Railway Herald

Issue 235 - 23rd August 2010

The electronic journal for the railway enthusiast

Railway Herald

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23rd August 2010

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Jack Boskett

The Wonders of Manx

Railway Herald's Editor, Richard Tuplin, visits the beautiful Isle of Man for the Transport Festival and looks back at the history of the three-foot gauge steam railway, the Manx Electric Railway and the Snaefell Mountain Railway.

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Front Cover Caption:

An unidentified First Trans Pennine Express Class 185 heads into the gloom of Standedge tunnel at Marsden on the North Trans-Pennine route on 14th August, while working a Scarborough to Liverpool service.
Edward Gleed

Sudbury Train Crash

The 17.31 Class 156-operated National Express East Anglia service from Sudbury to Marks Tey was involved in a serious accident with a 44-tonne sewage tanker at the private unmanned Sewage Lane Crossing, near Bures, on 17th August.

The '156' unit remained upright, but the front coach was derailed. It is reported that 21 people were injured, two seriously, but currently in a stable condition. Others, including the train driver, remain in hospital with the likes of broken ribs, back pain, chest pain and heavy bruising, but do not have life-threatening injuries.

Crossing users have to telephone the local signal box for permission to cross, but Network Rail say that no such call was received. In consequence, police arrested the lorry driver for 'endangering safety on the railway' after the incident, and he is to appear in Bury St Edmunds Magistrates' Court. Train services were replaced by bus services on the Sudbury-Marks Tey route for several days as the process to remove the lorry and the damaged train using a 130 tonne crane was underway, and had to be followed by track repairs.

▲ ▶▲ **The aftermath of the crash, including the damage to the driving cab of the leading and derailed vehicle.**
▶ **The scene from the rear of the train. All: Darren Johnson**

Steam helps Royal Mail launch new stamps

Royal Mail has introduced the world's first 'Intelligent Stamp'.

Bernard Cribbins, who starred as Mr Perks the Porter when the iconic film of The Railway Children was shot on location at Oakworth station, returned to "The Old Gentleman's Saloon" to launch the stamps.

The saloon is normally based on the five mile branch line through West Yorkshire's Brontë Country, but is at present starring in the stage version of E. Nesbit's Railway Children Live, at the Welcome to Yorkshire theatre in the former Eurostar terminal at London Waterloo Station.

The stamps are the first in a series of issues to commemorate classic British locomotives, which went on sale on 19th August. The 1st Class value shows the last steam engine to be built for British Railways, 9F class 2-10-0 *Evening Star*, and one of the 97p values shows King Arthur class 4-6-0 No. 777 *Sir Lamiel*.

For the launch, Royal Mail has created a short film of Bernard Cribbins reading W H Auden's poem The Night Mail in "The Old Gentleman's Saloon" on the set of the play at Waterloo.

The stamps will be the first in the world to work with image recognition technology, which, when activated by a smartphone or the iPhone or Android platforms, will launch exclusive online content created by Royal Mail. To use an intelligent stamp, all users need to do is go to the app store on their smartphone and search for the JUNAIO application, which works on both iPhone and Android phones. The application is free of charge and can easily be downloaded to your phone, just as you would any other app. Once downloaded, open it and go to the Royal Mail Channel and select the Great British Railways logo. The phone will then open its camera, which should be placed over the stamp image as if you were taking a photograph of the stamp. When the stamp is recognised, the exclusive Royal Mail content will run automatically.

The intelligent stamp technology is currently undergoing comprehensive testing prior to its launch as part of Royal Mail's issue of Great British Railway stamps.

Pair sentenced after attempting to derail a CrossCountry service

Two men have been jailed for four-and-a-half and four years, respectively, at Warwick Crown Court after nearly derailing a 95mph train by piling concrete posts, wooden pallets and bags of cement on the line.

The two individuals, aged 21 and 18, moved materials left by contractors into a 4ft-high pile on the line near Tamworth in March, the pile being hit by a train travelling at 95mph with 50 passengers on board, nearly causing it to derail. British Transport Police said it was 'sheer luck' that nobody was injured. Jo Kaye, Network Rail Route Director said: "This was a ludicrous thing to do and could easily have resulted in passengers or the train crew being killed. It is good to know that the judicial system has recognised the seriousness of the case in the sentences they have given. I hope this acts as a lesson to anyone else who may be inclined to carry out such reckless acts".

▲ Wrexham & Shropshire still employ several Cargo-D owned Mk3 vehicles, although these are due to be replaced in October with the final delivery of the company's own refurbished vehicles. Unique DBS Schenker-liveried Class 67 No. 67018 *Keith Heller* replaced classmate No. 67015 on W&S services on 14th/15th August. On the afternoon of 15th August, No. 67018 powers the 15.20 Wrexham General-London Marylebone service past Croes Newydd, with a very ominous looking black roof! **Mark Riley**

Wrexham & Shropshire boss says 'use it or lose it'

Open-Access operator Wrexham & Shropshire, whose loco-hauled services operate between Wrexham, Shrewsbury and London Marylebone, has told passengers to "use it or lose it".

The effects of the recession are hitting across the rail industry, along with the rising fuel costs, and the company will introduce a fare rise from 20th September. As of this date, the company will have a fully flexible ticket, valid on all trains and a semi-flexible ticket, which will not be valid on the 05.52 Shrewsbury to London Marylebone or 16.30 London Marylebone to Shrewsbury services on weekdays.

While talking to the local Shrewsbury newspaper, the *Shropshire Star*, W&S Managing Director, Andy Hamilton, commented: "Like all businesses, Wrexham & Shropshire is not immune to economic pressures, such as the recession and rising fuel costs. Despite loyal customers and consistent week-on-week growth in terms of passenger numbers, we are still not making the profit we need to safeguard the future of our rail service. We would much rather have never had to increase any of our prices – but that would not be realistic for any business. All our passengers are important to us, which is why this news is coming direct from me".

Passengers on the company's services report that they are highly satisfied with the standard of operations and the customer care. A recent survey carried out across all TOCs by independent rail watchdog Passenger Focus revealed a 99% passenger satisfaction rating, the highest in the industry.

▼ After 130 years or more the end of another piece of railway history is nigh. Semaphore signals at Staythorpe, Fiskerton station and Fiskerton Junction on the Nottingham to Newark line are still currently lit by oil lamps, and although the semaphore signals are going nowhere, work has now started to fit battery powered LED lamps that will have a battery life of around six months. On an overcast 10th August, the lamp man performs a task which will have been carried out on a weekly basis for as long as any living person can remember, he relamps signal FS3, Fiskerton Station's 'up' distant signal. **John Illingworth**

MNR The Mid-Norfolk Railway

www.mnr.org.uk/events/jubilee

PHOTOGRAPHS: GARETH BAYER (COURTESY OF RAIL EXPRESS MAGAZINE)

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Telephone: 01362 851723 More details and timetables at: www.mnr.org.uk
The Mid-Norfolk Railway, Railway Station, Station Road, Dereham, Norfolk NR19 1DF.

Next batch of Class 70s arrive in November

▲ Freightliner has confirmed that the next Class 70 locomotive, No. 70007 has been shipped from the United States and is en route to Germany. It will be displayed at the InnoTrans exhibition in Berlin in September, before moving to the UK later in the month. The remaining five members of the next batch, which were originally due for delivery in the autumn, are expected to arrive in Great Britain in November. Contrary to rumours, none of the second batch, Nos. 70007-70012, is to be sent to Europe, and all six will be allocated between Freightliner Intermodal and HeavyHaul in this country. The pioneer member of the fleet, No. 70001, has stretched its wings over the past week, being used on Intermodal flows from Crewe to Coatbridge, via Shap and Beattock, and from Ditton to Tilbury. On 17th August, No. 70001 made its first visit to Scotland when it worked from Crewe Basford Hall to Coatbridge. Its return journey that operated the following day, nears the summit of the climb out of Preston at Euxton. **Fred Kerr**

▼ It is quite unbelievable to think that the majority of locomotives pictured in this view of DB Schenker's main traction maintenance depot at Toton in Nottinghamshire, are stored and out of service. This was the view of the depot, from the A52 Bridge on 7th August, with members of Classes 08, 09, 37, 60, 66 (both EWS and Euro Cargo Rail-liveried examples) and 67 in evidence, along with the DBS executive train. **David Loughhead**

UK News In Brief

■ New Mills Central station in Derbyshire, has undergone a £180,000 refurbishment. New electronic timetable screens are now in place and the booking hall, toilets and waiting rooms have been improved. Northern Rail has invested £40,000 in the refurbishment of the ticket office.

■ In Scotland, Dalgety Bay and Rosyth stations have been adopted by members of the local community, in both these cases, by members of the local Rotary Club.

■ After a €400 million investment in new rolling stock, Irish operator Iarnrod Eireann is looking to sell or lease its fleet of 82 Mk3 coaches. The vehicles, which entered service in 1982, were built to the same design as British Rail's Mk3 fleet, although the Irish examples have power-operated swingplug doors and 5ft 3in gauge bogies.

■ In a business update, the Stobart Group said that trading for the first six months of its financial year was 'significantly ahead' of the same period in 2009, and that it expects continued growth in the second half through new contracts. The company added that it was developing new routes with customers for moving freight by rail, but uncertainty over Government spending resulted in a low demand from Network Rail in regard to its rail engineering services.

Metro and Light Rail News

Engineers service on London Underground free-wheels for 13 minutes

A London Underground engineers' train became detached from the Northern Line stock that was hauling it on 13th August.

The rail grinder became uncoupled and careered downgrade for 13 minutes through six stations from Archway to Warren Street before coming to a halt on the adverse gradient.

The incident occurred during the early morning commuter period at 06.45, but nevertheless caused some chaos as LUL control staff monitoring events had to instruct the driver of a loaded passenger train in front of it not to stop at any station, as at one stage it was apparently only 500 metres behind.

Eventually, the passenger train was diverted onto the City branch, while the runaway vehicles were routed onto the Charing Cross branch. Services on large parts of the Northern Line were suspended until late morning. A full investigation is underway, but it is suspected that a failed coupling caused the incident.

London Underground Director, Richard Parry, said; "Safety is our top priority, and we have of course, launched an immediate and thorough investigation into this incident to establish the cause. Once that investigation is complete, we will publish the report, making its conclusions and recommendations clear. In the meantime, we have prohibited the use of this design of engineering train on the Underground. From the start of this incident, an immediate assessment was made, and operational decisions taken to minimise the safety risk to our customers and staff".

Tyne & Wear Metro celebrates 30 years

The Tyne & Wear Metro system celebrated its 30th birthday on 11th August.

The network has become a symbol for many people across Tyneside and carries 40 million passengers a year.

When opened in 1980, it was the first system of its kind outside London. The route, which was the forerunner of today's light rail systems, is a heavy rail system and for part of its operation used joint BR routes. The system's fleet of 90 two-coach EMU sets, which date from 1980, are presently going through a refurbishment programme at Wabtec Rail, Doncaster and the entire fleet should be complete by 2015.

▼ **A line up of Metrocars at the Tyne & Wear South Gosforth Depot during an open day on 8th August, to celebrate the 30th Anniversary of the system. Metrocar No. 4055 is nearest to the camera. Michael Young**

▲ **A drivers' eye view of the approach to Canary Wharf. DLR Class B07 unit No. 121 stands under the impressive roof of Canary Wharf station, awaiting departure for Lewisham. Brian Morrison**

New contract saves money for TfL

A new contract with Cubic will deliver £10 million of savings per year for Transport for London (TfL).

The new contract, which covers the operation of London's successful Oyster card, began on 17th August, bringing to an end the Prestige Public Finance Initiative (PFI) contract.

The new contract, known as the Future Ticketing Agreement (FTA), will deliver better value for money for TfL and will also look at ways to improve Oyster for passengers by investigating how to use new technology.

Over seven million Oyster cards are in regular use, and around 80% of all journeys made each day on London's buses, the Tube, Docklands Light Railway, Tramlink and London Overground are with an Oyster card.

Eco-friendly mode for East Midlands Trains 'Meridian' fleet

East Midlands Trains has launched a new fuel-saving initiative to have the engines on its trains switched off when standing at stations.

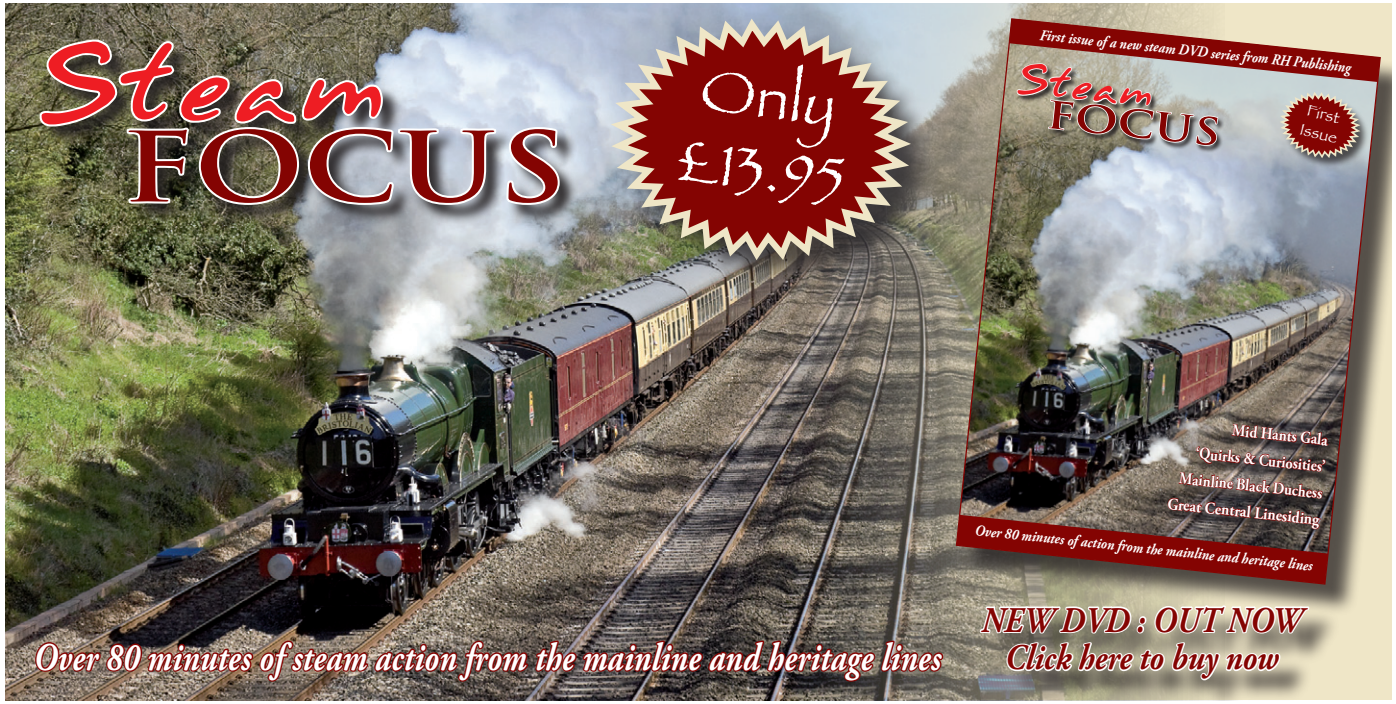
The operator has installed technology, in its 27 Meridian units that will turn off selected engines when the train is at a standstill, and estimates it could save 800,000 litres of fuel a year.

The company also believes it will reduce its carbon emissions by the equivalent of taking more than 700 cars off the road.

The technology has been developed by Bombardier at Derby, and means that when a train is standing within a station for more than seven minutes it will automatically go into Energy Saving Mode, which shuts down virtually all the engines. While this mode is in use, there will be some minor changes to the train such as slightly reduced interior lighting, no power from the at-seat sockets and limited heating/air conditioning. However, passengers will still be able to board the train and the doors, electronic seat reservations/display screens, WiFi and toilets will all continue to work as normal.

Matt Browne, Head of Environment for East Midlands Trains said: "At stations such as London St Pancras, Nottingham and Sheffield, our trains can stand for up to an hour waiting for their next departure. By working closely with Bombardier, we have managed to enhance the on-board technology to allow us to shut down engines on our Meridian trains quickly and easily during their time at stations, while still providing enough power for staff to prepare the trains and for passengers to start boarding".

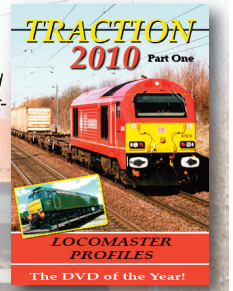
◀ **Class 222/1 No. 222103, originally built for Hull Trains, now operated by East Midlands Trains, passes Bromham heading towards Bedford on 16th August. Roger Brown**



The latest *Traction* DVD is released in mid-August...

TRACTION 2010

PART 1: January-June



Programme number 30 in the Traction series covers the first six months of 2010. Reviewing the current modern traction scene, it is packed full of strange workings, fleet developments and railtours plus highlights from the world of preservation. Included in this 100-minute DVD are....

20901 & 20905 hauling a rake of GBRf coal hoppers, Riviera's 47805 & 47839 working the Boston steel, 67026 on the Swanage Railway with a ballast train, 60096 ventures to Onllwyn colliery, DRS Class 20s on new London Underground S stock, 56311 & 56312 hauling a rake of 100-tonne tankers up the Lickey, 57301 working the Fort William-North Blyth Alcan tanks, 37425 on ballasting duties on the Oban Line, Fastline Freight's 66305 ventures to Thorney Mill, FIVE Class 92s on one train, 20304 working passenger trains for NXEA, 37 667's Inverness-Perth HST drag, 57602 & 57605 & the Penzance beds on a Oxford-Paddington service, 91121 on a ECML HST drag, D1015 pairs up with 40145 for a trip to Cornwall, the welcome return of 55022 to railtour action, the unveiling of re-painted 57604 in GWR livery at Didcot, 57603 hauling a Hull Trains Class 180 DMU, the extraordinary visit of 73107 to London Paddington, 37218 rescues the Inverness-Euston sleepers, Floyd-liveried 86232 moving from Crewe to Long Marston, Class 50 D444 returns to the main line, 46010 back in action....***and so much more!***

This new DVD is available priced at £19.95 (post free) from the address below. Alternatively you can pay by credit or debit card by calling us on our CREDIT CARD HOTLINE on 01753 545888.

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▲◀ Class 31/1 No. 31285 hauls Class 73/1 No. 73107 *Spitfire* northwards through Radwell on 19th August, while en route from Selhurst T&RSMD to Derby RTC. **Roger Brown**

▲ Having run earlier in the year, the irregular Stockton to Sheerness scrap steel service made a welcome return on 13th August. One week later on 20th August, DRS Class 37/5s Nos. 37688 *Kingmoor TMD* and 37667 power along the 'up' fast at Sutton Bonnington, in Nottinghamshire, with the 09.20 Stockton to Sheerness scrap working. **John Illingworth**

◀ The first use of a DRS Class 57 on an intermodal train from The Malcolm Group's Grangemouth terminal to Aberdeen occurred on the 19th August when No. 57011 hauled the Grangemouth - Aberdeen intermodal service. Here, the 'Bodysnatcher' accelerates through Cornton, near Stirling, on its first working. **Alasdair Eadington**

UK Steam & Modern Traction Railtour Listings

23rd August 2010

WCRC	45407 or 61994	Fort William-Glenfinnan-Arisaig-Mallaig and return
WCRC	44871	Machynlleth-Dovey Junction-Tywyn-Harlech-Porthmadog-Pwllheli and return

24th August 2010

WCRC	45407 or 61994	Fort William-Glenfinnan-Arisaig-Mallaig and return
WCRC	44871	Machynlleth-Dovey Junction-Tywyn-Harlech-Porthmadog and return
WCRC	44932	York-Normanton-Wakefield-Woodlesford-Castleford-York-Scarborough and return

25th August 2010

Railway Touring Co.	48151	Preston-Chester-Llandudno Junction-Blaenau Ffestiniog and return
Rail-Blue Charters	2xDRS 47	Leicester-Langley Mill-Sheffield-Barnsley-S&C-Carlisle and return
Railway Touring Co.	30777 or 60019	London Victoria-Woking-Bournemouth-Wareham-Weymouth and return
Statesman Rail	tbc	Lancaster-Blackburn-Long Preston-S&C-Appleby-Carlisle and return
WCRC	45407 or 61994	Fort William-Glenfinnan-Arisaig-Mallaig and return
WCRC	44871	Machynlleth-Dovey Junction-Tywyn-Harlech-Porthmadog-Pwllheli and return
WCRC	46115	York-Normanton-Wakefield-Woodlesford-Castleford-York-Scarborough and return

26th August 2010

Statesman Rail	2xWCRC 47	Sheffield-Loughborough-Leicester-Nuneaton-Paignton-Kingswear and return
WCRC	45407 or 61994	Fort William-Glenfinnan-Arisaig-Mallaig and return
WCRC	44871	Machynlleth-Dovey Junction-Tywyn-Harlech-Porthmadog and return
WCRC	46115	York-Normanton-Wakefield-Woodlesford-Castleford-York-Scarborough and return

27th August 2010

Pathfinder Tours	DBS 67	Eastleigh-Salisbury-Bath Spa-Bristol TM-Exeter-Paignton-Kingswear and return
Railway Touring Co.	6201	Crewe-Wilmslow-Stockport-Huddersfield-York-Scarborough and return
WCRC	45407 or 61994	Fort William-Glenfinnan-Arisaig-Mallaig and return
WCRC	44871	Machynlleth-Dovey Junction-Tywyn-Harlech-Porthmadog-Pwllheli and return

28th August 2010

Railway Touring Co.	6233	Crewe-Manchester-Wigan-Shap-Carlisle-S&C-Hellifield-Blackburn-Wigan & rtn
Torbay Express	6024	Bristol Temple Meads-Bath Spa-Chippenham-Swindon-London Paddington & return
UK Railtours	DBS 67	Eastleigh-Basingstoke-Staines-Rugby-Stafford-Shap-Carlisle-S&C-Crewe and return
WCRC	45407 or 61994	Fort William-Glenfinnan-Arisaig-Mallaig and return
Whestrail	WCRC 37/47	Edinburgh Waverley-Fort William **Cancelled**

29th August 2010

Railway Touring Co.	WCRC Pool	York-Leeds-Shipley-Keighley-Skipton-Hellifield-S&C-Carlisle and return
Railway Touring Co.	5029	Bristol TM-Bath Spa-Westbury-Castle Cary-Weymouth and return
Steam Dreams	44932	London Kings Cross-Stevenage-Cambridge-Ely-Thetford-Norwich and return
Vintage Trains	Tyseley Pool	B'ham SH-Henley in Arden-Stratford-Dorridge-B'ham SH (two trips)
WCRC	45407 or 61994	Fort William-Glenfinnan-Arisaig-Mallaig and return
Whestrail	WCRC 37/47	Fort William-Edinburgh Waverley **Cancelled**

30th August 2010

Compass Tours	55022	Crewe-Ellesmere Port-Warrington BQ-Workington-Hexham-Durham-Hartlepool-Sunderland-Durham-York-Leeds-Hellifield-Carnforth-Warrington BQ-Hooton-Crewe
Pathfinder Tours	6024	(Exeter St. Davids-Bath-)Bristol TM-Landore-Carmarthen and return
WCRC	44871	Machynlleth-Dovey Junction-Tywyn-Harlech-Porthmadog and return
WCRC	44932	York-Normanton-Wakefield-Woodlesford-Castleford-York-Scarborough and return

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

BLACK Charters expected to operate as booked.
GREEN Tours postponed to a future date by the operator
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

by John Whitehouse

Among the vast array of tours that have or are scheduled to operate, occasionally one stands out as being truly exceptional.

Compass Railtours 'Western & Eastern Coastal Express' on Bank Holiday Monday, 30th August is one such tour. Maybe it would be more aptly titled 'The Western & Eastern Coastal Phoenix', having surmounted the disappointment of losing its key ingredient, the original motive power of D1015 *Western Champion*, which is now sidelined with a damaged engine.

However, at short notice, Martin Walker has made 'Deltic' No. 55022 *Royal Scots Grey* available, and it will now haul the tour throughout, and in so doing will provide classic heritage diesel traction. In its own quiet way, Compass has been innovative in opening up new itineraries for tours: for instance the company was the first to combine the Cumbrian Coast and Settle & Carlisle into one itinerary, and this tour pushes that innovation even further, in that it encompasses the Cumbrian Coast, Tyne Valley, Durham Coast and Little North Western all in one monster tour! Setting out from Crewe, the tour picks up at Hooton, Ellesmere Port, Frodsham, Warrington Bank Quay, Wigan North Western, Preston, Lancaster and Carnforth, ahead of winding around the Cumbrian Coast to avoid Carlisle, by way of the Upperby Curve, to reach Durham, via Hexham and Low Fell Junction. The Durham Coast is an optional add-on, which runs via Ferryhill, Hartlepool and Sunderland for a break at Newcastle Central. It then returns along the East Coast Main Line, picking up Durham passengers en route to York and Leeds, ahead of regaining West Coast metals at Carnforth, by way of Skipton, Hellifield and Wennington. Quite a day out, and at the time of writing Compass reports that availability remains in both classes.

Also operating on 30th August is Pathfinder's 'Towy Tornado', or as alluded to last week, more appropriately 'Towy Duke'. However, as No. 71000 appears to have further problems in addition to the wheel flat, No. 6024 *King Edward I* will now deputise. The train starts diesel-hauled at Exeter St Davids, and works north via Taunton, Castle Cary, Frome, Westbury, Trowbridge and Bath Spa to Bristol Temple Meads, where the 'King' takes over, working outwards through Cardiff, Port Talbot Parkway, and then Landore to Llanelli and the final destination of Carmarthen. The return takes the Swansea District Line en route back to Cardiff and Bristol.

With Britannia Pacific No. 70013 *Oliver Cromwell* still out of traffic, Steam Dreams once again use 'Black 5' No. 44932 as deputy for its 29th August 'Cathedrals Express' to Cambridge, Ely and Norwich. London King's Cross is the starting point, and there are also picking up points at Potters Bar, Stevenage and Cambridge.

With the exception of the regular steam workings, of which the coming week is the last full week of operations of West Coast's 'The Cambrian', which concludes this year's season on 30th August, the remaining tours all feature modern traction. UK Railtours has 'The Cumbrian Fellsman' from Eastleigh to Carlisle on 28th August, working outwards over the West Coast Main Line and Shap, returning by way of the S&C. DBS Class 67s are likely to feature. Class 67s will also power Pathfinder's 'Torbay Explorer' on 27th August from Eastleigh, which runs to Bristol TM, picking up at Salisbury and Westbury before heading for Paignton and Kingswear.'

Statesman also head for Kingswear on 26th August, from Sheffield, Leicester and Coleshill Parkway, and in so doing take the Camp Hill route through Birmingham, with West Coast Class 47s the most likely traction. The next day, Rail Blue Charters takes a pair of DRS Class 47s to Carlisle from Leicester, via East Midlands Parkway, the Erewash Valley, Sheffield, Wombwell and Barnsley, to reach the S&C. After a break in Carlisle, the return takes in the Cumbrian Coast, before taking the Standedge route back to Barnsley.

▲ **On its final season of main line operations prior to undergoing a full 10-year boiler overhaul, LMS lined black-liveried 'Princess Coronation' Pacific No. 6233** *Duchess of Sutherland* **pulls away from Conwy Bridge and skirts along the walls of Conwy Castle, with the 'North Wales Coast Express' on 8th August, bound for Holyhead. Bob Rosenthal**

Ups & Downs

by John Whitehouse

■ The new Bathgate line is beginning to attract some attention, with Pathfinder now heading for the soon to be reopened line on 6th November. The 'West Lothian Pioneer' heads initially north from Carlisle over the Glasgow and South Western route through Dumfries, prior to taking the Mauchline Junction to Newton-on-Ayr line to reach the southern suburbs of Glasgow, via Troon, Kilwinning and Paisley Gilmour Street. Glasgow is navigated by use of the City Union Line from Shields Junction to High Street Junction, prior to joining the reinstated route from Drumgelloch to Bathgate, and onwards to Edinburgh Waverley, where a break will be taken. The return will be via Carstairs to Carlisle, via Beattock, and then on the WCML back home. An additional attraction will be the use of Class 40 No. 40145 *East Lancashire Railway* throughout from Crewe, with additional pick-up points of Stockport, Manchester Piccadilly, Bolton, Preston, Lancaster and Carlisle.

■ Pathfinder's 30th August 'Towy Tornado', which (unofficially) became 'The Towy Duke' as *Duke of Gloucester* had been lined up to replace *Tornado*, now looks like (even more unofficially) being 'The Towy King', as repairs to No. 71000 are taking longer than anticipated, and it will not be fixed in time for next weekend's booked workings. Therefore, No. 6024 *King Edward I* has been drafted in to cover Pathfinder's Carmarthen trip on 30th August, and also 'The Bristolian' working for Torbay Express from Bristol Temple Meads to Paddington on 28th August along with the working to Kingswear on 5th September.

■ The VSOE British Pullman luncheon train booked for Merchant Navy Pacific No. 35028 *Clan Line* was hauled by No. 60163 *Tornado* on 20th August, prior to the 'A1' moving to the Mid-Hants Railway for a visit, which will see the locomotive in operation up to and including the August Bank Holiday weekend. It will then move to the West Somerset Railway for a visit from 4th-19th September, which positions the locomotive to double-head with No. 6024 *King Edward I* on Pathfinder's 'Tamar Devonian' on 25th September.

■ The big day at Weymouth on 18th August did not quite materialise. Disappointingly, only one of the two scheduled steam-hauled workings to the Dorset resort ran as advertised, that being the RTC 'Dorset Coast Express' with 'King Arthur' 4-6-0 No. 30777 *Sir Lamiel* and 'A4' Pacific No. 60019 *Bittern*. Steam Dreams' working, however, ran throughout with West Coast Class 37/7 No. 37706, as the rostered 'Black 5' No. 44932 failed its fitness to run examination with a reported TPWS fault.

▼ **Reports indicate that the Merchant Navy Locomotive Preservation Society is to undertake the annual maintenance of No. 35028** *Clan Line* **at the LNWR Works at Crewe. The locomotive is normally taken out of traffic at Stewarts Lane around this time of year for several weeks for planned maintenance. Whether the problem with the injectors on the loco, which has caused it to be sidelined for the past couple of months has had any influence is not known. Here, a denamed** *Clan Line* **pauses at Rugby during the run north, with Class 67 No. 67024 in tow, while a Pendolino draws alongside with the 12.51 service to Birmingham New Street on 21st August. Derek Smith**

Lizzie is the new rescue service ... coming to a station near you, soon!

You will have heard *Railway Herald* **report of the triumphs of 'RIR', that is 'Riley's International Rescue', due to their ability to stand in for a failure at short notice.**

But now, it appears, they have competition in the form of 'LIR', otherwise known as 'Lizzie's International Rescue', as for the third time this year the Stanier Pacific is to make a dash south to deputise for an unavailable locomotive on a Steam Dreams working.

Having already covered two 'Cathedral Express' workings to Bath Spa and Bristol earlier this year, not to mention two Vintage Trains' outings as well, No. 6201 *Princess Elizabeth* is now lined up for a first-ever departure of a 'Princess Royal' Pacific from London King's Cross on 24th September for Steam Dreams, working to Nottingham and Barrow Hill.

Originally intended as a first-ever Steam Dreams' working to Nottingham in June, but postponed due to the unavailability of the originally booked locomotive No. 60007 *Sir Nigel Gresley*, it was re-dated to 24th September and extended to Barrow Hill to coincide with the big Model Rail exhibition taking place at the Roundhouse on 25th/26th September. With No. 60007s replacement No. 70013 *Oliver Cromwell* still unavailable - send for 'Lizzie'!

The format of the tour is understood still to be fully confirmed, as it has been reported that the locomotive would be staying on at Barrow Hill for the duration of the model rail show. Whether this still happens, or that the tour is steam-hauled throughout' should be established within the next few days.

▲ LMS 8F 2-8-0 No. 48151 crosses Arten Gill Viaduct with the return leg of 'The Fellsman' to Lancaster on 18th August. **Chris Gee**

The CFPS are operating a MINI-TOUR from CAMBRIDGE to STANSTED AIRPORT on 4th September, as an add-on to their main charter from RAWTENSTALL

An 'add-on' **MINI TOUR** from Cambridge to Stansted Airport will use 40145 in 'top and tail' mode with a Class 67, with the '40' leading from Cambridge to Stansted and again from Bishops Stortford to Cambridge, while the '67' will work from Stansted to Bishops Stortford.

Tickets for participants boarding at Cambridge for the mini-tour to Stansted Airport are priced at **£20 per person** Standard Class and **£30 per person** First Class. Under 16s, travel at half-price on the mini-tour.

The main train departs from RAWTENSTALL and picks up at RAMSBOTTOM (ELR), BURY (ELR), HEYWOOD (ELR), STOCKPORT, CHESTERFIELD, PETERBOROUGH AND ELY. All timings are provisional and will be posted on the CFPS website as soon as confirmation is received.

Please add £10 (£5 for under 16s) to the prices listed if you wish to travel on the mini-tour and you have booked on the main tour. The add-on price is the same for both standard and first class passengers.

All tickets will be allocated on a first come, first served basis. Please provide BOTH a phone number and email address (if possible) so that we have adequate means of being able to make contact with you at short notice in case of any unforeseen problems.

Joining Points	Depart	Return
Rawtenstall	0645	2245
Ramsbottom	0700	2230
Bury	0715	2215
Heywood	0730	2200
Stockport	0830	2045
Chesterfield	0930	1945
Peterborough	1130	1800
Ely	1205	1720
Cambridge	1230	1650
Fares (from all joining points)		
Standard Class	£59.00	£39.00
First Class	£89.00	£69.00
Table for Two *(first class supplement)*	£10.00	£10.00

CFPS Bookings, 38 Watkins Drive, Prestwich, Manchester. M25 0DS. Telephone: 075 000 40145

▲ **Carnforth-based LMS 'Royal Scot' No. 46115** *Scots Guardsman* **heads the return leg of the 'Scarborough Spa Express' as it passes a recently harvested field near Copmanthorpe, south of York, on 17th August. Paul Braybrook**

▼ **On 19th August, Class 47/4 No. 47580** *County of Essex* **leads 'The Dorset Coast Statesman' charter away from Abbotswood Junction, bound for Weymouth. Stephen Tucker**

▲ **LMS 'Royal Scot' 4-6-0 No. 46115** *Scots Guardsman* **storms past Waitby Common on the 16.50 Carlisle-York, 'The Waverley' charter on 15th August. Anthony Roberts**

▼ **Taken from a Cessna 152 over the Teign estuary, GWR 'King' 4-6-0 No. 6024** *King Edward I* **passes Bishopsteignton with the 'Torbay Express' from Bristol Temple Meads to Kingswear on 15th August. Nigel Pitt**

▼ **A steam locomotive, let alone a Stanier Pacific, is a rare sight at Llandudno Town station. On 8th August, No. 6233** *Duchess of Sutherland* **arrives with the 'North Wales Coast Express' from Liverpool Lime Street. Class 47/0 No. 47270 was positioned at the rear to draw the train back to Llandudno Junction, from where it continued to Holyhead. John Whitehouse**

Cholsey & Wallingford host GWR Pannier

The Cholsey and Wallingford Railway will be hosting Llangollen's 6400 class 0-6-0PT No. 6430 for the remainder of August, and for the first weekend in September.

As part of the celebrations of GWR175, the locomotive will be in action each weekend in August, plus August Bank Holiday Monday, as well as 4th & 5th September, which is in conjunction with 'The BunkFest', Wallingford's annual festival of music, dance and beer! Trains will depart hourly from Wallingford at 11.05, until 16.05, and from Cholsey 30 minutes later.

Additionally, on the evening of 28th August, the railway will be running a special charter for photographers after the cessation of normal services. It will feature Pannier Tank No. 6430 hauling a short rake of chocolate and cream stock, and will operate between 17.30 and 20.30, with stops and photographic run pasts along the line. The cost will be £20 per head, and interested participants should email the C&WR to join the charter.

Please note that a minimum of 10 participants is required for the charter to go ahead, so please do not delay in contacting the railway if you are interested, visit the website www.cholsey-wallingford-railway.com

Class 73 and 4VEP set to inaugurate Bluebell's East Grinstead station and passenger shuttles

The Bluebell Railway will be heading into a new era on 4th September, with the formal opening of the new platform at East Grinstead.

In addition, a shuttle service will operate from East Grinstead to the north end of Imberhorne Cutting over the 10-arch Hillplace Viaduct. The train will consist of the 4VEP EMU No. 3417 *Gordon Pettitt*, which will be hauled by a Class 73 locomotive.

The first public train will depart at 10.10 for special ticket holders, these can be obtained by booking in advance from Sheffield Park, and subsequent trains will operate on the hour from 11.10 until 17.10. Shuttle rover tickets will be available for these trains on the day.

On Sunday 5th September, shuttle trains from East Grinstead to Imberhorne Cutting will depart at 10.10, and then at the same time past each hour until the last train departure at 17.10. The formal opening ceremony will be held at East Grinstead, and there will be a special train and bus service from Sheffield Park and Horsted Keynes to connect with the 10.10 departure.

Pitchford Hall for Llangollen Autumn steam gala

The Llangollen Railway's Autumn Steam Gala, which is booked for 10th-12th September, will have the joint theme of celebrating the Railway's 35th anniversary as well as the 175th anniversary of the GWR.

Its Great Western theme will be enhanced by the visit of No. 3440 *City of Truro* and No. 4953 *Pitchford Hall* to bolster the resident fleet of 2800 class 2-8-0 No. 3802, '5600' 0-6-2T No. 5643 and 6400 class 0-6-0PT No. 6430. Additionally, BR Standard 4MT 2-6-4T No. 80072 and 'Black 5' No. 44806 will join in the celebrations on 11th September.

To lubricate proceedings, there will also be a real ale festival at Llangollen station.

▶ The unique-liveried LMS '8F' 2-8-0 No. 8624 arrives at Leekbrook Junction on a wet summer day on 18th August, with a service from Cheddleton. **Frank Richards**

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Reasonable first ever diesel gala for Gwili Railway

The Gwili Railway has declared itself 'generally satisfied' with the results of its First Ever Diesel Gala, held on the weekend of 14th/15th August.

There were two disappointments, the first being the lower than anticipated passenger figures, which resulted in a small loss being incurred, and the second being the absence of the visiting miniature railway locos.

However, for the first event of its type at the railway, the organisers are pleased with the extremely positive feedback being received both on the day, and subsequently via online forums. A particularly popular attraction was the Railway's bar coach, complete with its on-board film show!

All the locomotives performed well, with the only changes required to the diagrams being to the last train of each day, where concerns regarding its slow speed led to Class 08 No. 08631 being replaced by Class 14 No. D9521 to ensure that the contracted bus shuttle commitments could be met.

The event also provided useful information on what to expect at future events of this type at the line, a number of constructive suggestions being made by visitors that will be taken forward.

An unexpected bonus was the popularity of the Vintage Bus Shuttles, which proved such an attraction with non-enthusiast passengers that their initial disappointment at the lack of steam was soon overcome.

As well as being the first event of its type on the line, other notable milestones during the weekend were the first operation of visiting diesel locomotives and the first scheduled use of home-based Class 03 No. D2178, which is usually restricted to days when steam locomotives are not available.

The organisers are now analysing the information from the event, including passenger and volunteer feedback, before coming up with proposals for further enthusiast events in 2011.

▲ Class 03 No. D2178 and Class 08 No. 08631 head the 15.20 Dan-y-Coed to Bronwydd Arms service out of Llwyfan Cerrig on 14th August, during the Gwili Railway's first-ever diesel gala. **Mark Thomas**

▲ LMS 4F 0-6-0 No. 44422, built in 1927 at Derby Works, heads the Travelling Post Office set at Yarwell during the Nene Valley Railway's 'TPO Weekend' on 15th August. **Roger Brown**

USA tank arrives on Dartmoor Railway

After a delay, USA tank look-alike No. 30075 has finally arrived on the Dartmoor Railway for a short visit.

The 1960's Yugoslavian built locomotive, which was constructed to the same design as the USA-type tanks purchased by the Southern Railway after the war, was delayed from going from its base at the Mid Hants Railway for a summer hire period at the Dartmoor Railway after the loco's clack valves were found to be life expired. New ones had to be fabricated and the loco steam tested before it could leave for North Devon, finally reaching Meldon shed on the evening of 19th August, having arrived by road. It was originally hoped that the loco would have been available at the end of July.

It is anticipated that when working services, it will operate between Okehampton and Meldon, which was once part of the former Southern Railway main line route from Exeter to Plymouth. The loco is due to return to the Mid Hants Railway during the first week of September.

A member of the original USA Class of BR locomotives was once based a Meldon for operating in the quarry towards the end of steam on the Western Region, which at the time had taken over control of the former Southern lines in North Devon and Cornwall.

The owners hope that while No. 30075 is at the Dartmoor Railway, some photo charters may be arranged to re-create this scene. Despite the short notice any groups looking to arrange a photographic charter, should contact Alistair Gregory (agregory@britamrail.com) directly at the Dartmoor Railway.

▼ During the Chinnor & Princes Risborough Diesel Gala on 8th August, Mainline blue-livered Class 37/0 No. 37219 arrives at Chinnor, prior to working the 11.15 service to Thame Junction. **Jamie Course**

Severn Valley gala line-up finalised with *Manston*

Against the sadness of the recent loss of Marketing Manager, John Leach, who played a decisive role in organising gala events, the Severn Valley Railway's 40th Anniversary Steam Gala will be a poignant occasion as well as a celebration of his life.

With the announcement of the visit of unrebuilt Battle of Britain Pacific No. 34070 *Manston*, standing in for the unavailable BR Standard 7P No. 70000 *Britannia*, the line-up has been finalised. Also in the frame are 'Jubilee' 4-6-0 No. 5690 *Leander*, Collett 2251 class 0-6-0 No. 3205 and No. 3440 *City of Truro*, which will all be operating alongside the home fleet of GW Praries Nos. 4566 and 5164, Pannier No. 5764, 'Manors' Nos. 7802 *Bradley Manor*, 7812 *Erlestoke Manor*, LMS Stanier 5MT No. 42968, Ivatt 4MT No. 43106 and Ivatt 2MT No. 46443.

The gala runs from Friday 24th September until Sunday 26th September with the usual intensive timetable that includes through the night running on Friday and Saturday. Rover tickets will again be available, which can be pre-booked, and a comprehensive working timetable has also been published, which provides details of the locomotive diagrams, freight and ECS workings together with all light engine movements.

On Friday September 24th No. 3205 is scheduled to work a series of Kidderminster - Arley and Highley - Bridgnorth shuttles, and an evening goods train, while over the weekend it will replicate its first regular duties on the SVR in a series of Bridgnorth - Hampton Loade shuttles. The loco is also scheduled to pilot No. 3717 *City of Truro* to Bewdley on the Sunday on the 14.20 departure from Kidderminster. No. 3205 will also pilot Nos. 7802 *Bradley Manor* and 7812 *Erlestoke Manor* during the day.

◀ **The Class 47401 Project's Class 47/4 No. 47401** *North Eastern* **leads LMS 'Princess Coronation' Pacific No. 6233** *Duchess of Sutherland* **across Hammersmith causeway at the Midland Railway - Butterley on 14th August. The recent removal of several trees on the bankside of the reservoir has opened up this new angle on the causeway.**
John Whitehouse

Monday 30th August 2010

Classic Car Rally
with DMU train service from Aylesbury
Buckinghamshire Railway Centre Quainton Road Station, Quainton, Aylesbury HP22 4BY
Tel:01296 655720 www.bucksrailcentre.org

Motorai Logistic

Long Marston Open Day
Sunday 12th September 2010
Gates open 10am until 5pm

£10 Adults £5 children under 15 years
(pay on day only)

'Photographic Special'

Details at www.motorail.co.uk or click here

On Saturdays throughout the peak summer season, First TransPennine Express operate a six-car Class 185 formation to Glasgow, by combining the 13.00 from Manchester Airport and the 13.15 from Blackpool North at Preston. On 14th August, No. 185108 (still carrying its Liverpool '08 vinyls) leads a classmate on this service through Grayrigg.
Nigel Capelle

Class 66/7 No. 66722 *Sir Edward Watkin* **passes Salt Lake cottages, Garsdale, with the 07.10 Fiddlers Ferry - New Biggin gypsum working on 19th August. Mick Langton**

DRS Class 20/3s Nos. 20302 & 20301, on hire to GBRf, bring up the rear of a Derby Litchurch Lane - Old Dalby stock movement, conveying new-build Underground 'S' Stock. Classmates Nos. 20305 and 20304 were leading.
Carl Westwood

On a grey morning, with headlight blazing, Class 66/8 No. 66845 passes Bottesford West Junction's home signal on 13th August with the 06.02 Washwood Heath to Boston Docks steel empties. **John Illingworth**

The wonders of Manx

Railway Herald's editor, *Richard Tuplin*, looks back at the history of railways and rail transport on the Isle of Man.

With a population of just over 75,000 in 2009, the Isle of Man boasted a sizeable rail transport network in the past, which in its heyday covered over 60 miles, quite remarkable for an island that is only 32 miles long and 15 miles across at its widest point!

The island today is popular with holidaymakers during the summer, and this is naturally when the remaining transport systems come alive. Although the island has always been popular with tourists, the fortunes of its various railway systems, while enjoying high points of success, have seen a number of low-points, some of which, like similar systems on the mainland, have brought about the closure of parts of the railway network.

Manx Electric Railway Car No. 21 and trailer No. 47 climb out of Groudle towards Baldrine on 31st July. **Richard Tuplin**

The story of railways on the Isle of Man goes back to 1870, when the Isle of Man Railway Company was formed and plans were devised for the construction of two routes, the first running across the island from Douglas to Peel, a distance of 11.5 miles, opened in July 1873. This was quickly followed a year later by the Douglas to Port Erin line, adding a further 15 miles to the railway network. Both of these routes were promoted by the Isle of Man Railway Company and built to three-foot gauge.

The railway was perhaps unique in that all locomotives built for the original company over a 53-year period came from the same manufacturer! When construction of the railway started, an order was placed with Beyer-Peacock of Manchester for the construction of three locomotives for the start of services, these being Nos. 1 *Sutherland*, 2 *Derby* and 3 *Pender*. Two out of the three survive today, with No. 1 being in store at Douglas and No. 3 forming a sectionalised display at the Manchester Museum of Science and Industry. No.2 was withdrawn in 1951, and provided spare parts for other locos until finally being scrapped in 1980.

Prior to the opening of the Port Erin line in 1874, a further two locomotives of the same type, Nos. 4 *Loch* and 5 *Mona*, were added to the fleet. While No. 5 remains stored on the railway today, after being withdrawn in 1970, No. 4 is still in daily service. No. 6 *Peveril* was purchased in 1875 to bolster the fleet, while No. 7 *Tynwald* arrived in 1880, and became the first loco to be withdrawn in 1947. No.8 *Fenella*, purchased in 1894, was an active loco on the line until 2008, while No. 9 *Douglas* became the last of the fleet to be built in the 20th Century. The final four locomotives arrived in 1905, (Nos. 10 *G.H. Wood* and 11 *Maitland*), in 1908 (No. 12 *Hutchinson*) and 1910 (No. 13 *Kissack*). No. 10 was the first medium boiler loco, being equipped with a larger boiler than

▼ **On the Manx Steam Railway, No. 10** *G H Wood* **restarts its train away from Castletown, while working the 13.50 Douglas to Port Erin service on 1st August. From a photographers point of view, the lack of fences and well maintained lineside, make for a number of superb photographic locations. All: Richard Tuplin**

▲ **One of the attractions during the Transport Festival was the operation of No. 4** *Loch* **(now turned to face Douglas) on a mixed train. Here the ensemble is pictured on the approach to Colby on 29th July.**

▼ **No. 12** *Hutchinson*, **awaits its next departure at Douglas on 31st July.**

earlier examples, and remains in service today, as do Nos. 12 and 13. No. 11 was withdrawn from service in 2007 and is currently undergoing overhaul.

Trams were introduced to Douglas in 1876, in the form of horse-drawn vehicles running along the Promenade, although it was to be a further 17 years before any further development in this area came about.

The Manx Northern Railway was created in the mid 1870s to promote a line from Ramsey. The developments in the south of the island with the three-foot gauge railway network had left only one area not accessible by rail, that across the north west corner of the island. Construction of a route commenced in 1878, and amazingly opened the following year, running from Ramsey, across the rugged landscape of the west coast before turning inland to St Johns, where it made a connection with the IoMR to Peel. Motive power on this line comprised initially of two 2-4-0 tank locomotives, built by Sharp Stewart and Co, Nos. 1 *Ramsey* and 2 *Northern*, followed in 1880 by a Beyer Peacock design loco, No.3 *Thornhill*, and finally an 0-6-0 tank built by Dubs and Co in Glasgow, No. 4 *Caledonia*, the latter being constructed to handle the mineral traffic on the Foxdale Railway. Promoted by the Foxfield Railway Company to allow the transportation of minerals from the lead mines around Foxdale, it ran from St Johns, opening in 1886. From the date of its opening, the line was leased to the Manx Northern Railway. Locomotive No. 3 *Thornhill* became No. 14 following the merger with the IoMR, while No. 4 *Caledonia* became No. 15.

Everything settled down for a few years and the railway became established as a major transport link. Then in 1893, a new line was proposed from Douglas to Groudle and on to Laxey. However, this was not to be a steam railway. Advancements in technology in the United States had led to moves to power trains using electricity. The technology had already been used in the United Kingdom, with Blackpool becoming one of the first electric conduit tramways in the world in 1885. In 1893, the first part of the electric railway on the Isle of Man opened as the Douglas & Laxey Coast Electric Tramway, from Douglas (or Derby Castle as the terminus is known) to Groudle. The trams were powered by two 90hp Galloway marine boilers at Derby Castle, which fed the overhead power lines. Opening on 7th September 1893 and operating for 17 days until closing for the winter on 28th September, the three trams carried over 20,000 passengers. The Douglas Horse trams were also sold to the Electric Tramway Company in the same year.

In the following year, the route was extended to Laxey, with an extra boiler being added at Derby Castle to provide additional power, along with a new power station at Laxey. Six more saloon cars, Nos. 4 – 9, were also introduced. Of note is that all the trams on the line used bow collectors of the type still seen today on the Snaefell Mountain Railway.

Following the takeover of the horse trams, the company became the Isle of Man Tramways and Electric Power Company Limited, and by 1900 was supplying electric power to private houses and the Derby Castle Opera House, as well as Onchan village, which in the process became the first village to change from gas to electric street lighting. The company was heading from strength to strength, and by 1895 the horse and electric trams were carrying over two million passengers a year.

With the tramway through to Laxey, the directors of the company had set their sights on expansion. The company, announced plans in 1894 to build a route from Laxey to the

▼ On a rather wet afternoon, shire-horse *Charles* is encouraged along the promenade towards the horse-tram terminus at Derby Castle in Douglas. Jack Boskett

▼ With the horse-tram sheds in the background, and hanging baskets on every conceivable post, MER Car No. 21, built in 1922, runs round its trailer at Derby Castle on 31st July. Richard Tuplin

▲ **Snaefell car No. 2 stands at the terminal in Laxey, alongside the Manx Electric Railway on 30th July, awaiting its next jouney up to the summit. The roof-mounted 'bow' collectors are clearly visible, as well as the Fell brakes towards the centre of each bogie, to assist with braking on the descent. Richard Tuplin**

top of Snaefell Summit, 2,036 feet above sea level. Work started in February 1895 and was completed seven months later. The construction work progressed with over 200 men working on the line at the height of the project. To assist with the construction, Caledonia was hired from the Manx Northern Railway, which required the laying of an extra 'third' rail to allow the three-foot gauge loco to work on the 3ft 6ins gauge railway.

A bill was introduced in 1896 to extend the tramway to Ramsey. The route was opened in two sections, firstly to Ballure in August 1898, and then to Ramsey in July 1899. It was at this point that the tramway moved from bow collectors to trolley poles.

In 1900, the Isle of Man Tramways and Electric Power Company Limited went into liquidation as a result of a banking collapse, after a £150,000 loan to the company, underwritten by Parr's Bank in England, was foreclosed. Thankfully, the tramway was sold to the newly formed Manx Electric Railway Company that took over services in 1902, while the horse trams were sold to the Douglas Corporation.

Just after the turn of the century, moves were made to combine the Manx Northern Railway with the rest of the system, and in 1905 the Ramsey to St Johns line and the Foxfield Railway became part of the Isle of Man Railway. The fortunes of the Foxfield branch were short lived, and the last mine at Foxdale closed in 1911, although the last passenger service ran in 1940. Today the route is a designated public walkway.

During the 1920s, the profitability of the steam railways was partly due to the creation of a bus division, which operated a number of

▲ **A pair of Snaefell cars pass near the Bungalow on 31st July. The left hand car climbing to the summit, the right hand car descending to Laxey. Richard Tuplin**

▼ **Stepping into the steam railway workshops at Douglas is like stepping back in time. The railway is self-sufficent for most aspects of day-to-day operations and rolling stock overhauls. Here, No. 12 *Hutchinson* is seen, minus boiler, part way through a full overhaul, while the smokebox of No. 14 *Caledonia* can be seen on the right. Jack Boskett**

▲ **The Snaefell wheel, which was sold in 1910 to a china clay mine in Bodmin, and later to the Cornish Wheel Preservation Society before being stored. It was finally recovered from Wales in 2003, before being rebuilt on the washing floors at Laxey, and is now operational again. In the background an Manx Electric Railway tram and trailer head for Ramsey. Richard Tuplin**

routes around the island.

During the war years, parts of the island played a crucial role in the war effort, while others found there was little work to be had. The steam railway found itself in the right place at the start of the First World War. A branch was built off the Peel Line to Knockaloe to serve a purpose-built prisoner of war camp, at the request of the British Government. This, together with the location of a Garrison on the Ramsey Line, brought an increase in traffic and helped the railway through the war years.

The Snaefell route closed in 1916, but was reopened in 1919 following the declaration of peace. The Manx Electric Railway had problems between the wars, with a fire at Laxey car sheds and severe flooding during the early 1930s. For the steam railway, however, this period was something of an Indian summer, rising passenger numbers bringing prosperity to the line, with the highpoint being in 1926, when over 1.3 million passengers travelled.

With the prospect of the Second World War on the horizon, the tourist trade diminished, although for the steam railway, a lucrative schools' contract kept the trains running. The steam railway found an increase in traffic during World War II. Internment camps were set up around the island, specifically at Douglas, Port Erin and Peel, which brought an new trade, as did the numerous troop trains that were operated to transport thousands of personnel to various training locations set up around the island. In addition, the RAF set up a base at Andres in the north, and the railway was used to transport spoil from Foxdale mines. Local traffic also grew, mainly as a result of fuel shortages. The Manx Electric Railway on the other hand, operated a limited service for residents during World War 2, although the trams also provided a transport service for those in the Douglas internment camps, which were a combination of hotels and a site previously used as a holiday camp, to work on farms.

By the mid-1950s, the Manx Electric Railway could see problems ahead. The advent of the package holiday resulted in declining visitor numbers, and from 1957 the Snaefell Mountain and Douglas to Ramsey lines were acquired by the Isle of Man Government, which still own them today.

The 1960s brought several developments on the three-foot gauge steam railway. Firstly the closure of the County Donegal Railways in Ireland, resulted in the railway purchasing two diesel railcars, which were largely used on the Peel line as a way of cutting costs, with the aim of reviving the failing fortunes of the network. All was to no-avail, however, and in late 1965 the railway network closed.

A reprieve came in 1967 when the Marquess of Ailsa purchased a lease on the three routes from Douglas to Port Erin and Peel, and St Johns to Ramsey. Unfortunately, things were not to be and the Ramsey and Peel lines closed in 1968, being lifted in 1975, along with the Foxdale line. Services from Douglas to Port Erin continued until the end of 1971, at which point the Isle of Man Railway Company Limited took over once again for the next three years. From 1975, the route was only operated from Port Erin to Castletown, although trains were extended back to Ballasalla in 1976, and then to Douglas in 1977. In 1978, further problems resulted in the railway being nationalised, and from 1978 the Manx Government has run services.

One of the major losses in the late 1970s

was the reduction in size of Douglas station. The grand station frontage remains, but in 1979 it was reduced to just half its size. The Vannin bus garage and a major supermarket chain taking over part of the station and the freight yard.

Today's Isle of Man Railways revolve mainly around the Isle of Man Steam Railway, the Manx Electric Railway and the Snaefell Mountain Railway, although outside the scope of this article, there is also the Groudle Glen Railway, a two-foot gauge line running though the glen at Groudle and the Great Laxey Mines Railway.

The Groudle Glen Railway was originally built in 1896 to serve the headland here, which was being developed as a zoo. The line closed for both World Wars and finally shut for good in 1962. The route was restored from 1982 onwards by the Isle of Man Steam Railway Supporters' Association. The Great Laxey Mines Railway was abandoned in 1929 after many years of moving product from the lead mine in Laxey to the washing floors. It reopened in September 2004, and uses two replicas of the original Ant and Bee locomotives.

All of the core routes have that traditional Victorian air about them, the feeling that the railway, its coaching stock and locos or tramcars have been around for years. It presents a feeling for the passengers of, in many ways, stepping back in time. Even more remarkable is that despite the Government ownership of the IoMSR, the MER and the SMR, there appears to have been no major attempt to rationalise or modernise the railways. The realisation being that while they are valued transport systems in their own right, the Island's railways are a tourist attraction.

The recent transport festival, while some distance away from the major celebrations during the mid-1990s to celebrate the centenary of the tramways, offered a number of unique opportunities, both for the enthusiasts who enjoy riding the trains and those who enjoy photographing them.

The festival started in earnest on 29th July, with a double-headed run from Douglas to Port Erin behind No. 12 *G H Wood* and No. 4 *Loch*, the latter having been turned to face Douglas. All locos on the Isle of Man Steam Railway are usually smokebox towards Port Erin, so the advent of a turned locomotive offered several unusual photographs. Also operating

▲ **The steam railway's 0-4-0 diesel No.17 *Viking* arrives at Colby with the mixed train from Port Erin on 29th July.**

◀ **A rare back-to-back double headed arrival at Port Erin. No. 10 *G H Wood* and No. 4 *Loch* coast into the station with the 09.50 from Douglas on 29th July.**

▼ **As part of the Transport Festival, No. 4 *Loch* arrives at Castletown the same day, with the mixed train, prior to shunting the brake coach to the rear and departing back to Port Erin. All: Richard Tuplin**

▲ **In abysmal weather, No. 4 *Loch* makes an unusual sight at Douglas, as it arrives smokebox first with the 12.15 service from Port Soderick on 30th July. All Manx steam locomotives usually face smokebox towards Port Erin.**

▶ **A further unusual working during the festival was the operation of Car No. 33 with two trailers. The ensemble is pictured between Groudle and Baldrine on 1st August.**

▼ **MER Car No. 19 is pictured at the Derby Castle terminus on the evening of 30th July, after arrival with the last shuttle, the 21.25 from Laxey, and prior to departing to the depot. All: Richard Tuplin**

during the morning and early afternoon was the railway's Schoma diesel on a mixed train between Port Erin and the delightfully peaceful halt at Colby. The afternoon run of the mixed train found Beyer Peacock No. 4 *Loch* at the helm, on a return working from Port Erin to Castletown. That evening also featured the first of a series of special evening runs from Port Erin to Castletown, giving islanders and tourists the chance to stroll around the historic town, which was once the centre of the island. The well-preserved castle within the town, Castle Rushen, is also highly recommended for a visit.

There was more activity on the steam railway on the following day, with one of the steam locomotives based in the station area for footplate photographic opportunities, while Loch was used to bank the 11.50 departure from Douglas out to Port Soderick, the first stop on the line, where the train was split and Loch returned to Douglas with a short two-coach service. The day also featured evening trams running on the Manx Electric Railway from Derby Castle to Groudle and Laxey.

The focus of attention at the weekend fell on the eastern coast of the island and the Manx Electric Railway in particular. Slightly later than planned on 31st July, one of the tramcars complete with four-wheeled box van was in use on the Laxey to Groudle shuttles, while the line's maintenance vehicle *Maria*, powered by a diesel generator (!) worked with a trailer car from Laxey to Dhoon Quarry. The railway also demonstrated a selection of works vehicles and diesel shunting locomotives that are normally not on public display.

The final day of the event focused on Ramsey, with Tram No. 33, which dates from 1906, heading northwards from Derby Castle with two trailer vehicles instead of the usual one. The maintenance vehicle *Maria* was in use again on a rare passenger working, operating shuttles between Ramsey and Ballaglass, while a vintage bus operated four-times through the day from Ramsey to Jurby Transport Museum.

All-in-all the four days presented a variety of traction and unusual operations for the visitor and appeared to be well patronised with a number of enthusiasts on the island from the mainland. It is to be hoped that the appropriate people continue to realise the value that a well-publicised event can bring, especially on a yearly basis, and allow the event to grow and become an established part of the narrow gauge and tramway enthusiast's calendars. For their part in this year's event, congratulations should go to all members of staff involved – it is pleasing to see that a Government-owned operation can make the extra effort involved to put on a display, that is worthy of the visitors watching it.

isle of man

Take a journey in style...

Discover the beautiful Isle of Man by taking an unforgettable journey around some of the most scenic and historic places the Island has to offer, onboard the Steam Railway, Manx Electric Railway and Snaefell Mountain Railway.

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25th August 2010

Basingstoke & District Railway Society

Wote St. Club, New Road, Basingstoke. 'The History of the Ian Allan Publishing Group' by David Allan. Meeting commences at 20.00. Visitors Welcome. Contact the Secretary on 01256 819401 for further details.

1st September 2010

Locomotive Club of Great Britain (Bedford)

St John's Church Hall, St John's Street, Bedford.
'The Dick Schaffer and Ian Hall Collections' by Ken Dickens. Meeting commences at 19.30.

Locomotive Club of Great Britain (North London)

Wood Green Social Club, 3 Stuart Crescent, Wood Green, London N22 5NJ.
'57 Ways of Wheels Going Uphill & Around Corners (Pt 1)' by Ray Schofield. Meeting commences at 19.00.

Warwickshire Railway Society

The Lamp Tavern PH, Barford Steket, Highgate, Birmingham.
'Two Americas' by Dave Lacey. Meeting commences at 19.30.. Contactthe Secretary, Don Taggart on 01746 710676 for further details.

2nd September 2010

Great Central Railway Society (Rotherham)

TheThree Horseshoes,Bawtry Road, Wickersley, Rotherham S66 2BW. 'J.G.Robinson and other Railway Artists' by Ken Grainger. Meeting commences at 19.30. Contact the Secretary, Mick Hayes on 01709 821544 for further details.

3rd September 2010

Stephenson Locomotive Society

The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'Browsing Around Britain in the Early 1970s' by David Sharp. Meeting commences at 19.00. Contact the Secretary on 01434 688946 for further details.

6th September 2010

North Yorkshire Moors Railway (Northallerton)

Northallerton Town Cricket Club, Farndale Avenue, Northallerton. 'Slides from the Raymond Rourke Collection' by Ian McInnes. Meeting commences at 19.30. Admission £1.50. Contact the Secretary, Ian McInnes on 01642 767233 for further details.

7th September 2010

Gravesend Railway Enthusiasts Society

Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 'GRES Reminiscences'. Meeting commences at 19.45. Contact the Secretary, Roger Hart on 01474 833320 for further details.

Locomotive & Carriage Institution

55 Broadway, London.
'Presidential Address' by Nick Agnew. Meeting commences at 18.00. Contact the Secretary, Stuart Smith at smithstuart@btinternet.com for further details.

North East Essex Railway Association

Room 6, Frinton Community Centre, The Triangle, Frinton.
'American & Canadian Railways' by John Day. Meeting commences at 19.45.

Permanent Way Institution (Wessex)

The Freemantle Club, Waterloo Road, Southampton
'An evening of historic railway films' by Frank Barfield
Meeting commences at 18.00 Contact the secretary, Richard Workman, on 01428 645771 or email richardworkman5@tiscali.co.uk for futher details.

Southern Electric Group (South Hampshire)/ LRTA (Southern)

Eastleigh Railway Institute, Romsey Road, Eastleigh.
'Railways in the North East - Retrospective and Recent' by Bruce Oliver. Meeting commences at 19.30. Admission £2. Contact the SEG Secretary, John Goodrich on 023 8067 0028 for further details

Weston super Mare Railway Society

Function Room, Conservative Club, Alexandra Parade, Weston super Mare. 'Central Switzerland's Railway Wonderland' by Arthur Turner. Starts 20.00. Contact Lionel Jones on 01934 628289 or at wsm1977rlysocy@talktalk.net for details.

8th September 2010

Basingstoke & District Railway Society

Wote St. Club, New Road, Basingstoke. 'Broad Gauge Railway Journey' by Canon Brian Arman. Meeting starts 20.00. Visitors Welcome. Contact the Secretary on 01256 819401 for further details.

Bromsgrove Rly Club

St Godwalds Church Hall, Aston Fields, Bromsgrove. 'Cine Film Evening' by John Constable Meeting commences at 19.45. Contact Dave on 01527 873800 or Gordon on 015127 873609 for further details.

Swiss Railways Society (London)

The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. 'An Evening with Ron and Allan Dawes'. Meeting commences at 19.00. £2 Donation. Contact the Ron Dawes on 020 8660 3532 for details.

9th September 2010

Bath Railway Society

Bath Green Park Station Meeting Room. 'Rare, Unique and High Quality Photographs - with an Emphasis on the Bath Area' by Paul Chancellor. Starts 19.30. Contact Kevin Plummer (evenings) 01225 312564 for further details.

Continental Rly Circle

St Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ.'Southern Africa' by Ron White. Starts 19.15. Admission £2. Contact Adrian Palmer on 01932 850624 or at akpalmer@talktalk.net for details.

Permanent Way Institution (North Wales)

The Town Crier Inn, City Road, Chester 'Lineside Engineering' by Neil Strong, Network Rail. Starts 18.30. Contact the secretary Lynne Garner, on 07771 672274.

10th September 2010

Great Western Society (Swindon)

Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon, SN3 1JE. TBA. Starts 19.30. Contact the Secretary on 01793 495976 for further details.

Locomotive Club of Great Britain (St Albans)

United Reform Church, Watford Road, Chiswell Green, St Albans. 'The Isle of Wight Railway: Past, Present & Future' by Jim Loe. Meeting commences at 19.30.

Shropshire Railway Society

The Gateway, Chester Street, Shrewsbury. 'Traction in the Deltic Era' by Hugh Ballantyne. Meeting starts 19.30. £3 Donation. Contact the General Secretary on 01743 243295 for further details.

11th/12th September 2010

St Albans Signal Box Heritage Open Day

St Albans Signal Box Preservation Trust, Ridgmont Road, St Albans AL1 3AJ. Exhibition of signalling and railway ephemera with model railway and other attractions. Admission free. Open 10.00 - 16.00. Contact the Chairman, K.Webster on 01727 836131 for further details.

13th September 2010

Lincoln Railway Society

St Hugh's Church Hall, North Hykeham, Lincoln. 'British Transport Police' by Brian Bell. Starts 20.00. Contact 01522 705365 for details

Southern Electric Group (Sussex)

Deall Room, Southwick Community Centre. 'SR EMU Photos from the 1950s' by Richard Larkin. Starts 19.30. £2 Donation. Contact Bruce Cakebread on 01273 462094 for details.

14th September 2010

8E Railway Association

The Gladstone Club, Station Road, Northwich, CW9 5RB 'Under, Up and Over. Merseyrail, Overhead & Snowdon - A Connection?' by Glynn Parry. Starts 19.45. Contact Paul Tench on 07790 486735 for details.

Abergavenny & District Steam Society

Upper Room, The Hen and Chickens, Flannel Street, Abergavenny.
'The Power of Steam' by Peter Donovan. Meeting commences at 20.00. Contact, Ken Mumford at ken.mumford@ntlworld.com for details.

Great Western Society (Bristol)

BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG. 'Spotting with a Pentax Spotmatic & a Cannon EOS' by Wayne Finch. Meeting starts at 19.45. Contact the Secretary on 01454 324230 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 that can be published.

Railway Herald reserves the right to edit details entered in this section, which may also be displayed on our online events diary. The information is believed to be correct at the time of publication.

Web Links

Links to the various society websites can be found by clicking here. Is yours missing? Send the details to the editor.

▼ On 16th August, Network Rail's NMT, powered by Class 43 powercars Nos. 43013 and 43014, heads away from Hellifield with the 11.58 Heaton to Derby working, via the S&C. **Richard Fox**

Permanent Way Institution (Croydon & Brighton)
Mott MacDonald House, Sydenham Road, Croydon, CR0 2EE. 'High Speed 2' by John Castle. Starts 17.45. Contact Martin Cresswell on 07815 968245 or email martincresswell@amey.co.uk for further details.

Permanent Way Institution (Manchester & Liverpool)
Ove Arup Offices, St. James Building, Oxford Street, Manchester. 'High Speed Rail' by Colin Stewart, Arup. Meeting starts at 12.30. Contact Rob Cummings, on 07798 858784

15th September 2010
Permanent Way Institution (Bristol & West of England)
Arup Auditorium, 63 St Thomas Street, Bristol. Innotrack by Charles Penny. Meeting commences at 18.00 Contact the secretary, Phil Harrison on 0117 976 5432 or e-mail philip.harrison@arup.com for details

Permanent Way Institution (Bristol & West of England)
Great Western Hotel, Swindon. Reading Station Area Remodelling by Sean Murray. Starts 18.00. Contact the secretary, Phil Harrison on 0117 976 5432 or e-mail philip.harrison@arup.com for details

Permanent Way Institution (Glasgow)
Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow. 'Airdrie to Bathgate Rail Link Progress' by Hugh Wark, Network Rail. Starts 17.30. Contact the secretary, Jack Scott, on 07789 765291 for further details.

16th September 2010
Barrow Hill Engine Shed Society
Roundhouse Lecture Theatre, Barrow Hill, Chesterfield. 'Steaming Through Britain'. Starts 19.30. £2 Admission. Contact the Secretary at beardspaul@aol.com for details.

Breconshire Rly Society
R.A.F.A.Club, The Struet, Brecon. Annual Luncheon. Meeting commences at 19.30. Members only. Please contact Arthur Robinson on 01982 560219 for further details and all membership enquiries.

Marlow & District Railway Society
Bourne End Community Centre, Wakeman Road, Bourne End. 'The Alan Morris Collection - a selection of pictures' by Julian Heard. Starts 20.00. Admission £2.

17th September 2010
Great Western Society (Taunton)
Village Hall, Stoke St Mary, Nr Taunton. 'Bodmin & Wenford' by Richard Jones. Starts 19.30. Contact 01823 334188 for further details.

Locomotive Club of Great Britain (Nth West)
The St David's Social Centre, 249 Wargrave Road, Newton-le-Willows, '1968: The Last Months of BR Steam' by Peter Fitton. Meeting starts 19.30.

Stephenson Locomotive Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'Railway Routes from Darlington to Newcastle' by Roger Darsley. Starts 19.00. Contact 01434 688946 for details.

18th September 2010
Great Western Society (South West)
Parish Centre, Church End Road, Kingskerswell, Torbay. 'History of the Dartmouth & Torbay Railway' by John Risdon. Meeting commences at 18.30. Contact the Secretary on 01803 336329 for further details.

Locomotive Club of Great Britain (Central London)
Keen House, Calshot Street, London N1. 'The Crossrail Project' by Simon Bennett. Meeting starts 19.00.

20th September 2010
Great Central Railway Society (Spinkhill)
The Angel Hotel 26 College Road, Spinkhill, Sheffield S21 3YB. 'Classic Film Night' with Mick Hayes. Starts 19.30. Contact Frank Greaves on 01909 473927 for further details.

21st September 2010
Locomotive Club of Great Britain (Dorking)
Pethick-Lawrence House, 85 South Street, Dorking. 'Narrow Gauge Around the World' by David Cox. Starts 19.30.

PWI (York)
Park Inn, North Street, York. 'North East Railway Engineers Forum' Starts 18.00 Contact the secretary, Ken Aiston, on 01904 656991 or email kaistonyork@btinternet.com

22nd September 2010
Basingstoke & District Railway Society
Wote St. Club, New Road, Basingstoke. 'Trains in the Snow' by Les Nixon. Starts 20.00. Visitors Welcome. Contact the Secretary on 01256 819401 for further details.

Locomotive Club of Great Britain (Bedford)
St John's Church Hall, St John's Street, Bedford. AGM & Branch Annual Photographic Competition. Starts 19.30. Contact the Secretary on 01525 750149 for further details.

PWI (Nottingham)
Hallmark Midland Hotel, adjacent to Derby station. '90 Years on the Railway' by Andy Clayton, Colin Cotter and Andy Packham Meeting commences at 18.30 Contact the secretary, Colin Cowey, 07946 482343 or email colin.cowey@talk21.com

23rd September 2010
Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. AGM. Starts 19.45. Contact Roger Hart on 01474 833320 for details.

Locomotive Club of Great Britain (North West)
St David's Social Centre, 249 Wargrave Road, Newton-le-Willows, WA12 8EW. 'The Lancaster & Carlisle Railway' by Noel Machell. Starts 19.30. Contact Neville Bond on 01925 226473 for further details.

24th September 2010
Great Western Society (North West)
St. Hilda's Clubroom, Slater Street, Latchford, Warrington. 'Lost Stations of St. Helens' by Alan Moore. Meeting commences at 19.30.

Locomotive Club of Great Britain (Croydon)
United Reform Church Hall, Addiscombe Grove, East Croydon. 'From the 90s to the 00s at Home & Abroad' by Bob Stonehouse. Starts 19.15.

Shropshire Rly Society
The Gateway, Chester Street, Shrewsbury. 'British and Overseas Steam Trams' by Nick Kelly. Starts 19.30. Donation of £3 requested. Contact the General Secretary on 01743 243295 for further details

The Great Central Railway (London)
The Exmouth Arms, 1 Starcross Street, Euston, London NW1 2HR. 'My Railway Career' by Bill Davies. Starts 19.30. Contact Richard Butler on 01525 372487 for further details.

26th September 2010
St Albans Signal Box
St Albans Signal Box Preservation Trust, Ridgmont Road, St Albans AL1 3AJ. Exhibition of signalling and railway ephemera within the preserved signal box. Admission free. Open 14.00 - 17.00. Contact the Chairman, K.Webster on 01727 836131 for further details.

28th September 2010
Locomotive Club of Great Britain (Brighton)
Brighton Model Railway Club Room, BR London Road Station, Shaftesbury Place, Brighton. 'Railway Film Miscellany' by John Butler. Meeting commences at 19.30.

1st October 2010
RCTS (Bristol)
St Peters Church Hall, Church Road, Filton. 'The Railways of the Forest of Dean' by Ian Pope. Starts 19.30.

Stephenson Loco Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'An Evening of Railway Films with a 1950s Theme' by Roy Jefferson. Starts 19.00. Contact 01434 688946 for details.

Stephenson Locomotive Society
Settlement Centre, Union Street, Middlesbrough. 'So you want to Build a Railway (The Welsh Highland Railway)' by Bob de Wardt. Meeting commences at 19.00. Contact the Secretary on 01642 313451 for further details.

2nd October 2010
Stephenson Locomotive Society
The Friends Meeting House, Mount Street, Manchester. 'Joseph Locke: The Third Engineer' by Dr Michael Bailey. Meeting commences at 14.00. Contact the Secretary on 0161 928 2461 for further details.

4th October 2010
North Yorkshire Moors Railway (Northallerton)
Northallerton Town Cricket Club, Farndale Avenue, Northallerton. 'Your Next Station Stop is Stokesley' by Tony Daniels. Meeting commences at 19.30. Admission £1.50. Contact the Secretary, Ian McInnes on 01642 767233 for further details.

RCTS (Ashford)
The Elwick Club, Church Road, Ashford. 'The West Coast Main Line, Southern Section since Nationalisation' by Bob Ballard. Meeting commences at 19.30. Contact the Secretary at southeast@rcts.org.uk 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

Ian Riley's LMS 'Black 5' 4-6-0 No. 44871 passes Water Street Locks on the River Irwell, Manchester, working light engine and support coach from Castleton to Crewe on 23rd July.
Chris Gee

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