Railway Herald

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The weekly railway enthusiast's magazine

Railway Herald

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20th June 2011

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Siemens

Siemens is preferred bidder for Thameslink order

The Government has announced that Siemens is the preferred bidder for a contract to build around 1,200 carriages for the Thameslink route, meaning that Bombardier's Derby site has missed out on another UK rolling stock order.

Read more on Page 4

The Next Issue of RH ....

Because of an editorial break, there will be **NO** issue on Monday 27th June.

This will mean that our **next** edition, Issue 273 will be published on

Monday 4th July 2011

from which point we will be back to our normal weekly publication cycle.

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NXEA has named one of its Class 379 EMUs, to mark the introduction of the fleet, and a Class 90 to mark 50 years of Bressingham.

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'380s' work North Berwick
The Siemens Class 380 EMUs have started operations on the North Berwick branch, with the first Class 322s transferring to Kilmarnock.

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A pictorial review of some of the news and events happening across the railways of both Northern and Southern Ireland.

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Front Cover Caption:

DRS Class 37/0 No. 37194 powers a short Network Rail test train through Garforth on 14th June. Classmate No. 37087 *Keighley & Worth Valley Railway* **was on the rear. Ron Cover**

Naming spree marks the continued introduction of Bombardier Class 379 'Electrostars' and 50 years of Bressingham

National Express East Anglia is continuing to make good progress with the introduction of the Class 379 Electrostars on its key Stansted Express route, with the majority of services now operated by the EMUs.

To mark the continued introduction of the new trains to the Airport in passenger service, No. 379025 was named *Go Discover* by Nick Barton, Managing Director of Stansted Airport in a ceremony at the Airport on 16th June.

Two days later and popular TV gardener Peter Seabrook named Class 90 No. 90010 *Bressingham Steam & Gardens* at a short ceremony at London Liverpool Street. The 14-acre Bressingham site celebrates its 50th year this year.

▲▲ **Nick Barton, MD of Stansted Airport, names one of the latest Class 379s, No. 379025, at Stansted on 16th June.**

◀ **NXEA Class 90 No. 90010 is named** *Bressingham Steam & Gardens* **by Peter Seabrook on 17th June at Liverpool Street. Chris Leah (left) and Adrian Bloom (far right), son of the late Alan Bloom, look on. Both: Brian Morrison**

Technical faults hit First Hull Trains Class 180s

First Hull Trains Class 180 fleet hit problems during the week, when two out of the four sets were declared failures.

The company operates four Alstom-built Class 180 DMUs, that have been the subject of ongoing reliability modification. On weekdays, three out of four sets are required to operate the full service, but on 16th June, one was on planned scheduled maintenance and two others were out of use with various faults.

Class 180 No. 180113 had developed a mechanical fault, and despite best efforts to have the set back in traffic the following day after a wheelset change, it remained out of use on 17th June. Classmate No. 180110 had been failed with an electrical fault, which engineers were expecting to be able to trace in time to have the set back in traffic over the weekend of 18th/19th June. With the company down to one operational set, it had resorted to cancelling all through trains, and operating a shuttle service in both directions, between Hull and Doncaster, to connect with East Coast services to the Capital. All was expected to be back to normal by 20th June.

New life and new signalling for Moorthorpe

The Swinton and Knottingley Railway station building at Moorthorpe has been empty and derelict for many years.

In the late 1990s, the town council of South Kirkby and Moorthorpe wanted to restore the building, and formed a trust. Finally, the town council has won funding from Wakefield Council and the Railway Heritage Trust, as well as using its own limited resources, to restore the building with a mix of community and business uses. Work is well under way and opening is planned for this coming autumn.

Meanwhile, Invensys Rail has commissioned the final stage of the Moorthorpe resignalling programme, which undertook to re-signal Hickleton, Moorthorpe and South Kirkby, transferring them to a new computer-based interlocking at York IECC. Work included lineside renewals and installation of equipment buildings and location cabinets.

Bombardier misses out on Thameslink order as Siemens become preferred bidders

The Government has announced that Siemens is the preferred bidder for a rolling stock order to build around 1,200 carriages for the Thameslink route.

The £6 billion Thameslink upgrade, which includes both infrastructure and rolling stock, will almost double the peak-time capacity on Thameslink's core Central London section, allowing longer trains to run and provide new fast and frequent London connections to towns and cities both north and south of the Capital. The trains will also be lighter, more reliable and more energy efficient. Siemens Plc and Cross-London (XL) Trains – a consortium comprising Siemens Project Ventures GmbH, Innisfree Ltd and 3i Infrastructure Plc - have been appointed preferred bidder to build, own, finance and maintain the new trains.

The contract is expected to create up to 2,000 new UK jobs according to the Department for Transport, a figure that includes work being created at Siemens' factory in Hebburn, Tyne and Wear, as well as in the rail industry supply chain. It also includes jobs at two maintenance depots for the new trains which, subject to planning permission, will be built at Three Bridges, near Crawley, and at Hornsey, in the London Borough of Haringey.

Theresa Villiers said: "The announcement of Siemens Plc and XL Trains as preferred bidder for this contract represents the best value for money for taxpayers. The new trains are a major part of the Government's commitment to introduce an additional 2,100 carriages on to the rail network by 2019. Once the new trains are delivered, current Thameslink rolling stock becomes available to improve rail services in the North West of England, the Thames Valley and other areas yet to be confirmed".

A dedicated Siemens' team will now work closely with funders and the Department for Transport for several months to reach financial closure and conclusion of the multi billion pound contract, which will be the largest order in the commuter and regional market ever awarded to Siemens plc and the first for the Desiro City model.

The awarding of the contract is yet another blow for the UK rail manufacturing industry, with Bombardier Transportation missing out on both this and the proposed Intercity Express Project. The loss of such a massive contract to Bombardier has been described as 'devastating' by civic leaders in Derby, and the company has previously said it might need to close its plant in Litchurch Lane without the Thameslink contract, as there will be no more major rolling stock orders until Crossrail. In a statement, the company said: "Bombardier is extremely disappointed not to have been selected as the preferred bidder for Thameslink. We will need to be debriefed by the Department for Transport to understand why we were unsuccessful".

Former Derby North MP, Bob Laxton, commented: "I don't want to be a prophet of doom but I really hope Bombardier doesn't have to close down and pull out of the UK. They are the last train builders in this country - the country that invented and built the railway system for the world. The worst case scenario, which could really happen, is 3,000 jobs going from around this area and another 10,000 jobs in the supply chain".

The first of the new trains is scheduled to enter service in 2015.

▲ A computer generated artist impression of how the new FCC 'Desiro City' trains could look. Siemens Mobility

War memorial relocated

A war memorial to commemorate the railwaymen of North London who died in the First World War of 1914–1918 has at last been given its own resting place.

The monolith with 64 names on it has been installed outside the new London Overground Hoxton station and was rededicated on 7th June by Transport Commissioner, Peter Hendy and the Reverend James Westcott of St Chad's church.

Ian Brown, former Managing Director of London Rail and also a member of the Railway Heritage Committee was instrumental in finding the memorial a home. He said: "Without doubt it is important that memorials such as these which commemorate the ultimate sacrifice of railwaymen in the past are looked after and preserved for the future. It's also important that they are sited in places that make them part of the everyday lives of this generation and those to come".

The memorial was originally installed at the former Broad Street station in 1921. When that was demolished, it was put in 'temporary' storage at Richmond station in 1989.

Scotrail launches its biggest-ever marketing campaign

Scottish comedian Phil Kay is the voice behind ScotRail's new 'A Better Way To Go' advertising campaign, which will run for a year.

The first of four 20-second television adverts started on Scottish TV in the week commencing 13th June, and marked the first time in three years that the train operator has used television in its advertising activity. It is the biggest-ever marketing campaign for ScotRail and includes press, online and outdoor advertising to highlight the added value of taking the train, signalling that ScotRail is 'A Better Way To Go'.

Testing times for Ironbridge Power Station branch

▼ **The branch from Madeley Junction to Ironbridge Power Station has been quiet of late as it is believed that the power station has ample stocks of coal and is only operated in a stand-by status. It is slated for closure by December 2015, which means that the long-term future of the branch is in doubt, although the local Telford Steam Railway has ambitions to gain access to the line. On 16th June, the route was used by a Network Rail test train, seen here crossing the viaduct at Coalbrookdale on the approach to the power station with Class 97/3 No. 97304 leading and classmate No. 97303 at the rear, while en route from Derby to Machynlleth. John Whitehouse**

Siemens Class 380s finally enter service on the North Berwick route

Rail users in East Lothian are now benefitting from the new Class 380 EMUs that are being phased into service on routes between Edinburgh, North Berwick and Dunbar.

The Class 380s have replaced the Class 322s that have been operating since they replaced the Class 90 loco-hauled sets. The Class 322s are to be transferred to Northern Rail to assist the Class 321/9s on the Doncaster and Aire Valley routes. The first two Class 322s to be removed from service, Nos. 322482 and 322483 were transferred to Kilmarnock on 11th June by Class 57/3 No. 57309, where they are to be re-liveried and prepared for use by the new operator, prior to being delivered to Neville Hill.

On the North Berwick route, the first Class 380 to work a public train to the terminus, was No. 380104 on 11th June, which operated the 07.03 Glasgow Central to North Berwick service.

UK News In Brief

■ The punctuality of Britain's franchised train operators is measured every four weeks by Network Rail, the official figures released on 14th June showing that 97.5% of the trains on c2c ran to time in May, nearly 49 in every 50. This is the fourth month in a row that c2c has topped the table. The operator already holds the UK records for the highest annual punctuality by a franchised train operator at 96.7% and the record for any 4-week performance period at 98.8%. Customer satisfaction with c2c services, measured in the National Passenger Survey in both spring and autumn 2010, was 91%.

■ Electro Motive Services International Limited (EM) has been appointed the sole maintainer of GB Railfreight's Class 66 fleet within the UK, an agreement having been signed for the company to deliver full contract maintenance services, inclusive of all scheduled and unscheduled activity, to GBRf for a period of 10 years. Under the agreement, EM will be responsible for strategically located maintenance depots, and loco service engineers will deliver 24-hour technical support.

■ Plans to restore a 30-mile section of the Waverley route have been dealt another blow after Carillion pulled out, leaving just one company bidding for the £230 million contract.

■ A feasibility study is underway to examine reopening Fishguard and Goodwick station. The line is currently served by two trains a day to Fishguard Harbour, but from September, this increases by five extra services Mondays to Saturdays after £1.4 million extra funding from the Welsh Assembly.

First coal train leaves Weardale

▶ **The first coal train, of what should become a six-train a week operation, departed from Wolsingham on 16th June, bound for the steelworks at Scunthorpe. Colas Rail Class 66/8 No. 66842 is pictured on the new embankment and run-round loop, known as Scotch Isle loop. The facility was built by RMS Locotec in five weeks and represents an investment of £750,000 by British American Rail Services. John Lewins**

Metro and Light Rail News

Metrolink in Oldham and Shaw

Work has begun to remove the disused B&Q building, which marks the next major milestone in the construction of Oldham town centre's new Metrolink line.

The site will be used to create a new Metrolink stop next to modern bus stops, and a 'park and ride' site with around 250 spaces.

Elsewhere, the arrival of Metrolink in Shaw will take a step closer with highway works beginning in preparation for track to be laid.

Better lighting, new seats, shelters and cycle facilities are also to be installed at Besses o'th' Barn, Bowker Vale, Bury, Crumpsall, Heaton Park, Prestwich, Radcliffe and Whitefield, aimed at improving security on the system.

Siemens looks to tomorrow's Metro

▶ **Siemens Mobility showed off its Inspiro Metro design for the first time in the UK at Railtex 2011. Siemens says it is developing Inspiro Metro to supply the needs of tomorrow's urban public transport system, with a design that sets new standards in its class. Inspiro brings maximum utility through high transport capacities and low operating costs. In a clear swing at the 'green' effect of transportation, the company says that the design is almost completely recyclable. Ron Cover**

Station Improvements Round-Up

Plans have been announced that would smarten and enhance Wakefield Kirkgate station.

The environmental regeneration charity Groundwork has stated that it wants to restore the Grade II-listed building into a community hub. Over £1 million worth of funding from Wakefield Council, the Rail Heritage Trust and various rail operators has already been secured. Work would start next April if approved, creating space for businesses, a cafe and a shop.

On the West Coast Main Line, a new £2.2 million station is to be built in Wolverton, with work commencing this week and expected to be completed by early spring 2012.

New lifts and a footbridge provide step-free, as well as better access for passengers between the station entrance and all platforms at Dorking, and tactile paving has been installed along the platform edges.

A joint venture between Costain and Hochteif has been named preferred contractor for Network Rail's rebuild of Reading station. The contract, worth approximately £80 million, will see five new platforms constructed at Reading, relieving congestion on the Great Western Main Line and spelling an end to the familiar experience of waiting outside the station for a platform.

Contractors will start work on site this summer and the first new platform, on the southern lines to Gatwick and London Waterloo, will open at the beginning of 2012. The remaining new platforms, new entrances and footbridge will be completed in spring 2013, and station works will be completed in 2014.

Bombardier to promote TRAXX design of diesel & electric locos in the UK?

Industry sources have suggested that Bombardier is to look at promoting the use of the diesel and/or electric variant of the TRAXX design to UK passenger and freight operators.

The new TRAXX electric loco design, which includes a small engine, for what is known within Europe as Last Mile Diesel, was previewed at the Transport Logistic trade fair in Munich in May. This style of design, allows diesel power to provide the traction for the last mile into a yard or terminal. The design potentially has a number of advantages within the UK, and it is said that the internal design of the locos are such that adapting TRAXX to the UK loading gauge is relatively simple.

With the ongoing electrification to the UK rail network, such a design would be of invaluable use to freight as well as passenger operators.

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The Irish Angle

▶ The Tata Steelworks in Scunthorpe, Lincolnshire, has won a major contract to supply 12,000 tons of track to Irish Rail over the next two years, which will be used in the renewal of the 161-mile line between Dublin and Cork. The first of the rail was shipped to Waterford, Ireland, last month, from where it was taken to Portlaoise, Iarnród Éireann's track facility. Here, the 09.50 Belview Port to Portlaoise service, conveying imported rails, climbs from Cherryville Junction towards Kildare with 071 Class No. 075 at the helm on 11th June. Neil Dinnen

▼ The Railway Preservation of Ireland operated its 'Portrush Flyer' charter using 2-6-4T No. 4 on 12th June. The train is pictured undertaking a token exchange at Coleraine. The train next runs on 10th and 31st July. Chris Playfair

'Devon Metro' scheme could reach fruition in the future

Suggestions have been put forward for several possible new stations in the Exeter area in the coming years.

Devon County Council is looking to improve the rail network throughout the area as part of a 'Devon Metro' project, which has resulted in proposals for new stations at Exminster and Marsh Barton, in addition to Newcourt, Monkerton, Crankbrook, Exmouth North, Edginswell and Kingskerswell.

The work is currently at the feasibility study stage, but initial estimates suggest that over 800 passengers each day could use a Marsh Barton service, a figure that grows to over 1,000 with an improved rail service. However, the plans are unlikely to progress within the next eight years as no funding is available, and the project has not been included in the council's funding programme.

The transport strategy has highlighted that developments would generate significant patronage for new stations.

▶ One year after opening, the Bristol Railport has expanded with a further siding having been added. Amid a hive of activity, Freightliner Class 66/5 No. 66535 waits while containers are loaded on 16th June, on what will form the re-timed 11.57 Bristol Railport to Tilbury working. An unidentified classmate is visible in the background, having arrived with an earlier service.
Edward Gleed

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

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◀ **DRS Class 47/4 No. 47802** *Pride of Cumbria* **leads the 10.40 Great Yarmouth - London Liverpool Street, via Norwich, through Stracey Arms, near Acle, on 11th June. NXEA Class 90 No. 90006** *Roger Ford/Modern Railways* **was at the rear. Gary Thomas**

◀▼ **High up in the hills above Neath is Onllwyn, originally on the route from Neath to Brecon, but now the site of an opencast mine and blending facility. On 15th June, Class 08 No. 08523, now in the ownership of, and on hire from, RMS Locotec, shunts MEA wagons around the colliery site. Stuart Warr**

▼ **With an uncertain future ahead, Class 37/5 No. 37670, shorn of its** *St Blazey T&RS Depot* **nameplates, awaits its fate in EMR's yard at Kingsbury. Craig Adamson**

UK Steam & Modern Traction Railtour Listings

20th June 2011		
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return
21st June 2011		
Steam Dreams	48151	London Victoria-Staines-Woking-Guildford-Redhill-East Croydon-London Victoria
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return
22nd June 2011		
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return (two trips)
23rd June 2011		
Cruise Saver Travel	DRS 47	Glasgow Central-Preston-Manchester-Birmingham-Basingstoke-Southampton Docks
Private Charter	87002 & 67	London Euston-Weedon-Rugby-Lichfield TV-Crewe-Chester-Llandudno Jct-Bangor
Steam Dreams	70013	London Victoria-Reading-Bath Spa-Bristol Temple Meads & return
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return (two trips)
24th June 2011		
Private Charter	DBS Class 67	Bangor-Helsby-Warrington BQ-Shap-Carlisle-Workington-Ravenglass (break)-Carlisle-Beattock-Motherwell-Crianlarich-Rannoch-Fort William
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return (two trips)
25th June 2011		
Hastings Diesels Ltd	Hastings 1001	Hastings-Tunbridge Wells-Tonbridge-Bromley South-Bournemouth-Swanage & rtn
North East Railtours	2xWCRC 47	Alnmouth-Morpeth-Cramlington-Newcastle-Hexham-Chester-Llandudno & return
Pathfinder Tours	2xHanson 31	Tame Bridge Parkway-Worcester SH-Bristol Parkway-Plymouth-Penzance & return
Private Charter	DBS 67 & 87002	Fort William-Rannoch-Crianlarich-Braidhurst Up Loop-Carstairs-Beattock-Carlisle-Shap-Crewe-Lichfield Trent Valley-Rugby-Weedon-Watford Jct-London Euston
Railway Touring Co.	70000	(Leicester-East Midlands Parkway-)Crewe-Shap-Carlisle-S&C-Blackburn & return
Spitfire Railtours	2xDRS 20	Gloucester-Cam & Dursley-Taunton-Plymouth-Bodmin Parkway-Penzance & return
Spitfire Railtours	2xDRS 37	Birmingham Intl.-Bristol TM-Taunton-Plymouth-Bodmin Parkway-Penzance & return
UK Railtours	tbc	Woking-Clapham Jct-Finsbury Park-Peterborough-Loughborough-Chesterfield & rtn
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return
26th June 2011		
Torbay Express Ltd	tbc	Bristol TM-Weston-super-Mare-Taunton-Torquay-Paignton-Kingswear & return
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return
27th June 2011		
Rail Easy	DBS 67	Frome-London Euston-Stoke on Trent-Crewe-Manchester Piccodilly-Bolton-Preston
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return
28th June 2011		
Compass Tours	2xWCRC 47	Rugby-Coleshill Parkway-Telford Central-Craven Arms-Llandrindod Wells-Llandeilo-Pantyffynnon-Swansea District Line-Newport-Craven Arms-Rugby
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return (two trips)
29th June 2011		
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return (two trips)
30th June 2011		
Cheshire Cat Tours	DBS 67	Stratford upon Avon-Tyseley-Tame Bridge Parkway-Shap-Beattock-Edinburgh & rtn
Steam Dreams	34067	London Victoria-Woking-Swanage & 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.

Central Rivers charity railtour raises £3000

Last year's charity event at the Bombardier Central Rivers Depot, using Class 08 No. 08507, raised £2,000 for the depot's nominated charity, Macmillan Cancer, Nightingale Ward at the Royal Derby Hospital.

Following the success of the event, together with the arrival of Class 08 No. 08943, the Preserved Loco Enthusiast Group (PLEG) operated a further private charter around the depot complex on 11th June, with the full support of Bombardier staff and management.

Virgin Trains offered the use of one of its Class 57 'Thunderbird' locos and the two stored driving cars from Class 221 No. 221144, which have recently been located at Crewe for a 12-week staff training programme. The vehicles were returned to Central Rivers especially for the event, hauled by Class 57/3 No. 57308 *Tin Tin*. HNRC also played its part by tidying up No. 08943.

On the day, over 250 people enjoyed rare haulage behind No. 08943 in three separate workings, with support from Wolverhampton driver Bob Dunn driving Class 57/3 No. 57308. Several rare routes through the depot yard were covered by the charters, including the car park road, through roads, and maintenance platform, although the organisers say that the highlight was a run through the depot building itself. Several members of the Bombardier team provided their time voluntarily for operational duties on the day to ensure that the charter could run without problems.

Cross Country Trains supplied light refreshment catering, with all proceeds going to the charity. Both advance and 'pay on the day' ticket sales, catering and collections resulted in a total of £3,025 being raised for the Macmillan Cancer, Nightingale Ward at the Royal Derby Hospital.

Thanks are extended to all those involved, specifically PLEG, Virgin Trains, Cross Country Trains, HNRC and Bombardier, together with all the depot staff that helped make the day a huge success.

▶ The special Preserved Loco Enthusiast Group charter around the Central Rivers depot complex on 11th June, utilised HNRC Class 08 No. 08943 for motive power, with the driving cars from the disbanded Class 221 set No. 221144 used for passenger accommodation. The set is pictured before the tour. Andrew Wilson

Railtour Spotlight

by John Whitehouse

A busy Spotlight this week as two week's tours are under review due to the planned one-week publishing break.

Problems with steam operations have, unfortunately, prevailed over the last few weeks, and so the hope is that the future will reflect a more settled picture. Looking ahead, Steam Dreams set the ball rolling with the somewhat incongruous use of a Stanier 8F 2-8-0 on two trains celebrating the summer solstice on 21st June. With West Coast's No. 48151 in charge, the luncheon train operates a circular itinerary around the Romney Marshes, while the dining train does the Surrey Hills. Both trains work out of London Victoria and should test the loco's credentials on various inclines during the day. Two days later, and back on more familiar 'Cathedrals Express' territory, 'Britannia' Pacific No. 70013 *Oliver Cromwell* (instead of the previously advertised 'A4' *Dominion of New Zealand*) from Victoria to Bath Spa and Bristol Temple Meads, via Staines and Reading. On 30th June, Steam Dreams head for Swanage with No. 34067 *Tangmere*, again from Victoria, which is followed two days later by an unusual working that has the dual destinations of Minehead and Plymouth. The plan is for No. 4492 to head the train from Paddington to Taunton, where it will split, with one portion heading for the West Somerset with the 'A4', while waiting at Taunton will be '8F' No. 48151 to clank the remaining portion over the South Devon Banks to Plymouth. It will be interesting to see how the 8F performs, as it works the train both ways until again giving way to the 'A4' at Taunton on the return.

The Railway Touring Company will be heading both north and east over the coming fortnight, with a 'Cumbrian Mountain Express on 25th June, followed by 'The Norfolkman' and 'The Coast to Coast' on 2nd July. 'Britannia's' are due to feature, with No. 70000 *Britannia* booked for the 'CME', which originates at Leicester, with the steam section from Crewe, working northbound to Carlisle over Shap and returning via the S&C, while classmate No. 70013 *Oliver Cromwell* is in the frame for 'The Norfolkman' from Liverpool Street to Norwich, outwards via Colchester and back through Ely and Cambridge.

The question of what will haul RTC's 'Coast to Coast', which is from Liverpool to York and Scarborough has been asked for several weeks, and turns out to be 'Black 5' No. 45305. Neither of the advertised No. 6100 *Royal Scot* or No. 6201 *Princess Elizabeth* are available, as the former is still in bits, and the latter was never in the frame for the job, and was booked for the following day's inaugural Vintage Trains 'Shakespeare Express' several weeks ago!

What will haul the 'Torbay Express' on 26th June also remains to be confirmed. The rostered No. 71000 *Duke of Gloucester* failed on the same working a week ago (see separate story) and so a replacement will probably be required. No. 6024 *King Edward I* is the booked traction on the train a week later, and so may be a candidate, as could No. 60163 *Tornado* which is visiting the West Somerset Railway from 21st June to the 4th July, prior to taking up its scheduled roster on the 'Torbay Express' from 10th July until 31st July. Watch the *Railway Herald* website listings for updates.

Elsewhere, the 'Race to Penzance' again involves Pathfinder and Spitfire going head-to-head on 25th June. The 'Mazey Day' celebration is the lure, and has featured in both operators' schedules in the past. This year Spitfire has stepped up the ante by running two trains, one from Birmingham International with DRS Class 37s, which will overlap its second working from Gloucester, which is scheduled for a pair of DRS Class 20s. Meanwhile, Pathfinder will be heading south from Tame Bridge Parkway with a pair of BARS Class 31s at the helm.

Also heading for the south coast on 25th June is the classic Hastings DEMU, which will be visiting the Swanage Railway with 'The Dorset Diadem' tour from Hastings that initially heads for Waterloo ahead of a run south over L&SW metals to the Dorset coast. This tour has proven to be so popular that a possible re-run will take place in 2012. Also operating on 25th June will be UK Railtours from Woking to Chesterfield, while North East Railtours head for Chester and Llandudno from Alnmouth, with DBS and West Coast traction respectively.

UK Railtours feature another 'Forgotten Tracks' on 2nd July, when its 'Severnsider' visits a number of freight-only branches in Gloucestershire. The train originates at Stevenage, and initially works to Bristol Temple Meads, before heading north to Gloucester for the branches to Sharpness, Yate, Westerleigh and Tytherington, as well as a trip around the Avonmouth Loop; 'topped and tailed' DBS Class 66s will be the likely traction. Compass Railtours has two of trains booked for this period, commencing with the 'Heart of Wales Explorer' on 29th June from Rugby to the Central Wales Line, returning via Cardiff and the Welsh Marches, and followed two days later with 'The Pendle Shakespeare Explorer' from Carlisle and S&C line stations to Stratford-upon-Avon. Also on 1st July is the Rail-Blue charter from Morpeth to Chester and Shrewsbury. WCR '47s' will be on the Compass working, while Rail Blue should have a Class 67 up front.

Finally, Cheshire Cat Tours operates its inaugural charters, commencing with a Stratford-upon-Avon to Edinburgh working on 30th June, followed by a Cardiff to Carlisle train on 2nd July. The former works via Birmingham New Street and the WCML, while the latter heads along the Welsh Marches to Shrewsbury, and then to Crewe and the WCML via Shap outwards, and along the S&C on the return. Both charters are booked for DBS Class 67s.

▼ **GWR 'King' No. 6024** *King Edward I* **heads towards the Severn Tunnel on the approach to Pilning station with 'The Cathedrals Express' bound for Shrewsbury on 11th June. Denis Lewis**

Vintage Trains announces its excursion programme for the remainder of 2011

Just when you think Tyseley has extinguished new itineraries with which to test *Earl of Mount Edgcumbe*, **it again comes up with something different and innovative.**

The programme for the last part of the year has got something for everybody, and also looks into 2012 with proposals that certainly raise eyebrows! However, back to 2011, and before we talk of 'The Castle' there is a significant anniversary, as on 16th/17th November 1936, the LMS ran a special non-stop trial working with the then recently built 'Princess Royal' No. 6201 *Princess Elizabeth* between London Euston and Glasgow. Both trains succeeded in completing the journey in under six-hours, with an amazing average speed of just over 70mph being recorded on the return, which at the time generated banner headlines in the national newspapers, made celebrities of the footplate crew, set the standard for the planned 'Coronation Scot' express and created the enduring legend that is No. 6201 *Princess Elizabeth*.

On 12th November, just a few days short of the actual 75th anniversary of the record runs, No. 6201 will again steam out of Crewe with Vintage Trains 'Coronation Scot' charter bound for Glasgow Central, following the same route as in 1936, over Shap and Beattock, but with a short break being taken in Carlisle. The following day, 'Lizzie' is booked to head the return 'Coronation Scot' back to Crewe, again via Beattock and Shap. At Crewe, a Tyseley Class 47 will attach to return the train back to Tyseley Warwick Road. The outward leg to Crewe will also be Class 47-hauled. This promises to be memorable weekend!

Earlier, on 1st October, Liverpool Lime Street is set to be graced by 'The Castle', heading the appropriately titled 'Ticket to Ride', a name that celebrates Liverpool's most famous sons. The train sets out from Tyseley, diesel hauled to New Street, with No. 5043 at the rear, to be in position for a departure from the London end of the station for the North West. The train is routed over the 'Grand Junction' route, which when opened in 1837 became the first trunk route in England, passing Vauxhall and Duddeston on the way, which was the original terminus of the new line, just a short distance from New Street. Wolverhampton, Stafford and Crewe are the other pick up points, and it will reach Lime Street via Runcorn.

Vintage Trains is also quick off the starting blocks to announce the first steam working over the Cotswold main line from Worcester to Oxford, following the redoubling of a number of sections of the route that significantly increases its capacity. Once again *Earl of Mount Edgcumbe* will be in charge as the 'Cathedrals Express' heads out of Tyseley on 17th September, picking up at Birmingham Snow Hill, Worcester Shrub Hill, Evesham, Moreton-in-Marsh and Charlbury for a run to Paddington. Now in terms of classic locos on classic routes, one simply cannot get more authentic than a 'Castle' on 'The Cathedrals Express' on the Cotswold main line!

On 15th October, No. 5043 provides the motive power for the 'Berks, Hants and Aquae Sulis' from Solihull to Bath and Bristol Temple Meads, via Oxford, Didcot, Newbury and Westbury.

A tantalising tour scheduled for 19th November, featuring a pair of Pannier's, Nos. 9600 and 7752, the latter appearing in the livery of a previous owner, London Transport, and carrying the number L94. In fact No. 7752 is the last steam loco to have been owned by a nationalised company, and became the last to work on the main line in 1971. It has recently been overhauled, and is likely to be in much demand in London Transport colours. The route is yet to be finalised.

▲ **On 4th June, GWR 'Castle' No. 5043** *Earl of Mount Edgcumbe* **became only the third GWR engine to reach Scarborough. It is pictured during the layover period on the turntable, being prepared for its return journey. Adrian Scales**

A return to the Melton Mowbray Christmas Fayre on 4th December will signal a main line outing for GWR 'Hall' No. 4965 *Rood Ashton Hall*, which will also have charge of two Christmas Luncheon Circulars on 14th and 15th December. All three trains pick up at Coleshill Parkway as well as Tyseley Warwick Road, with the luncheon trains working around the East Midlands circuit of Nuneaton, Leicester, Castle Donnington and Burton-on-Trent. The year concludes on 17th December with the now customary 'Christmas White Rose' to York, which again features No. 5043 from Tyseley, via Coleshill Parkway, Tamworth High Level, Burton-on-Trent and Derby.

Earlier it was mentioned that something special was expected in 2012, and indeed there is a Valentine's Day booking for *Rood Ashton Hall* on 12th February around the East Midlands circuit; but the one to look out for is on 10th March. Now if Network Rail was looking for a means of clearing the soot off a few structures, they could not come up with a more effective combination of Nos. 5043 and 6201 in harness. Basically, the blast from one will dislodge it, and the blast from the second will send it spinning into oblivion.

So, on that March day, Vintage Trains will probably also be doing Network Rail a favour when they combine the 'Castle' and the 'Princess' into a combative double-header to take on the Northern Fells, outwards over Shap and returning along the Settle & Carlisle. The thought of that pair being let loose is quite mind boggling, which means an early booking is highly recommended! The train is diesel-hauled from Tyseley WR, heading north via Wolverhampton to Crewe, and will be piloted by the Class 47 on the return south.

Earl of Mount Edgcumbe to Scotland?

It has been mentioned in the past that Tyseley's Chief Engineer's favourite bedside tome is his gradient profile, and in searching for more gradients to attack with *Earl of Mount Edgcumbe*, **the name Beattock has likely been a long-held aspiration.**

Unfortunately, that enticing gradient is a bit too far for a day trip, but he has the solution; the question is, do you share his enthusiasm? Subject to there being sufficient support, Vintage Trains is set to flatten Beattock next year as part of a two or three day trip to Scotland, which will also signal the presence of a 'Castle' north of the border for the first time. The plan is outwards over Shap and Beattock to Edinburgh on Day 1, possibly a run over the Forth Bridge on a circular mini-tour on Day 2, and back over the East Coast Main Line to York on Day 3. Sometime in May or June is likely, and to express interest there is a downloadable form available on the website which needs to be forwarded to Vintage Trains, together with a fully refundable £10 deposit.

Problems hit main line steam after multiple failures cause thousands of minutes delay

Recent weeks have not been a pleasant time for main line steam operations, with problems over the past two weekends casting an unwanted shadow, particularly on the Western Region, which seems to have been most affected.

The lineside fire reported last week that broke out after the passage of No. 6024 *King Edward I* proved to be just an opener for things to come. As a consequence of the fire, which resulted in considerable delays to other traffic, and as a precaution against any further problems on that particular working, Network Rail insisted that the train be piloted by the accompanying diesel, West Coast's Class 57/6 No. 57601, for the remainder of the charter to Plymouth and back to Bristol Temple Meads.

The inclusion of Riviera Class 47/4 No. 47815 in the consist of the following day's 'Torbay Express', again as a precaution against the fire risk, proved fortuitous as the booked steam locomotive No. 71000 *Duke of Gloucester* developed an air-brake fault on the return journey, but delays were minimised as the Class 47 was shunted to the head of the train to act as pilot for the last leg from Taunton to Bristol.

Following an easing of the tinder dry conditions due to mid-week rain, the outlook for the following weekend looked positive, but unfortunately any optimism of an incident free weekend evaporated on Filton Bank when No. 34067 *Tangmere*, which was working The Railway Touring Company's 'Welshman' charter from Poole to Cardiff, ground to a halt as a result of the TPWS activating the brakes. The reason why this happened is still being investigated, but the outcome was definitive in that the locomotive could not restart the train on the incline. The recovery of this incident was critical to the location of an assisting locomotive, which by chance was West Coast's No. 47500, which was situated at nearby Bristol Parkway, having just given way to No. 6024 *King Edward I* on Steam Dreams 'Cathedrals Express' from Paddington to Shrewsbury. That was an element of good fortune, as the Steam Dreams' working was originally planned to be steam-hauled throughout, but because of the contractual problems surrounding the planned traction of No. 60163 *Tornado*, it had been necessary for the opening leg to Bristol Parkway to be diesel-hauled. Thus, serendipity intervened, with the Class 47 ideally positioned to assist the stranded *Tangmere* to Cardiff, but not before over 1,400 minutes of delay had been clocked up. The Battle of Britain worked the return to Poole without further problem.

Serendipity, however, did not stretch to the following day's 'Torbay Express', which came to grief on the return with *Duke of Gloucester* struggling into Tiverton Junction loop with serious front-end problems. Informed sources indicate that the locomotive, which had performed faultlessly throughout the day, was priming badly after the Exeter water stop, and the suggestion is that it was working on just one cylinder on the final stages prior to gaining shelter in the loop at Tiverton Junction. It is believed that No. 71000 has sustained damage to two cylinders and looks likely to be sidelined again for a significant period. Unfortunately, on this occasion a diesel had not been included in the consist, and the nearest assisting locomotive was identified as No. 47815 at Bristol Barton Hill. To compound matters, it appears that the nearest qualified driver was actually travelling on the stricken train. Hasty arrangements were made with control, to get the driver to Bristol, to work the Class 47 to Tiverton Junction and rescue the train, which eventually arrived back at Bristol Temple Meads around three hours late. It is understood that Torbay Express has already communicated with the passengers concerning the significant delay to the train and the ongoing ramifications.

While there are undoubtedly lessons to be learnt from the above incidents, with perhaps improved recovery provisions being towards the top of the list, it is important to keep all this in perspective.

It is alright to note delay minutes, but all the delay time generated by the locomotive problems pale into insignificance when compared with the chaos on the East Coast recently when the route was paralysed for the best part of a day due to overhead line damage. Cows on the line between Nuneaton and Rugby disrupted the West Coast Main Line for some hours recently, involving lengthy diversions through the Birmingham area. Cable theft is rife, and the resultant delays considerable.

But these greater problems do not obviate the need for the steam movement to continually monitor and improve its own operations, as the growing technology and performance gap between steam and modern traction can only make future steam operations more difficult to accommodate on the National Network.

▼ **Riviera Class 47/4 No. 47815** *Great Western* **drags an errant** *Duke of Gloucester* **into Taunton on 12th July. Brian Garratt**

Ups & Downs

■ Visitors to this year's Glastonbury Music Festival will be able to take the train, as rail ticketing agency Rail Easy has joined forces with First Group Support and Rail Blue Charters to put on special trains to Frome, with an add-on free bus connection to the festival site. A train will run from Preston, Bolton, Manchester Piccadilly, Crewe and Stoke-on-Trent and London Euston to Frome on Wednesday 22nd June. There will also be a return working on Monday 27th June back from Frome, again with a free bus connection from the festival. Ticketing is being exclusively handled by Rail Easy, and can be booked on-line at www.glastonbury.raileasy.co.uk. The train will be formed of Rail Blue stock hauled by a DBS Class 67.

■ The National Railway Museum has released further details about its proposed shuttle service in September, between the NRM and Shildon. See the '*Princess Elizabeth* and Fairburn tank to visit York for LMS Steam Weekend' story in preservation for details.

Climbing the 'Three Peaks' in 2011

There will again be a special train operating this year in conjunction with 'The Three Peaks Challenge'.

The challenge itself is to climb the three highest peaks of Wales, England and Scotland in three days, and the train is used to speed the participants to the nearest railhead to the respective peak. It also has another equally important function, as the proceeds of the rail operation are donated to The Railway Children Charity.

GB Railfreight, Chiltern Railways and Direct Rail Services have jointly organised the working, which will feature Class 87 No. 87002 *Royal Sovereign* and a Class 67. The train is scheduled to leave London Euston at 15.54 on Thursday 23rd June, with No. 87002 in charge and the '67' tucked inside. It is booked via Weedon and the Trent Valley to Crewe, where the Class 87 will be removed, leaving the '67' to continue to Bangor, for the first peak, Snowdon.

The train will stable at Holyhead in readiness for a 04.10 departure on Day 2 for Ravenglass and the English peak, Scarfell Pike. Because of the closure of the Cumbrian Coast line due to engineering work on Arnside Viaduct and in Lindall Tunnel, the northbound working will operate over Shap to Carlisle, and then southbound over the Cumbrian Coast line to Ravenglass, via Workington. The stock will be serviced in Barrow-in-Furness, while the participants will be transported to their second challenge of Scarfell Pike by the Ravenglass and Eskdale Railway.

The third leg of the challenge leaves Ravenglass at 20.05 on 24th June for the long journey to Fort William, which will operate via Workington, Carlisle, Beattock, Motherwell, Coatbridge and Helensburgh Upper to reach the West Highland line for an early morning arrival and the ascent of Ben Nevis to enjoy!

With all three 'peaks' now in the bag, the climbers weary limbs can then relax and they can celebrate their achievement as the Class 67 whisks the train south from Fort William at 13.00 as far as Braidhurst Up Loop near Motherwell, where *Royal Sovereign* will be waiting to attach for the final run back to Euston.

Visit www.railwaychildren.org.uk for more details of participating in 'The Three Peaks Challenge'.

▲ **WCR Class 47/4 No. 47804 powers a Compass Tours' excursion from Clitheroe to Edinburgh away from Blackburn on 17th June, with Class 47/7 No. 47760 on the rear. David Felton**

Changes to evening 'Jacobite' excursion announced as WCR extends dual-train season

Important changes to the operation of the additional afternoon/evening 'Jacobite' train have been announced by the West Coast Railway Company, the most significant of which is that it will now run on Wednesdays, Thursdays and Fridays until the 26th August.

The departure time from Fort William has also been brought forward to 14.45, which has the bonus that it will cross with the returning morning train at Glenfinnan, prior to continuing to Mallaig for a 16.44 arrival. The new timings also allow 1¾ hours in Mallaig, before returning at 18.30 for a 20.24 arrival back in Fort William.

The confidence to extend the season of this second train no doubt reflects the level of bookings this year, as well as the experience of the demand for tickets gained in previous years.

It will place more pressure on the motive power department as now two locomotives will be in traffic each day, which will probably mean the pool of two 'Black 5s', presently Nos. 44871 and 45231 (to be replaced by No. 45407 in August) and 'K4' No. 61994 *The Great Marquess* will remain at Fort William until the end of August.

Advance booking is highly recommended, especially in the high season months of July and August.

Class 33/2 No. 33207 passes Taplow on 12th June, with an ECS working from Poole to Southall. In the consist, and unusually running tender first, is Battle of Britain Pacific No. 34067 *Tangmere*. **Ken Brunt**

News Briefs

■ A look behind the scenes, as well as viewing developments at North Weald station will be possible on 3rd July, when the Epping Ongar Railway will open its doors to the public. The station has been closed for development work to take place, which includes relaying track to incorporate a passing loop, as well as new sidings space. The 'up' platform has also been rebuilt. Visitors will be able to access the 1888 vintage signal box and have the opportunity to have cab rides in Class 37 No. D6729. Class 03 No. 03170 will also be in action. North Weald is the halfway point between Epping and Ongar, and the installation of the passing loop is an essential requirement for the introduction of future steam-hauled services.

■ The Ribble Steam Railway has joined forces with the Lancashire Wine School to offer a wine tasting evening with a difference on 17th August. During the evening, wine tasters will learn how to appreciate the charm of quality wines from around the world and the significant part steam railways played in industrial North West England. Staged in the museum, Ivatt 2MT Mogul No. 46441 and 1902 District Engineer's Saloon will form a unique backdrop to tasting. The evening will begin with a sparkling Rosé from the New World, a refreshing Sauvignon Blanc and an rich Chardonnay. During the interval one of the railway's volunteers will guide attendees through the unique collection of locomotives on site. After the tour, a fine Rioja will be followed by a superb Medoc Cru Bourgeois Bordeaux, the like of which may even have been consumed in the Engineers Saloon nearly a century ago. The evening will conclude with a delicious example of a fruity full-bodied Shiraz from Australia. Pre-booking is essential as places are limited. Full details of the event are on the Lancashire Wine School web site. Places are priced at £20 and can be booked on-line at www.thelancashirewineschool.com in the 'One Evening Tastings' category.

Princess Elizabeth and Fairburn tank to visit York for LMS Steam Weekend

The National Railway Museum in York has confirmed two significant additions to the line-up of locomotives attending its LMS Steam Weekend in September.

Over the weekend of 24th/25th September, the museum will welcome LMS 'Princess Royal' Class Pacific No. 6201 *Princess Elizabeth* and LMS Fairburn 2-6-4T No. 42085 to the line up of its LMS Steam Weekend. The event will also mark the first ever cross-site venture between the National Railway Museum with its partner site, Locomotion, in Shildon. Linking the two museums will be steam and diesel-hauled shuttles. Visitors to Locomotion will enjoy further steam action at the 7th Annual Steam Gala, which will be running all weekend with a number of operating locomotives and trade stands.

The LMS Steam Weekend will also allow the NRM to bring together LMS Fairburn 2-6-4T No. 42085 and the Museum's LMS Stanier 3-cylinder 2-6-4T No. 2500 for the first time in preservation. The two locomotives will be positioned side-by-side for part of the event. Other LMS locomotives attending the weekend include LMS 'Black 5' No. 45305, LMS 'Royal Scot' No. 46115 *Scots Guardsman* and LMS '8F' No. 48151.

Steam and diesel shuttles will operate over the weekend between York and Shildon, operated by 'Royal' Class 47 No. 47798 *Prince William*, BR Standard 7P Pacific No. 70013 *Oliver Cromwell* and LNER 'A3' Pacific No. 4472 *Flying Scotsman*. The main line shuttles will also operate on 17th/18th September. The same locomotive rosters will operate on each weekend, with two round-trips being undertaken each day. The first trip on the Saturday being the 'Royal 47' from York to Locomotion, returning behind *Oliver Cromwell*,. The second trip will head north behind *Flying Scotsman*, returning behind the 'Royal 47'. On the Sunday, the steam roles are reversed, with the 'Royal 47' heading north and *Flying Scotsman* returning, then *Oliver Cromwell* heading the second journey northwards, returning again behind the '47'.

An after hours photography event will also be held at Locomotion on 23rd September and at the National Railway Museum on 24th September, further details can be found by clicking here.

Times and prices for the LMS Weekend and shuttles are yet to be confirmed, for updates visit http://www.nrm.org.uk/shuttle or http://www.nrm.org.uk/lmsweekend.

Extra operating dates for 3CIG at Swanage

The operation of the 3CIG EMU No. 1498 with Class 33/1 No. 33103 on the Swanage Railway has been very successful, to the extent that an extra weekend of operations has been added.

The 3CIG will operate on both 25th and 26th June, running in the established diesel path and as an extra bonus, it will coincide with the visit if the Hastings DEMU on 'The Dorset Diadem' railtour.

◀ **Southern Railways U class 2-6-0 No. 31806 departs Ropley with the 12.30 Mid-Hants Railway service to Alton on 11th June. David Gibson**

WLLR commemorates past Chairman

The Welshpool & Llanfair Light Railway ran a special train on 4th June in memory of the late Ken Fenton, who was Chairman of the line for some 35 years.

By the time he retired in 2005, the railway had been transformed from a shoestring operation running trains over only half the line's length, to the highly successful tourist attraction that it is today.

Under the guidance of Ken and his board, staff and volunteers, the railway made a triumphant return to Welshpool in 1981, including building an entirely new station, secured and restored more rolling stock, and celebrated the line's centenary in 2003 in grand style, a milestone culminating in the award of the MBE to Ken that year.

The special was hauled by one of the original locomotives No. 822 *The Earl* that was built in 1902, and included three beautifully built replicas of the railway's original passenger carriages, the first replica commissioned during Ken's time as Chairman. Following lunch at The Raven in Welshpool, the party returned to Llanfair, where Ken's granddaughter, Rosie Schubert, unveiled a simple but elegant Welsh slate plaque, mounted in a prominent position on the platform at Llanfair Caereinion.

▲ **On 5th June, GWR-built 2-6-2T No. 8 *Llywelyn* has just crossed the level crossing at Llanbadarn while working the 10.30 service from Aberystwyth to Devil's Bridge on the Vale of Rheidol Railway. Stuart Warr**

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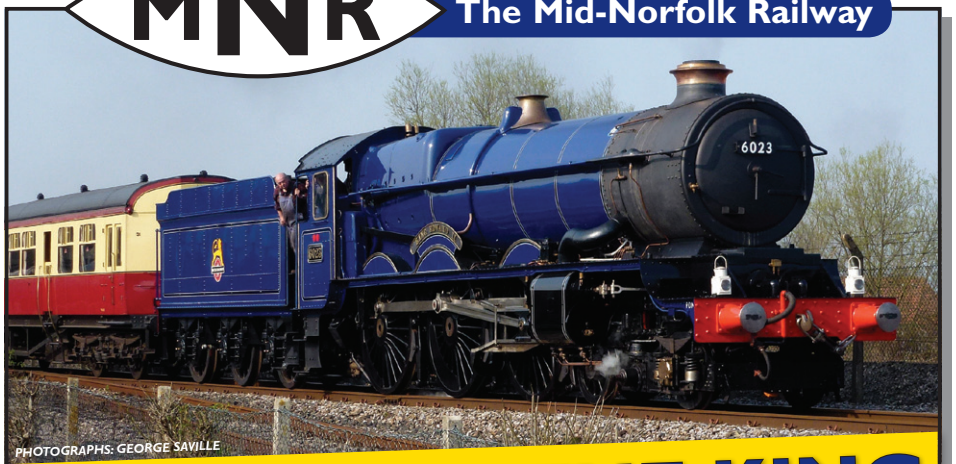

PHOTOGRAPHS: GEORGE SAVILLE

RETURN OF THE KING

GWR King Class 4-6-0 6023 King Edward II

Only recently returned to action after an amazing 21-year restoration, 6023 will be spending the summer at the Mid-Norfolk Railway, working trains from Saturday June 4th and culminating in a Steam Gala on the weekend of July 16th & 17th, running jointly with Great Western design Pannier tank 9466.

There is also a special timetable in operation on July 9th & 10th with both KE II & 9466 in action

KE II will run four round trips daily, every weekend until Sunday July 3rd. 6023 is also scheduled to run on June Wednesdays 22nd & 29th and July Wednesday & Thursdays 6th & 7th and 13th & 14th.

For the weekend of June 4th & 5th, special MNR round trip fares will apply.

STEAM-HAULED SERVICE TIMETABLE

Dereham	dep	10.00	12.00	14.30	16.30
Wymondham Abbey	arr	10.40	12.40	15.10	17.10
Wymondham Abbey	dep	11.00	13.00	15.30	17.30
Dereham	arr	11.40	13.40	16.10	18.10

Saturdays and Sundays June 4th - July 10th.
Wednesdays June 22nd - July 13th. Thursdays July 7th & 14th.

Saturday 16th July: Steam-hauled Fish 'n' Chip Special
Join us on board for a fish 'n' chip supper with a real ale bar. Meal is cod and chips, 2 sausages and chips, or vegetarian options, together with a pint of real ale, a glass of wine or a choice of soft drink, all served at your seat. An ideal way to spend a summer's evening.

The MNR Steam Gala weekend on July 16th & 17th will also see a narrow-gauge train ride operating in the car park and also model railways on the station platform.

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

Additional LNER visitors added to 'Fab Four' event

The 'Fab Four' event that is to be held at Barrow Hill Roundhouse on 14th-16th October will feature the first line-up of LNER 'A' class Pacific's since the end of steam.

Resident 'A2' No. 60532 *Blue Peter*, will be joined by LNER 'A1' No. 60163 *Tornado*, 'A3' No. 4472 *Flying Scotsman* and 'A4' No. 4492 *Dominion of New Zealand*. In addition, LNER 'B1' 4-6-0 No. 1306 *Mayflower*, LNER 'N2' 0-6-2T No. 1744 and LNER 'J72' 0-6-0T No. 69023 will also be present and in steam.

On static display will be LMS 'Black 5' 4-6-0 No. 45110, GCR 'Director' 4-4-0 No. 506 *Butler Henderson*, LMS 0-6-0T 1F No. 41708, LNER 'J17' 0-6-0 No. 8217 and LNER 'B1' No. 61264, the latter is currently undergoing an overhaul to full working order.

This event sees the return of *Flying Scotsman* to the Roundhouse after 38 years, the loco having visited a Barrow Hill Open Day under British Rail ownership in 1973. It will also be the first visit to the roundhouse by *Dominion of New Zealand*, the 'N2' and 'J72', and will bring together the two surviving 'B1s'.

Ticket prices for the event, which is open from 10.00 until 17.00 on all three days, will be announced shortly.

▼ **The last time that *Blue Peter* and *Tornado* were side-by-side was at Barrow Hill in April 2009. Here the 'A2' and 'A1' Pacifics stand alongside each other in LNER apple green livery. Richard Tuplin**

Great start to GCR Class 2 loco construction project as 50 donors sign up

A project to build a brand new Great Central Railway Class 2 4-4-0 locomotive No. 567 is off to a flying start, as within days of the formal launch of the project, which took place at the Spring Bank Holiday GCR Golden Oldies event, 50 supporters pledged to fund £5.67 a month towards the costs.

Group Chairman and Project Manager, Andrew Horrocks-Taylor, said: "We couldn't be more delighted. People are clearly excited by the idea of a 'brand new' Victorian engine. I had cautiously hoped we might have 50 supporters by the end of the summer - but to have them inside two weeks is phenomenal. It's almost 10% of the 567 sponsors we need to complete the job! Some of the first people to join paid a full year's sponsorship in one go, so we've got a helpful lump sum to get going".

Meanwhile, an original GCR tender has been loaded and transported to Ruddington, which is the Northern GCR railhead and the projects base. The 23-ton of steel in tender form required some extraction from its previous home of over 10 years, with a 1½-mile shunt to its eventual loading position. With a few inevitable hitches the tender was loaded at the Midland Railway Centre Butterley and was delivered to its new home a few hours later.

Chief Engineer, Mike Fairburn, said: "Initial inspections indicate that the frames and running gear are in remarkably good condition, with the added bonus that many GCR fittings can be salvaged from the life expired tank".

Also, a cylinder block is in the process of being acquired for the locomotive, and further supporters are encouraged to join up. The first 200 to sign up will have a free seat on the first train pulled by the completed locomotive, and all GCR567 supporters will be automatically entered into a quarterly draw to win a footplate ride.

A number of interesting reasons have emerged as to why some people have signed up to the project, one supporter taking part as a memorial to his Great Great Grandfather, who, during a genealogy search, was discovered to have been killed in a railway accident at the Woodhead Tunnel in 1856.

When completed, the locomotive will be based on the Great Central Railways at Nottingham and Loughborough, but will be available for use on other preserved lines.

▲▲ GCR No. 567 seen when new at Gorton Works in 1891. 567LG

▲ The donor tender at Ruddington Andrew Horrocks-Taylor

News Briefs

■ For extra spice look out for an identity change and livery modification affecting Class 37 No. 37254 for its booked workings on the 'Eridge Executioner' running day on Friday 24th June. The changes are said to reflect part of the locomotive's previous history, and will only be short lived. The Class 37 will operate in 'top and tail' mode with Class 33/0 No. 33063, with No. 37254 positioned at the Tunbridge Wells end of the train. On the day there are no less than eight round trips planned between Tunbridge Wells and Eridge, with the first departure from the former at 10.10 and the last at 19.36. There is also an earlier 09.10 departure to Groombridge. In addition to the 'Eridge Executioner', it is also possible to arrange for a cab ride in the Class 37, details of which can be found on the website at www.37254.co.uk.

■ The East Lancashire Railway's diesel gala is usually one of the heritage modern traction events of the year, and 2011 is no exception. The gala is due to take place on the weekend of 1st-3rd July, and already a number of high-profile visitors have been announced, the most notable of which is probably Class 50 No. 444 *Exeter*, now resplendent in its new BR blue livery. It will be joined by stablemate No. 50049 *Defiance*, which itself is presently in the final stages of a major overhaul. Also visiting will be Class 20 No. 20087, Class 33 No. D6586 (33201), and 'Peak' No. D182 (45045). The home fleet will be represented by two 'Deltics, Nos. D9016 *Gordon Highlander* and 55022 *Royal Scots Grey*, three Class 37s Nos. 37109, 37518 and 37901, Class 20 No. 20087, Class 33 No. 33109, Class 40 No. D335, Class 47 No. D1501, and Class 50 No. 50015 *Valiant*. An extensive timetable will operate throughout the three-day event, which includes a special 'Beerex' on Saturday night, which will be offering specially brewed ales. Rover tickets are available.

East Somerset Railway

STEAM & VINTAGE VEHICLE GALA
SAT 25 & SUN 26 JUNE 2011

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All locomotives and attractions subject to availability
Photo © Robin Mitchell/ESR

Bodmin & Wenford celebrates its Silver Jubilee with 10-day gala event

The Bodmin & Wenford Railway is celebrating its Silver Jubilee this year, the highlight being a special 10-day Gala from Friday 17th to Sunday 26th June, which will have special events and themed days to celebrate the 25 years since the first train ran on the 6½ miles of preserved line.

At some stage during the course of the event, the railway is planning for all its current operational locomotives, both steam and heritage diesel, to be in action, and in addition a guest locomotive in the form of London Brighton & South Coast Railway Class A1X 'Terrier' 0-6-0T No 32662 *Martello*, will be visiting.

The Gala Week starts with 'Anniversary Day' on 17th June, marking the 21st anniversary of the start of regular timetabled trains. A four-train service will be in operation, all hauled by GWR 4575 class 2-6-2T No. 5552.

The weekend of 18th/19th June is the 'Heritage Transport Festival', offering visitors the opportunity to experience a display of rail and road transport from yesteryear, including steam and heritage diesel locomotives, full size and miniature traction engines, cars and commercial vehicles. A number of the resident locomotives will also be on static display at Bodmin General station, offering an opportunity to view the footplate and cabs. A special timetable will be in operation on both days, with departures from Bodmin General at 10.30, 11.30, 12.40, 13.40, 14.50 and 15.50. All trains will be steam-hauled by one of the ex-GWR tank engines. Brake van rides will also be run on both days, with the railway's two smallest steam locomotives, *Alfred* and *Judy*, which spent all their working lives on shunting duties at Par Docks on the south coast of Cornwall.

Each day from Monday to Thursday will have a different theme, offering a variety of locomotives and timetables over the four days. Monday 20th is 'T9 Day', when the London & South Western Railway T9 class 4-4-0 No. No 30120, owned by the NRM and based at Bodmin, will be in action working a five-train timetable, with departures from Bodmin General at 10.30, 11.45, 13.00, 14.15 and 15.30. Tuesday to Thursday has a more intensive timetable with a two train service throughout each day and departures from Bodmin General at 10.50, 11.50, 12.20, 13.20,13.50,14.50 and 15.20. The guest engine *Martello* will be in action on all three days, together with a different locomotive from the line's own fleet on each of the three days. Tuesday 21st is 'Southern Engine Day' with the two former Southern Railway locomotives, 'T9' No. 30120 and visiting 'Terrier' 0-6-0T No. 32662 in action. Wednesday 22nd is 'Small Engine Day', with *Martello* supported by No 5552, while 'Branch Line Day' on Thursday 23rd will involve the 'Terrier' working with ex-GWR 6400 class 0-6-0PT No. 6435.

The 10- days will be rounded off with a Mixed Traction Weekend from Friday to Sunday 24th-26th June, featuring both steam and heritage diesel locomotives in action working an intensive timetable. Friday will feature an all-diesels service, the Saturday a mixture of steam and diesel, and the Sunday will be all steam.

'King' steamings confirmed by MHR

The Mid-Norfolk Railway has announced that it is to run mid-week services on Wednesdays 22nd and 29th June and 6th and 13th July and on Thursdays 7th and 14th July.

On each day, blue-liveried 'King' 4-6-0 No. 6023 *King Edward II* will haul four round passenger trips between Dereham and Wymondham, working to the MNR's Green Timetable. First departures are from Dereham at 10.00 and from Wymondham at 11.00. The last return journey from Dereham will be at 16.30, and the last departure from Wymondham to Dereham only is at 17.30.

▲ **GWR 'Dukedog' 4-4-0 No. 9017** *Earl of Berkeley* **waits to leave Horsted Keynes on the Bluebell Railway on 18th May. Adrian Davenport**

50 years of the Deltics marked with two events

Co-operation with the National Railway Museum and the Deltic Preservation Society should see two events take place in October, celebrating 50 years of the 'Deltics'.

It is hoped that all the remaining production 'Deltics' will be reunited with the prototype machine for the first time at Locomotion, the National Railway Museum at Shildon, over the weekend of 8th/9th October.

The plan is for the sole main line-registered example, No. 55022 *Royal Scots Grey*, to haul No. D9016 *Gordon Highlander* to Shildon, collecting Nos. D9009 *Alycidon* and 55019 *Royal Highland Fusilier* from Barrow Hill, plus No. 55002 *Kings Own Yorkshire Light Infantry* from the museum at York, en route. The final example, No. 55015 *Tulyar* will move northwards by road.

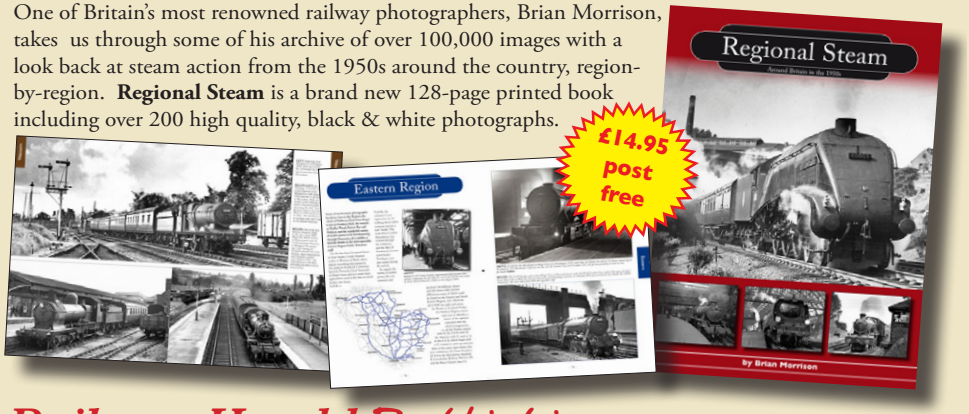
After the weekend event, No. 55022 should haul all five rail-worthy locos back to its normal base at Bury, where a second event, entitled 'Deltics - 50 Years' will take place on 14th-16th October, when an intensive all Deltic-hauled service is planned. It is hoped that the East Lancashire Railway will also be offering enthusiasts and members of the public alike, the chance to drive a 'Deltic'. Plans are also underway for a staged photo shoot to take place. Following the event at Bury, No. 55022 should then return the visiting 'Deltics' back to York and Barrow Hill.

The first weekend of July should also see both *Royal Scots* Grey and *Gordon Highlander* play their part in the ELR's Summer Diesel Gala event. Repairs to the bodywork on No. D9016 have been delayed until 2012, so the loco can take part in this year's special events.

▶ Work has commenced on the cosmetic restoration of London, Brighton & South Coast Railway E1 No. B110 to be completed in time for the ESR's Steam and Vintage Vehicle Gala on the 25th/26th June. The locomotive last ran in 1997, and requires significant boiler work before it can return to traffic. Progress is being made behind the scenes to secure the necessary funding to start work.
David Rosser/ESR

From the days when steam was king and diesels were just a thought on the horizon...

One of Britain's most renowned railway photographers, Brian Morrison, takes us through some of his archive of over 100,000 images with a look back at steam action from the 1950s around the country, region-by-region. **Regional Steam** is a brand new 128-page printed book including over 200 high quality, black & white photographs.



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BODMIN & WENFORD RAILWAY

25th ANNIVERSARY

Friday-Sunday 17-26 June

A very special week of events and 'themed days' to celebrate the 25th anniversary of the first train on the preserved BWR

Come along and help us celebrate our Silver Jubilee in style.
All our operational locomotives will be seen in action
at some stage during the course of the ten day celebration

Visiting locomotive - LB&SCR 'Terrier' 0-6-0T No 32662 'Martello'

MIXED TRACTION WEEKEND Fri-Sun 24-26 June

Steam & heritage diesel locomotives working an intensive timetable

0845 125 9678 www.bodminandwenfordrailway.co.uk

English Electric 0-6-0 diesel shunter No.10 *David J. Cook*, propels a brakevan away from the platform at Midsomer Norton station, on the route of the Somerset & Dorset Railway, during a visit by the Bath Railway Society on 14th June. The station has a heritage open day on 10th/11th September. **Mike Ware**

After one of the heaviest downpours of the weekend, Class 59s Nos. 59103 and 59001 arrive at Crowcombe Heathfield with the 16.00 Minehead to Bishops Lydeard service on 11th June. The Class 59s also had a set of American air horns that were attached to various locos over the weekend, which certainly raised a few eyebrows along the route when they were used! **Brian Garrett**

Class 66/0 No. 66085 approaches Lichfield Trent Valley on the WCML on 3rd June, with the 14.03 Bletchley to Warrington RMC tanks. The train has operated Wednesdays and Fridays only, but has been replaced by a new Wednesdays-only working, with a heavier load. **John Whitehouse**

With EMT Class 43 No. 43052 leading, classmate No. 43059 brings up the rear of the 08.15 London St Pancras to Nottingham service as the pair power through Radwell on 11th June. **Adrian Perks**

Class 67 No. 67012 descends Hatton Bank on 3rd June with the 10.55 Birmingham Moor Street to London Marylebone service. This is one of the new loco-hauled services introduced by Chiltern as part of its Evergreen project. **John Whitehouse**

Blue-liveried Class 60 No 60074 *Teenage Spirit* **hauls the 13.35 Theale to Robeston discharged tanks past Cholsey Manor Farm, near Didcot, on 9th June. Kevin Beer**

7th June 2011
Locomotive Club of Gt Britain (North London)
2 Stuart Crescent, Wood Green, London N22. 'Open Evening". Starts 19.00. Contact 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 01255 677165.

Permanent Way Institution (Wessex)
Summer Technical Visit - Eastleigh. Contact 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 Rly Society (London)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. '1990' by Nick Freezer. Starts 19.00. £3 donation. Contact Ron Dawes on 0208 660 3532 for details.

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 01522-705365 for 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
Great Western 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. Meeting commences at 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 Lionel Jones on 01934 628289 for further details.

27th June 2011
Permanent Way Institution (Ashford)
The Elwick Club, Church Road, Ashford. 'The Crossrail Project' by Colin Burnikell. Starts 18.30. Contact the Secretary, Ted Hamer on 01227 711897 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 for further details.

5th July 2011
Weston super Mare Railway Society
Function Room, Conservative Club, Alexandra Parade, Weston super Mare. Evening Visit - TBA. Contact 01934 628289 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 'Locos of the South Eastern and Chatham Railway' by Terry McCarthy. Starts 14.30. £2 donation. Contact Martyn Thresh on 01202 742099.

11th July 2011
Lincoln Railway Society
St Hugh's Church Hall, Harewood Crescent, North Hykeham, Lincoln LN6 8JG. Annual Quiz Night. Starts 20.00. All Welcome £2 Adminssion. Contact 01522-705365 for 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.

RCTS (Hitchin)
Hitchin Christian Centre, Bedford Road, Hitchin.
'Pioneer Steam Locomotives' by Norman Hill & "The Central Wales Line' by Cyril Crawl. Meeting commences at 19.30.

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.

▼ **Nothing says Blackpool like trams and donkeys! Brush Car No. 632 passes the said donkeys in the early evening of 12th June, with a working to Cabin. Robert Jefferys**

Swiss Railways Society (London)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. (near Kings Cross station) 'Five Countries to Switzerland' by Alan Pike. Starts 19.00. £3 donation requested. Contact Ron Dawes on 0208 660 3532 for further details.

14th July 2011
Continental Rly Circle
St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ 'Eatern Mysteries based in the Middle and Far East' by Colin Boocock. Starts 19.15. Admission £2. Contac Adrian Palmer on 01932 850624 or at akpalmer@talktalk.net for further details.

Grantham Railway Society
ChristChurch Hall, Castlegate, Grantham. 'So You Thought They Were Clean Part III' by Chris Youett. Meeting commences at 19.30. £2 Admission. Contact Phil Mason on 01476 407569 or at fastrack@cottesmorepress.fsbusiness.co.uk for further details.

15th July 2011
Great Western Society (Taunton)
Village Hall, Stoke St. Mary, Nr Taunton. 'The Midland & Great Northern Joint Railway' by Max Wilkenson. Meeting commences at 19.30. Contact Terry McCarthy on 01823 334188 for further details.

16th July 2011
RCTS (Sussex)
'Annual Visit to the Lavender Line at Isfield'. 18.30 - 21.20. Contact the Secretary, Paul Baston on 01444 2533657 for further details.

RCTS (South Wales)
'Observation at Didcot or Visit to Railway Centre'. Contact Noel Thompson at nl.thompson456@btinternet.com for further details.

18th July 2011
RCTS(South Essex)
'Annual Visit to Mangapps Farm Railway Museum'. Contact the Secretary, John Stone on 01245 464756 for further details.

RCTS(Thames Valley)
'Observation at Didcot Parkway Station'. Contact the Secretary, Andrew Jenkins on 01793 642533 for further details.

20th July 2011
RCTS(Humberside)
'Evening at Barnetby'. Contact the Secretary, Les Brackstone on 0182 506744 for further details.

21st July 2011
Barrow Hill Engine Shed Society
Roundhouse Lecture Theatre,Barrow Hill Depot. 'King Coal' by Chris Jones. Meeting commences at 19.30. £2 Admission. Contact the Organiser at beardspaul@aol.com for details.

RCTS (West Riding)
'Members' Evening Meet - Doncaster 17.30'. Contact the Secretary, Bob Green on 0113 2843604 for details.

27th July 2011
Basingstoke & District Railway Society
Wote Street Club, New Road, Basingstoke RG21 7NG. 'Japan' by Bob Sweet. Starts 20.00. Contact 01256 819401 for further details.

28th July 2011
Stevenage Loco Society
The Community Arts Centre, Roaring Meg Retail Park, London Road, Stevenage SG1 1XN 'On Parallel Lines - A Presentation of his New Book' by Ken Horan. Starts 19.45. Admission £2. Contact the Treasure on 07803 046076 for further details.

2nd August 2011
North East Essex Railway Association
1st Floor, The Community Centre, The Triangle Centre, Frinton-on-Sea. 'Railways in Argentina' by Steve Cobb. Starts 19.45. Admission £1.50. Contact Roger Harvey on 01255 677165 for further details.

Weston super Mare Railway Society
Function Room, Conservative Club, Alexandra Parade, Weston super Mare. 'Members' Slides'. Meeting commences at 20.00. Contact the Chairman, Lionel Jones on 01934 628289 for further details.

8th August 2011
Lincoln Railway Society
St Hugh's Church Hall, Harewood Crescent, North Hykeham, Lincoln LN6 8JG. 'Railway Oddities' by David Ventry. Starts 20.00 All welcome £3 Admission. Contact 01522-705365 for further details.

Southern Electric Group (Sussex)
Deall Room, Southwick Community Centre, Southwick. 'Surprise Evening' by Redmore Church & Peter Jones. Starts 19.30. £2 Donation. Contact Bruce Cakebread on 01273 462094.

10th August 2011
Basingstoke & District Railway Society
Wote Street Club, New Road, Basingstoke RG21 7NG. 'Indian Hill Railways' by David Brace. Starts 20.00. Contact the Secretary on 01256 819401 for further details.

18th August 2011
Barrow Hill Engine Shed Society
Roundhouse Lecture Theatre,Barrow Hill Depot. 'After the Blues - A Special Brew' by Peter Crawley. Starts 19.30. £2 Admission. Contact beardspaul@aol.com for details.

19th August 2011
GW Society (Taunton)
Village Hall, Stoke St.Mary, nr Taunton. 'Members' Slides'. Starts 19.30. Contact Peter Triggs on 01823 334188 for further details.

24th August 2011
Basingstoke & District Railway Society
Wote Street Club, New Road, Basingstoke RG21 7NG. 'The GCR in the First World War' by Martin Bloxsom. Starts 20.00. Contact 01256 819401 for further details.

25th August 2011
Stevenage Locomotive Society
The Community Arts Centre, Roaring Meg Retail Park, London Road, Stevenage SG1 1XN. 'A Holiday Trip to Cornwall' by Ron White. Starts 19.45. Admission £2. Contact the Treasurer on 07803 046076 or e-mail alan.pitt@lineone.net for details.

29th August 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 07803 046076 or at alan.pitt@lineone.net for further details.

6th September 2011
Southern Electric Group (South Hampshire)
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Trams and Narrow Gauge Steam in East Germany in 1988' by Martin Petch. Starts 19.30. Admission £2. Contact the Secretary, John Goodrich on 02380 670028 for further details.

Weston super Mare Railway Society
Function Room, Conservative Club, Alexandra Parade, Weston super Mare. 'The Southern Around Nationalisation' by Arthur Turner. Starts 20.00. Contact the Chairman, Lionel Jones on 01934 628289 for further details.

8th September 2011
Continental Rly Circle
St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ 'Steam in Turkey' by Ted Talbot. Starts 19.15. Admission £2. Contact Adrian Palmer on 01932 850624 for details.

Grantham Railway Society
ChristChurch Hall, Castlegate, Grantham. 'Capturing the Present and Recreating the Past' by Jason Cross. Meeting commences at 19.30. Admission Members £1, Non-Members £2. Contact Phil Mason on 01476 407569 or at fastrack@cottesmorepress.fsbusiness.co.uk for further details.

12th September 2011
Lincoln Railway Society
St Hugh's Church Hall, Harewood Crescent, North Hykeham, Lincoln LN6 8JG 'Westwards From Dover looking For Steam' by Peter Groom Meeting commences at 8pm, non members welcome, entrance fee £3. 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. 'Winter Steam in China' by David Eatwell. Meeting commences at 19.30. Donation of £2 requested. Contact Bruce Cakebread on 01273 462094 for further details.

14th September 2011
Basingstoke & District Railway Society
Wote Street Club, New Road, Basingstoke RG21 7NG. 'Broad Gauge Railway Journey Pt 2' by Canon Brian Arman. Starts 20.00. Contact 01256 819401 for further details.

Oxfordshire Rly Society
Seacourt Day Centre, Seacourt Road, Oxford OX2 9LD. 'On and Off the Footplate' by Bill Davis. Starts 19.30.

Swiss Railways Society (London)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. (near Kings Cross station. 'Cantons Bern and Solothurn' by Roger Jones. Starts 19.00. £3 donation. Contact Ron Dawes on 0208 660 3532 for further details.

15th September 2011
Barrow Hill Engine Shed Society
Roundhouse Lecture Theatre,Barrow Hill Depot. 'Steaming Through Britain' by GB Productions. Starts 19.30. £2 Admission. Contact beardspaul@aol.com for 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

Park Fell, Souther Scale Fell and Ingleborough make a superb backdrop as Class 66/0 No. 66103 leaves Ribblehead Viaduct on 14th June with a Drax to Newbiggin loaded gypsum. John Illingworth

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