Railway Herald

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The weekly railway enthusiast's magazine

Railway Herald

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4th July 2011

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John Whitehouse

Peak Rail finally reaches Matlock station

After years of negotiation and planning, the Peak Rail line from Rowsley to Matlock Riverside has finally been extended into the main line station at Matlock, providing the railway with a presence in the heart of the town.

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With a rake of empty ballast wagons in tow, Class 70 No. 70005 heads the 03.35 Carlisle Yard to Stud Farm service between Stableford and Hatton Mill on 29th June. Geoffrey Dingle

▲ Class 313 No. 313122 arrives at Moorgate with the 11.04 from Welwyn Garden City on 14th June. As a result of overhead line problems at Hornsey, this was the last through working until 19.50 this day. Interestingly, stations on the Moorgate branch still retain their Network SouthEast branding. **Paul Colbeck**

Eurostar adds additional services to cope with demand

Eurostar is scheduling 16 extra services on its London to Paris route, and seven extra services on its route to Disneyland Paris this summer to meet heightened demand.

Over 950,000 passengers are expected to travel on Eurostar in July alone, making this a bumper summer for high-speed rail travel. Nick Mercer, Commercial Director for Eurostar said: "In addition to a significant increase in the number of passengers taking our direct services, we are seeing more and more passengers connect beyond Paris, Lille and Brussels. With convenient connections, fast journey times and clear environmental advantages, people across the UK are starting to see how easy it is to travel across Europe by high-speed rail. From destinations like Provence to Bruges, Amsterdam and Cologne, the increase in people booking connecting journeys with Eurostar is helping to fuel a rail renaissance".

The 16 extra services on the London to Paris route will run from 8th to 30th July on Fridays, Saturdays and Sundays, and the seven extra trains on the London to Disneyland Paris route will run between 19th July and 27th August, with prices on all services starting from £69 return. The journey time between St Pancras International and Disneyland Paris is only two-and-half-hours, and London to Amsterdam and Cologne are both just over four hours, and between London and Avignon it is less than six hours.

Passengers can also take advantage of generous and free baggage allowances and a speedy 30-minute check-in.

BTP appeal for help in tracking down army veteran's wartime diary

The British Transport Police (BTP) is appealing for the public's help to trace the cherished wartime diary of a 95-year-old army veteran after it was left on a train between Bristol and Cornwall.

A relative of his, who inadvertently left it in a bag on board a Cross Country service on the evening on Sunday 4th April, was transcribing the diary, chronicling the daily experiences of Staff Sergeant Leslie James Bowles during World War II. The relative travelled on the service from Bristol Parkway, and left the bag on board after departing the train at Redruth at around 23.00.

BTP officers are treating the incident as a theft after checks revealed that the missing bag was not on the train and has not been handed in to lost property or police. Although of no monetary value, the hand-written diary, which Mr Bowles said contains unseen information about the support that the British Army gave to the Soviet forces in their fight against German forces in 1941-42, has immense sentimental value.

Mr Bowles, who was born near Redruth, and now lives in Oakham, Rutland, said he was prepared to offer a £50 reward for information that leads to its safe return.

BTP investigating officer, PC Wayne Frost, said: "I am appealing to the good nature of anyone who may have picked the bag up containing the diary to return it to BTP who will return it to Mr Bowles. It is of no monetary worth whatsoever, but contains some deeply personal, intimate insights and accounts by Mr Bowles during his time in the Royal Army Ordnance Corps. Having spoken to Mr Bowles on several occasions, he is an inspirational man who, like many, served his country professionally and gallantly during his time as a soldier."

▼ DRS Class 37/6 No. 37607 departs from the loops at Carnforth on 21st June, with a Derby to Carlisle working, consisting of one test coach. The move was unusual in not being 'topped and tailed'. **Simon Atkinson**

Station Improvements Round-Up

Passengers using Honiton station have a more welcoming environment following the completion of a £1.4 million joint improvement scheme by South West Trains, the Department for Transport, Devon County Council and Network Rail.

The old station building has been completely refurbished to create a more spacious booking hall and ticket office, a new accessible toilet has been installed, including baby changing facilities, and a new ramp has been completed on Platform 2 making it much easier for all passengers to use the station. A new waiting shelter has also been built on Platform 2.

Earlsfield station is to have a major revamp funded through the Government's 'Access for All 'scheme, South West Trains, Wandsworth Borough Council and the National Stations Improvement Programme. Two lifts are to be installed and walkways are to be created to link the lifts directly from the station entrance to the platforms, providing a step-free route onto the trains. The existing ticket office/ entrance on Garratt Lane will be demolished to make way for a new modern building, which is designed to make it easier for passengers to move around, particularly at the busiest times of the day. The new ticket office will also include facilities that better meet the needs of passengers, including more automated ticket machines, new customer information screens, fully accessible ticket windows, passenger toilets and a new staircase to Platform 3.

In the Manchester area, Altrincham and Rochdale stations have been upgraded at a cost of nearly £2 million as part of the National Stations Improvement Programme. Rochdale now has two new enclosed passenger waiting rooms with glass frontages for additional security, new information screens, an announcement system and CCTV cameras, and the ticket office has a new accessible counter. The station entrance has been provided with sliding doors, and the subway flooring leading to the platforms has been enhanced. In addition, the leading edges of the stairs to platform level have been improved and a double height handrail has been fixed to the wall for the benefit of less able passengers. At platform level the canopies have been painted, drainage has been improved and the lighting has been changed to give brighter illumination. Toilet facilities have been completely upgraded, with new tiling, lighting and ventilation, and the second ladies toilet has been reopened after being out of use for some time.

In Altrincham, the rail part of the interchange is a joint facility used by Metrolink trams and Northern trains. The security and ambience of the booking hall has been enhanced by the introduction of a glass partition with sliding doors leading to the Northern ticket office. Other areas of the station used by Northern passengers have been cleaned and decorated, and a new CCTV system has been installed throughout the interchange.

Intensive Olympic Javelin service plan announced

Details of the Javelin Olympic services next year from Friday 27th July to Sunday 12th August have been published.

The services are outlined as eight shuttles per hour from approximately 07.00 to 21.00 in both directions between St Pancras International and Ebbsfleet International on each day of the 2012 London Games.

There will be two trains per hour to and from Ashford International which will call at both Stratford International and Ebbsfleet International, and one train per hour to and from Faversham calling at Sittingbourne, Rainham, Gillingham, Chatham, Rochester, Strood, Gravesend, Ebbsfleet International and Stratford International. In addition, there will be 12 trains per hour between St Pancras International and Ebbsfleet International between 23.00 and 01.00, and an overnight half-hourly shuttle between St. Pancras International and Stratford International from approximately 02.00 until 05.00.

Between the same dates, some changes will be needed to Southeastern local services to meet increased demand from the Olympics as a whole. Most of these are enhancements to the normal timetable, and include running additional trains or more carriages on existing off-peak services.

For the Paralympic Games from Wednesday 29th August to Sunday 9th September 2012, the normal timetable will be operating with some enhancements and train lengthening.

▼ **DRS Class 37/6s Nos. 37608 and 37602 power away from the menacing clouds in the background on 18th June as the pair pass Millbrook, south of Bedford, working the 09.35 Stockton-Sheerness loaded scrap service. Lorenzo D' Aniello**

▲ Track cyclist Jessica Varnish is the latest athlete to have a Virgin Trains 'Pendolino' named after her. The naming took place at Wolverhampton station on 29th June as Virgin Trains, together with Alstom, continues to highlight sponsorship of the travel for a number of sportsmen and women who hope to represent their country in upcoming major sporting events, particularly the 2012 London Olympics. Pendolino No. 390027 now carries Jessica's name under the windscreen on both ends of the train. The initiative 'Supporting British Athletes' enables a number of young sports personalities to attend training camps, key competitions and championships up and down the country. With the numerous events happening in the run up to the 2012 Olympics and 2014 Commonwealth Games in Glasgow, the ability to train and take part in competitive events is an important part of these athlete's careers. Jessica Varnish, at 19 years of age, is an upcoming, ambitious and focused star of the British Track Cycling Team, who has her eyes set on future world titles. Jessica has won the Young Sports Personality award for the past two years. **Chris Dixon**

New print@home ticket for Stansted Express

Stansted Express has introduced a new e-ticketing option via its website offering passengers the option of requesting a new Print at Home e-ticket, helping to reduce queues and save time for busy air travellers using the Airport service.

The new e-ticket allows passengers to book on-line, print the ticket at home and simply board the train where the barcode will be scanned. Although passengers still have the option to book on-line and collect their ticket at the station, the new e-ticket is already proving popular, especially with a online booking discount of £1 off the single and £2 off a return fare, plus Stansted Express does not charge a booking fee.

Improvements for Highland main line from December

The ScotRail timetable is set for improvements from December, with new services on the Highland main line as well as the Glasgow to Dundee and Elgin to Inverness routes.

On the Highland line, the number of weekday and Sunday services will be increased by two in each direction, and between Glasgow and Dundee the changes will provide four extra trains at peak periods. An extra service will also be introduced for the morning peak between Elgin and Inverness. Coupled with faster journey times between Dunblane and Glasgow, the improvements will allow passengers better connections for onward journeys and more travel opportunities. Scottish Transport Minister, Keith Brown said: "The service enhancements announced for the Highland main line are the 'first step' in a series of rail improvements that recognise the importance of the Highland economy and the need to promote sustainable growth. These significant enhancements to our rail network, which will take effect as this winter's new rail timetable is introduced, demonstrate our commitment to improving connections and securing new services for the benefit of passengers across Scotland, while encouraging people to make long-term changes to their transport of choice, leaving the cars behind for more sustainable forms of travel. In addition to the Highland main line improvements we are also examining a package of enhancements for the Aberdeen to Inverness line, which will offer improved connectivity and new journey opportunities for local communities".

Earlier this year, Transport Scotland published a 'Pre-Feasibility Study' about the 109-mile Aberdeen to Inverness line, which examined a range of potential enhancements for the route. These included an hourly service, service improvements between Inverness and Elgin and Inverurie and Aberdeen, as well as possible new stations at Kintore and Dalcross. The feasibility, cost and delivery of the proposed options are currently being examined in detail and are expected to be completed by early 2012.

With one of the 'cruise-liner' trains in tow, Class 47/4s Nos. 47810 and 47501 power through Egham on 19th June, en route from Southampton Western Docks to Edinburgh. **Ken Brunt**

UK News In Brief

■ A plaque was erected at Accrington station on 1st July to remember railway personnel from the East Lancashire area who served in both world wars, the date marking 95 years of the first day of the Battle of the Somme, when many regiments lost a tremendous number of men. Later on 26th July, the Railway Chaplin for the North West, Rev Dr. Richard S. Cook, will dedicate a black granite plaque at Blackpool North station to remember local railwayman Wilson Leatham, who passed away in May. Colleagues from Blackpool have funded the plaque.

■ Following the change of station name from Smitham to Coulsdon Town, Southern Railway has donated a number of the Smitham railway signs to Croydon Neighbourhood Care, which supports small community charities across the Borough. The signs will be auctioned off in the autumn, but auctions are to be held for station maps from a wide number of stations including Woodmansterne (wrongly spelt), Purley, Selhurst and Thornton Heath. Three of the station signs will be going to the local history group, with the rest auctioned. For more information readers can email info@cnca.org.uk with Smitham in the subject line.

■ An exhibition of public art has opened at Oxenholme Lake District station. The work has been undertaken by undergraduate students at Kendal College, and represents real commissions for them to produce art to be seen by the public. The scheme was initiated by the Lakes Line Community Rail Partnership and sponsored by 12 local businesses and attractions. Help has also been given by Virgin Trains.

Metro and Light Rail News

Bombardier wins signalling contract

Bombardier Transportation has been awarded the major contract for the London Underground Sub Surface lines automatic train control (ATC) signalling upgrade.

Valued at some £354 million, the work is a part of the London Underground Ltd (LUL) upgrade programme for the Metropolitan, District, Circle and Hammersmith & City lines, and Bombardier is to provide its proven CITYFLO 650 ATC system, which is similar to that running successfully on the Metro de Madrid in Spain and the Shenzhen Metro Line 3 in China, with ongoing projects including lines in Saudi Arabia and Brazil.

The full scope of the LUL contract is for the signalling renewal and provision of an ATC system for the lines, which carry 1.3 million passengers a day, the routes comprising 40% of the total LUL network and carrying 25% of the total passengers. The contract is to equip the 310km of track (40 km in tunnels), 113 stations, 191 train sets, 49 engineering trains and six heritage trains by 2018, followed by a two-year warranty period. The main project office will be in London, with Bombardier sites in Bangkok, Helsinki, Madrid, Pittsburgh, Plymouth, Derby and Reading providing much of the product supply and associated engineering works. Bombardier will also equip the existing and new Sub Surface trains in line with the new contract.

CITYFLO 650 is a proven solution that currently operates on 13 lines in North America, Europe and Asia. It is a moving block, CBTC system utilising modern radio-based wide area networks to communicate between the control centre and the train.

Underground Highlights

▲ The last day in public service of the 1967 tube stock was 30th June, the fleet finally bowing out to the new 2009 Tube stock. Here, one of the sets arrives at Pimlico with a Brixton bound service.

◀ The first passenger train to run from Stanmore to Stratford on the Jubilee Line, under TBTC signalling operated on 26th June, departing at 14.50. The new Platform 3 at Stanmore was also brought into use.

Both: Kim Rennie

Union urges Government to act now to save UK's last train manufacturer

Unite has urged Vince Cable, Business Secretary, and Philip Hammond, Transport Secretary, to take responsibility and act now to save the UK's last train manufacturer, Bombardier, and 4,000 skilled manufacturing jobs.

The union maintains that the Government must reopen the decision to award preferred bidder status to Siemens, and not Bombardier, in relation to the 1,200 carriages to be built for the Thameslink route.

The Prime Minister is to be asked whether Britain is making the best use of EU procurement rules. Unite says that a review of the rules to ensure that UK manufacturing is properly supported would be welcome, but that the Government needs to act urgently to save Bombardier in Derby, the UK's last train manufacturer. The union is of the opinion that a long-term solution to manufacturing strategy is long overdue, but in the short term the Government must act now.

Chancellor, George Osborne concluded his budget in March this year with the manufacturing mantra: "We want the words 'Made in Britain,' 'Created in Britain,' Designed in Britain,' 'Invented in Britain' to drive our nation forward. A Britain carried aloft by the march of the makers. That is how we will create jobs and support families". But two weeks ago Unite point out that the same Government awarded the large Thameslink contract to the consortium led by Siemens, where the vast majority of the manufacturing work will be done in Germany.

Unite Regional Co-ordinating Officer, Mark Young, said: "There is something seriously wrong with the Government's manufacturing strategy. This is the sequel to Sheffield Forgemasters - thousands of jobs are at risk because of the Government's decision. Soon the UK, the country that gave the world the railway, may not have the capability to manufacture trains for its own railways. At least the Government believes that there are other mechanisms to support Bombardier, but we cannot afford one moment's delay. They must act now if we are to save our last train maker. It is simply unsustainable for the Government to claim to support UK manufacturing with one hand and then with the other hand take decisions that potentially wipe out an entire manufacturing sector. The country that invented the railways is at risk of losing its ability to manufacture trains unless the Government urgently rethinks its decision to award preferred bidder status to Siemens instead of Bombardier. The Government can reverse this decision and get UK train manufacturing back on track. Only a few days ago Vince Cable was expressing how important it was to encourage young people into manufacturing, but the coalition's decision on Bombardier will mean hundreds of apprenticeships will be lost".

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The Irish Angle

▲ Having seen little use since refurbishment, 80 Class powercar No. 69 approaches Carrickfergus with the 16.12 Belfast to Larne Town service, with vehicles Nos. 752 and 749 and powercar No. 94 on the rear. **Chris Playfair**

▼ GM 201 Class No. 8208 arrives at Botanic on the 11.00 Connolly to Belfast Central service on 16th June. This is one of the two Class 201 locos owned by NI Railways, the remainder being owned by Iarnród Éireann. **Mark Bearton**

◀ Formed of Class 458s Nos. (45)8026 leading (45)8025, the 13.09 South West Trains' service for Waterloo departs from Wokingham on 26th June, working wrong line and using the crossover to gain access to the line towards Ascot. Engineering work had closed the route to Reading. **Tony Callaghan**

◀▼ En route from Bescot Yard to the Midland Railway - Butterley, Class 20s Nos. 20189 and 20227 power through Burton-on-Trent on 21st June. **Stuart Hillis**

▼ Looking slightly work-stained and resembling a commercial revenue-earning locomotive, Class 55 'Deltic' No. 55022 *Royal Scots Grey* leads WCR Class 37/5 No. 37676 north of Carnforth, as the pair approach their destination en route from Bo'ness. **Simon Atkinson**

UK Steam & Modern Traction Railtour Listings

4th July 2011		
Railway Touring Co.	34067 or 70013	London Victoria-Basingstoke-Wareham-Weymouth and return
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return
5th July 2011		
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return
6th July 2011		
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return
7th July 2011		
Cruise Saver Travel	2xDRS 47	Southampton Docks-Basingstoke-Coventry-Stafford-Manchester-Preston-Glasgow
Steam Dreams	tbc	London Victoria-Staines-Ascot-Reading-Swindon-Gloucester-Cardiff & return
Rail-Blue Charters	DBS 67	Lincoln-Nottingham-Crewe-Llandudno Jct-Betws-y-Coed-Blaenau Ffestiniog & rtn
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return (two trips)
8th July 2011		
Cruise Saver Travel	2xDRS 47	Glasgow-Manchester-Colwich Jct-Coventry-Oxford-Basingstoke-Southampton WD
VSOE	35028	London Victoria-Staines-Woking-Guildford-Redhill-East Croydon-London Victoria
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return (two trips)
9th July 2011		
NENTA Traintours	2xWCRC 47	Holt-Cromer-North Walsham-Norwich-Wymondham-Ely-York-Scarborough & rtn
Rail-Blue Charters	DBS 67	Watford Jct-Northampton-Rugby-Kings Norton-Cheltenham Spa-Bristol TM-Taunton-Minehead and return via Swindon & Reading
Railway Touring Co.	60019	London King's Cross-Potters Bar-Stevenage-Peterborough-Doncaster-York & rtn
Steam Dreams	48151 & 34067	London Waterloo-Eastleigh-Weymouth-Yeovil Junction-Basingstoke-London
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return
Spitfire Railtours	55022	Doncaster-Sheffield-Derby-Birmingham NS-Cheltenham Spa-Paignton & return
SVR Association	FL Class 90	Birmingham International-Edinburgh Waverley & return **Cancelled**
Pathfinder Tours	DBS 67	Swindon-Kemble-Stoud-Cheltenham Spa-York-Alnwick-Berwick upon Tweed & rtn
10th July 2011		
Railway Touring Co.	5029	Bristol TM-Taunton-Exeter-Newton Abbot-Plymouth-Bodmin Parkway-Par & rtn
Torbay Express Ltd	60163	Bristol TM-Taunton-Exeter-Torquay-Paignton-Kingswear & return
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return
Vintage Trains	5043 or 4965	Birmingham SH-Henley in Arden-Stratford upon Avon-Dorridge-Birmingham SH (twice)
11th July 2011		
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return
12th July 2011		
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return
Railway Touring Co.	34067 or 70013	London Victoria-Basingstoke-Wareham-Weymouth and return
13th July 2011		
Rail-Blue Charters	DBS 67	Harlow Town-Audley End-Ely-Stamford-Loughborough-Chesterfield-Hope Valley-Altrincham-Chester-Shrewsbury-Chester-Uttoxeter-Loughborough & return
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return (two trips)
14th July 2011		
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return

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

BLACK Charters expected to operate as booked. **RED** Tours cancelled by the operator
GREEN Tours postponed to a future date by the operator **BLUE** Provisional excursion
(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

Special excursion celebrates British Military Train operations in Germany

For those interested in the shadow world of cold war politics and espionage, Berlin holds a particular fascination.

The spy novels of John Le Carre and Len Deighton bring that divided city to life, especially the constant tension and stark contrast between the east and west ideologies, which in Berlin for over a quarter of a century was separated only by The Wall. The Berlin Wall was one of the iconic images of the 20th Century, and dominated the lives of a generation of Berliners.

An uneasy peace existed during the Cold War, and through this fragile period an ordinary train operated; so ordinary, that it was special. The British military had used railways to supply its German garrisons since the end of the Second World War, but most had been phased out and replaced by aircraft by the time of the construction of the Berlin Wall, which commenced in 1961 and was to totally encircle West Berlin. But one train survived, which departed from Berlin's Charlottenberg each day (except Christmas Day) for Hannover until 1963, and thereafter to Braunschweig (Brunswick). It was the remains of a working that originally ran directly to Hook of Holland for the steamer connection to Harwich.

The British Military Train (BMT) was formed of a combination of stock from both West and East Germany, all under the command of the British Army, and was the subject of border checks and external searches (for defectors) while crossing between West Berlin and East Germany, and then again at the West German border. It was also an adventure and an experience, and the military men and civil servants who used the train have a host of anecdotes concerning its operation, and particularly the interaction with their Soviet and East German counterparts. It was regarded as a prime posting!

Its operation was quite unique, as it brought about a partnership of the British Army and the state railways of West and East Germany. It ran without causing any incident at a very sensitive time in the relationships between the old wartime allies, which had by now gone in different directions. The demise of the train came in 1990, with the re-unification of Germany following the destruction of The Wall the previous year. A planned VIP send-off was cancelled due to the Army being involved in preparations for the first Iraq War.

However, a celebration of the British Military Train is now planned, with a special train entitled 'The Berliner Tribute', scheduled to operate on 12th May 2012, again from Berlin Charlottenberg to Hannover and back, featuring preserved DB Pacific No. 03 1010 at the head of a rake of 1960s vintage coaches. The train will call at Braunschweig, and on the outward journey there will a civic reception and ceremony at the old border crossing station at Helmstadt, which houses a museum dedicated to the dark days of the Cold War. On board the train will be several senior retired British Army officers who had close connections with the operation of the train, as well as some 'Berlin Veterans'.

The organisers are the same people who operated the Kosovo Train-for-Life project in 1990, and the proceeds of this special working will be donated to the Royal British Legion in Berlin. There are a number of options available, ranging from travel-only, through to an escorted Cold War themed tour from London hosted by a retired Colonel from the Berlin Infantry Brigade, or an unescorted package from London by rail or air.

Further details concerning this fascinating special train can be obtained by emailing militarytrain2012@gmail.com

Railtour Spotlight

by John Whitehouse

While steam-hauled tours have had a few problems of late, those featuring modern or heritage diesel traction seem to be doing reasonably well, with good loadings and, on the whole, trains running without major incident.

Looking ahead to the forthcoming week, a number of such tours stand out, with Spitfire's 'Devonian' on 9th July probably securing the 'tour of the week' accolade, as it features 'Deltic' No. 55022 *Royal Scots Grey* throughout from Doncaster to Paignton, via Birmingham New Street. There is the added spice of 'The Riviera Rat II' for those who do not wish to enjoy the traditional attractions of Paignton, preferring instead a trip to Kingswear behind the Paignton & Dartmouth's resident 'Rat', otherwise known as Class 25 No. D7535. Indeed, the 'Rat' will be undertaking two round trips, which hopefully will fit within the confirmed timings of the main tour. Spitfire reports that the main charter has sold out.

Meanwhile Pathfinder will be heading north from Swindon with the 'Northumberland Explorer', which has options for York, Durham, Newcastle, Alnmouth or Berwick-on-Tweed. The train picks up via Birmingham New Street and Derby, and is booked for DBS Class 67 haulage. Also booked for Class 67s are two of Rail-Blue Charters excursions, commencing with 'The Conwy Valley Explorer' on 7th July from Lincoln to Blaenau Ffestiniog, which picks up via Nottingham, East Midlands Parkway and Nuneaton, while two days later the destination is Minehead, from Watford Junction and West Coast Main Line stations to Nuneaton, and then the cross country route via the Birmingham area.

By way of change, the North Norfolk Railway becomes the starting point of a railtour on 9th July, instead of being the more usual destination. Locally based Nenta Traintours will be setting out from Holt for York and Scarborough. The train will additionally pick up at Weybourne and Sheringham on the NNR, and then Cromer and selected stations through to Norwich and Peterborough, before heading north along the East Coast Main Line with West Coast Class 47/57s for haulage.

It will be a busy week for The Railway Touring Company as it has three trains to deal with, commencing with the first 'Dorset Coast Express' (DCE). This is booked for every Tuesday in July and August, plus the 6th & 13th of September from London Victoria to Weymouth, setting down also at Bournemouth and Wareham. As last year, the plan is to run with steam throughout, including the use of a second steam locomotive to bank the train away from Weymouth in the evening as far as Dorchester South, where the 'DCE' will leave the banker and continue back to Waterloo. It is believed that Nos. 34067 *Tangmere* and 70013 *Oliver Cromwell* will cover the first two workings on 5th and 12th July, but what happens beyond then remains to be confirmed. Currently, A4 No. 4492 *Dominion of New Zealand* (alias No. 60019 *Bittern*) is sidelined, but is expected to return for RTC's 'White Rose' on 9th July, which is scheduled for steam haulage between King's Cross and York. The continued unavailability of the locomotive for this train would likely create a issue for the trains on which it is booked, as its second tender is vital in reducing the number of water stops that are required to meet the timings necessary to permit steam haulage throughout.

▲ **With torrential rain clearing into the distance just in time, GWR 'Castle' No. 5043** *Earl of Mount Edgcumbe* **passes Hungerford Common with a Tyseley to Bristol special on 18th June. Tony Bart**

The third working for the Railway Touring Company is 'The Cornishman' on 10th July, which is booked for No. 5029 *Nunney Castle* from Bristol Temple Meads through to Par, and back.

Steam Dreams has two trains booked during the week, commencing 7th July with a London Victoria to Cardiff working, which is routed over Sapperton, and then via Gloucester and Chepstow. Originally booked for No. 70000 *Britannia*, the train is now to be hauled by No. 4492, assuming that the locomotive is returned to traffic in time.

Steam Dreams' second working of the week on 9th July, is the annual celebration of the last BR steam working out of London, which took place on that day in 1967 from Waterloo to Weymouth. Weymouth is again the destination from Waterloo, featuring No. 34067 *Tangmere* on the outward leg. Stanier 8F 2-8-0 No. 48151 has the tough job of working the charter from Weymouth to Yeovil Junction, where *Tangmere* will be waiting to take the train back to Waterloo.

To conclude another busy week of steam operations, Merchant Navy Pacific No. 35028 *Clan Line* is due to haul a VSOE British Pullman 'Surrey Hills' luncheon circular on 8th July, while the 'A1' No. 60163 *Tornado* commences a series of five consecutive 'Torbay Express' turns on 10th July.

▲ Mazey Day at Penzance has been a magnet for rail charters for a number of years, and on 25th June three excursions converged on the Cornish terminal for the event. Berthing the incoming tours during the layover period creates the biggest issue, which this year was compounded by a shunting incident with the stock of the Pathfinder train, which had worked in behind Class 31s Nos. 31601 & 31190, and resulted in the return working departing some 50 minutes late. The congestion in the station area is well illustrated with this scene. On the far left is the 16.44 'local' to Plymouth, formed of a FGW HST with power car No. 43031 leading, while on Platform 3 is the 16.25 Cross Country service to Leeds with Class 43/2 No. 43207 at the helm, and standing proud of the starter signal on Platform 2 are DRS Class 37s Nos. 37229 and 37409 on Spitfire Railtours' charter to Birmingham International. Hiding from view are DRS Class 20s Nos. 20309 and 20308 in Platform 1 on the second Spitfire charter awaiting its return to Gloucester! **John Whitehouse**

Valve gear thought to have caused 'Duke' failure

Following the report in Issue 272, which said that informed sources had indicated that No. 71000 *Duke of Gloucester* **was 'priming badly' after the Exeter water stop,** *Railway Herald* **has since been informed that was not the case.**

The problem of the loss of power that was experienced following departure from Exeter, has been the subject of further investigation, and it should be acknowledged that prompt action by the DB Schenker train crew and 'Torbay Express' staff in diverting the train into Tiverton Loop ensured that the main line was kept clear and also avoided any subsequent knock-on delays to other traffic, as well as potential difficulty in recovery.

Phoenix Heritage Rail Limited, which operate No. 71000, has stated in a press notice, that the locomotive underwent a series of tests while in steam at Bristol Barton Hill Depot on 13th June, and no obvious defects were found. It is the opinion of the Chief Mechanical Engineer, Dr. Gary Shannon, that the cause of the failure was related to valve gear controlling the supply of steam to the locomotive's cylinders. A more detailed inspection was undertaken on 26th June when the 71000 Trust engineers examined the locomotive's three cam boxes and associated valves. The cam boxes were disconnected from the drive shafts and an internal inspection of each found no evidence of failure, the same was true of the valves themselves. The investigation is, therefore, ongoing.

Our apologies go to the DB Schenker train crew and Torbay Express staff for the inaccuracy of our previous report.

Steam Dreams postpones Minehead and Plymouth charter

Pathing difficulties are at the root of the postponement of Steam Dreams 'Cathedrals Express' from Paddington to Minehead and Plymouth, which was due to run on 2nd July.

It was already a complicated itinerary with the train due to split at Taunton, one portion proceeding to Minehead while the other continued to Plymouth.

The first problem was that there was no suitable path between Paddington and Taunton that provided a departure from London later than 06.50. With a provisional return time of 23.00, the trip would have given its participants an exceedingly long day. The second issue was that the plan to split the train at Taunton would take 45 minutes on the outward journey, and a further 45 minutes to re-couple on the return, creating a 90-minute hole in the schedules.

Consequently, Steam Dreams has reluctantly taken the decision to postpone the train until 29th October, when it will be steam-hauled throughout from Paddington to Plymouth. Two factors have influenced this decision; the first being the availability of more paths following the timetable change, and the second, while the Minehead option has been retained it will now be a road coach connection from Taunton to Bishops Lydeard, and then a West Somerset train onwards, which will avoid the lengthy time loss involved in splitting the train at Taunton, and facilitate an arrival back in the capital at a more acceptable hour.

The circumstances of this late postponement well illustrate the dilemma faced by railtour operators, which require them to take decisions that are not going to please all their customers, when presented with a set of operating issues that are beyond their control, and which adversely materially alter the operational specification of the train.

Ups & Downs

■ UK Railtours has promised two further 'Forgotten Tracks' for later this year, and the first to be announced is booked to visit a 'forgotten branch line' in South Wales. The 'Valley of The Witch' on 22nd October explores the recently reopened branch from Neath & Brecon Junction to Cwmgwrach, where the opencast point is again taking rail traffic. The opportunity will also be taken to visit Onllwyn, which is gained by using the other arm of Neath & Brecon Junction. The train originates at Paddington, picking up at Slough and Reading, and travelling via the Severn Tunnel to Court Sart Junction, near Port Talbot, where it will diverge from the main line to visit Swansea Burrows Sidings. Following the visit to Cwmgwrach and Onllwyn, the charter will make its way to Llanelli via the Swansea District Line, and after reversal, return east around the Landore Curve. By the way, the translation of Cwmgwrach is 'Valley of the Witch'!

■ 'The Buffer Puffer 9.0' is the latest from Pathfinder, booked for 17th September from Crewe, Stafford, Birmingham International, Coventry and Watford Junction. With a pair of DRS Class 37s working in 'top & tail' mode, the train initially heads around the north of London taking in c2c's East Ham Depot, en route to Fenchurch Street. The Orient Way c2c Sidings feature on the return from the terminus, as the train then sweeps around the western fringe of London to Aldershot, via Kensington Olympia and Staines. Selhurst Depot is on the route back to Clapham Junction, which is reached via Guildford, Redhill and East Croydon, after which it makes its way again over the West London Line to Watford Junction and home.

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▲ **On 19th June, DRS Class 20/3s No. 20303 and 20309 were provided for the 'Northern Belle' working from Crewe to Holyhead. Here, the duo pass Abergele and Pensarn on the outward journey. Class 47/4 No. 47818 was attached to the rear. Bradleigh Ennis**

▶ **An unusual visitor on the former Southern Region on 19th June, was Carnforth-based LMS '8F' 2-8-0 No. 48151. The heavy freight machine accelerates away from a station stop at Staines with a 'Cathedrals Express' working from Aldershot to Canterbury. Gary Packer**

Class 31s Nos. 31601 and 31190 power away from Parsons Tunnel, near Teignmouth, with the 05.22 Tame Bridge Parkway - Penzance Pathfinder charter on 25th June. **Paul Barlow**

On 25th June, LMS 'Royal Scot' 4-6-0 No. 46115 *Scots Guardsman* **had charge of a Railway Touring Company charter from Leicester. The 'Scot' worked the train forward from Preston, pictured here having just crested the summit at Ais Gill on its return journey.**
Fred Kerr

With just over 350 miles to go, 'Deltic' No. 55022 *Royal Scots Grey* **takes a break in the afternoon sun at Wick, before heading back to Linlithgow on 18th June, with 'The Far North Challenger'. Craig Adamson**

ACLG Class 86/1 No. 86101 *Sir William A Stanier FRS* **pilots Class 67 No. 67013** *Dyfrbont Pontcysyllte* **and the 'Three Peaks Challenge' charter thorugh Lichfield on 23rd June. John Whitehouse**

New era heralded as Peak Rail steam returns to Matlock

It is likely that there has never been a situation in the heritage movement when the reopening of a half-mile of track means so much to a railway, but this is certainly the case with Peak Rail.

After decades of effort, endeavour, frustration and sheer hard work to break down all the barriers placed before them, on Friday 1st July a steam-hauled Peak Rail service finally worked into Platform 2 at Matlock. It was 43 years to the day when British Rail withdrew the through service between Matlock and Rowsley.

Previously the Peak Rail service terminated at Matlock Riverside, which consisted of a basic platform that was remote from the town itself. Having now established a presence in the centre of Matlock, with a cross platform interchange with East Midlands Trains that run hourly services to Derby and Nottingham, Peak Rail is now well positioned to significantly benefit through increased patronage and consequent growth of the company. Access to Platform 2 is by way of a footbridge and a pathway, the latter being on land owned by the neighbouring Sainsburys supermarket. No story of Peak Rail regaining a presence in Matlock can be told without mentioning Sainsburys, which has been steadfast supporters of the scheme throughout. The official opening took place on Saturday 2nd July when Sainsburys Zone Managing Director, Neil Whitehouse, and Peak Rail Joint Managing Director, Jackie Statham, cut the ceremonial ribbon on Platform 2. Also remembered was Peak Rail's late Chairman and Joint Managing Director, Jeremy Clegg, with the unveiling of a plaque in his honour: he made the Matlock reopening project his own and worked steadfastly to bring it to fruition before his untimely death in July 2008.

Prior to the official opening, a members and shareholders day was held on 1st July, and the official opening of the Engine Shed at Rowsley took place on 3rd July. The Chair of the National Railway Heritage Awards Committee will also be visiting on 4th July, to unveil a further plaque, presented to Peak Rail in recognition of the volunteers who restored the turntable at Rowsley South, a facility that could well play a very important part of the railway's future operations. All in all, a great weekend for Peak Rail.

▶ **RSH 0-6-0ST No. 68013 (posing as one of the LNER J94 examples) stands at Matlock having arrived with the official opening train, the 10.38 departure from Rowsley.**

▶ **Austerity No. 3883** *Lord Phil* **departs Matlock for Rowsley on 2nd July.**

▼ **Sainsbury's Zone Managing Director, Neil Whitehouse, and Peak Rail Joint Managing Director, Jackie Statham, join local and civic dignitaries, to officially reopen the second platform at Matlock on 2nd July. All: John Whitehouse**

'Built in Staffordshire' gala for Apedale

The Moseley Railway Trust ((MRT) has announced details of the 'Made in Staffordshire' Gala being held on 10th/11th September at the Apedale Valley Light Railway, Newcastle-under-Lyme, the event focusing on Staffordshire-based loco builders.

The county supported a variety of railway engineering companies, and most of these will be represented, from Kerr Stuart of Stoke-on-Trent with the resident *Stanhope* and, all being well, the MRT's newly restored *Joffre*, the restoration of which is now in its final stages. There have been a number of last minute snags, as is inevitable on a locomotive that has not steamed since the 1950s, but the owning group are very much hoping that these will be resolved in time for the gala.

Representing WG Bagnall of Stafford will be *Isabel*. Built in 1897, the loco is normally based at the Amerton Railway, although for many years, it was preserved in gardens near Stafford station.

Of course, there is still a vibrant manufacturing industry in Staffordshire, one of which, Hunslet, still builds steam locomotives. The Hunslet Engine Company will loan one of its recently built locomotives in the classic 'Quarry Hunslet' design – 108 years younger than *Isabel*, and demonstrating that Staffordshire remains a centre for engineering excellence.

.The final major locomotive builder in Staffordshire was Baguley of Burton-on-Trent, and the MRT has two Baguley locomotives in the collection, built over a 54-year timespan. There may also be a special surprise of an additional Burton-built locomotive, details of which are currently under negotiation.

Building on the success of previous years, there will be a supporting cast of model railways, vintage vehicles and a wide range of traders. The MRT would be pleased to hear from individuals or groups who wish to exhibit, particularly anything with a Staffordshire theme. The event will be open from 11.00 to 17.00 on each of the days, with admission this year being £6 for adults, £3 for children, with a free ride included in the ticket price. Further rides can be purchased if required. There is a buy-in-advance option available for the first time this year that gives a worthwhile discount on the on the gate price.

▲ **FD&E No. 3 makes its way towards Brockford station on the Mid Suffolk Light Railway with a train of open wagons, on the 19th June. Lawrie Rose**

◀ **Hunslet 0-4-0ST *Irish Mail* approaches Becconsall station on the West Lancashire Light Railway on 19th June. The line will be holding a steam gala weekend on 13th/14th August, with a 'Quarry Hunslet' theme and two visiting locos. Mark Procter**

WHR revamps timetable to increase round-trip options

Due to the popularity of services covering the new section of the Welsh Highland Railway opened in April, the Ffestiniog and Welsh Highland Railway has evaluated options for enhancing the summer timetable to offer more opportunities for return journeys over the whole line from both Caernarfon and Porthmadog.

General Manager, Paul Lewin, said: "It is highly unusual to contemplate significant changes to the timetable once the season is underway, but traffic figures show a clear preference for the services that cover the whole railway rather than those terminating at Pont Croesor. We are continually working to improve the experience offered to our customers, and the addition of extra through services gives passengers more choice and offers more opportunities to savour the unique experience of watching two major heritage railways operating an intensive service from the same station at Porthmadog".

The most significant enhancement is an improved service on Fridays and Sundays in July and August, when two Porthmadog-Pont Croesor shuttle services will connect with Caernarfon trains, offering a choice of three departures a day from both Porthmadog and Caernarfon, with one full-line round trip being possible from Caernarfon and two from Porthmadog. In addition, from 19th July until 8th September, an additional shuttle service will operate from Pont Croesor to Porthmadog on most weekdays, allowing passengers a choice of two return times from Caernarfon. The existing bus links between Pont Croesor, Porthmadog and Caernarfon will continue to operate as advertised.

In 2012, all WHR trains will run the full length of the line from Porthmadog to Caernarfon. Note also that work to widen the Cob is scheduled to start this winter in order that a second platform can be constructed at Harbour Station.

Readers can check the website for details of the changes or ring the booking office on 01766 516024.

Sealed bids invited for Patriot painting

Sealed bids are being invited for an original painting that has been donated by LMS-Patriot Project Member, Llangollen Railway volunteer and artist Jayne Cerys, the painting depicting how Patriot 4-6-0 *The Unknown Warrior* **might look in LMS lined black livery.**

Jayne presented her painting to LMS-Patriot Project Chairman, David Bradshaw, during the Members' Day held at the Llangollen Railway on 4th June. Proceeds from the painting will go towards helping to build *The Unknown Warrior*, which is being assembled at the Llangollen Railway Works. Bids via email should be sent to lms-patriot@hotmail.co.uk or via sealed envelope to LMS-Patriot Project, PO Box 3118, Hixon, Stafford, ST16 9JL

The highest bidder will be presented with the painting at the Llangollen Autumn Steam Gala over the weekend of 9th-11th September.

▲ **Robert Stephenson & Hawthorn No. 71515 was built in 1945. Over 65 years later, the loco is still in service, although performing a radically different task to that originally envisaged. Here, it drifts downhill towards Blaenavon on 19th June, on the Pontypool & Blaenavon Railway, with Class 73/1 No. 73128** *O.V.S.Bullied M.B.E* **on the rear. Edward Gleed**

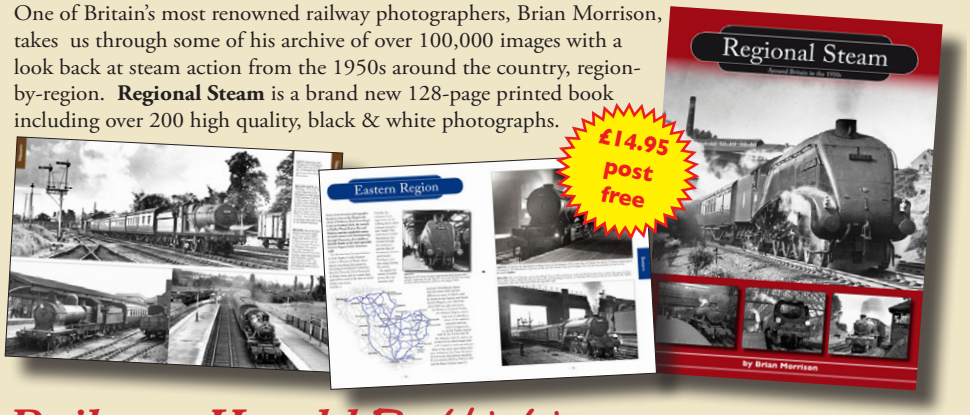
Didcot visitor for Blunsdon

GWR 5700 class 0-6-0 Pannier Tank No. 3650 is to leave Didcot Railway Centre for the first time since being preserved.

The locomotive is to make the short journey westwards to Blunsdon, for an extended stay on the Swindon & Cricklade Railway. Due to have arrived on 1st July, the Pannier will be staying on the line until the end of the year, and possibly into 2012. It is hoped that as this is the first time that the locomotive has left Didcot, that it will attract visitors to Blunsdon.

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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▲ **Class 37/0 No. 37254** *Driver Robin Prince M.B.E.* **masquerading as long-lost classmate No. 37153 is seen leaving High Rocks at the front of the 'Eridge Executioner' charter at the Spa Valley Railway on 24th June. Resident Class 33/0 No. 33063 was on the rear of the train. Gary Thomas**

Bluebell Railway opens memorial garden

On 3rd July, Father John Twisleton, Rector of St Giles, Horsted Keynes and Chaplain to the Bluebell Railway, together with the Right Revd Cornell Jerome Moss, Bishop of Guyana, conducted a short service to open the new Memorial Garden at Horsted Keynes Station.

For many years, the Bluebell Railway has been a favourite place for many people to be remembered. Scattering ashes along the line, in the firebox of an engine in steam, or along the hedges has always been popular, and over the years the railway has been presented with many benches, clocks and plaques, but space is limited so now the railway has reserved a special site for permanent memorials.

The garden will consist of a pathway named 'The Walk of Memories', made up of individual blocks engraved with a personal inscription. Here, friends and family can visit at anytime. Located in a beautiful countryside setting overlooking the line from an elevated viewpoint, the garden will provide a quiet space for reflection and remembrance.

Sun shines on North Norfolk

▲ **In glorious weather, DRS Class 37/5 No. 37510 and preserved Class 37 No. 6737 double head the 12.45 Sheringham to Holt on the approach to Weybourne, on 26th June. Kev Gregory**

◀ **Passing the North Sea, resident Class 47 No. 47367 nears Weybourne with the 13.10 service to Holt on 26th June. Roger Brown**

PUBLIC SHARE ISSUE - Wensleydale Railway plc

The Wensleydale Railway is one of the most beautiful heritage railways in Britain. It currently operates scheduled services over 16 of its 22 operational miles from Leeming Bar to Redmire. We've plans to restore all 41 miles in total and become the only heritage railway to connect two major strategic main lines in Britain – Garsdale on the Settle & Carlisle and Northallerton on the ECML.

It's an opportunity for you to take a stake in what is currently Yorkshire's secret railway but one day will be a key northern connection between east and west coasts.

But the quality of the trains and the track are of paramount importance too. The first aims of this share issue are to:

1 Construct a new secure engine shed at Leeming Bar.
2 To improve the infrastructure of the operational Railway.
3 To finance the development of Aysgarth station with track relaid, driver training rides and static exhibits, pending the extension of the Railway from Redmire to Aysgarth.
4 To improve the Railway's fundraising and legacy infrastructure to allow us to extend the Railway first to Aysgarth and ultimately to Garsdale and Northallerton.

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SPECIAL MEETINGS FOR PROSPECTIVE NEW SHAREHOLDERS

1 Tuesday 26th July 2011 - come to the Wensleydale Railway and enjoy free travel to Redmire, a vintage bus ride to Aysgarth station, a buffet lunch at the Aysgarth Falls Cafe followed by a filmshow and meeting.
2 Saturday 20th August 2011 - come to our special meeting, filmshow and cheese & wine at the Walker Suite, National Railway Museum, York from 11am - 4pm. RSVP if possible please to pjw@wensleydalerailway.com or call 08454 505474. There is no admission charge at the NRM so why not make it a day out for the family?

For further information or to make a booking for either meeting e-mail pjw@wensleydalerailway.com or call 08454 505474.

ENJOY OUR NEW HIGH DEFINITION FILM 'GREAT EXPECTATIONS'

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2 Check it out on http://www.youtube.com/user/RailwayWensleydale or request a copy on DVD or BluRay disk with your Prospectus application.

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Our share Prospectus gives full details of the issue. To obtain your copy choose one of the following options:

1 Call 08454 505474
2 Download a copy from www.wensleydalerailway.com - see Share Offer
3 E-mail your details to prospectus@wensleydalerailway.com

Changing times for Foxfield

The line-up for the Foxfield Light Railway's forthcoming gala weekend, scheduled for 16th & 17th July, has seen a late change.

No. 19 from HM Dockyard Devonport, a Bagnall of 1950, will replace Peckett No. 1370 *May*, which was due to visit from the East Lancashire Railway. The Bagnall will join the home fleet of fellow Bagnalls Nos. 2842 and 3059 *Florence*, together with Haydock Foundry's *Bellerophon*, Hunslet 'Austerity' No. 3694 *Whiston* and the Dubs Crane Tank No. 4101.

The gala will consist of an intensive passenger service between Cavershall Road and Dilhorne Park, and demonstration freights attacking the incline from Foxfield Colliery. The latter is quite an exceptional sight to behold, and is guaranteed to please!

Wensleydale Railway gains *Sir Lamiel* for summer steam season

A late change in West Coast Railways' operational requirements has led to LMS 'Black 5' No. 45305 *Alderman A E Draper* **being withdrawn from Wensleydale Railway's summer programme.**

Instead, 'King Arthur' Class No. 30777 *Sir Lamiel* will join the line-up. With the exception of the 1940s Weekend on 30th/31st July, when a DMU set will be used for one diagram, steam locos will have charge of a five-coach set.

On the diesel front, Class 20 No. 20020, which has been on loan from the SRPS for a year, has returned to its base at Bo'ness, and in turn, classmate No. 20121 has arrived from Barrow Hill on extended loan from HNRC.

Wensleydale's long serving Class 101 DMU, which has clocked up some 90,000 miles on the line, will shortly be removed from traffic for attention to bodywork, internal fittings, upholstery and mechanics. In order to facilitate this, work is well advanced to bring the Class 110 DMU back into use, and the unit has already successfully completed a short test run. Work has now commenced on the interior and cabs, while consideration is currently being given as to the livery that the unit will carry.

A Mixed Traction Weekend is scheduled for 16th/17th July, with GWR 5600 Class 0-6-2T No. 5643 and 'Deltic' No. 55019 *Royal Highland Fusilier* rostered to work services, which will utilise the passing loop at Constable Burton.

Work on the new Leeming Bar Engine Shed and associated developments in the yard are proceeding apace. The 30-metre pit is now fully excavated and concreted. A new fence separates the car park from the yard, and a new unloading ramp at the end of the south siding are also in place. Trackwork for the shed is already taking shape with some of the south road in place and the north road lifted for excavation work.

▲ **On the Snaefell Mountain Railway, craftsman are approaching the end of a major rebuild of Car No. 1. The vehicle is the first of the fleet of six to be fully rebuilt internally, with new wood and traditional methods being employed throughout. Car No.1 is pictured in Laxey Car Sheds (Snaefell) on 22nd June. Jack Boskett**

▼ **For the first time in decades, the Groudle Glen Railway has a complete original train, a fourth coach having just been added to the set. With one of the original locomotives,** *Sea Lion*, **at the helm, and railway volunteers in Victorian costume, the train prepares to depart from Lhen Coan for Sea Lion Rocks with the first complete original train to traverse the railway since 1939. Jack Boskett**

Tyseley Loco Works Open Day

▲ **Classic Great Western locomotives are prepared on Tyseley shed for the open day on 25th June. From left to right are 'Panniers' L94 and 9600, Peckett 0-4-0ST No. 1, and GWR 'Castles' Nos. 5029** *Nunney Castle* **and 5043** *Earl of Mount Edgcumbe*. **Frank Richards**

◀ **The NRM's replica** *Rocket* **was used on passenger rides. Colin Darvill**

▼ **LMS Princess Royal No. 6201** *Princess Elizabeth* **heads a short passenger train away from Warwick Road platform. Frank Richards**

Flour moved by rail in Wensleydale

Flour has been transported by rail in Wensleydale for the first time in 60 years.

The Bedale Community Baking Group, which operate from Bedale station as "Bread ...Actually", have recently started using stone-ground flour from the reopened water mill at Crakehall.

On 19th June, half a ton of flour was moved by vintage Morris van from the mill to Finghall station and a short goods train hauled by Class 03 No. 03144 took the freight onwards to Bedale. At Bedale, a reception committee including the local Mayor, welcomed the train and a launch party for the bakery took place.

▲ **Class 03 No. 03144 is pictured with the freight at Constable Burton loop.**
▼ **The flour was offloaded at Bedale station, where the bakery is located.**
Both: Barry Wetherell

GWR 'King' No. 6023 *King Edward II* **climbs Danesmoor Bank on the Mid-Norfolk Railway on 22nd June.**
Ian Williams

The unique LMS Stanier 'Black 5' No. 44767 *George Stephenson*, **the only member of the class to be fitted with Stevenson link motion, is pictured at Goathland on 16th June. Neil Pugh**

Still carrying its distinctive LoadHaul livery, Class 50 No. 50135 (alias 50035) *Ark Royal* powers through Burrs on the East Lancashire Railway, with the 14.26 Rawtenstall to Heywood service during the line's diesel gala event on 1st July. Further photo coverage next issue. **Mark Allatt**

How to replace a level crossing in six days!

The Churnet Valley Railway has just completed a major refurbishment of the level crossing at Cheddleton station, which has resulted in a wider roadway across the tracks and a smoother road surface for vehicular traffic.

The work had been proposed for some time, but the opportunity arose from a requirement of the National Grid to work on the medium pressure gas main, which passes under the level crossing, and therefore necessitated a road closure.

The project, which was planned and controlled by Greg Wilson, Engineering Director for the Churnet Valley Railway and the newly formed Moorland and City Railway, involved replacing the existing wooden sleepers with the concrete variety to give a maintenance free long-life to the crossing, and to replace the gates to accommodate a widened roadway, the bulk of the manual labour required being provided by volunteers.

The Churnet Valley Railway's resident photographer ***David Gibson***, takes up the story

1 Work started on 23rd May when the existing road asphalt was dug up, using two road-rail diggers to expose the timber sleepers, many of which had become rotten.

2 The line's rail-mounted crane was then used to lift the old track panel out. Track panels are generally comprised of 60ft lengths.

3 With the sleepers and rails out of the way, the track bed beneath could be examined and work started on excavation.

4 A general view of the station area, showing the main running line track and sleepers removed. At this point, the trackbed has been cleared and levelled.

5 Fresh ballast was then laid, and levelled out to create a firm trackbed that would support the soon to be relaid track and provide adequate drainage.

6 The new running line sits on 24 concrete sleepers, onto which the existing 60ft rails were relaid. Here, work is about to commence on ballasting the track.

7 With the ballast fully relaid, the track is aligned and levelled by a visiting track machine, hired from one of the railway contractors.

8 New angle iron was then welded to the rails, which lowers maintenance, and is used as a barrier when the tarmac is laid between the two rails.

9 A wider crossing area brought with it the requirements for wider gates. In this view, the new steel crossing gates have been fitted for the first time, prior to the tarmac being laid.

10 The tarmac itself was laid by the National Grid's own contractor. The siding line being cleared of asphalt and tarmac laid at the same time, to create a smoother surface.

Renewing the present ... ... and preserving the past

While excavating the level crossing, the original gate post pits and closing mechanisms were found buried intact.

As part of the volunteer's work on the crossing, these have been cleared and preserved for reinstatement in the future.

11 A completed job! The new look level crossing is pictured with the first train to pass over it, hauled by GWR Prairie No. 5199 on 29th May, the travelling public being totally oblivious of the work that has taken place over recent days. **All: David Gibson**

Having rounded High Bank Scar (visible above the loco) Class 66/8 No. 66845 climbs the last few yards to Ais Gill summit in glorious weather on 14th June, with its load of timber, bound for the paper mill at Chirk. **John Illingworth**

An unidentified Cross Country HST heads north towards Teignmouth as it skirts along the Teign estuary, having departed Newton Abbot on 18th June. **Roy Hutchinson**

Amidst a downpour, the unique DBS-liveried Class 60 No. 60011 departs from Trostre Works, Llanelli, en route to Llanwern Steel Works on 15th June. **Stuart Warr**

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.

▼ **With impeccable timing, the sun breaks through the clouds to illuminate BR Standard 7P Pacific No. 70013** *Oliver Cromwell* **as it passes the summit of the Kennett and Avon Canal at Crofton on 18th June, with the 'West Somerset Explorer' from London Paddington to Minehead. Mick Rogers**

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

Run in conjunction with the start of the Glastonbury Festival, Class 67 No. 67001 passes Hatton on 22nd June, with the Preston to Frome working, nicknamed the 'Mud-ex' by enthusiasts! John Whitehouse

Magazine Information

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