Railway Herald

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The weekly railway enthusiast's magazine

Railway Herald

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30th May 2011

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New look Class 92 works freight over HS1

The introduction of regular freight services on High Speed 1 moved a step forward during the early hours of 27th May, when DB Schenker operated a container service from Hams Hall in the Midlands to Novara in Northern Italy to test a loaded freight on this route.

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Flying Scotsman back in black
The National Railway Museum has shown off its LNER A3 Pacific No. 4472 *Flying Scotsman* at York, carrying wartime black livery.

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Front Cover Caption:

Class 47/7 No. 47790 in its new livery passes Clapham on the Little North Western route with the ECS from Keighley to Crewe on 24th May.
Michael Dalgleish

Olympic and Paralympic Games rail timetable drawn up 12-months ahead of the event

The London 2012 Olympic and Paralympic rail timetable being drawn up by Network Rail and train companies, with input from the Olympic Delivery Authority (ODA) will include longer trains running more frequently and later into the night in order to help get more than eight million people to and from the Games venues.

The timetable includes more than 2,000 extra services during the Olympic Games and more than 1,500 extra during the Paralympics. In addition there will be earlier starts to services, more maximum-length trains, extended peak-hour periods offering more frequent trains and later evening trains leaving London to reach major cities.

The railway industry has worked with the ODA to develop the timetable earlier than usual, to allow spectators to purchase tickets and book seats from late June this year, more than a year before the opening ceremony. The Olympic Games run for 16 days next year from Friday 27th July to Sunday 12th August, with the Paralympic Games running for 12 days from Wednesday 29th August to Sunday 9th September.

David Higgins, Chief Executive of Network Rail, said: "The Olympics is about sport, not transport. Our job during Games time is to provide smooth, seamless journeys for spectators travelling to and from Olympic and Paralympic venues, while continuing to offer the service that keeps millions of people moving across Britain each day."

Network Rail has recently upgraded the London Overground network so it can carry more than three times the amount of people into the Olympic Park, and a signalling upgrade on High Speed 1 will allow an increase in Class 395 'Javelin' services between London St Pancras International and Stratford International.

Another boost for services in the Olympic timetable is the number of additional late-night services for spectators to get home after events. In many instances trains from London to major cities are planned to leave several hours later than usual. Standby trains will also be available at some London termini should events run later than planned, and to allow for late-notice changes to Olympic schedules.

London Underground will run around an hour later than normal during the Games and extra Tube services will also run later in the evening on the busiest days. This will mean that the last trains leaving the Olympic Park will be around 01.30 and Central London around 02.00. In order that services can run later and start earlier, Network Rail has suspended all disruptive engineering works on rail routes serving Olympic venues for almost three months next summer. Key routes will be kept clear from the end of June to early September, starting four weeks prior to the Games through until the end of the competition. As well as lines that directly feed venues and suburban and Metro routes across London, main line routes across the country will be free of disruptive improvement work.

Transport for London is also suspending all planned weekend engineering closures on the Tube network during the same period.

The London Overground upgrade mentioned has taken three years to complete and has cost £550 million. The new timetable now introduced has double the number of trains on the key Olympic rail route.

The upgrade, funded by TfL, the Olympic Delivery Authority (ODA), the Department for Transport, Network Rail and the Stratford City Implementation Group, means that London Overground services from Richmond and Clapham Junction to Stratford will run four times an hour every day, increasing the total number between Willesden Junction and Stratford to eight trains per hour in the peak. This is an increase from the four trains per hour that currently operate on that section. In addition four trains per hour will run every day on the Gospel Oak to Barking line and up to eight trains an hour between Highbury & Islington and Dalston Junction on the East London route. As part of the upgrade TfL also funded a fleet of 57 new Class 378 Capitalstar air-conditioned EMUs, and a station refurbishment programme that has delivered cleaner and safer and well-staffed stations with better access, new information, help points, lighting and CCTV.

The new timetable is the result of the first major revamp of the line since 1869, which saw intensive civil engineering and complex signalling work take place in more than half of London's boroughs. Network Rail upgraded and replaced more than 200 signals, renewed more than seven kilometres of track and 69 sets of points, lengthened 30 station platforms and carried out additional improvements at seven other stations.

▼ **Class 378 'Capitalstar' No. 378233 approaches Hoxton with a service for Highbury & Islington on the East London Line extension. The '378s' will play a key role in moving millions of spectators during the Games. Richard Tuplin**

Merseyrail Electrics fined over H&S issues

The Merseyrail franchise operator, Merseyrail Electrics 2002 Ltd, has been fined £85,000 and ordered to pay costs of over £20,000 after pleading guilty to breaches of Health & Safety following a runaway train derailment on 30th June 2009.

The sentencing at Liverpool Crown Court followed an Office of Rail Regulation (ORR) investigation into an incident that led to a stationery train undergoing repairs at Kirkdale Depot running onto the main line and crashing into a buffer stop, a wall and narrowly avoiding a collision with a passenger train.

The ORR investigation found that Merseyrail was aware of the risks involved in maintaining trains at depots following a similar runaway train incident at Birkenhead North in January 2007. Merseyrail had introduced procedures to control risks, but had failed to effectively supervise its workers to ensure that safety standards were met.

The day prior to the incident, the train was withdrawn from service and stabled at Kirkdale Depot because it had developed a power fault. To diagnose and solve the problem the train was isolated from the live rail using a technique called 'paddling up' - a procedure whereby a wooden panel is placed between the conductor rail and the pick-up shoes. Procedures to electrically isolate and prevent movement of the train should have been enacted, but once the tests were complete, the paddle was removed without the train being taken out of gear, which caused it to regain its traction power from the live rail. The unit left the depot, reaching an estimated speed of 30mph before colliding with, and demolishing, the buffer stop and a wall.

An Ormskirk bound passenger train had passed the collision point less than 5 seconds previously. The runaway train was severely damaged, along with track and points in the vicinity of the site. One worker was hurt, sustaining minor injuries to his wrist and leg in his attempt to reach an emergency stop button on the side of the moving train.

Volcanic ash causes problems for UK airspace again, as Anglo-Scottish operators provide additional seats on rail services.

With the Icelandic volcano eruption threatening to cause havoc with flights out of Scotland, the UK anglo-scottish rail operators have stepped up to provide additional capacity on routes to London.

The company provided over 3,000 extra seats on 25th May, with extra trains, including extending the 14.30 London Euston to Lancaster service through to Glasgow Central and providing an extra 20.30 Edinburgh Waverley to Manchester Piccadilly train.

On the East Coast, the 14.30 King's Cross to Newcastle service was extended to Edinburgh on the same day, while the 21.15 from Newcastle to London started back from Edinburgh at 19.45. The company was expecting that the extension of the above services, together with the additional trains introduced as part of the new summer timetable, would enable it to cope with the additional passengers. In addition, Network Rail removed engineering possessions on the West Coast Main Line on 28th/29th May, to allow normal services to operate without diversions.

▼ **An unusual sight in Cornwall is the appearance of a pair of London Midland-liveried Class 153s! Two have been hired to First Great Western for summer strengthening purposes Here, Nos. 153325 and 153333 depart Par on 24th May, with a Plymouth - Penzance service. The following day the rear vehicle, No. 153333, was in use on the Looe branch. Craig Munday**

UK News In Brief

■ ATM operator Bank Machine, is supplying Southern Railway with ATM machines at 12 stations, including East Croydon and Brighton. Further stations will be included in the programme during the year.

■ A unique partnership agreement between Merseytravel and Northern Rail will provide up to seven additional services a day linking Blackpool and Liverpool, via Preston, Wigan, St Helens and Liverpool Lime Street and Liverpool South Parkway interchange, without the addition of a single carriage, by extending the current service. Neil Scales, Chief Executive of Merseytravel said: "We achieved the increase in service by simply extending the route to Liverpool South Parkway, a 13-minute journey, utilising the 55-minute idling time that trains spent at Lime Street Station".

■ Network Rail has welcomed the publication of the independent report of Antony White QC into 'Allegations of misuse of public funds and serious financial impropriety within Network Rail'. The 143-page report, commissioned by Network Rail but conducted independently, concluded that "all of the allegations about illicit payments to Mr Coucher, Network Rail's former Chief Executive, and the use of offshore accounts, or huge amounts of cash, to make payments under compromise agreements to departing employees were groundless".

■ Thomas Cook has published the 1,500th edition of its European Rail Timetable. First published in March 1873, the European Rail Timetable has been providing information to rail travellers for the last 138 years. Originally known as 'Cook's Continental Time Tables', it was published quarterly until December 1882 and became a monthly publication thereafter. The only break in production was between August 1939 and July 1946 during the Second World War. It provides train, bus and ferry schedules for over 5,000 locations, and includes timings for more than 50,000 trains. The 1,500th edition also contains 'taster' pages for a new section of timetables called 'Beyond Europe' that will launch in the August edition. This will supplement the extensive European portfolio, with the most popular countries outside Europe previously featured in the overseas timetable, to make the most comprehensive reference source available for rail travel. The June 2011 edition of the European Rail Timetable is available from the website at www.thomascookpublishing.com.

New look for DRS Class 47 used on 'Northern Belle' charters

DRS Class 47/7 No. 47790 has been outshopped from Eastleigh Works in a new 'Northern Belle' livery, with cast numberplates.

The locomotive was used to take the train from Crewe to the Keighley & Worth Valley Railway on 24th May, for a private photo-shoot, before being used on a public special for the Chelsea Flower Show from Chester to London on 26th May.

▶ **Class 47/7 No. 47790 departs from Kensington Olympia on 26th May, on the rear of its first public 'Northern Belle' working, heading for Stewarts Lane for stabling. Stuart Chapman**

▼ **During one of the photo-shoot runs, No. 47790 presents an attractive image as it approaches the outskirts of Haworth. Tim Moody**

Class 92 repaint is precursor to next HS1 freight trial

DB Schenker has repainted its first Class 92 locomotive into the corporate colour scheme.

The repaint was undertaken at Toton, before the '92' was moved back to Willesden, via Bescot. On 26th May, it was used to work a further trial freight service over HS1.

The train operated overnight from Hams Hall to Novara in Northern Italy, on 26th/27th May, being booked to enter HS1 at Ripple Lane around 00.25. In the event, the train ran 40 minutes late, although DBS says that it was a fault free operation and was the first of five further trials to be undertaken before the end of June.

DB Schenker-liveried Class 66/0 No. 66152 was also in the consist.

▲▲ Class 66 No. 66034 hauls Class 92 No. 92009 and a rake of 'Autoballasters' through Catholme on 25th May, bound for Bescot. **John Whitehouse**

▲ The new-look '92' at Long Eaton the same day. **Craig Adamson**

▼ With Class 66 No. 66152 in tow, Class 92 No. 92009 speeds through Sevington at 01.40 on 27th May with the first of the latest trial trains. **Pat Seale**

The Irish Angle

▲ CAF-built Class 3000 DMU No. 3008 arrives at Whitehead forming the 16.30 service from Larne on 19th May. Of note are the semaphores erected last year, on the Railway Preservation Society of Ireland (RPSI) platform.

▶ Northern Ireland's rail network was disrupted on 27th May, after a series of security alerts impacted services. Issues were not helped when the Antrim-Bleach Green line was closed following a fatality. The 12.45 Portadown to Bangor passes Finaghy during a security alert, which resulted in services not being allowed to stop. **Both: Chris Playfair**

▲ This view of Blackfriars Bridge, taken unusually from the South Bank, shows the current work underway on the creation of the cross-river platforms at Blackfriars station. Sue Simpson

Porterbrook buys Class 144 and 155 vehicles

Porterbrook has completed the purchase of seven Class 155 units and 10 Class 144 centre cars from the West Yorkshire Passenger Transport Executive, known as Metro.

The two-car Class 155 DMUs are the only units of this class in existence as the remainder were subsequently converted as single car Class 153s, while the Class 144 vehicles are likewise unique being the only 'Pacer' centre cars to be manufactured; they currently operate with Porterbrook-owned Class 144 two-car units.

Both fleets are leased by Northern, with who they will remain until at least the end of the current franchise.

New coal flow for Colas Rail

▶ Colas Rail has begun route learning duties for a new coal flow from Stanhope, on the Weardale Railway, to the TATA works at Scunthorpe. To support the route learning Class 47/7 No. 47749 has been operating to Scunthorpe from York on 26th/27th May, seen here departing York on the first day. Ron Cover

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

Flat For Sale for Over 60s

Ideal for railway enthusiasts

Offers around £144,000

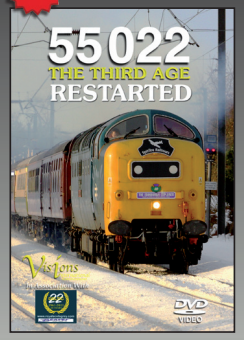
A two bedroom, first floor retirement flat, overlooking both the steam railway and National Network at Alton.

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.

TWO NEW DVDS

NEW



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The News In Pictures

◀ On the weekend of 14th/15th May, DRS provided the motive power for three 'top and tail' engineers trains for engineering work near Montrose. Class 66/4 No. 66431 (with classmate No. 66433 out of sight at the rear) approaches Stirling with a HOBC set in tow, bound for Mossend. **Graeme Eadington**

◀▼ On 21st May, a test run from Plymouth Laira Depot to Newton Abbot and return was aborted at Totnes on the return leg, after the leading powercar, No. 43020, was declared a failure. The working occupied the through road for several hours until Class 57/6 No. 57602 could be scrambled to rescue the errant powercar and its classmate No. 43124. The consist finally departing for Laira shortly after 18.00. **Stacey Thew**

▼ With the rear driving car vinyled with the Union Jack and advertising Vodaphone, Class 332 No. 332002 awaits departure from Paddington on 21st May, forming the 11.40 Heathrow Express. **Bill Turvill**

UK Steam & Modern Traction Railtour Listings

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 (two trips)
2nd June 2011		
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Malliag and return (two trips)
3rd June 2011		
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Malliag and return (two trips)
4th June 2011		
	Loughborough	Curve Jct-Melton Mowbray-Corby-Bedford & return as outwards.
Compass Tours	2xWCRC 47	Hereford-Kidderminster-Stafford-Stalybridge-Huddersfield-York-Durham & return
Pathfinder Tours	2xDBS 66	Salisbury-Swindon-Banbury-Coventry-Stone-Buxton-Peak Forest-Edale-Hope Valley-Chesterfield-Derby-Leamington Spa & return as outwards
Pathfinder Tours	2xDBS 66	Buxton-Hindlow-Buxton & return
NENTA Traintours	2xWCRC 47	Norwich-Ipswich-Newark-S&C-Carlisle-Shap-Copy Pit-Hebdon Bridge & return
Railway Touring Co.	70013	(Birmingham Intl.-)Stoke Gifford-Taunton-Totnes-Plymouth and return
Steam Dreams	4492 (60019)	London King's Cross-Doncaster-York & return
UK Railtours	2xDBS 66	London Euston-Bletchley-East Midlands Parkway-East Leake-Ruddington-
Vintage Trains	5043	Tyseley WR-Derby-Barrow Hill-York-Scarborough & return
5th June 2011		
Cruise Saver Travel	DRS Class 47	Edinburgh Waverley-Newcastle-Leeds-Solihull-Basingstoke-Southampton Docks
Torbay Express Ltd	71000	Bristol Temple Meads-Taunton-Dawlish-Paignton-Kingswear & return
6th June 2011		
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Malliag and return (two trips)
7th June 2011		
Compass Tours	2xWCRC 47	Liverpool Lime St-Runcorn-Crewe-Shrewsbury-Telford-Wolverhampton-Leamington Spa-Oxford-Reading West-Winchester-Bournemouth-Poole & return
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Malliag and return (two trips)
8th June 2011		
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Malliag and return (two trips)
9th June 2011		
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Malliag and return (two trips)
10th June 2011		
Rail-Blue Charters	DBS Class 67	Swinton-Sheffield-Langley Mill-Kettering-Luton-Clapham Jct-Maidstone East-Ashford-Canterbury West-Canterbury West-Minster-Folkestone-Ashford & 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.

Exciting autumn charter and land-cruise programme announced by UK Railtours

Wirksworth, the northern terminal and home of the newly extended Ecclesbourne Valley Railway, is a new destination for UK Railtours (UKR) with its 'Midland Phoenix 125' charter on 13th October from St Pancras International, Luton Airport Parkway and Bedford.

The tour, which will be formed of an East Midlands Trains' HST, will work via Leicester and Derby to set down passengers for the Ecclesbourne Valley Railway at Duffield, where there is a cross-platform interchange to the heritage line. The train itself will continue via Chesterfield to Barrow Hill for a preview of the steam gala that opens next day, and which is due to feature a line-up of the four classes of LNER Pacifics.

Two days later, UKR take on four northern summits on a tour originating at King's Cross, and which picks up at Potters Bar, Stevenage and Peterborough. The summits are Blea Moor on the outward leg to Carlisle (just inside the southern end of the tunnel) and Ais Gill, followed by Shap and Copy Pit on the return. The third newly announced tour is not exactly new, but has proven extremely popular, as this is UKR's third working in less than six months to this destination, giving the opportunity to travel the full length of the Ffestiniog and Welsh Highland Railways from Blaenau Ffestiniog, via Porthmadog to Caernarfon (or vice versa). The train runs from Euston on 7th October, picking up at Watford Junction, Milton Keynes Central and Rugby, and setting down at either Llandudno Junction (for Blaenau Ffestiniog) or Bangor (for Caernarfon).

UKR usually operates an autumnal land cruise to Scotland, and this year is no exception, with a four-day tour from Euston to Fort William scheduled from 23rd through to 26th September. The train picks up at Watford Junction, Milton Keynes Central and Rugby en route to a break at Penrith, before proceeding to a weekend base at Dumbarton. Fort William is the destination for Saturday, and Stirling on Sunday, with the added bonus of an evening return via Dundee and the Tay and Forth Bridges. The train will also call at Carstairs on the way back to Euston on the Monday.

▼ **UK Railtours 'The Thames Taff' charter headed from London to Machen and Cwmbargoed on 22nd May. Here, Class 66/0 No. 66020 leads the charter across the River Ebbw at Basseleg, near Newport, after visiting Machen. Stuart Warr**

Railtour Spotlight

by John Whitehouse

Access to some rare mileage is the feature of a pair of tours on 4th June, with both Pathfinder and UK Railtours going 'off the beaten track'.

The latter probably has more to offer in terms of unusual mileage, with the 'Midland and Great Central No. 2', which features an exceptionally rare opportunity to traverse the freight-only line from Knighton Junction, south of Leicester, via Coalville to Birmingham Curve Junction, south of Burton-upon-Trent. The tour, which will be 'topped and tailed' then continues north through Burton to Stenson Junction, before looping back to Loughborough, via Castle Donnington and Trent Junction, eventually reaching the Great Central Railway (Nottingham) by way of Loughborough Chord Junction and East Leake. The break at its northern terminus at Ruddington is to permit a visit to the Nottingham Transport Heritage Museum, after which the train will return south by way of Melton Mowbray and Harringworth Viaduct to rejoin the outward route at Kettering for the return, via Bedford and Bletchley, to the train's originating point, London Euston. DBS Class 66s will be the traction.

Meanwhile, Pathfinder will be heading for the Peak District with 'topped and tailed' DBS Class 66s from Salisbury, via Westbury, Swindon, Oxford, Coventry, Nuneaton, and then by the direct North Staffordshire route from Colwich Junction via Stone to Stoke-on-Trent. Buxton Spa is the destination, but there is also the option to stay aboard the 'Peak District Explorer' and enjoy a run along the scenic freight-only branch to Hindlow. Not an everyday occurrence, but one that will be repeated by UK Railtours in August, thus becoming one of those classic situations when there is nothing for ages then two come along virtually together!

The week ahead also offers quite a variety of steam action, commencing on 1st June, with a return working over the Settle & Carlisle for Spitfire Railtours, with either *Scots Guardsman*, 'Black 5' No. 44932 or Class 8F 2-8-0 No. 48151, which sets out from Worcester Shrub Hill diesel-hauled.

On 4th June, there are three steam-hauled workings, with 'A4' No. 4492 *Dominion of New Zealand* stepping in for *Tornado* on Steam Dreams 'Cathedrals Express' from King's Cross to York, which it will work throughout, while Tyseley provides 'Castle' No. 5043 *Earl of Mount Edgcumbe* for a journey from the Warwick Road platform through to Scarborough, via Derby, Chesterfield and York.

Heading west is the Railway Touring Company's 'Devonian' from Birmingham International to Plymouth, which is due to change from diesel to steam traction in the shape of 'Britannia' No. 70013 *Oliver Cromwell* at Stoke Gifford, before proceeding via Bristol Temple Meads and Exeter St Davids. The steam section will terminate at Temple Meads on the return, while the following day, steam returns to Temple Meads on a regular basis, when BR 8P Pacific No. 71000 *Duke of Gloucester* heads the first 'Torbay Express' of the season to Kingswear.

Modern traction tours include Compass Railtours 'The Western and Eastern Coastal Scotsman' from Stoke-on-Trent to Dundee, via Manchester and the WCML, plus the Forth and Tay Bridges, returning by way of Perth and Stirling on 1st June, together with the 'Pennine and North Eastern Explorer' from Hereford via Worcester Foregate Street to Durham, which travels over the Standedge route. .

WCRC Class 47/57 traction should be in evidence on Nenta Traintours 'Lakes and Settle & Carlisle Circular' from Norwich, which as the title suggests is outwards over the S&C, returning along the WCML over Shap to Preston, and then turning east to regain the ECML via Copy Pit.

Contents Page

▲ **LNER A4 Class Pacific No. 4492** *Dominion of New Zealand*, **passes Reigate with the 'Cathedrals Express' from London Victoria to Bath & Bristol on 26th May. Keith Hemsley**

▼ **Class 67 Nos. 67005** *Queens Messenger* **and 67022 head Pathfinder's 'Cumbrian Mountain Express' charter as they power away from Worcester Tunnel on 21st May. Stephen Tucker**

Ups & Downs

■ PTG Railtours has confirmed that its 'Edinburgh Hopscotch' tour booked for a pair of Class 50s from King's Cross to Edinburgh, via the East Coast Main Line, has been postponed from the weekend of 18th/19th June until 30th/31st July. The tour was booked for haulage by Class 50 Nos. 50044 *Exeter* & 50049 *Defiance*, but the overhaul of the latter is being delayed due to equipment problems at Cardiff Canton Depot. Overhauls on both locomotives are approaching completion, with *Exeter* now carrying a newly applied BR blue livery, while *Defiance* has been reunited with its bogies and work continues on the cooling system.

■ It appears that the planned extra late afternoon/evening 'Jacobite' working will operate on Wednesdays, Thursdays and Fridays only from 1st June until 29th July, and not on every operating day as previously reported. It is understood that LNER 'K4' No. 61994 *The Great Marquess* failed on 25th May, with the result that the train did not operate that day. 'Black 5' 4-6-0 No. 45231 was put into steam to take over the diagram from 26th May. A firebox leak is believed to have been the problem, and an inspection will take place next week to assess the remedial work required. Meanwhile, Ian Riley's 'Black 5' No. 44871 is due to move to Fort William to cover for the 'K4'.

■ **STOP PRESS:** 'Pompey Pacific' charter on 30th May postponed as No. 70000 ran a hot-box on 28th May. *Britannia* is rumoured to be working 4th June 'Devonian' charter to Plymouth.

Additional excursions from Rail-Blue Charters

Rail-Blue Charters has announced three further tours, all scheduled to operate in a two-week period during August.

The destinations are quite diverse, commencing on 13th August with the 'White & Red Rose Adventurer', which offers Leeds, Keighley, Skipton and Lancaster as destinations, with those staying on board for the latter having the additional bonus of a trip over the attractive 'Little North Western' from Settle Junction, via Giggleswick, Wennington and Carnforth. The tour starts at Enfield Chase, picking up via Stevenage and Biggleswade to Peterborough.

Next, on 20th August, is the 'Llandrindod Wells Victorian Festival', which sets out from Lincoln, picking up via Newark Castle and Nottingham through to Narborough, and then progressing via Sutton Park and the Abbey Foregate Curve to the Central Wales Line. The return continues south from Llandrindod Wells to the South Wales main line, which is reached by way of the Swansea District Line, and then via Newport and Chepstow to Gloucester and the Lickey Incline.

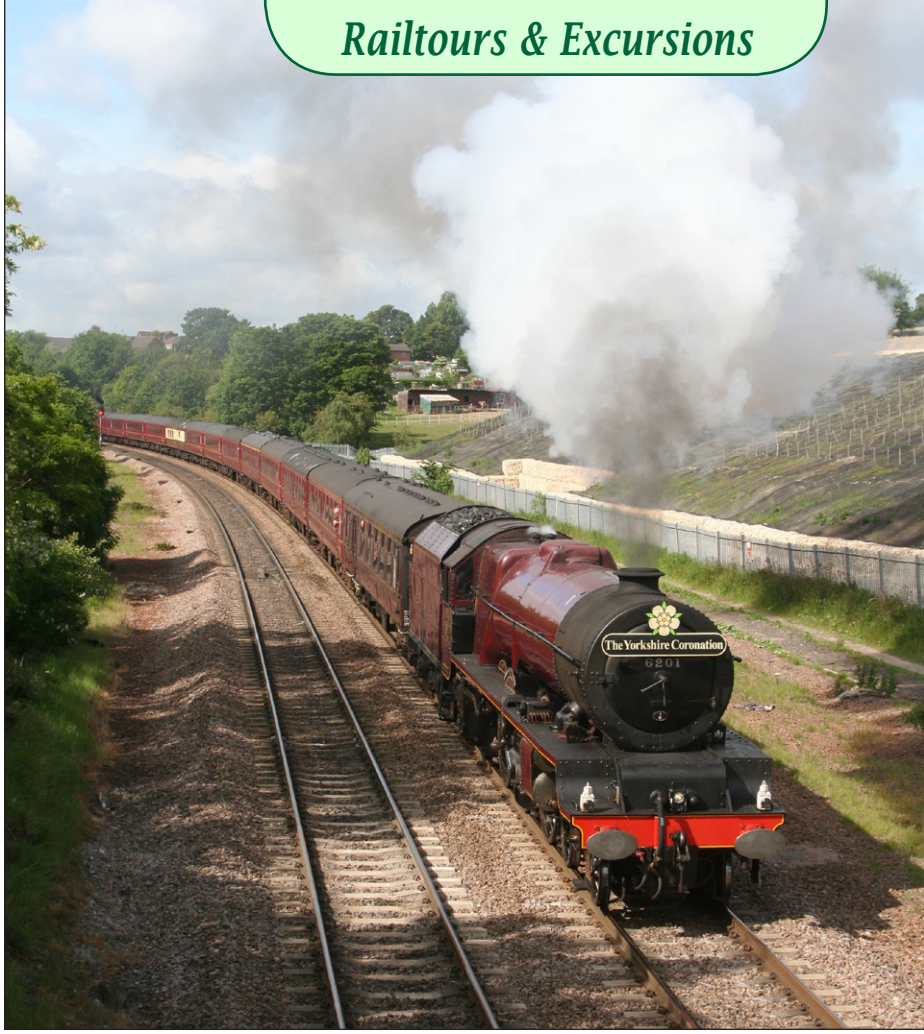
Finally on 25th August, Rail-Blue visits Kingswear for the Dartmouth Royal Regatta, with the 'Torbay Adventurer' setting out from Doncaster and picking up via Sheffield and Derby to Coleshill Parkway, and then following the traditional route to the South West, via Cheltenham Spa and Bristol Temple Meads.

Carnforth '8F' conquers Sugar Loaf Summit

◀ **RTCs 'Heart of Wales' charter nears the summit at Sugar Loaf Halt, after a climb of around five miles. The excursion from Manchester Victoria, was steam hauled from Shrewsbury to Cardiff Pengam Yard on 21st May by LMS '8F' No. 48151** *Gauge O Guild*. **Stuart Warr**

LMS Royal Scot No. 46115 *Scots Guardsman* **crosses Dent Head Viaduct on the Settle & Carlisle line with the northbound Railtourer excursion on 21st May. Phil Sanderson**

BR 'Britannia' Pacific No. 70013 *Oliver Cromwell* heads into the evening sun as it crosses Foord Viaduct at Folkestone with 'The Spitfire' charter on 22nd May, returning to London, via a circular route from Faversham. **John Wickham**



▲ **LMS 'Princess Royal' Pacific No. 6201** *Princess Elizabeth* **accelerates away from the speed restriction at Rotheram Masborough Station Junction with PMR Tours' 'The Yorkshire Coronation' from Sheffield to Scarborough, via Derby and Barrow Hill, on 21st May. Christopher Saxby**

◀ **Tyseley-based GWR 'Castle' No. 5043** *Earl of Mount Edgcumbe* **became the first Great Western 'Castle' to work out of Birmingham New Street on 21st May, and only the second steam locomotive to do so since 1967. It is seen testing the tolerances of the station's smoke alarms as it eases Vintage Trains 'Great Western Midlander' from Platform 2 en route to London Euston, via Coventry, Northampton and Watford Junction. The same locomotive became the first 'Castle' since the end of steam to pass through New Street on 16th October last year, while in light steam and being hauled by a Class 47 in the consist of Vintage Trains 'Pride of Swindon' tour. John Whitehouse**

▲ **LNER A3 Pacific No. 4472** *Flying Scotsman* **is pictured on the turntable at the NRM York on 27th May, in wartime black livery complete with its No. 103 identity. The loco has been outshopped in black for the duration of its testing, prior to being repainted in LNER green livery. Ron Cover**

Black livery shows off the classic shape of 'A3' *Flying Scotsman*

LNER A3 Pacific No. 103 *Flying Scotsman* **was unveiled at a special event on the evening of 27th May, to thank contributors who donated to the appeal to restore the locomotive.**

The 'A3' Pacific was shown off on the Museum's turntable in wartime LNER black livery ahead of the final phase of its restoration, and will remain on the turntable for the public to enjoy until 30th May.

Steve Davies, Director of the National Railway Museum, said: "This event represents the final stretch of the restoration of *Flying Scotsman*. The public will be able to enjoy *Flying Scotsman* on our turntable this Bank Holiday weekend before it is returned to the care of our expert engineers to prepare it for its steam tests and commissioning runs in the coming months. It's not long until we will see *Flying Scotsman* steaming in glorious apple green livery and I'm so grateful for the support of the generous people and organisations who have helped us get here".

The restoration of *Flying Scotsman* has been kindly supported by the general public, Tata Steel, formerly Corus, a £275,000 grant from the Heritage Lottery Fund (HLF) and support from many other organisations.

Bought by the National Railway Museum in 2004 with a £1.8 million grant from the National Heritage Memorial Fund and the generous support of the general public, *Flying Scotsman* has undergone a five-year restoration prior to being prepared for its steam tests and commissioning runs, which are due to take place in the next few weeks. Once these are completed, it will be painted in apple green livery and go on display at the National Railway Museum in August, prior to the commencement of main line operations later this year.

Extension to 'Big Pit' on target for September opening

The Pontypool & Blaenavon Railway (P&BR) has a big weekend scheduled in September, with the planned opening of the new branch line to The Big Pit coal mining museum.

The official event will take place on 16th September, prior to a weekend gala on 17th/18th September. After the formal opening, a low season service will operate with the main event offering an intensive timetable over the following two days.

One of the stars of the gala will by Peckett 0-6-0ST No. 2150, better known perhaps as 'The Mardy Monster', which will be making its first visit to the South Wales Valleys since being withdrawn from service in 1976. It is anticipated that there will be five locomotives in steam for that weekend, including another two guest locomotives, the details of which are still to be announced.

The railway has enjoyed its best start to a season ever, with over 1,700 people carried up to the end of April, including 1,000 over the four-days of Easter. The fact that more people are being carried on 'non-event' days provides further evidence that the P&BR is making a mark on the local community.

Indeed a poll locally voted it as one of the Welsh Valleys Top 50 essentials. Infrastructure projects continue to move ahead, with work on both the Varteg Road Bridge and Furnace Sidings station both progressing well.

Mid-Hants '9F' to visit SVR for summer season

The Severn Valley Railway will be hiring in Mid-Hants-based British Railways Class 9F 2-10-0 No. 92212 to supplement its currently depleted locomotive fleet.

This will be the 9F's second visit to the SVR, having previously visited the line for a few months late in 2000 and early 2001. This year, the stay is expected to be longer, commencing the first week in June through to the end of September, which means No. 92212 will also feature in the much heralded September steam gala.

All systems go for KOYLI group

Several members of the NRM's Diesel Group have spent recent months working on returning the Museum's 'Deltic', No. 55002 *King's Own Yorkshire Light Infantry* **to working order.**

The project moved a significant step forward on 14th May, when the locomotive was started for the first time in 14 years.

It last operated at the 'Three Deltics' event on the East Lancashire Railway in 1997, and work underway aims to return the locomotive to operational condition in order that that working visits to heritage railways can be undertaken.

▲▲ The loco shows its first signs of life in 14 years, outside the NRM on 14th May.
▲ Many of the team who have volunteered time to restore No. 55022. Both: Albert Dawson

Severn Valley line helps out G-WR

There is an appreciation from the Severn Valley Railway about the trauma being experienced by the Gloucestershire Warwickshire Railway, their near neighbours, following the two serious landslips they have endured.

Minds on the SVR easily slip back to that fateful evening in 2007, when their line was washed away in many places. So, in support of the G-WR , the SVR will be operating a special train from Kidderminster to Bridgnorth and back on 1st June, which includes a visit to the Engine House at Highley, for a special fare of £10. All proceeds from the train will be donated to the G-WR Emergency Appeal. The train, scheduled to be hauled by No. 7812 *Erlestoke Manor* will leave Kidderminster at 11.05 on the outward leg, with a scheduled arrival at Bridgnorth at 14.47 after a 2½ hour break at Highley for the Engine House visit. It returns from Bridgnorth at 15.35, and is due back at Kidderminster at 16.26.

The ticket, which covers all classes, represents a £6 reduction on the normal return fare.

Push-pull operations for Swanage

The Swanage Railway is to use visiting 3CIG No. 1498 on push-pull trains.

The workings, which will be the first example of diesel-powered push-pull operation on the branch since 1971, will operate between 7th-9th June, and 11th June, with the train making five return trips a day between Norden and Swanage. Motive power for the workings, will be provided by Class 33/1 No. 33103 *Swordfish*.

It is hoped that further workings will take place during the summer.

▲ Collett No. 6705 is pictured at Bishops Lydeard. David Williams

Collett coach restoration nears completion

One of the more unlikely preservation stories is approaching a very satisfactory conclusion.

In 1962, ex-Great Western Collett BSK No. 6705 was exported to the USA following its purchase by a private collector from Vermont, where it is believed to have operated on his private system. It was subsequently acquired by Steamtown in Pennsylvania, where it was placed on static display until around 2005, when it was noticed in a dilapidated condition and brought to the attention of the West Somerset Steam Railway Trust (WSSRT) which completed its purchase, and repatriated the vehicle back to the UK in 2007, ironically on a ship containing a batch of Class 66 locomotives that were also in transit to the UK.

Next stop was the Crewe Heritage Centre, where under the direction of craftsman Colin Worrall, the coach was subject to considerable internal and external restoration. It is believed that it received a general overhaul prior to being taken to the USA, and consequently this has benefitted the current restoration process.

Earlier this month it was moved to Bishops Lydeard in order for the final phase of restoration to be completed. This will include upholstering and fitting of the seats, as well as other fixtures and fittings, plus attention to running gear. Finally, the coach will receive a corridor connection so that it can be included in the West Somerset Railway's coaching sets after receiving the required Great Western chocolate and cream livery.

However, this final push to return the coach to traffic comes at a price: already £100,000 has been spent on the repatriation and restoration, and the WSSRT need a further £10,000 to complete the project and return the vehicle to traffic. This coach is the first in the Trust's 'Heritage Coaches Project', which aims to recreate a full rake of Great Western coaches that will operate on West Somerset metals. More details of both the restoration of No. 6705 and the Heritage Coaches Project are available on the website, www.wssrt.co.uk.

The WSSRT will, of course, be delighted to receive donations to this very worthy cause, which should be directed to Chris Dowrick, Treasurer WSSRT, Tresilian, Carhampton Road, Blue Anchor, TA24 6JZ

West Somerset 'Mixed Traffic' weekend celebrates 25th Anniversary of entry into traffic of Class 59

Twenty-five years ago, on 17th February 1986 to be precise, a General Motors Class 59 first entered traffic for Foster Yeoman.

It was a landmark occasion in many ways, and celebrated the ascendency of private enterprise over the Nationalised railway. Foster Yeoman was a private company that owned the Class 59s, which had been built by General Motors in the USA, specifically to handle the company's heavy stone trains between Merehead Quarry and London.

The decision to import its own traction was a due to dissatisfaction with the reliability of the locomotives then being provided by British Rail, which were principally Class 56s. It was a groundbreaking decision, and one that led ultimately to a virtual General Motors take-over of the provision of freight locomotives for the UK network.

The 25th anniversary is not going to be overlooked, as Mendip Rail (as successors of Foster Yeoman) will be sponsoring the West Somerset Railway's Mixed Traction Weekend scheduled for 10th-12th June. In total, four Class 59s are earmarked for the gala, being Nos. 59001 *Yeoman Endeavour* (in Aggregates livery), 59002 *Alan J Day* (in Mendip Rail livery), 59103 *Village of Mells* (In Hanson livery) and 59206 *John Yeoman-Rail Pioneer* (in DB Schenker livery). These will be joined by Class 52 No. D1010 *Western Campaigner*, which was once owned by Foster Yeoman and carried the number D1035 and name *Western Yeoman* while in its stewardship. For the weekend it will again carry this latter identity.

Supplementing the above will be residents from Classes 14, 25, 33, 35 and 42.

The weekend promises to be something special, with demonstration freight trains reflecting the past as well as the present, a shuttle between Minehead and Dunster with a DMU on the 10th, and the Class 14 on the remainder of the weekend together with a Class 25-hauled shuttle between Bishops Lydeard and Norton Fitzwarren also on the 10th, plus a First Great Western Class 150/1 shuttle between Taunton and Bishops Lydeard that will start and end its diagram at Bristol Temple Meads on the 11th & 12th. The Class 59s will be in action on each day, and Friday will be a diesel-only service with one steam-hauled diagram operating on Saturday and Sunday.

Class 33 No. D6566 prepares to depart from Washford with the 11.40 Bishops Lydeard to Minehead service, a seven-coach replacement for the railway's failed 3-car DMU! Brian Garrett

Steam Railmotor officially enters traffic at Didcot Railway Centre

▶ On a press day held on 24th May, the new steam railmotor is pictured on the demonstration line at Didcot. **Jack Boskett**

▼▶ The public launch for the railmotor took place on 28th May, during which a line-up was organised to show the development of self-propelled traction from the auto-coach and railmotor through to the latest DMUs. In this view are (l to r) Steam Railmotor, GWR 1400 Class No. 4866 and Autocoach No. W231, GWR Railcar No.22, Chiltern Railways Class 121 'Bubblecar' No. 121034, FGW Class 165 No. 165215 and the latest Chiltern Class 172 No. 172104.
Frank Dumbleton

▼ The new shed built specially for the railmotor at Didcot. **Jack Boskett**

Bluebell Museum opens

A new Bluebell Railway Museum at Sheffield Park opened to the public for the first time on 28th May.

The project has taken just over 12 months to complete and was the subject of Heritage Lottery Funding. The museum collects, preserves, interprets and makes accessible to the public, artifacts, history, customs, practice and skills relating specifically to the Bluebell Railway and to the railways of the steam era in the South of England generally. It will be open from 10.00 during weekends in June, and then each day that trains are operating on the railway. Admission is free with either a train or platform ticket.

MIDLAND RAILWAY
1960'S EVENT
BUTTERLEY
11th & 12th June 2011
Experience the sights and sounds of the 1960's
•Intensive and varied timetable •Demonstration Goods Train•
•Diesel Multiple Unit Shuttles •Real Ale Bar•Museum•
•Demonstration Signal Box •Railwaymans' Church•
•Country Park • Period Road Vehicles •

The Midland Railway Butterley, Butterley Station,
Ripley, Derbyshire, DE5 3QZ
Tel 01773 570140 www.midlandrailwaycentre.co.uk
www.mrbevents.co.uk email: midland.railway@btconnect.com
The Midland Railway Trust reserves the right to cancel, add to or alter this event in any way without prior notice. All locomotives subject to availbility.

Worth it for diesels!

The Keighley & Worth Valley Railway held its annual diesel gala event over the weekend of 20th-22nd May, with a variety of visiting locomotives including Fragonset-liveried Class 47/7 No. 47715.

◀ **Main line registered Class 47/4 No. 47580** *County of Essex* **pilots resident Class 25 No. 25059 on an Oxenhope-bound service as the pair power away from Haworth on 20th May. Ben Bucki**

▼◀ **Class 56 No. 56311 pilots Class 20 No. 20031 alongside the River Worth into Haworth on 21st May, with the 12.05 service from Oxenhope.**

▼ **Class 55 No. 55019** *Royal Highland Fusilier* **pulls away from Damems heading for Oxenhope on the second day of the gala, 21st May. Both: Paul Braybrook**

After its arrival was delayed two days following two separate cable theft incidents at Eaglescliffe, LNER 'A1' Pacific No. 60163 *Tornado* finally worked the first train of its visit to the NYMR on 28th May. It is pictured at Goathland on its first day, with the 15.30 Grosmont to Pickering service. **Philip Benham**

The new version of the GBRf livery suites the Class 66 bodyshell well as seen here, adorning Class 66/7 No. 66729 *Derby County*, as it passes York with a loaded coal service, bound for Drax Power Station on 18th May. **Paul Braybrook**

Class 37/6 No. 37607 is pictured in 'top and tail' mode with classmate No. 37603 as the former loco leads a test train from East Ham to Norwich off the Harwich branch at Bradfield on 25th May. **Steve Madden**

TURNING THE CLOCK BACK

New Cross Gate in the 1950s

When the South Eastern Railway station of New Cross & Naval School became plain New Cross in 1923, the London Brighton & South Coast Railway station of New Cross became New Cross Gate.

As with its SER neighbour, it increased in importance when it was connected to the East London Line (now London Overground) in 1839 and is still served by a number of suburban services from London.

Its once important engine shed was badly damaged by German bombs during World War II, but

▼ **The 'John Milton Special' rambler's excursion approaches New Cross Gate on 3rd June 1956, headed by London Transport electric locomotive No. 2** *Thomas Lord*. **At the other end was No. 14** *Benjamin Disraeli*, **there being no run-round facilities here. The train travelled from New Cross Gate over what was then the East London Line as far as Baker Street, from where it completed its journey to Chesham. Brian Morrison**

it survived mainly as a roofless locomotive store until the 1950s.

I paid two visits there, in 1951 and 1956, on the first occasion to visit the shed as Bulleid's ill-fated Leader class 0-6-6-0T No. 36002 was there awaiting scrapping, and on the second occasion to see and record a RCTS railtour that visited, 'topped & tailed' by London Transport battery locomotives.

▲ **In the station platform, LT No. 14** *Benjamin Disraeli* **awaits departure in 'top & tail' mode with loco No. 2** *Thomas Lord* **on 3rd June 1956.**

▶ **Schools class 4-4-0 No. 30931** *King's Wimbledon* **passes through New Cross Gate on the same day, heading tender-first for London Bridge with ECS.**

▶▶ **Billinton ex-LB&SCR Class E5 0-6-2T No. 32592 on shed at New Cross Gate on 3rd June 1951.**
All: Brian Morrison

🡐 **Contents Page**

◀ Chalked 'Old Iron', Bulleid's ill-fated Leader 0-6-6-0T No. 36002 awaits its fate among other withdrawn locos in the roofless (bombed and never repaired) New Cross Gate shed on 23rd June 1951. It is probably no exaggeration to say that the Leader class locomotive was probably the most controversial type of steam motive power ever built in this country or abroad. Most people have a view on the class, be it favourable or otherwise, but at best, it can only be labelled as a brave experiment in pushing forward the case for steam during its dying years, even if with a cab at each end it looked like a diesel! The second of five built at Brighton Works, No. 36002 was complete but scrapped before it even steamed.

▼◀ Marsh LB&SCR Class I3 No. 34091 on the manual turntable at New Cross gate shed on 23rd June 1951. Shunting stock in the yards to the rear is a Billinton E3 class 0-6-2T.

▼ Another Billinton LB&SCR type, Class B4X 4-4-0 No. 2067 in store in New Cross Gate shed also on 23rd June 1951, together with H1 class 'Atlantic' No 32037 *Selsey Bill*, both awaiting removal from the roofless building for cutting up.

All: Brian Morrison

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.

▼ **An unusual sight on a flask service was DRS Class 20/3s Nos. 20303 and 20309 on 26th May. Here, the pair pass Motherwell, working from Hunterston to Carlisle Kingmoor. Out of the fleet of 15 Class 20/3s, only three remain in service with DRS (the other being No. 20307), while four are used by GBRf. The remainder of the fleet are currently stored. Alex Napier**

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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

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Rear Cover Caption

Passing the site of Chipping Sodbury station, is DBS Class 66/0 No. 66084 providing the motive power for the 10.47 Hayes to Moreton-on-Lugg aggregate working on 26th May.
Edward Gleed

Magazine Information

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