave Kirwin**

▼ Class 45/1 No. 45108, Class 50 No. 50007, Class 45/1 No. 45133 and Class 33 No. D6586 are pictured lined-up outside the shed at Swanwick Junction on the Midland Railway on 11th July. **Keith Lilley**

Flour Mill Prairie visits North Norfolk as crossing appeal continues

Bill Parker's GWR 5500 Class 2-6-2T No. 5521 has arrived at Weybourne on the North Norfolk Railway.

The locomotive, which is visiting the line until mid-September, will be one of the star attractions at the line's Summer Steam Gala. It has spent several months in Europe, seeing use on mainline steam charters.

Also resident for the summer season is the Gloucestershire Warwickshire Railway's Class 24 No. 24081, which will be in Norfolk until mid-October. Current plans are to use the visitor on the red Sunday timetable and some of yellow Saturday services.

The operation will no doubt prove interesting to photographers as well as the travelling passengers, as red timetable Sundays during July and August will see the loco operating a demonstration goods train in addition to the passenger services. Departing Holt at 12.25 and 13.55 and returning from Sheringham at 13.10 and 14.40, the loco will then work the 16.30 and 17.40 services from Sheringham and the 17.10 and 18.10 returns.

Elsewhere on the railway, the Sheringham Level Crossing appeal continues to grow with over £85,000 raised so far, but with a further £50,000 needed to see the project through to completion. The railway is urgently seeking additional funds through donations to allow it to become mainline connected. One of the first visitors following the restoration of the crossing is likely to be the NRM's 'Britannia' No. 70013 *Oliver Cromwell*.

Further information on the appeal can be found by clicking here, by calling 01263 820800 or emailing enquiries@nnrailway.co.uk

Through the Lens

◀ The 10.50 Gatwick Express to London Victoria departs from Gatwick Airport on 30th June, formed of Class 460 Juniper No. (4600)02, one of four such units advertising Emirates Airways, this one bearing the legend 'Catch the fast train to Australia' on the Driving Motor.

◀▼ The 10.45 Gatwick Express service from London Victoria approaches its Gatwick Airport destination on 30th June, formed of refurbished and reliveried Class 442 No. 442413 and unrefurbished No. (44)2423.

▼ The 11.50 Gatwick Express departs from the Airport for London Victoria on 30th June, formed of Class 460 Juniper No. (4600)01, one of four in the fleet that does not display Emirates Airlines advertsing.

All: Brian Morrison

Proving that Virgin Pendolino's can make a nice photograph, especially with the right background, an unidentified member of the fleet speeds north near Dinwoodie in the Scottish Borders on 11th July.
Alan Taylor

◀ The sole remaining operational Class 60 in Mainline blue livery, No. 60011 decends towards Chinley with the Tuesdays-only Tunstead to Bredbury loaded aggregate hoppers on 14th July. **Nigel Capelle**

◀▼ Class 60 No. 60022 is the latest member of the fleet to be based in South Wales to work oil trains. When no such trains are required, the loco is used on other local workings, which keeps it in the area. Here it passes Llangewydd having just departed Margam on a loaded coil working to Llanwern. **Mark Thomas**

▼ Class 60 No. 60096 heads south through Fitzwilliam on 15th July with a pair of fuel tanks in tow from Neville Hill Depot to Lindsey Oil Refinary, Immingham. **Phil Beard**

WCRC Class 47/7 No. 47760 powers away from Worcester Tunnel on 18th July, working the outward 'Cumbrian Mountain Express' from Worcester Shrub Hill to Carlisle. The Type 4 was replaced at Crewe by 'Duchess' No. 6233 *Duchess of Sutherland*.
Stephen Tucker

The scrapman com'eth...
... or did he?

The end of steam on British Railways brought with it the problem of scrapping the redundant locomotives.

With the numerous BR works being unable to cope with the vast numbers of withdrawn engines requiring cutting up, a large number were sold to private scrapyards. A number of the Great Western, LMS and Southern designs were sold to Dai Woodham, a businessman in South Wales. He become one of the kingpins of the preservation movement, and without him, the numerous heritage railways would have nowhere near the quantity of locomotives that they have today. It is regretable that only a small handful of LNER designs made it to Barry, had they done so then maybe some of the now extinct examples would have survived.

The scrapyard at Barry was more accustomed to scrapping the large numbers of wagons then being withdrawn, but following a visit to Swindon Works by Dai Woodham, the first locomotives arrived at Barry in late March 1959. Scrapping of the locos commenced almost immediately, but by the mid-1960s, the number of engines arriving was being outstripped by the vast numbers of wagons being purchased for scrapping, hence the locomotives were put to one side as kind of 'rainy day' fund, for when the supply of wagons ceased. This was the move that saved so many from the cutters torch.

In total, 297 of the estimated 16,000 locomotives scrapped by British Railways arrived at Barry and, quite remarkably, by the end

The scene at Woodham's Barry Scrapyard on 31st March 1973 with a variety of locomotives on site for breaking up. Many survived, however, including the two that can be recognised from this view, 'Black 5' 4-6-0 No. 45491 currently under restoration on the Midland Railway at Butterley, and rebuilt West Country Pacific No. 34027 *Taw Valley* currently undergoing overhaul at the Severn Valley Railway.
Brian Morrison

of steam in August 1968, 217 examples remained.

The first 'scrapped' locomotive to be removed from Dai Woodham's scrapyard on Barry Island for preservation was LMS 4F class 0-6-0 No. 43924 in September 1968, but it was not until January 1970 that the next one was purchased and taken away, Southern U class No. 31618.

However, it was not until the mid-1970s that the well-recorded mass exodus began, eventually totalling a remarkable 203 engines, the final 10 examples which escaped the cutters torch becoming known as the 'Barry 10' and surviving to this day in the old EWS Barry Locomotive Depot, unrestored. Plans are now underway for some of these locomotives to return to steam, although not necessarily in their current form.

It was on the last day of March 1973 that railway photographer, Brian Morrison, managed to visit the site, and at that time many of the engines had been marked in different ways as 'Sold'. Some were already being given first signs of restoration in the yards at weekends, and others were seemingly not required and were badly rusted. Undoubtedly a most important part of steam preservation history, These illustrations will show readers who did not have the opportunity to visit Barry Island in those days, just what a remarkable sight it was.

◀▲ Among over 40 locomotives in this view of Barry Dump on the day, is a LNER V2 2-6-2, a LMS 8F 2-8-0, GWR Pannier Tanks, SR Bulleid Pacifics and one loco with a number discernible, Southern S15 4-6-0 No 30830, today located on the North Yorkshire Moors Railway, but unrestored.

◀▼ Now preserved and in steam on the Mid-Hants Railway, Ivatt Class 2MT 2-6-2T No 41312 is shown as sold at Barry Dump on 31st March 1973. Behind it, rebuilt Merchant Navy Pacific No 35009 (*Shaw Savill*) is today on the East Lancashire Railway.

◀ Merchant Navy Pacific No 35005 (*Canadian Pacific*) was taken away from the scrapyard for preservation on the day I visited. It is now on the Mid-Hants Railway.

▼ With initial restoration already underway on site, BR Standard 8P Pacific No 71000 (*Duke of Gloucester*) stands at Barry prior to removal. All: Brian Morrison

A small part of the Barry site on the day, showing three BR Standard 4MT 2-6-4Ts, No 80150 (marked for the Avon Valley Railway), No 80072 reserved by 'Roger' and No 80100. Today, all three remain in existance with No. 80150 being one of the 'Barry 10' survivers, 80072 approaching the end of a full restoration from Barry condition on the Llangollen Railway, and No. 80100 beind unrestored and based on the Bluebell Railway. Two other engines are also in this view, a GWR 2800 class 2-8-0 and ex-LMS 'Jinty' 0-6-0T No (4)7298, also now on the Llangollen Railway. **Brian Morrison**

20th July 2009
Great Central Railway Society (Spinkhill Branch)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB. 'Old and New Doncaster' by Bryan Longbone. Meeting commences at 19.30. Contact Frank Greaves on 01909 473927 for further details.

Locomotive Club of Great Britain (Dorking Branch)
Pethick-Lawrence House, 85 South Street, Dorking. 'On and Off the Footplate' by Bill Davies. Meeting commences at 19.30.

RCTS(South Essex Branch)
Annual visit to the Mangapps Farm Railway Museum. Contact John Stone on 01245 464756 for details.

RCTS (Thames Valley Branch)
Observation & Photography at Didcot Station. Contact Murray Lewis on 01189 426681 for further details.

22nd July 2009
RCTS (Bristol Branch)
Afternoon Observation at Oxford and Evening at Didcot Stations. Contact Paul Udey on 01225 427779 for further details.

24th - 27 July 2009
Locomotive Club of Great Britain - UK Tour, Dawlish.
Train Watch.

25th July 2009
RCTS (West Riding Branch)
Visit Rhyl Miniature Railway by Rail. Contact Malcolm Riley on 01274 589488 for further details.

26 July 2009
RCTS (Merseyside Branch)
Car Trip to Ribble Steam and Lakeside and Haverthwaite Railways. Contact Geoff Morris on 01244 376808 or by e-mail at geoffreymorris@tiscali.com for details.

28th July 2009
RCTS (Welwyn Garden City Branch)
The Methodist Church, Junction of Ludwick Way and Colegreen Lane. '38 Years a Railwayman - North London and Herefordshire' by Dave Cockle. Meeting commences at 14.15.

29th July 2009
Basingstoke & District Railway Society
Wote St Club, New Road, Basingstoke. 'The Lickey Incline' by Dave Besley. Meeting commences at 20.00. Contact the secretary on 01256 326096 for further details.

RCTS (West Riding Branch)
Day out to Bletchley for Observation. Contact Malcolm Riley on 01274 589488 or by e-mail at bigmal.w.b.r.rcts@talk21.com for further details.

3rd August 2009
RCTS (Ashford Branch)
The Elwick Club, Church Road, Ashford. 'South Eastern Railways and the Class 395's' by Mike Gibson. Meeting commences at 19.30.

RCTS (Northampton Branch)
'Southern Day Ranger'. Contact D. Pick on 01604 810613 or by e-mail at northampton@rcts.org for details.

4th August 2009
Weston super Mare Railway Society
The Function Room, The Conservative Club, Alexandra Parade, Weston super Mare. Members' slides. Meeting commences 20.00. Contact the secretary, Lionel Jones, on 01934 628289 for details.

5th August 2009
Burton Railway Society
Marston's Social Club, Shobnall Road, Burton upon Trent. 'Lost Railways of Derbyshire' by Geoffrey Kingscott. Meeting commences at 19.30. £1.50 non members. Contact the secretary, Mark Ratcliffe, on 01283 221537 for details.

6th August 2009
Great Central Railway Society (Rotherham Branch)
The Three Horseshoes, Bawtry Road, Wickersley, Rotherham S66 2BW. 'Reedie's Railway Rambles' by Gordon Reed. Starts 19.30. Contact Mick Hayes on 01709 820544 for details.

RCTS (Northampton Branch)
'Visit to the Kent and East Sussex Railway by Mini Bus'. Contact D.Pick on 01604 810613 or by e-mail at northampton@rcts.org for details.

9th August 2009
Aeron Valley Railway Society
Primary School Aberaeron. West Wales Model Railway Exhibiition. Open 10.30 - 16.30.

10th August 2009
Southern Electric Group (Sussex Branch)
The Deall Room, Southwick Community Centre. 'CTR: Section 2' by Phil Bassett. Meeting commences at 19.30. Donation of £2 requested. For details contact the Secretary, Bruce Cakebread on 01273 462094.

11th August 2009
Abergavenny and District Steam Society
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny 'The Mumbles Railway' by Royston Kneath. Starts 20.00. For details email ken.mumford@ntlworld.com.

RCTS (Merseyside & N. Wales Branch)
'Observation at Rugby (Joint with MRS) &/or Nuneaton'. Contact Geoff Morris on 01244 375808 for details.

12th August 2009
Basingstoke & District Railway Society
Wote St Club, New Road, Basingstoke. 'The West Somerset Railway' by Keith Smith. Starts 20.00. Visitors welcome. Contact 01256 326096 for further details.

Grimsby & Cleethorpes Railway Group
Royal Air Force Club, 5 Alexandra Road, Cleethorpes DN35 8LQ. 'Isle of Man Vintage Transport' by Howard Turner. Starts 14.00. Contact Mike Hartley on 01724 341358.

Swiss Railways Society (London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross Station). 'Switzerland 1977-2007' by Alan Pike. Meeting commences at 19.00. A £2 donation is requested. Contact Ron Dawes on 020 8660 3532 for details.

13th August 2009
RCTS (West Riding Branch)
'3 Day Observation in South Wales including Newport & Bristol TM'. Contact Malcolm Riley on 07887 908501 or by e-mail at bigmal.w.b.r.rcts@talk21.com for details.

17th August 2009
Great Central Railway Society (Spinkhill Branch)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB. 'The Buses of Booth & Fisher' by Andy Firth. Meeting commences at 19.30. Contact Frank Greaves on 01909 473927 for further details.

Locomotive Club of Great Britain (Dorking Branch)
Pethick-Lawrence House, 85 South Street, Dorking. 'European Trams and Trolleybuses' by John Zebedee. Meeting commences at 19.30.

RCTS (Northampton Branch)
'Visit to the SVR'. Contact the society secretary, D.Pick, on 01604 810613 or by e-mail at northampton@rcts.org for details.

RCTS (Thames Valley Branch)
'Observation & Photography at Didcot Station'. Contact Murray Lewis on 01189 426681 for details.

19th August 2009
Aeron Valley Railway Society Prince of Wales Inn, Aberaeron. 'A Cambrian Journey' by Alan Williams and Brian Duke. Meeting commences at 19.45.

RCTS (Humberside Branch)
'Evening at Barnetby'. Contact R. Hall on 01482 501058 or by e-mail at richardh@djbraody.co.uk for details.

20th August 2009
Breconshire Rly Society
R.A.F.A.Club, The Struet, Brecon 'The Daffodil Line' by David Postle. Meeting commences at 19.30. Contact Arthur Robinson on 01982 560219 for further details

Should your society information be listed on this page?
If so, then please email the details to the editor, remembering to include the date, starting time and location, together with details of the event, speaker and entrance charges if applicable.
It is not necessary, but helpful to people, if you can also include a contact name and phone number/ email address for the organisation that can be published.
Railway Herald reserves the right to edit details entered in this section, which may also be displayed on our online events diary. The information is believed to be correct at the time of publication.

Internet Links
Links to the various society websites can be found on the website, or by clicking here.

▼ A line up of HST's at Worcester on 16th July as Network Rail's New Measurement Train HST passes between a pair of First Great Western HSTs approaching Worcester Shrub Hill. **Stephen Tucker**

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. Bring a Thing. Meeting commences at 19.45. Contact Roger Hart on 01474 833320 for details.

20th - 25th August 2009
LCGB Overseas Tours.
Germany ' Chemnitz Rail Fest' LCGB Membership is compulsory.

21st August 2009
Great Western Society (Taunton Branch)
Village Hall, Stoke St. Mary, Nr Taunton. 'Then Till Now' by Philip Kelly. Meeting commences at 19.30.

Locomotive Club of Great Britain (Central London Branch)
Keen House, Calshot Street, London N1. Members Slides Evening. Meeting commences at 19.00

23rd August 2009
RCTS (West Riding Branch)
'Crewe Basford Hall at 12.00 hrs'. Contact Malcolm Riley on 07887 908501 for further details.

25th August 2009
RCTS (Mersey & N.Wales Branch)
'Lancashire Day Ranger'. Contact Geoff Morris on 01244 376808 for further details.

26th August 2009
Basingstoke & District Railway Society
Wote St Club, New Road, Basingstoke. 'F.W.Webb of the London and North Western Railway' by Martin Bloxom. Meeting commences at 20.00. Visitors welcome. Contact the branch secretary on 01256 326096 for further details.

27th August 2009
Great Central Railway Society (Rotherham Branch)
The Three Horseshoes, Bawtry Road, Wickersley, Rotherham S66 2BW. 'Coming up with the Goods' by Steward Donohoe. Meeting commences at 19.30. Contact Mick Hayes on 01709 820544 for details.

1st September 2009
Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. 'Transport options at Walt Disney World' by Dekota Dibben. Meeting commences at 19.45. Contact Roger Hart on 01474 833320 for details.

Locomotive Club of Great Britain (Bedford Branch)
St John's Church Hall, St John's Streeet, Bedford MK42 0DL 'The Dick Schaeffer and Ian Hall Collection' by Ken Dickens. Meeting starts at 19.30. Contact the Secretary on 01525 750149 for details.

Permanent Way Institution (Edinburgh Branch)
The Scots Guards Club, 2 Clifton Terrace, Edinburgh 'S&C Construction to Delivery' by Forbes Prentice. Meeting commences at 18.00. Contact the Secretary, Alan Morrison on 07834 507497 or by e-mail at alan.morrison@atkinsglobal.com for further details.

Permanent Way Institution (Wessex Branch)
The Freemantle Club, Waterloo Road, Southampton. 'The New Western Way' by Neil Hobden. Meeting commences at 18.00. Contact the Secretary, Richard Workman on 01428 645771 or by e-mail at richardworkman5@tiscali.co.uk for further details.

RCTS (Watford Branch)
St Thomas's United Reformed Church, Langley Road, Watford. 'Oxford to Cambridge - Then and Now' by Richard Crane. Starts 19.30.

Southern Electric Group (South Hampshire Branch)
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Varied Railway Interest - both old and new' by Martyn Davies. Meeting commences at 19.30. Admission charge £2. Contact John Goodrich on 023 8067 0028 for further details.

Weston super Mare Railway Society
The Function Room, The Conservative Club, Alexandra Parade, Weston super Mare ""Tornado" A Steam Locomotive for the 21st Century' by Bob Alderman. Meeting commences at 20.00. Contact Lionel Jones on 01934 628289 for further details.

2nd September 2009
Burton Railway Society
Marston's Social Club, Shobnall Road, Burton upon Trent. 'All Trains Great & Small' by Dennis Lovatt. Meeting commences at 19.30. Admission £1.50 non members, 50p members. Contact Mark Ratcliffe on 01283 221537 for further details.

3rd September 2009
RCTS (Milton Keynes Branch)
CIU Workingmen's Club, London Road, Stony Stratford. '30 Years of the Rail Atlas of Britain and Ireland. Meeting commences at 19.30. Contact the Secretary at dexter-skiddaw@tiscali.co.uk for further details.

4th September 2009
RCTS (Bristol Branch)
St Peters Church Hall, Church Road, Wilton. 'From Blue and Grey to Black and Green' by Paul Chancellor. Meeting commences at 19.30. Contact the Secretary at paul.udey@talktalk.net for further details.

4th-11th September 2009
LCGB Overseas Tours
'IGE Benelux Express' LCGB membership is compulsory.

7th September 2009
RCTS (Ashford Branch)
The Elwick Club, Church Road, Ashford. 'American Wanderings' by Gordon Davies. Meeting commences at 19.30. Contact the Secretary at southeast@rcts.org.uk for further details.

RCTS (Northampton Branch)
'Lineside Observation at Rugby Station from 17.00hrs' Contact D.Pick on 01604 810613 for further details.

8th September 2009
Abergavenny and District Steam Society
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny 'Update on the WHR' by John Stretton. Meeting commences at 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ntlworld.com for further details.

Oxfordshire Railway Society
Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LN. 'A Broad Gauge Journey - Paddington to Bristol' by Canon Brian Arman. Meeting commences at 19.30. Visitors welcome.

RCTS (Merseyside, Chester & North Wales Branch)
'Observation at Doncaster 07.30 - 19.00hrs'. Contact Geoff Morris on 01244 376808 for further detail

RCTS (Nottingham Branch)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'The London Underground' by Chris Wolmar. Meeting starts 19.30.

Tewkesbury Railway Society
YMCA, Church Street, Tewkesbury. Members Slides/Digital Images. Meeting commences at 20.00.

9th September 2009
Permanent Way Institution (Thames Valley Branch)
Davidson House, Reading. 'Design Reality or Maintenance Nightmare on Light Rail' by David Bateman. Doors open at 17.15 for 17.45 start. Contact the Secretary, Peter Simmons at peter191102@yahoo.co.uk for further details.

RCTS (Scottish Branch)
'Visit to Edinburgh Waverley IECC 19.00hrs' Contact E.Williams on 07710 266696 for further details.

RCTS (Hitchin Branch)
Hitchin Christian Centre, Bedford Road, Hitchin. 'Hertford East Branch' by David Dent. Starts 19.30.

RCTS (Radyr Branch)
Old Church Rooms, Park Road, Radyr. 'A Diesel Scrapbook in Colour' by Derek Short. Meeting commences ar 19.30. Contact the Secretary at noelinda@noel65.fsnet.co.uk for further details.

Grimsby & Cleethorpes Railway Group
Royal Air Force Club, 5 Alexandra Road, Cleethorpes DN35 8LQ. 'Forty Five Years of Railway Photography' by Les Nixon. Meeting commences at 14.00. Contact Mike Hartley on 01724 341358 for further information

Swiss Railways Society (London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross Station). TBC by George Howe. Meeting commences at 19.00. A £2 donation is requested. Contact Ron Dawes on 020 8660 3532 for further details

10th September 2009
Continental Railway Circle (London & The Home Counties Branch)
St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ 'Railways of Taiwan Today' by Michael Reilly. Meeting commences at 19.15. Admission £2.00. Contact Adrian Palmer on 01932 850624 or by e-mail at akpalmer@talktalk.net for further details.

Back Issues

All of the back issues of the magazine are available 24 hours a day, on our website **www.railwayherald.com**

Rear Cover Caption

Visiting GWR Prairie No. 5199, on a 12-month loan to the railway, makes a violent departure from Kingsley & Froghall on the Churnet Valley Railway on 8th July. David Gibson

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