Railway Herald

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The weekly railway enthusiast's magazine

Railway Herald

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23rd May 2011

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'Cathedrals Explorer' success for Steam Dreams

Steam Dreams' boss Graeme Bunker was no doubt much happier when he arrived back into London Victoria, as a very precarious start to the company's first 'round Britain tour', the 'Cathedrals Explorer' proved to be a great success, both operationally and financially.

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Sir Roy McNulty has released his report into the value for money of rail in Great Britain, and DfT announces possible extension to Virgin franchise
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New Class 390 to be 9-car set
Virgin Trains has announced an agreement with the DfT to use the 11-car Class 390 currently on test, but as a nine-car set.
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Front Cover Caption:

BR Standard 8P Pacific No. 71000 *Duke of Gloucester* **bursts out of Blea Moor Tunnel in fine form, with a 'Cumbrian Mountain Express' charter to Carlisle on 19th May. John Wooley**

Rail value for money report says that £1 billion in savings could be achieved without service cuts

Last year Sir Roy McNulty was commissioned to conduct an independent study into rail's value for money.

His December 2010 interim report set out a preliminary assessment of the costs of rail in Great Britain and stated that savings of up to an estimated £1 billion could be achieved without the need for service cuts. His final report, which has now been published, sets out recommendations for improved efficiency and value for money in the industry. The Government will now consider which of the recommendations to take forward and on what timescales, during the process of developing a wider package of rail reform to secure a sustainable railway at lower cost that delivers a better deal both to the taxpayer and to the fare payer.

Network Rail welcomed the study, with Chief Executive, David Higgins, saying: "We are well on our way to cutting the cost of running the rail network by over £5 billion in our current funding period 2009-2014. We recognise there is more we can do to bring about fundamental change within our organisation to make it more efficient and customer focused". The Association of Train Operating Companies said it welcomed the review of fares policy, going on to add that the current system that remains largely unchanged since Privatisation, no longer properly reflects how people travel today, and that it needs to adapt the requirements of the 21st Century

Among the recommendations of the report are that there should be stronger incentives for Train Operating Companies (TOCs) to reduce costs, including closer alignment and partnering with infrastructure providers. It also suggests up-front payments, rather than performance bonds, and a greater opportunity for Passenger Transport Executives to influence outputs are worthy of consideration.

Strongly supported was the view that the industry needs to be given greater responsibility for its own future, and the study recommended the development of a Rail Delivery Group (RDG), which should have a focus on "making happen what would not happen otherwise", and developing, validating and monitoring the implementation of plans for delivery of the cost savings identified by the study. Sir Roy's report also recommended that the process of predicting passenger and network growth, and providing ways of handling this through the Route Utilisation Strategy's, has tended to lead too easily to capital and infrastructure solutions. The cause of this reasoning is, according to the report, partly a result of the fragmentation within the industry. The study stated that there should be a move towards "predict, manage and provide", with a much greater focus on making better use of existing capacity.

A key statement, which will no doubt find favour within the industry, is that the "high degree of Government involvement has led to too many decisions being made remotely from the market". The proposal is that decision-making should be taken by the parties that operate the network, and at all levels within the industry that are closest to the market. The study continues to comment that less prescriptive franchises would allow TOCs to react to the market, and that there should be a greater involvement of local authorities/ PTEs.

Sir Roy's report clearly states that the DfT should undertake a full review of fares policy and the current structure to address the complexity, anomalies, and all relevant factors that are affected by regulation. The overall aim of which would not be to raise fares, but to move towards a less complicated fare structure that passengers can understand.

As well as welcoming Sir Roy's work, the Government has also outlined its intentions for the future re-letting of the Intercity West Coast franchise. The new franchise will run from 2012 to 2026, to align with the proposed opening of the first phase of High Speed 2. The proposed Train Service Specification for Inter City West Coast represents a relaxation from the rigid timetable specification of the past, while retaining obligations that protect the key elements of service, such as principal first and last trains and minimum numbers of station stops per week and per day. This marks a significant shift from the micro-management that has prevented operators from maximising capacity and reacting to the changing demands of passengers in the past. A stakeholder briefing document for the Inter City West Coast franchise, detailing consultee's responses, has been published along with an Invitation to Tender, which has been released in draft format to allow a further consultation on the train service requirement to take place. The new franchise will start on 9th December 2012, and will run until 31st March 2026, with an option for extension up to 20 months.

Meanwhile, the DfT is discussing with Virgin Rail Group the terms of an extension to the current franchise until 8th December 2012, including the significant period through the Olympic Games. The DfT added however, that if satisfactory terms cannot be agreed, Directly Operated Railways, the company that currently runs East Coast on behalf of the Government, will be ready to operate the West Coast Main Line on a temporary basis.

▼ **Virgin looks likely to retain its West Coast franchise until December 2012 providing terms can be agreed between Virgin Rail Group and the Government. A pair of Class 390s pass south of Tamworth on the WCML. Richard Tuplin**

East Coast launches new timetable, and new four-hour Scotland to London service in style

East Coast Chairman, Elaine Holt, joined invited guests, media and passengers at Edinburgh Waverley shortly after 05.00 on 23rd May, to celebrate the first run of the new 'Flying Scotsman'.

The 05.40 Edinburgh to London King's Cross is the jewel in the crown of the new East Coast summer timetable, and provides the operator with a new four-hour service from the Scottish Capital to London, with only one stop at Newcastle. The first day found passengers greeted in style with a 'Flying Scotsman' branded entrance onto Platform 11 at Waverley station, where bagpipes, played by Jim Nichol, set the ceremonial tone of the event. The TOC had also brought in former world champion cyclist Graham Obree, to help with the local and national media promotion.

The timetable provides 19 new services every day, a total of over 977 services each week, giving the operator an additional 10,800 seats each weekday. A major feature of the schedules is an enhancement of many services, with Harrogate gaining a northbound service and Lincoln receiving one direct train in each direction per day. In addition, the extra services that should have formed the two-hourly Lincoln route are operating, but will terminate at Newark Northgate.

With everyone onboard, a specially-liveried Class 91/1 No. 91101, branded 'Flying Scotsman' propelled the train out of Edinburgh dead on time at 05.40, with Mk4 DVT No. 82205 at the helm, also branded in the new purple livery. The nature of operations on the East Coast route means that this locomotive and DVT combination will not be dedicated to the train, but will work it whenever possible. The first southbound run was fast and efficient, with little delay being incurred at all. Arrival at Newcastle, the only stop on the service, was a minute early, with an ontime departure, following which was the unusual sight of a service passing York (Platform 5) non-stop! A signal check in the Grantham area was the only source of delay, and that was a result of two minutes early running that resulted in the train catching East Coast's Hull to London service. Once past the HST set, the service enjoyed a fast run to King's Cross, with an arrival just two minutes late, to the sound of the Penicuik and District Pipe Band, Penicuik being around 10 miles south-west of Edinburgh.

▼ **Class 91/1 No. 91101 arrives with the ECS from Craigentinny, shortly after 05.00 on 23rd May. Richard Tuplin**

▼▼ **The train creates a striking impression as the 'Flying Scotsman' service speeds south on time, with Mk4 DVT No. 82205 leading, at Colton Junction. Ron Cover**

▼ **World Champion Cyclist Graham Obree, East Coast Chairman Elaine Holt, and piper Jim Nichol are pictured beside Class 91/1 No. 91101 at Edinburgh before the first 05.40 service departed for London on 23rd May. Richard Tuplin**

▲ The Locomotive & Carriage Institute, founded in 1911, celebrated its centenary this year with the naming of GBRf Class 66/7 No. 66716 at Wansford on the Nene Valley Railway on 14th May. Class 47/4 No. 47584 previously carried the L&CI name after being named at Bristol Temple Meads in 1995. The Institution aims to increase knowledge of the railway industry, and welcomes active/retired staff. The plate is unveiled by Nick Agnew (left), President of the Locomotive & Carriage Institution, and John Smith, MD of GBRf and himself a member of the L&CI. **Tom Chaffin**

Flat For Sale for Over 60s

Ideal for railway enthusiasts

Offers around £144,000

A two bedroom, first floor retirement flat, overlooking both the steam railway and National Network at Alton.

Situated in a small complex, not far from Alton station. With well maintained gardens, which include a large area of lawns and mature trees.

Ideal for railway enthusiasts, with both Watercress Line steam trains, performing a 'runaround' and South West Trains running behind the flat. Alton station is only 10 minutes walk and the main town slightly more.

For further details contact Chris on 07768 013450 or railwayviewalton@gmail.com

Metro and Light Rail News

Centro starts procurement of replacement trams for Midland Metro

Five companies have been invited by Centro to bid for a contract for new trams that is worth up to £50 million.

The new trams to be built by either Alstom, Bombardier, CAF, Siemens or Stadler, will improve the operations of Midland Metro. The procurement process is expected to last a year, and the new vehicles will be brought into service from late 2014, with the Midland Metro extension between Snow Hill to New Street stations coming on line in 2015. The extension will create 1,300 sustainable new jobs and boost the West Midlands economy by £50 million a year as the new trams increase passenger capacity between Birmingham and the Black Country.

Councillor Angus Adams, the Chairman of Centro, said: "This is an exciting development in the story of the Midland Metro. All of the candidates are leaders in their field and users of the Midland Metro can be assured that whoever is chosen will be delivering vehicles of the highest quality". The order will be for 19 vehicles, which will replace the current 16-strong fleet to deal with the expected growth in use of the Metro once the 1.3km (0.8 miles) extension is open. The larger number of new trams, which will be approximately 30% bigger, will also allow more frequent services to be operated, significantly increasing the passenger carrying capacity of the system.

▼ On 15th May, one of the remaining Victoria Line 1967 Tube Stock sets worked the 'First and Last' railtour to mark the end of over 40 years service of the stock on the line. The tour started at Seven Sisters, worked up to Northumberland Park Depot, used the rare crossovers from the Victoria line to the Piccadilly line at Finsbury Park, and headed to Uxbridge, where there was a lunch break. It then continued to Acton, where a reversal took place before working to Ealing Broadway and returning to Seven Sisters. The set is pictured at Ealing Broadway. **Julian Gajewski**

UK News In Brief

■ The TransWilts Community Rail Partnership has announced that a trial Summer Sunday service will by operated by FGW at 07.28 from Westbury, Trowbridge and Melksham to Chippenham and Swindon, connecting with the first London train for a day out in the Capital, while a second service will operate at 08.20 from Swindon, Chippenham, Melksham and Trowbridge to Weymouth. The £3,500 cost is being sponsored by the Wessex Association of Chambers of Commerce, Visit Wiltshire, Invensys Rail, Knorr-Bremse Rail Systems, Well House (Melksham) and the Trans Wilts Community Rail Partnership. The timetable and fares are available by clicking here.

■ Transport for London (TfL) has awarded a contract to Birse Metro to build the final part of the London Orbital rail network. From 2012, the Surrey Quays to Clapham Junction link will mean passengers can use London Overground services to make journeys around London without needing to head into the centre of the Capital. Although most of the extension will run alongside existing National Rail lines, construction work has begun on a new stretch of track to link services at Surrey Quays with the existing railway at the site of New Cross Gate & Hatcham station, between South Bermondsey and Queen's Road Peckham, which closed in 1917.

■ An error occurred in the image caption of Class 73/2 No. 73202 hauling a '442' set into Brighton, featured on Page 10 of our last issue, it being incorrectly credited. It was taken by Pat Seale and NOT John McIntyre - apologies to both photographers for the mistake.

New look for Clapham Junction

The new Brighton Yard entrance from St John's Hill to Clapham Junction station was officially reopened after over half a century on 19th May, and all nine new platform stairways and lifts are also now in operation, giving the 'busiest station in the country' a £14.5 million upgrade.

The work has been funded with £13.2 million from the Department for Transport, £600,000 each from South West Trains and Wandsworth Council, £300,000 from both Transport for London and Network Rail and £75,000 from the Railway Heritage Trust. The makeover also includes new ticketing facilities, travel information screens and toilets in a fully refurbished ticket hall, together with new shops. Outside the building a taxi and car pick-up and drop-off point has been created and racks for up to 72 bikes have been installed.

Funded through the Government's 'Access for All' programme, the creation of the step-free route into the station and from the over-bridge to all platforms makes the station fully accessible for everyone, including those with reduced mobility, heavy luggage or young children. It will also help reduce congestion in the subway and main entrance as the reinstated entrance provides an alternative way into the station for anyone coming from the St John's Hill direction.

▲ ▲▶ **The exterior and interior of the new entrance.**
▶ **Arriving in Platform 17 of the new-look Clapham Junction on 19th May, the 13.13 service from Milton Keynes Central to East Croydon, formed of Class 377/2 No. 377201. Brian Morrison**

Second hi-cube route from Southampton

Network Rail has announced plans to upgrade a second route out of Southampton to take the larger 9'6" hi-cube freight containers when the main route is unavailable.

The diversionary route runs from Southampton to Basingstoke, via Romsey and Andover, in addition to the Eastleigh to Romsey line. The works require 17 bridges to be rebuilt, the track to be altered at 11 locations, and station canopies at Andover, Romsey and Whitchurch to be adjusted.

Two redundant bridges will be demolished without being replaced, and three further bridges will be modified without having to rebuild them. Eight of the 17 bridges being knocked down and rebuilt carry public highways across the railway, while the remaining structures are on private roads or public bridleways or footpaths. The first work phases are due to start in August this year, and the whole project is scheduled for completion by June 2013.

There will also be some disruption to train services while track works are carried out, old structures demolished and new structures lifted into place.

Network Rail

Weeds out of control? Call the shepherd!

Network Rail is using a flock of sheep to reduce the cost of maintaining a railway cutting.

The sheep will reduce the annual £50,000 bill to maintain the two-mile long Great Stukeley railway cutting in Huntingdon, home to rare orchids and wildflowers and a designated site of special scientific interest (SSSI), one of 146 managed by Network Rail.

Huntingdonshire District Council has take on responsibility for managing the site on Network Rail's behalf and by joining a Natural England Environmental Stewardship scheme, funding is now available to the Council to help maintain the site and provide a qualified shepherd to manage a flock of 20 Wiltshire Horn sheep, that will chew their way through the majority of non-native vegetation and help return the cutting to its natural state.

Class 390 to enter traffic as a NINE car set

A new Class 390 Pendolino is to enter service on the WCML this summer, once testing has been completed.

The new set will not be the first 11-coach Pendolino in traffic however, despite ongoing commissioning for the extended set due to be completed in July, once it is available for traffic the set will be downgraded to match the rest of the fleet - nine coaches. Virgin Trains says operational reasons are why the Class 390 cannot be run as an 11-coach set.

The TOC says that No. 390054 will be increased to 11-cars as part of the new West Coast franchise, which was scheduled to begin on 1st April 2012. Whether the extension of the current franchise to the end of 2012 (see separate story) will result in this upgrade being delayed or not, is not currently known.

Once the nine-coach set is in traffic this summer, a five-car Super Voyager will then be transferred to North Wales services, providing additional seats on some of the routes busiest trains.

The new nine-car train, which arrived in the country in December, is part of an 11-car Pendolino recently manufactured by Alstom in Italy. Four 11-car Pendolinos are being introduced over the next 18 months, while an additional 62 new Standard Class vehicles will also be added to the 31 existing nine-carriage trains by the end of December 2012.

The Irish Angle

▲ **The Irish Railway Record Society ran a railtour on 14th May, using the only remaining 80 class set, comprising vehicle Nos. 8094, 8752, 8749 and 8090. The route was Lisburn to Larne Town, via Belfast Great Victoria Street (GVS), then to Bangor and back to Lisburn, avoiding the Belfast GVS-Cantral section. The set is pictured after arrival at Bangor. This was almost certainly the last visit of an 80 class to Lisburn and Bangor. The set normally only works Belfast Central to Larne on weekdays, and it is due to be withdrawn at the end of June. Martin Baumann**

▶ **Class 450 DEMU No. 453 with Driving Car No. 8783 leading, worked a driver training run on 16th May from York Road to Ballinderry, via Antrim. The line is missing a bridge near Knockmore, requiring all trains to run via the Antrim end of the branch. The line was closed to passenger services on 29th June 2003, and the last time a train ran on the branch was 23rd June 2010, which was CAF No. 3021. On this occasion it only ran one mile out of Antrim to attend a fire exercise. The last time a train ran the whole way was 29th October 2008, which was RPSI Loco No. 4 on driver training. Chris Playfair**

Grand Central honours the late Peter Fox

Grand Central and Platform 5 Publishing paid tribute to Peter Fox in a short ceremony at Sheffield on 15th May.

Peter died on 8th February, after having surgery following a replacement heart valve operation in November, from which, he sadly never regained consciousness. His interest in trains stemmed from when he used to live in Heeley at a young age. He became a metallurgist working with British Rail and after meeting fellow enthusiast Neil Webster, the pair went on to form Platform 5 Publishing, the first 'Motive Power Pocket Book' appearing in 1978.

▲ The ECS from Heaton arrives, appropriately, in Platform 5 at Sheffield on 15th May.

▲▶ Peter's widow, Doreen unveils the attractive plate attached to Class 43 No. 43484.

▶ The majority of the team from Platform 5 Publishing gather around the nameplate that Peter would have approved of. From left to right are Robert Pritchard, Andy Barclay, Paul Abell, Andy Edwards, Sarah Dyson, Andrew Dyson and Graham Worsfold. **All: Richard Tuplin**

New early morning connections for S&C

The new Summer timetable has brought a number of improvements across the network, one of the which brings improvements to the scenic Settle & Carlisle line.

Until now, passengers on the S&C from north of Ribblehead could not arrive in Leeds before 11.30, of no use for commuting. Equally, anyone from south of Kirkby Stephen could not arrive in Carlisle before 11.30, making a day out in Glasgow or Edinburgh an impossibility.

From 22nd May, Northern Rail has added a new weekday service that leaves Carlisle at 05.58, calling at Armathwaite, Langwathby, Appleby and Kirkby Stephen, then picking up the path of the former 07.16 Ribblehead to Leeds train, arriving in Leeds at 08.37. The next London King's Cross service leaves at 08.45, giving an arrival in the Capital at 11.00, three hours earlier than was previously possible.

For those wishing to travel northbound, there is now a train that departs from Leeds at 05.55, calling at the main Aire Valley stations to Settle, then going non-stop to Kirkby Stephen and Appleby, before calling at all stations in the Eden Valley to arrive at Carlisle at 08.41, allowing convenient connections to Scotland.

Richard Morris, Chairman of the Friends of the Settle Carlisle Line, welcomed these developments, saying: "Hats off to Northern for providing these much-needed extra early-bird services. The Settle & Carlisle line is always in the limelight these days, and although the train times are fine for tourists wanting a day out to see the spectacular scenery, the lack of decent early arrival times in Leeds or Carlisle has always been a significant drawback for anyone needing to travel long distances. Now this is possible, and although we hope that the 'missing' station calls can be added in future, these new services will be a huge boon to many people".

▼ Class 172/1 No. 172104 climbs Hatton Bank on 16th May, while working from Marylebone to Derby, having worked south to London earlier in the day. **Peter Tandy**

The News In Pictures

◀ Following vehicle No. 52221 of Class 150/2 No. 150221 sustaining fire damage, First Great Western has formed a temporary 150/153 set. 'Hybrid' No. 153399 now comprises Class 153 No. 153369 and vehicle No. 57221 from the '150' set, providing what is believed to be the first occasion that a Class 153 set has been formed of two cars. The '153s' were two-car Class 155s prior to conversion, but it is not thought that a Class 153 set number has previously been allocated to a two-car set. The 'Hybrid' is pictured on Exeter Depot on 13th May. **Stacey Thew**

◀▼ Work is proceeding on extending the rail facilites at Prologis Daventry. This was the view on 6th May. Just two years earlier, this was a green field site. **Ken Brunt**

▼ Chiltern Railway's 'Bubblecar' No. 960013 visited Calvert on 16th May, presumably in connection with recent driver training runs that have been undertaken in the area. The set is pictured passing through the long-abandoned station with the waste transfer station visible in the distance. **Ken Brunt**

UK Steam & Modern Traction Railtour Listings

23rd May 2011

Cruise Saver Travel	2xDRS 47	Southampton Docks-Oxford-Lichfield TV-Stoke-Crewe-Shap-Glasgow Central	
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Malliag and return	

24th May 2011

HF Railtours	70000	Liverpool South Parkway-London Euston and return	**Cancelled**
Steam Dreams	34067	Southend Central-Kensington Olympia-Basingstoke-Salisbury-Sherborne and rtn	
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Malliag and return	

25th May 2011

WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Malliag and return	

26th May 2011

Steam Dreams	4492	London Victoria-East Croydon-Redhill-Guildford-Bath Spa-Bristol TM and return	
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Malliag and return	

27th May 2011

VSOE	35028	London Victoria-Woking-Guildford-Redhill-East Croydon-London Victoria	
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Malliag and return	

28th May 2011

Pathfinder Tours	2xDRS 37	Tame Bridge Parkway-Taunton-Exeter Canal Basin-Plymouth-Carne Point-Goonbarrow-Par Harbour-Plymouth Friary Yard-Tame Bridge Parkway	
PMR Tours	46115	(Nottingham-Crewe-)Preston-Shap-Carlisle and return	**Cancelled**
Railway Touring Co.	70013	(Birmingham International-Chepstow-)Newport-Carmarthen	**Cancelled**
Retro Railtours	2x31	Leeds-Stalybridge-Guide Bridge-Stoke on Trent-Southend on Sea & return	
Spitfire Railtours	2xDRS 37	Worcester Shrub Hill-Derby-York-Edinburgh Waverley & return	**Cancelled**
Spitfire Railtours	2xDRS 37	Birmingham International-Telford Central-Shrewsbury-Crewe-Stockport-Huddersfield-York-(Mini-Tour)-York-Sheffield-Hope Valley-Stockport-Shrewsbury-Birmingham Intl.	
Spitfire Railtours	2xDRS 37	York-Eaglescliffe-Ferryhill-Durham-Newcastle-Bedlington-Morpeth-Newcastle-Durham-Ferryhill-Norton Jcts-Eaglescliffe-York	
SRPS Railtours	55022	North Berwick-Edinburgh Waverley-Aviemore-Inverness-Kyle of Lochalsh & return	
Statesman Rail	2xWCRC 47	Hull-Selby-Huddersfield-Crewe-Shrewsbury-Machynlleth-Aberystwyth & return	

30th May 2011

Compass Tours	WCRC 47	Skipton-Appleby-Beattock-Mossend-Forth & Tay Bridges-Dundee-Aberdeen & rtn	
Pathfinder Tours	70000	Bishops Lydeard-Taunton-Bath Spa-Westbury-Eastleigh-Portsmouth Harbour & rtn	
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Malliag and return	

31st May 2011

WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Malliag and return	

1st June 2011

Compass Tours	2xWCRC 47	Stoke on Trent-Stockport-Bolton-Preston-Mossend-Forth & Tay Bridges-Dundee & rtn	
Spitfire Railtours	Carnforth Pool	(Worcester Shrub Hill-Derby-)Hellifield-S&C-Carlisle and return	
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Malliag and return	

2nd June 2011

WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Malliag and return	

3rd June 2011

WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Malliag 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. **RED** Tours cancelled by the operator
GREEN Tours postponed to a future date by the operator **BLUE** Provisional excursion
(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

ERTMS issues result in no 'Cambrian' for 2011, but the 'Jacobite' goes twice-daily!

Last week was bitter sweet for the West Coast Railway Company, as on the one hand it had to finally admit defeat and confirm there would be no 'Cambrian' operation this year, while on the other hand had the pleasure of announcing a doubling of the 'Jacobite' trains for the months of June and July to accommodate demand.

The good news is that 'The Jacobite' has proved to be hugely popular, and in past years many high season trains have been sold out well in advance. So, with the continued high demand for tickets this year it has been decided to operate an additional train between 1st June and 29th July, which will include the seven-days-a-week operations that commence on 25th June.

The new train will depart from Fort William at 17.10 and arrive in Mallaig at 19.00, returning 30 minutes later for a 21.22 scheduled arrival back in Fort William. With the short layover in Mallaig, this will essentially be a scenic land cruise, and without doubt on a sunny evening the views from the train will be even more stunning. Advance booking is now open and recommended.

However, the upbeat information of the 'Jacobite' was soured slightly, with the news that 'The Cambrian' will not operate this year, an announcement that will be greeted with great disappointment by everyone, even though its demise has been the subject of much informed speculation for some time.

The problem is that it has not been possible to provide an appropriate ERTMS solution that could be carried by the steam locomotive. It is understood that a host of alternative solutions have been investigated, including running the train with ERTMS partly fitted in an adjacent coach, but all options have foundered on a combination of technical, operational or safety issues.

Probably the only solution that could have worked was running the train with a Network Rail Class 97/3, either alone or with the steam locomotive tucked inside. It was no doubt felt (and probably quite rightly so) that the diesel option was a non-starter as the public's expectation would be for steam haulage.

A Network Rail statement, confirming that 'The Cambrian' would not operate in 2011, said that "it was important that we preserve our heritage and are committed to finding a solution that will enable steam trains to run using ERTMS. The solution has to take into account other important factors including the aesthetic impact, safety and affordability of the design". The statement added that the company is "currently narrowing down the options available". In a short and terse statement on their website, West Coast noted that 'The Cambrian' would run in 2012.

The problem created with steam operations and the ERTMS system was identified at least 18 months ago, and that a credible working system has not yet been devised will no doubt be at the root of great concern at Carnforth. Meanwhile the ERTMS system itself has encountered many problems since going live a few months ago, and the decision to remove the earlier RETB system when ERTMS went live has been questioned by many. The passengers on Arriva Trains Wales services have also suffered a catalogue of failures of the system, resulting in considerable delays.

Ironically, the issues surrounding ERTMS at present may, in the long run, prove to be a blessing in disguise for West Coast, as if its trains had operated and they too suffered from the problems now being experienced, its reputation could have been unjustly tarnished. At least the present impasse provides over 12 months to produce a viable and reliable portable system that will permit the continuation of open access to the Cambrian route, west of Shrewsbury.

Railtour Spotlight

by John Whitehouse

The most notable feature of the railtours in the forthcoming weeks is the relative lack of steam activity, and most remarkably, no steam at all next Saturday, 28th May.

Although this is due to two cancellations, the fact that nothing has been booked to replace them may also reflect the glut of steam-hauled tours lately, or just one of those quirks of the railtour industry!

Steam action, such as it is, commences on 26th May with a Steam Dreams 'Cathedrals Express' from London Victoria to Bath Spa and Bristol, which was supposed to be the tour to introduce the re-liveried *Tornado*, but will now be in the hands of 'A4' No. 4492 *Dominion of New Zealand*. Next day, No. 35028 *Clan Line* is in action for VSOE on a Surrey Hills luncheon working with the British Pullmans, while on Bank Holiday Monday, 30th May, No. 70000 *Britannia* is due to reappear in place of the unavailable West Country Pacific No. 34046 *Braunton* on Pathfinder's Bishops Lydeard to Portsmouth Harbour, via Bristol, 'Pompey Pacific'.

The lack of steam activity is more than compensated by the number of modern and heritage traction tours. Pathfinder probably edge the title of 'tour of the week' with its 'Curnow Interrupter' which is booked for a pair of DRS Class 37s from Tame Bridge Parkway to Goonbarrow. After taking on a DBS Class 66 at the rear at Exeter Riverside, the train proceeds to visit Exeter City Basin before heading into Cornwall for Carne Point and Goonbarrow. In addition, while at St Blazey on the return run, the Par Harbour branch will be visited. To round off the day there is a call at Plymouth Friary, where the Class 66 will drop off before the charter heads for home.

Deltic No. 55022 *Royal Scots Grey* has an interesting year ahead, as it will be visiting various far corners of the Kingdom, and its SRPS working to Plockton and Kyle of Lochalsh could be seen as a dry run for the following trip to the Far North with 'RSG' later next month. The train originates at North Berwick. Meanwhile, DRS Class 37s are in demand on 28th May, as a pair will also be working for Spitfire on the 'Salopian Viking' from Birmingham International, Shrewsbury and Crewe to York, where it morphs into 'The Growling Geordie III' for an add-on tour to Newcastle, via Eaglescliffe and Stockton.

Retro Railtours has its first outing of the year from Leeds to Southend Central (for the Airshow), which is booked for a pair of Class 31s, and works across the Pennines through Huddersfield and Stalybridge to join the WCML via Stoke-on-Trent. Statesman (in conjunction with Railtourer) head for Aberystwyth (ERTMS permitting) from Hull with a pair of West Coast Class 47s at least to Shrewsbury, where it is likely that a Class 97/3 will pilot the train to Aberystwyth and retun. A number of options are available on Compass Railtours 'Borders & Bridges Scotsman' on Monday 30th May, from Skipton, via the Settle & Carlisle and Beattock, which offers either Dundee or Aberdeen as set-down points. The charter works outwards via the Forth and Tay Bridges and returns via Perth and Stirling with West Coast Class 47s throughout.

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Problems hit main line steam charter operations

Pathfinder's 'Lothian Tornado' was heavily delayed on the return working from Edinburgh due to water supply problems at Millerhill Depot.

While the stock had been watered without problem, the pressure from the two hydrants in the yard was found to be insufficient to pump enough water into the tender of No. 71000 *Duke of Gloucester*. It is understood that it proved impossible to organise a tanker to supplement the depot's water supply in the permitted time, and the estimated 2,500 gallons that had been pumped into the tender was deemed insufficient to make the first scheduled water stop at Tweedmouth, where a tanker was positioned.

When it became obvious that a significant delay was likely, Pathfinder's stewards ensured that their passengers were kept fully informed, while the decision to pilot the train to Tweedmouth with a diesel was made by DBS Control and the locomotive owners. The train eventually left Waverley 148 minutes late at around 20.10 with Class 66 No. 66056 piloting *Duke of Gloucester*.

Water was taken successfully at Tweedmouth, but operational issues meant that the Class 66 stayed with the train as far as Tyne Yard. From there, the run south to York with the 'Duke' now in sole charge has been described as 'spectacular', particularly between Darlington and York where the train was put onto the fast line and No. 71000 worked up to its maximum speed for a good part of the journey. The planned change to diesel traction took place at York, and the train finally got back to Sheffield at 00.46, some 85 minutes late. In fact, quite a magnificent effort all round, particularly from No. 71000, which put up a sterling display throughout, and from Pathfinder that got everyone home.

▲ **BR Standard 8P Pacific No. 71000** *Duke of Gloucester* **departs from Newcastle with 'The Royal Borderer' charter from Sheffield to Edinburgh Waverley on 17th May. The return journey was affected by watering issues at Millerhill. Allan Mckever**

Looking at the positives, at least the issue of low water pressure from the Millerhill hydrants has been exposed for the benefit of future steam workings.

Elsewhere, Steam Dreams sell out 'Cathedrals Express' from Euston to Carlisle was postponed two days prior to departure as the electric locomotive, Class 86 No. 86259 *Les Ross*, was unavailable as it required repairs that are believed to have been more extensive than at first realised. The electrically-hauled section was to be north to Preston, and then returning south from Carnforth. No other suitable locomotive was available, as the train had been timed for Class 86 power and hence, was beyond the scope of a Class 47. The other main line registered Class 86/1 No. 86101 *Sir William A Stanier* was still at Dereham, after appearing at the Mid-Norfolk Railway's 'Drags and Rescues' gala, and reports indicate that it could not be made ready in time. The train has been rearranged for 25th August.

As we closed for press, further disappointing news was filtering through that Battle of Britain Pacific No. 34067 *Tangmere* was unavailable to work Steam Dreams 24th May 'Cathedrals Express' from Southend Central to Salisbury - this tour has been postponed until 31st August.

▲ **GWR 'Castle' No. 5043** *Earl of Mount Edgcombe* **approaches Wormleighton Crossing, near Fenny Compton, with the return of a private charter from Birmingham Moor Street to Stratford & Oxford on 14th May.**
Derek Smith

Ups & Downs

■ The Severn Valley Railway Association is organising an electrically-hauled charter from Birmingham International to Edinburgh Waverley on Saturday 9th July. The charter will use the Virgin Trains Mk3 loco-hauled set, probably with a Freightliner Class 90 at the helm, and will also pick up at Birmingham New Street, Sandwell and Dudley, Wolverhampton, Stafford and Crewe. There is an option for an add-on bus transfer to the Bo'ness & Kinneil Railway. Railway Touring Company will be acting as booking agents.

■ The use of No. 34067 *Tangmere* on the last leg of Steam Dreams 'Cathedrals Explorer' is of interest, as the train was actually booked for haulage by No. 70013 *Oliver Cromwell*, and the change came about due to a situation best described as a 'domino effect'. *Tangmere* was scheduled to haul The Railway Touring Company's 'Sussex Belle' on 15th May, but had also been requested to haul a private charter next day from St Pancras to Canterbury in conjunction with the opening celebrations of the magnificently restored ex-Midland Railway Renaissance St Pancras Hotel. To accommodate this request, and to allow the support crew to have a break between turns, it was agreed that in place of *Tangmere*, No. 45305 would work the outward 'Sussex Belle' with *Oliver Cromwell* on the return. This meant that *Tangmere* could work the last leg of 'The Cathedrals Explorer' around Kent in place of No. 70013, and then have a full rest day before the run from St Pancras on the Sunday. Complicated but effective, and a good example of the co-operation that exists between the various players in the main line steam sector.

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Having just left the loop at Wallers Ash, LMS 'Black 5' No. 45305 speeds downhill through Winchester with 'The Swanage Belle' charter on 14th May, from London Victoria to Swanage. **Dave Swan**

UK Railtours/EMTs special charity HST 'Mid-Norfolk Marauder' operated from London St Pancras on 14th May, via Kettering and Peterborough, to Wymondham, where it traversed the Mid-Norfolk Railway to Dereham. All proceeds from the charter went to the Railway Children charity, and EMT staff gave their services free. On the return journey, it passes through the Mid-Norfolk station of Yaxham, where the track has been singled. **Brian Morrison**

In connection with the opening of the new Renaissance St Pancras Hotel, a private charter was operated on 15th May, from London St Pancras to Canterbury West, via Maidstone East, returning via Dover Priory, Ashford International and Swanley to Kensington Olympia. With Battle of Britain Pacific No. 34067 *Tangmere* in charge, the special passes Hollingbourne. **Bill Turvill**

First 'Cathedrals Explorer' excursion around Great Britain proves to be a success for Steam Dreams

Steam Dreams' boss Graeme Bunker was no doubt much happier when he arrived back into Victoria last Friday than when he had departed from Victoria on Day 1 of Steam Dreams 'Cathedrals Explorer' some seven days earlier.

The reason, quite simply, was that after a very precarious start to the company's first 'round Britain tour', it eventually proved to be a great success both, operationally and financially.

At the outset, operational problems seemed ominous, but a few days before departure No. 70000 *Britannia* was withdrawn due to being in need of some remedial attention to a crosshead and bearing, which required a hasty change of plan to move No. 34067 *Tangmere* from the opening leg around Kent to the key northern section from Carlisle to Stirling, via the Glasgow and South Western route on the second day. The tour opened with 'Black 5' 4-6-0 No. 45305 covering the early bird opener from Kensington Olympia, via Minster back to London Victoria, where No. 6201 *Princess Elizabeth* was waiting to head the train north to York. A 'spectacular' run was Mr. Bunker's description of 'Lizzie's' performance, but it was undertaken against the background of a serious problem - draught. The local fire service was concerned about the tinder dry land surrounding the Settle & Carlisle route, due to the absence of any significant rain over the preceding

▼ **LMS Stanier-designed 'Princess Royal' Pacific No. 6201** *Princess Elizabeth* **crosses the Thames at Chelsea Harbour on the first day of Steam Dream's 'Cathedrals Explorer' charter on 6th May. The locomotive worked from London Victoria to York.** **Stuart Chapman**

▲ **The second day of Steam Dreams' 'Cathedrals Explorer' tour saw the train diesel-hauled from York to Stirling, via the S&C, due to the fire risk. WCRC Class 37s Nos. 37706 and 37676 pass Copmanthorpe shortly after departing from York. Paul Braybrook**

▶ **With LMS 'Black 5' No. 45231 havng failed with a hot-box at Carlisle, Class 37/5 No. 37676 stood in for the errant steam loco on Day 3, as LNER 'K4' No. 61994** *The Great Marquess* **headed the train from Stirling to Fort William, seen here climbing from Tyndrum to County March summit. Barry Martin**

weeks, and so the decision had to be made for the second day's working from York, via the S&C and Glasgow & South Western routes, to be diesel-hauled, albeit with a noisy pair of West Coast Class 37s. As a consequence, the planned engine and support move of *Tangmere* to Carlisle was cancelled. It was obviously a great disappointment, but regretfully necessary, as many were looking forward to the first 'Spam Can' into Scotland for many years - but don't despair-read on!

Then came the hammer blow: 'Black 5' No. 45231 *Sherwood Forester* ran a tender hot box south of Carlisle while working from Carnforth to Stirling to cover Sunday's Stirling to Fort William leg in tandem with 'K4' Mogul No. 61994 *The Great Marquess*. By this time Mr. Bunker was probably very unhappy, but at the hour of your greatest need what do you do? Answer: call Riley's International Rescue (RIR), and within hours 'Black 5' No. 44871 was making steam ahead of a dash from Grosmont to Fort William on 9th May, in order to join up with *The Great Marquess* for the southbound run from Fort William to Coatbridge next day - and incidentally then run engine and support on 11th May to be in position with stablemate No. 45407 for the Carnforth to Carmarthen leg on 12th May. However, there is a need to step back a little to 8th May, when a liberal deposit of the wet stuff from above had negated any lineside fire issues. With RIR now onboard, the decision was made that the long run from Stirling to Fort William should be handled by No. 61994 working in tandem with a West Coast Class 37, which is what happened, and proved to be a superb run with, on occasion, the blast from the K4's chimney well in evidence above the growl from No. 37676 as the pair romped over the West Highland Line. 'The Marquess' got little respite, either, with an 'out and back' to Mallaig on 9th May, before heading south with No. 44871 the next day.

Sunday proved to be the watershed: the problems had been dealt with, and the 'Explorer' was now firing on all cylinders. The run south from Fort William with the 'K4 and 'Black 5 on 10th May proceeded without incident, and waiting at Coatbridge was No. 46115 *Scots Guardsman* to whisk the train south to Oxenholme, where the passengers could look forward to a full day off to enjoy the lakes and Fells, but not before a terrific performance by the 'Scot' on the southbound ascent of Shap.

The run back south was then in the hands of Riley's 'Black 5s', which for a steam operation was to be two long days. On 12th May, the working was from Carnforth through to Carmarthen by way of the North & West Route and the Central Wales Line, and then next day from Carmarthen via the South Wales main line back to London Victoria. There, No. 34067 *Tangmere* was waiting, no doubt impatient to get in on the 'Explorer' act after being robbed of a starring role up north by the weather!

Incidentally, the working of the 'Explorer' out of London Victoria on both the first and last day is possibly unique to this tour, as on both occasions the train was banked out of the station by the steam locomotive that had covered the inward working, and in accordance with the usual practice of

▶ **On Day 4 of the 'Cathedrals Explorer' the charter worked from Fort William to Mallaig and back, hauled by LNER 'K4' 2-6-0 No. 61994** *The Great Marquess*, **pictured here crossing Loch Nan Uamh Viaduct on the return from Mallaig on 9th May. Barry Martin**

▼ **Three days later and the train was in the hands of a classic LMS pairing of 'Black 5s' Nos. 45407 and 44871. Here, the train crosses the Dee Viaduct on the approach to a water stop at Chirk on 12th May. John Whitehouse**

▼▶ **Later the same day, the pair attack the climb south of Shrewsbury at Bayston Hill, on the Chester to Carmarthen leg, which traversed the Central Wales Line through Llandrindrod Wells on 12th May. Geoffrey Dingle**

◀ **'Battle of Britain' Pacific No. 34067** *Tangmere* **climbs out of London Victoria on 13th May with the final leg of the 'Cathedrals Explorer' charter bound for Canterbury West and Minster. Providing banking assistance at the rear was LMS 'Black 5' 4-6-0 No. 45407. Gary Packer**

banking out of Victoria, the assisting locomotive was not attached to the train. So, it was banking old style, and unique nowadays to trains from Victoria! 'Black 5' No. 45305 did the honours on 6th May by giving No. 6201 a push, and on 13th May No. 45407 rendered the same assistance to *Tangmere*.

Despite the initial problems, an onboard survey revealed a very high level of satisfaction from the passengers, a significant proportion of whom were travelling with Steam Dreams for the first time. A feature of the tour when first announced, and confirmed by the survey, was the emphasis on off-train activities, which was identified as a very positive aspect of the tour and should be developed further.

In fact, the survey under-scored the desire for more full days off the train to appreciate the places it visits. This is a key point, and will no doubt be a feature of future 'Cathedral Explorer's', and as our stop press item last week confirmed, there will a 'Cathedrals Explorer' next year which will depart on Friday 8th May. Where from is still to be decided, but it can be confirmed that the plan is for *Tangmere* to work the train north over the Highland main line to Inverness, and then back to Edinburgh, via Aberdeen and the Tay and Forth Bridges. So, the photographers will get their 'Spam Can' in the Highlands, the first since the 1948 Locomotive Exchanges, and Steam Dreams already has bookings!

◀ **Providing a remarkable sight on the Great Western Main Line, and having covered a significant number of miles over the previous 72 hours, LMS 'Black 5' 4-6-0s Nos. 45407 and 44871 speed through Purley on the penultimate leg to London. At Wembley Yard, No. 44871 was detached from the train, allowing No. 45407 to handle the final leg through Kensington Olympia and into London Victoria on its own. After arrival, Battle of Britain No. 34067** *Tangmere* **took over for the final leg. Ken Brunt**

▲ The Prototype HST No. 252001 passes Swindon on 5th November 1975, forming the 13.48 service train from Weston-super-Mare to London Paddington. **Brian Morrison**

NRMs prototype HST to be returned to working order by 125 Group

The 125 Group has announced that it has reached agreement in principle with the National Railway Museum for the return to service of the forerunner to the High Speed Train, which revolutionised high-speed rail travel in this country in the 1970s.

Named 'Project Miller' after the original designer of the train the Group is to take prototype HST Powercar No. 41001 on long-term loan from the Museum, subject to finalisation of loan arrangements, and will undertake a full technical assessment of the vehicle and its component systems to determine the full scope of works required. These are expected to include repairs and overhaul to cooler group, bogie and electrical and electronic component systems, as well as replacing the current sectioned engine with a production Paxman Valenta RP200L donated to the NRM from the MTU re-power programme.

Since its formation in 1994, the 125 Group has worked to raise the profile of the HST with the aim of securing the preservation of an example of this iconic fleet for future generations. Gary Heelas, Chairman of the 125 Group, said: "We are delighted that the NRM has recognised the work of the 125 Group, and what it has achieved over the past 15 years, through giving us the opportunity to work with them to bring No. 41001 back to life. The Group's primary objective is to save at least one powercar and to return it, as near as possible, to original condition. As the only group dedicated to the future of HSTs we have worked to build an extensive library of technical documents, together with a stock of the major components and materials that will be required in future. The 'hands on' experience that 'Project Miller' will afford to the team can only enhance our ability to achieve our aims, and will hopefully help to maintain interest in these iconic trains over the coming years".

Steve Davies, NRM Director, said: "I am delighted that the NRM feels able to support the potential restoration to working order of this important piece of modern railway history, especially at a time when the original Valenta engines have now been withdrawn from regular front line service. It also helps to demonstrate the NRM's commitment to bringing focus to a broad range of traction, not just steam. We therefore look forward to working alongside the 'Project Miller' team to deliver what we believe will be a unique contribution to the heritage railway movement's operational fleet, representing the period of inception of arguably Britain's most successful train ever".

Trackwork laid on GCR Mountsorrel branch

Monday 16th May was a historic day for the Great Central Railway as it operated the first train along the Mountsorrel branch for the first time since the track lifting train in 1959.

Restoring the branch is entirely a volunteer-led project, and the culmination of the first phase of the work was the laying of 300 metres of track, and last Monday it bore the weight of a locomotive for the first time. The plan is for the branch to be ballasted during the week, and it will soon be available to take demonstration freight trains.

When completed, the branch, which diverges from the Great Central main line at the northern end of Swithland Yard, will run for approximately ¾ mile to Mountsorrel and add extra dimension to the range of amenities on the railway. It will be particularly useful at gala times. Currently there are 450 metres of track and sleepers available for the next phase, and the railway is looking to raise £16,000 to complete the purchase of the remaining track and sleepers to complete the project. Donations large and small will be gratefully received, with cheques being made payable to 'DCRT' (David Clarke Railway Trust), with 'Mountsorrel Railway' written on the reverse, and sent to 112 Balmoral Road, Mountsorrel, Loughborough, LE12 7EW.

The Great Central's next major event will be its 'Golden Oldies' over the Bank Holiday weekend from 27th to 30th May. The emphasis will certainly be on the 'oldies', as the line up features some historic traction. Victorian era vehicles will be in the shape of the Haydock Foundry *Bellerophon*, Furness Railway's No. 20, and LB&SC A1X Class 'Terrier' No. 662 *Martello*. Replicas of even older traction will also be in action in the shape of *Planet* and *Rocket*, while from the home fleet there will be N7 0-6-2T No. 1744 and 'Jinty' 0-6-0T No. 47406, which is replacing the unavailable Class 04 No. 63601.

An intensive timetable will be in operation on all four days.

NYMR marks 175th Anniversary with a visit from the newest standard gauge steam locomotive

▲ **LNER A1 Pacific No. 60163** *Tornado* **returned to the main line on 18th May, when the locomotive operated two 'light engine' test workings between York and Scarborough.** *Tornado* **is pictured rounding the curve at Kirkham Abbey on the return of its first out-and-back trip. Richard Tuplin**

After the preview to covenantors at York the previous week, and subsequent public display, a BR Brunswick green-liveried 'A1' returned to the main line for the first time since the 1960s on 18th May.

The A1 Steam Locomotive Trust's Peppercorn Pacific No. 60163 *Tornado* undertook the first phase of its main line recommission with two 'light-engine' and support coach test runs from York to Scarborough and return, both of which operated successfully.

Following completion of the first stage, *Tornado* is scheduled to move to the North Yorkshire Moors Railway on 24th May, a late addition but a very welcome one by the NYMR, which missed out on an earlier appearance due to the extended winter maintenance.

After arrival at Grosmont, the new-look 'A1' will work its first public trains on 26th May, which coincidentally is also the exact 175th anniversary of the opening of the Whitby & Pickering Railway, allowing the NYMR to celebrate its birthday with the newest standard gauge steam locomotive in action! No doubt a marked contrast to the same day 175 years earlier when six trains in relay were horse-drawn to mark the official opening!

Services will depart from Grosmont hourly, with *Tornado* working the 10.30, 13.30 and 18.36 trains, returning with the 12.00, 15.00 and 20.10 departures from Grosmont. The last departure from both stations being the '175 Anniversary Pullman', which starts from Whitby at 18.00, but due to the sharp curves outside the town, *Tornado* will take over at Grosmont for a return trip to Pickering.

There then follows an anniversary week for Spring Bank Holiday with an LNER theme, and in addition to No. 60163 running on seven out of nine days, the railway will also be running a vintage local train between Grosmont and Goathland on 28th-30th May and 4th/5th June, using LNER J72 class 0-6-0T No. 69023, an NER Brake 3rd coach, currently visiting from Beamish, and the repainted Thompson CL.

For those wanting to travel during the anniversary week, No. 60163 *Tornado* will work the 09.30, 12.30 and 15.30 departures from Grosmont, and 11.00, 14.00 and 17.00 return from Pickering on 28th, 30th-31st May, 1st and 4th June, while on 29th May and 5th June, the locomotive operates two round-trips departing Grosmont at 10.30 and 14.30, returning from Pickering at 12.00 and 16.00. The 2nd/3rd June are rest days for *Tornado*, and all other timetabled trains between Pickering and Grosmont/Whitby operate as normal. On the days when the North Eastern Vintage shuttle train is operating, it will run between Grosmont and Goathland, departing at 11.10, 13.10 and 15.10, returning from Goathland at 12.10, 14.10 and 16.10.

Following its nine days in Yorkshire, *Tornado* then moves to the Didcot Railway Centre, where it will be on display from 9th-17th June, and in steam on 11th June working on the demonstration line, alongside the newly constructed Steam Railmotor and replica broad-gauge *Fire Fly*.

Ride onboard *Tornado*!

The NYMR is also offering the chance to undertake a single journey onboard the footplate of *Tornado*. Priced at £220 per single journey, footplate trips need to be booked in advance, by calling Gerry Bacon on 01904 477700.

▼ **LNER 'J72' 0-6-0T No. 69023 is pictured at Levisham on 7th May, with the NER Vintage Train, which will be in action again in late May. Philip Benham**

Royal visit marks Isle of Wight Railway's 40th anniversary year

As the Isle of Wight Steam Railway marks its 40th Anniversary year, the railway has been visited by HRH The Duke of Kent on 10th May.

After arriving by helicopter, the Duke spent an hour-and-a-half touring the railway, his visit beginning with introductions to a number of the railway's long-standing personnel who were involved in the establishment of the line. The Duke was then escorted around Havenstreet station by Chairman Steve Oates, visiting the heritage signalbox, the newly refurbished shop, the Carriage & Wagon Workshop and the Mechanical Engineering Workshop. The Duke later joined the footplate of Class O2 0-4-4T No. 24 *Calbourne* for a trip to Wootton and back.

The Duke of Kent's visit is the fourth royal visit to the IW Steam Railway during the past 40 years, and he is the third 'Royal' to ride on the locomotive footplate. In 1977 the late Earl Mountbatten took the regulator of No. 24 heading a train to Wootton, and HRH Prince Phillip joined the footplate of No. 24 during his visit in 2001. Meanwhile The Queen travelled in the first class 'royal' compartment of the Railway's Victorian train during her visit in 2004.

The highlight of the Isle of Wight Steam Railway's 40th anniversary celebrations will take place over the coming weekend, with its Steam Gala from 28th-30th May. Up to six locomotives will be in traffic throughout the event, of which two will be visiting the Island for the occasion. There is one key change, as the planned visit of Bodmin & Wenford-based Beattie Well Tank No. 30587 will now not take place as the locomotive has been sidelined due to leaking tubes. However, 'Beattie' classmate No. 30585 from the Buckinghamshire Railway Centre will step into the breach and join up with the Bluebell Railway's E4 class 0-6-2T No. 473, which will also be Havenstreet-bound for the anniversary celebrations.

The two visitors will be joined by the home fleet, of which pride of place goes to ex-Island stalwart O2 Class No. 24 *Calbourne*, together with A1X (Terrier) class 0-6-0T No. W8 *Freshwater* and the IoW's two industrial locomotives Austerity 0-6-0ST No. 192 *Waggoner* and Barclay 0-6-0T No. 38 *Ajax*. Both visitors and the IoW's Nos. 8 and 24 were built in the reign of Queen Victoria, and the plan is to have three of them in traffic at any one time, resorting to the industrials only if and when necessary. An intensive timetable will operate with the first round trip from Havenstreet departing at 10.00 each day, and the last will leave at 19.00 on Saturday and 17.16 on the following two days. A demonstration freight train is also planned. A full working timetable is available on the railway's website. A host of other attractions will be on offer, including workshop tours, a grand auction of railwayana, a film show about Island Steam and 40 steam engines ranging from models to the real thing!

▲ One of the visitors to the Isle of Wight Steam Railway 40th Anniversary gala on 28th-30th May will be the Bluebell-based LB&SCR 'E4' 0-6-2T No. 473. **Bluebell Railway**

There are numerous anniversary events taking place during this year, including guided walks along the closed lines on the Island, which are already proving very popular. Looking ahead, it is planned to have 40-hours of continuous steam running during the last weekend in June, with trains operating through the night being the feature. More details of this event will be announced shortly. The railway is also promoting an appeal to raise £40,000 in order to recreate an Edwardian country railway terminus at Wootton, its western terminus. An auction at Havenstreet on 15th May has already boosted the appeal coffers by raising £3,000.

Maybe in the past, the IOW Steam Railway has not received the recognition that it has deserved, as it is a beautifully preserved line which has made a great effort to recreate the unique atmosphere of the Island's railways in steam days. With four Victorian locomotives in action this coming weekend, two of which have a major historic link with the Island, and the other two having an impeccable Southern pedigree, this has to be one of the events of the heritage railway year.

Recreating the past at Crossness

The Crossness Engines Trust intends to construct a narrow gauge railway at Crossness Pumping Station, adjacent to the former Royal Arsenal.

The trust has secured the surviving 18-inch gauge equipment from the Royal Arsenal Railway (RAR) system and it is hoped to have a line operating within two years.

On 18th May Avonside 0-4-0T No. 1748 *Woolwich* of 1916 became the first of the items to return to London having left in 1959. The loco will be on display at Crossness Pumping Station on 26th June, after which restoration will commence.

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£100,000 boost to Gloucestershire Warwickshire appeal

After an unremitting period of bad news, at last the Gloucestershire Warwickshire Railway (G-WR) has something to celebrate.

The railway has received £100,000 boost to its emergency appeal from an anonymous donor. With the additional Gift Aid that can be claimed back on top courtesy of from HM Government, the figure represents a donation of £125,000. The money has pushed the emergency appeal to well over half way, with a total of £625,000, but the reality remains that there is still some way for the railway to go to achieve its objective of £1 million.

G-WSR Chairman Malcolm Temple is "overwhelmed by the generosity of this donation", adding that the donor "is a firm supporter of the G-WR, and has asked to remain anonymous, but he may be sure of our deep gratitude". In addition to this contribution, the G-WR continues to receive valuable support from within the heritage railway movement: The Great Central's 'Great Escape' event contributed £14,000, while the North Norfolk Railway donated its entire Easter Saturday takings, swelling the appeal coffers by another £10,000. Looking ahead, there is the special train running on the Severn Valley Railway on 1st June, which offers a return journey plus access to the Engine House for £10, and three days later on 4th June, the Talyllyn Railway will be operating a special train. All the proceeds of both workings will go to the appeal.

Over the weekend of 18th/19th June the 7¼" gauge Echills Wood Railway, based at the Kingsbury Water Park, near Tamworth, will be running a 'Standard Gauge' steam gala, when all the locomotives and stock in action will be models based on Standard Gauge prototypes. Look out, too, for an event on the East Lancashire Railway in July, details of which will be announced shortly. And the list is getting longer, as the Mid Hants, South Devon, Nene Valley, West Somerset and Lincolnshire Wolds Railways have all provided valuable support to the G-WR.

Added to this is the assistance given by the railtour movement, together with the local authorities and, most of all, the general public. The support received has been quite humbling, says G-WR Director Ian Crowder.

The estimate for correcting the problems at Chicken Curve is around the £450,000 mark, thus emphasising the need for concerted fund raising to continue. The situation at present is that the diagnostic work is taking place by drilling trial bore holes and analysing the samples taken to establish exactly what lies beneath the surface of the embankment.

Additionally, the embankment is being monitored to check on movement and moisture levels. The latter is an important factor, as it has been discovered that the course of a stream has been diverted, which has meant that water that should have been channelled through a culvert has been absorbed into the surrounding area. The culvert itself has also sustained damage, which is being repaired by use of 'state of the art' materials. Once all this data has been collated, decisions will then be made as to the remedial action to be taken.

The G-WSR is, however, resigned to running two railways until 2012, one from Toddington to Laverton via Hailes Abbey, and the other between Winchcombe and Cheltenham Racecourse. Both are operating ahead of budget, but finances remain tight. "We are not out of the wood yet", Ian Crowder has said, "but there are many positive things in progress and the railway continues to operate".

Ian, along with several other members, has jointly invested in the purchase of Gloucester RC&W Class 122 'Bubblecar' No. 55003, which will see use on the Laverton trains. This particular unit was a regular on the line in BR days. Meanwhile the services to Cheltenham Racecourse are steam-hauled by either G-WR '2800' 2-8-0 No. 2807, G-WR 'Hall' No. 7903 *Foremarke Hall* or ex-Turkish Railways Stanier 2-8-0 No. 45160 (ex-LMS No. 8274). The line operated on the basis of one engine in steam.

Elsewhere, work continues on the northern extension to Broadway, with the station platform facias now being the focus of attention. Track laying from Laverton to Broadway will continue once the permanent way team has been released from the more immediate situation at Chicken Curve, with the gap now having shrunk to around 3 miles.

▲ The superbly restored coach, No. 4168, looking as if it had never been any different! **Isle of Wight Railway**

Restoration of historic coach completed at Haven Street

An historic carriage, dating from 1922 that formed part of the very last train at the end of steam in BR days in 1966, is rejoining the vintage carriage fleet and re-entering traffic at the Isle of Wight Steam Railway, following extensive restoration and repair.

Former London Brighton & South Coast Railway brake No. 4168 operated passenger trains on the Island until the end of steam, and formed part of the last steam train from Shanklin to Ryde on 31st December 1966.

Following the end of steam, it was acquired for preservation by the then fledgling IW Steam Railway, where it was a mainstay of the railway's passenger fleet during the 1970s and 1980s, before being withdrawn in 1990. After many years awaiting repair, the extensive overhaul of No. 4168 has been completed by the Steam Railway's Carriage & Wagon department, headed by C&W Supervisor Gary Walker.

Following removal from service in 1990 for repairs, the carriage body was removed from the underframe to allow the frame to be fully assessed, when it was found to require an extensive rebuild, with much replacement of steelwork needed.

This work was carried out during 2008, during which time the old battery boxes were found to be life expired and two new ones had to be constructed and fitted. The wheelsets required new tyres, and as LB&SCR wheelsets have a different journal size to most other types, a spare set of compatible wheelsets were used from an L&NWR underframe. When finances permit the old wheelsets will be sent away for new tyres to be fitted.

While the coach body was on temporary accommodation, the opportunity was taken to renew large sections of body framing. A corner post was replaced, every one of the 18 doors was fully rebuilt, and a complete new floor was fitted in the van section.

The body and underframe were reunited in late 2008, which allowed further work to be undertaken. The carriage was fully repanelled, the roof re-canvased, all compartments repainted, grained and varnished, and the seats recovered. The bogies have had new liners fitted to the hornguides, all brake linkages have had new pins and bushes manufactured and fitted, and new spring hanger pins have been manufactured and fitted.

The fully restored LB&SCR coach No. 4168 successfully completed its first run along the line on the evening of 5th May.

Two 'Princess Royal' Pacifics side-by-side

▲ **A rare opportunity arose on 14th May to view the two preserved LMS 'Princess Royal' Pacifics side-by-side at The Princess Royal Class Locomotive Trust's West Shed at Swanwick Junction. The chance occurred because No. 6201** *Princess Elizabeth* **was diverted to the Midland Railway-Butterley while working 'light engine' from York to Tyseley, after operating the London Victoria to York leg of the 'Cathedrals Explorer'. With the PRCLT on the lookout for fund raising opportunities to pay for the overhaul of** *Duchess of Sutherland***, a line up was hastily arranged with part of the £3 entrance fee going towards a vote in 'The Race for the Livery'. The two locomotives provided an interesting contrast, with the work-stained** *Princess Elizabeth* **standing next to pristine classmate No. 46203** *Princess Margaret Rose***. Of note on the far right, is a glimpse of the tender of No. 6203 which is one of the PRCLT's two miniature petrol-driven 'Princess Royals'. Incidentally, the latest figures on 'The Race for the Livery', which includes buoyant sales of voting tickets on last Saturday's 'Yorkshire Coronation' railtour are BR Brunswick Green 1644, LMS Crimson Lake 1593, BR Blue 939 and LMS Black 126 ... and there is still three months to go!! John Whitehouse**

◀ **Class 09 No. 09012** *Dick Hardy* **waits at Barrow Hill platform with a shuttle service during the annual Barrow Hill 'Beer Festival' on 13th May. Keith Brown**

BR 'Britannia' Class Pacific No. 70013 *Oliver Cromwell* **passes Corfe Castle on the Swanage Railway with the return working to London Waterloo of 'The Swanage Belle' charter on 14th May. Roger Marsh**

'Drags and Rescues' theme for Mid-Norfolk Diesel gala

▲ **The EMT HST set that arrived on a charity railtour was 'dragged' as one of the workings between Wymondham Abbey and Dereham on 14th May. Class 50 No. 50019** *Ramillies*, **with the 'Mid Norfolk Marauder' headboard, passes Hardingham dragging Class 43 Nos. 43082** *Railway Children* **and 43075.**

◀▲ **The 14.30 service from Dereham to Wymondham that afternoon was diesel-powered by Class 73s Nos. 73210** *Selhurst* **and No. 73109** *Battle of Britain 50th Anniversary* **in the colours of South West Trains. With Class 86/1 No. 86101** *Sir William A Stanier FRS* **on the rear, the train passes two Mid-Norfolk staff who are cutting back the foliage near Hardingham.**

◀ **The 15.30 service from Wymondham to Dereham on the same day is hauled by Class 31/4 No. 31438 with Class 86/1 No. 86101** *Sir William A Stanier FRS* **'dead in tow'. The train passes near Crowthorpe. All: Brian Morrison**

Greater Central theme for GCR diesel gala

▲▲ Green-liveried Class 20 No. 20154 arrives at East Leake on the Great Central Railway (N) on 14th May, with a service to Loughborough.

▲ Class 56/3 No. 56303 is now owned by British American Railways and carries a version of GWR green with DCR (Devon and Cornwall Railways) branding. It is pictured at East Leake on the same day, on the rear of a working to Loughborough. **Both: David Bissett**

◀ The first train of the day on the Great Central Railway, was worked by Class 37/0 No. 37198, pictured approaching Quorn and Woodhouse with the 08.50 Loughborough to Leicester North service on 15th May. **Kev Gregory**

Led by DBS Class 66/0 No. 66011, with classmates Nos. 66030, 66197, 66065, 66204, 66002, 66238 and 66063 in tow, pass between Bexley and Crayford on 21st May, forming a 'light engine' movement from Wembley to Hoo Junction. **Brian Morrison**

A rare appearance for a Grand Central Class 180 'Adelante' on the WCML, as No. 180112 *James Herriot* heads north past Chelmscote, south of Bletchley, with a Heaton-Wolverton Works move on the 17th May. **Lorenzo D' Aniello**

The very infrequent flow of low-level nuclear waste to Hull Docks operated on 18th May, the rake of two-axle PFA wagons being powered by Class 37/6 No. 37608 and Class 37/0 No. 37038, in 'top and tail' mode. Here, the train powers through Howden on the outward journey. **Richard Tuplin**

A very clean DB Schenker-liveried Class 60 No. 60011 passes Coedkernew on the evening of 20th May, in superb light, working the Westerleigh to Robeston discharged tanks. **Dean Parsons**

Looking very much the part of an old fashioned secondary passenger working, but a little out of place on the four-track WCML through the Trent Valley, is West Coast's Class 33/2 No. 33207 *Jim Martin*. **Here, the 'Crompton' approaches Lichfield with a Southall to Carnforth ECS move on 18th May. John Whitehouse**

The unique-liveried Freightliner Class 66/6 No. 66623 *Bill Bolsover*, **carrying 'Bardon Aggregates' livery heads a Rugeley Power Station to Daw Mill empty coal working through Water Orton on 13th May, en route for reloading. Donald Taggart**

23rd May 2011
Permanent Way Institution (Ashford)
The Elwick Club, Church Road, Ashford. 'Aspects of Track Safety' by Colin Wheeler and Ryan Stolpmann. Meeting commences at 18.30. Contact Ted Hamer on 01227 711897 for further details.

RCTS (Brighton)
Joint Meeting with LCGB (Brighton)
Brighton Railway Model Club Room, London Road Station, Shaftesbury Place, Brighton. 'Programme of 1960s/1970s slides' by Les Dench. Meeting commences at 19.30.

RCTS (Maindenhead)
Cox Green Community Centre, Highfield Lane, Cox Green. 'Branch AGM and Members' Presentation'. Meeting commences at 19.30.

24th May 2011
Permanent Way Institution (Nottingham & Derby)
The Hallmark Hotel, adjacent to Derby station, Derby. 'New Build High Speed Track' by Barnaby Temple. Meeting commences at 18.00. Contact the Secretary, Colin Cowey on 07946 482343 or at colin.cowey@talk21.com for details.

RCTS (Woking)
The Wheatsheaf, Chobham Road, Woking. 'Ffestiniog and Welsh Highland Railway' by Graham Cartland-Glover and 'Addlestone to Beijing by Rail' by Irene Rabbits. Preceded by AGM. Meeting commences at 19.15.

25th May 2011
Basingstoke & District Railway Society
Wote Street Club, New Road, Basingstoke RG21 7NG. '45 years of Railway Photograpy' by Colin Metcalf. Meeting commences at 20.00. Contact the Secretary on 01256 819401 for further details.

RCTS (Chichester)
Committee Room 2, County Hall, West Street, Chichester. 'The Running of First Great Western' by Mark Hopwood. Meeting commences 19.30.

27th May 2011
GW Society (Oxford)
Pauling Human Resources Centre, 58 Banbury Road, Oxford OX2 6QS. 'In an English Country Garden' by Richard Crane. Starts 19.30.

29th May 2011
Stevenage Loco Society
The Community Arts Centre, Roaring Meg Retail Park, London Road, Stevenage SG1 1XN. 'AGM 2011 followed by Members Present'. Starts 19.45. Admission £2. Contact the Treasure on 07803 046076 or at alan.pitt@lineone.net for details.

31st May 2011
RCTS (Welwyn Garden City)
The Methodist Church, Junction of Ludwick Way and Colegreen Lane, Welwyn Garden City. 'South Africa in the 1960's' by Ron White. Starts 14.00.

1st June 2011
Permanent Way Institution (Thames Valley)
Network Rail RSAR Site Office, 80 Caversham Road, Reading. 'An Insight into the Railway Heritage Trust' by Andy Savage. Meeting commences at 17.45. Contact the Secretary, Peter Simmonds on 07796 266264 or at peter181102@yahoo.co.uk for further details.

2nd June 2011
GCR Society (Sheffield)
The Harlequin, 108 Nursery Street, Sheffield S3 8GG. TBA. Starts 19.30. Contact Ken Grainger on 0114 254 0275 for further details.

3rd June 2011
Monmouthshire Railway Society
Room A15, UWCN City Campus, Usk Way, Newport, NP20 2BP. 'Railway Tales' by Dr Peter Waterman OBE. Meeting commences at 19.00. Admission £5 (in support of the G&WR Appeal).

7th June 2011
Locomotive Club of Gt Britain (North London)
2 Stuart Crescent, Wood Green, London N22. 'Open Evening". Meeting commences at 19.00. Contact the Secretary Tony Stratford at stratford_tony@hotmail.com.

North East Essex Railway Association
1st Floor, The Community Centre, The Triangle Centre, Frinton-on-Sea. 'Cuban Sugar Railways' by Alan Pearce. Starts 19.45. Admission £1.50. Contact Roger Harvey on 01255 677165 for further details.

Permanent Way Institution (Wessex)
Summer Technical Visit - Eastleigh. Contact the Secretary, Richard Workman on 01428 645771 for further details.

Southern Electric Group (South Hampshire)
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Members' Slides Evening'. Starts 19.30. Admission £2. Contact John Goodrich on 02380 670028 for further details.

Weston super Mare Railway Society
Function Room, Conservative Club, Alexandra Parade, Weston super Mare. '45 Years of Railway Photography Part 1' by Les Nixon. Starts 20.00. Contact Lionel Jones on 01934 628289 for further details.

8th June 2011
Basingstoke & District Railway Society
Wote Street Club, New Road, Basingstoke RG21 7NG. 'Gosling's Most Recent Gallivants' by Paul Gosling. Starts 20.00. Contact the Secretary on 01256 819401 for details.

Swiss Railways Society (London)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. (near Kings Cross station) '1990' by Nick Freezer. Meeting commences at 19.00. £3 donation requested. Contact Ron Dawes on 0208 660 3532 for further details.

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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.

▼ **Class 67 No. 67017 arrives at Peterborough with a newly refurbished and reliveried East Coast Mk4 set en route from Doncaster to Bounds Green on 14th May. Mark Baldwin**

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9th June 2011
Bath Railway Society
Bath Green Park Station Meeting Room. 'AGM and Railway Heritage Committee' by Neil Butters. Starts 19.30. Contact Kevin Plummer (evenings) on 01225 312564 for details.

Continental Rly Circle
St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. 'Down Latin American Way, Paraguay, Argentina and Brazil' (after AGM) by Ray Schofield. Starts 19.15. Admission £2. Call Adrian Palmer on 01932 850624.

Grantham Rly Society
ChristChurch Hall, Castlegate, Grantham. 'Railways Across the Fens' by Andrew Ingram. Starts 19.30. £2 Admission. Contact Phil Mason on 01476 407569 for further details.

Permanent Way Institution (Birmingham)
The 11th Floor Boardroom, Network Rail Officces, The Mailbox, 100 Wharfside Street, Birmingham B1 1RT. 'Track Asset Management' by Jon Pegg. Starts 18.00. Contact Jon Wells on 07714 064898 for details.

11th June 2011
Bournemouth Rly Club
Winton Methodist Community Centre, All Purpose Room, Junction Alma Road & Heron Court Road, Winton, Bournemouth BH9 1DE. 'Southampton's Railways' by Bert Moody. Starts 14.30. £2 donation. Contact Martyn Thresh on 01202 742099 for further details.

13th June 2011
Driffield & East Yorkshire Rly Society
The Sidings, Middle Street South, Driffield, YO25 6PX 'Narrow Gauge Railways of India' by David Colnutt. Starts 19.30. £2 donation. Contact the Secretary on 01377 254068.

Lincoln Railway Society
St Hugh's Church Hall, Harewood Crescent, North Hykeham, Lincoln LN6 8JG. Members Slide Show. Starts 20.00. All welcome, £3 admission. Contact Publicity Member on 01522-705365 for further details.

SEG (Sussex)
Deall Room, Southwick Community Centre, Southwick. 'Railway & Shipping at Southampton' by Paul Gosling. Starts 19.30. £2 Donation. Contact Bruce Cakebread on 01273 462094 for further details.

14th June 2011
Monmouthshire Rly Society
Room A10, UWCN City Campus, Usk Way, Newport, S.Wales NP20 2BP. 'B.R.Diesels, The First 50 Years, 1933-82' by Arthur Turner. Starts 19.15.

15th June 2011
Permanent Way Institution (London)
10th Floor, 55 Broadway (LUL HQ), London. 'Presidential Address' by Phil Ransom. Followed by The Tech X Factor. Starts 18.00. Contact Alison Stansfield on 07703 326080 for further details.

16th June 2011
Barrow Hill Engine Shed Society
Roundhouse Lecture Theatre,Barrow Hill Depot. 'The Ashover Light Railway' by Richard Booth. Starts 19.30. £1.50 Admission. Contact the Organiser at beardspaul@aol.com.

Marlow & District Railway Society
Bourne End Community Centre, Bourne End SL8 5SX. 'Exeter to Plymouth by the "other" route' by George Reeve. Starts 20.00.

17th June 2011
GW Society (Taunton)
Village Hall, Stoke St. Mary, Nr Taunton. 'Railways Around Bristol' by Chris Rails. Starts 19.30. Contact Terry McCarthy on 01823 334188.

20th June 2011
Great Central Railway Society (Spinkhill)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB 'new England in the Fall by Train' by Bob Gellatly. Starts 19.30. Contact Frank Greaves on 01909 473927.

22nd June 2011
Basingstoke & District Railway Society
Wote Street Club, New Road, Basingstoke RG21 7NG. 'Narrow Gauge Railways of the First World War' by Kim Winter. Starts 20.00. Contact 01256 819401.

23rd June 2011
Stevenage Loco Society
The Community Arts Centre, Roaring Meg Retail Park, London Road, Stevenage SG1 1XN. '2012 London Olympic Transport Delivery' by Mike Lamport. . Starts 19.45. Admission £2. Contact 07803 046076 for details.

26th June 2011
Weston super Mare Railway Society
Annual Outing - Buckinghamshire Railway Centre & Pendon Museum. Contact the Chairman, Lionel Jones on 01934 628289 or at wsm1977rlysocy@talktalk.net for further details.

27th June 2011
Permanent Way Institution (Ashford)
The Elwick Club, Church Road, Ashford. 'The Crossrail Project' by Colin Burnikell. Meeting commences at 18.30. Contact the Secretary, Ted Hamer on 01227 711897 or at tedwardian@gmail.com for details.

30th June 2011
Stevenage Locomotive Society
The Community Arts Centre, Roaring Meg Retail Park, London Road, Stevenage SG1 1XN. 'Cuba' by David Eatwell. Starts 19.45. Admission £2. Contact the Treasurer on 07803 046076 or at alan.pitt@lineone.net for further details.

5th July 2011
Weston super Mare Railway Society
Function Room, Conservative Club, Alexandra Parade, Weston super Mare. Evening Visit - TBA. Contact the Chairman, Lionel Jones on 01934 628289 or at wsm1977rlysocy@talktalk.net for further details.

9th July 2011
Bournemouth Rly Club
Winton Methodist Community Centre, All Purpose Room, Junction Alma Road & Heron Court Road, Winton, Bournemouth BH9 1DE 'Locomotives of the South Eastern and Chatham Railway' by Terry McCarthy. Starts 14.30. £2 donation. Contact the Chairman, Martyn Thresh on 01202 742099 for details.

11th July 2011
Lincoln Railway Society
St Hugh's Church Hall, Harewood Crescent, North Hykeham, Lincoln LN6 8JG. Annual Quiz Night. Meeting commences at 20.00. All Welcome £2 Adminssion. Contact Publicity Member on 01522-705365 or email graham@the-st.fsnet.co.uk for further details.

Southern Electric Group (Sussex)
Deall Room, Southwick Community Centre, Southwick. 'Vintage Albm' by John Minnis. Meeting commences at 19.30. £2 Donation. Contact the Secretary, Bruce Cakebread on 01273 462094 for further details.

13th July 2011
Basingstoke & District Railway Society
Wote Street Club, New Road, Basingstoke RG21 7NG. 'Railway Insignia' by Stephen Bigley. Meeting commences at 20.00. Contact the Secretary on 01256 819401 for further details.

Back Issues

All back issues are available on our website, 24 hours a day - visit **www.railwayherald.com** and click on 'Magazine'.

Rear Cover Caption

An unusual view of High Wycombe is seen on 17th May, as Class 168 Clubman No. 168107 departs forming the 15.20 service from London Marylebone to Birmingham Snow Hill.
Ken Brunt

Magazine Information

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