Railway Herald

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The weekly railway enthusiast's magazine

Railway Herald

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Editor
Richard Tuplin

Contributing Editor
Brian Morrison

Railtour Editor
John Whitehouse

News Researcher
Bill Turvill

All editorial emails should be sent to the editor. To email a member of the team, send your message to firstname.surname@railwayherald.com

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Network Rail aim to improve ECML performance

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Tata-liveried Class 60 No. 60099 passes Lincoln Central and its distinctive architecture on 5th July, with the Kingsbury - Humber tanks.
Andy Shotts

Network Rail aims to improve reliability and performance of the East Coast Anglo-Scottish route

Network Rail's East Coast route has come in for criticism in recent months because of the level of performance that the organisation has achieved on what is one of the two key Anglo-Scottish routes.

The latest figures released, covering 1st-30th April showed East Coast as the second poorest performer, with a performance measure of 86.6%, the national average overall being 92.5%.

During a recent press conference to explain the problem and to provide an insight into the procedures that are being put in place with the aim of improving the performance of the route, Richard Lungmass, Network Rail Route Director for LNE, commented that East Coast had been a very challenging customer at times and confirmed that neither Network Rail or the route train operator, East Coast, were happy with the level of performance.

The biggest issue facing the route is that of cable theft, which Network Rail openly admits is a bigger problem on the LNE region than anywhere else in the country. Part of this is no doubt due to the significant number of scrap dealers that are based in the locality. While Network Rail has made significant advances in 'tagging' or marking its cables to allow it to be identified, the company admits that it does not solve the problem totally. In 2009/2010, cable theft caused 139,000 minutes of delay, a figure that rose to 186,000 minutes during the 2010/2011 period. However, while the delays rose by 33%, the number of incidents actually increased by 60%, showing that the new procedures for dealing with these issues are improving the response. A major problem for Network Rail has been the rising price of copper, which is currently at a high of £6,000 per tonne.

Looking at the ongoing performance figures over the past few years shows that the route has suffered badly at times, part of which has been due to the severe weather experienced in 2009 and 2010, which followed on from the extensive flooding in 2007. Part of the problem during the first of the two severe winters was the build-up of snow and ice on the trains, which fell to the ground while the trains were at speed and caused damage to the infrastructure. A significant amount of damage was caused to point clamp locks when the falling snow and ice smashed the covers on the units, subsequently resulting in a number of point failures. Lessons were learnt from this and new covers which are of a heavier duty, and are also fitted with deflectors, saw the problem severely reduced during the last bad winter. Other issues with the severe weather have affected the overhead line (OHL), which because of the nature of its construction during the 1990s, and the use of headspans rather than gantries as on the West Coast route, the OHL is more susceptible to problems. The company is determined to ensure that across the entire network, more routes remain open for traffic in the coming winters, especially if the severe weather that has been experienced is to become more commonplace.

The East Coast Main Line is not meeting its performance targets, an issue that is causing concern for both the infrastructure provider and the train operators. Network Rail acknowledges that after cable theft, the highest number of performance related failures are due to infrastructure issues, specifically points, with track circuit issues being the fifth highest problem overall. More than 290 route miles of the ECML are two track railway, which results in track problems having more of a impact than on the sections of four-track railway.

Richard Lungmass openly admits that points and track circuit performance from Network Rail on the route is poor. The route has received £17 million for additional work to improve reliability on the East Coast. This work includes renewing or replacing 13,000 insulated rail joints, testing 7,000 track circuit feed cables and renewing over 30 miles of 650v power cables. As part of the work taking place, re-railing is being carried out at seven sites to reduce known track problems.

Network Rail is investing in Intelligent Infrastructure Monitoring, which should help to identify problems before they occur, at least allowing pre-emptive, rather than reactive, action to be taken.

Currently 700 points have been equipped with Remote Condition Monitoring, which feeds back to York Control. This Intelligent Infrastructure, which has been live for nearly eight months, has so far triggered 138 alarms, notifying the maintenance control of potential problems, and at a conservative estimate is thought to have saved over 7,700 delay minutes. The system has so far been rolled out to points and signal power, but a start is now being made on a £24 million project to equip point heaters and track circuits during 2011/2012, which should provide a further insight into the current state of the infrastructure. The modular design of the system means that the monitoring can be fitted to almost any electrical asset in the future, depending upon a suitable business case.

A major use is also being made of thermal imaging in hand-held devices. Thermal imaging is more commonly used by the emergency services for a variety of reasons, but Network Rail has previously made use of the technology from its helicopter, in helping to identify, for example, point motors that are running hot. The technology is now in the hands of the maintenance teams on the ground, who can identify potential problems. For example a cable-end running hot, suggesting a problem that may end up in a cable fire and could, in the worse case, cause the destruction of a lineside cabinet that would bring significant disruption. Through the use of the hand-held thermal imaging cameras, 20 potential 650v failure issues have been found to date, and resolved before causing any disruption.

Elsewhere, projects are currently in varying states of progress that will further enhance the performance of the East Coast Route. At York Holgate Junction, a new line is being provided into Platform 11 that will ease congestion. North of Doncaster plans are being formed for the creation of a new flyover, allowing coal traffic from Immingham Docks to reach the Aire Valley power stations without impacting on the ECML. At Hitchin, a single electrified line is to constructed, which will take northbound traffic to Cambridge, Ely and King's Lynn across the ECML on a flyover, rather than having to cross all four running lines on the level as at present, and capacity improvements are taking place between Finsbury Park and Alexandra Palace.

The entire contingency planning has been improved and revamped as part of the new timetable that was launched in late May. Both organisations openly admit that certain areas need to be re-examined to get the best possible outcome, one that in the words of Richard Lungmass means keeping "the East Coast running at all cost". One of the biggest problems where the contingency planning comes into effect, is when the wires come down. Traditionally, when this occurs it can bring major problems and severe delays, with the route being shut while the wires are re-erected and tested and the lines reopened to traffic. Network Rail is now looking at a scenario where, when such an incident happens, the wires are cleared out of the way, and the electric services coast through the affected area at line speed, with the pantograph down. Work has taken place with RSSB to create a standard, allowing this method of operation to take place. Such operations have been used previously, with services coasting through Hitchin at 40mph during the renewal work last year.

The one aspect that is certain is that neither Network Rail or East Coast are happy or complacent about the problems affecting the East Coast route, and many millions of pounds are being spent to improve the performance, reliability and deliver-ability of the new ECML timetable.

▲ Under the new roof at London Victoria station, Class 465/0 Networker in the latest Southeastern livery awaits departure on 7th July, forming the 13.08 service to Dartford, via Bexleyheath. **Bill Turvill**

New look for London Victoria as transformation occurs

The transformation of London Victoria station continues to make excellent progress and remains on schedule for completion during summer this year.

As one of London's busiest stations serving more than 385,000 passengers each day, refurbishing the life-expired roof while ensuring no operational effect on the station was always going to be a challenge. However, the station continues to run as usual and most people do not appear aware of the complex works taking place above them.

Site works commenced late in 2008 with the installation of a vast temporary roof structure that spans eight platforms and is 80 metres overall, which includes a single span of more than 30 metres. The 'separation deck' has allowed the station to be fully isolated from refurbishment activities while also protecting it from the weather. Once the existing roof coverings were removed, works commenced with intensive grit blasting over the entire structure to remove more than 30 layers of historical paintwork. This fully exposed the existing ironwork, revealing the details of the original Victorian engineering and many structural defects that had to be repaired in addition to other major strengthening and replacement works.

The ironwork has now been repainted in the original Victorian colours and the replacement roof coverings are almost complete. Extensive new glazing ensures a much lighter and cleaner interior than the blackened and leaking original structure. Built in 1862, Victoria station is a Grade II listed building, and has been refurbished in accordance with English Heritage requirements while also complying with modern design codes and access needs.

The £35 million project will enable Network Rail to offer the travelling public a much brighter and safer environment, while also restoring the Victorian engineering to its original eye-catching splendour, which is designed to ensure that it will continue to look good for at least another 75 years. While the roof is almost complete, the project is not. The extensive access scaffold, falseworks, temporary roof and supporting structures will need to be dismantled, in sequence, without disrupting train movements.

▲ **Last week,** *RH* **reported that Network Rail's New Measurement Train had been replaced by a loco-hauled service. Our apologies, we now understand that the train was an OHL inspection working, running in the path of the NMT. 'Royal' Class 67s Nos. 67005** *Queen's Messenger* **and 67006** *Royal Sovereign* **pass Burn on the ECML with an Edinburgh to Doncaster working on 12th July. Richard Tuplin**

Unite gives full support to Derby workers

Following a meeting between trade unions, the TUC and Transport Secretary, Philip Hammond, Unite has pledged to continue the campaign to persuade the government to re-open its decision not to make Bombardier preferred bidder for the Thameslink contract.

Diana Holland, Unite Assistant General Secretary, said: "It was an astonishing admission that the government did not assess the social and economic impact of excluding Bombardier from the Thameslink contract. At a time when our economy is so fragile you would think this government would be doing some joined up thinking to support jobs".

Len McCluskey, leader of Unite, visited Derby on 11th July to give his union's full support to the battle to save Bombardier, telling workers that it would back them all the way.

He met with union representatives and with Bombardier management in its campaign to save the UK's last train maker, and is determined to try to find ways to protect the skilled workers who face redundancy as a result of what he calls the Government's short-sighted decision to award the contract to an overseas manufactuer. Unite is organising a major rally in Derby city centre in support of Bombardier workers on 23rd July to 'call on the Government to rethink its decision'.

Last week Bombardier was forced to announce 1,400 job cuts as a result of losing the Thameslink contract. Although Bombardier has enough work to sustain its manufacturing base until later this year, its order books will then be empty with the exception of the London Underground 'S' Stock contract.

UK News In Brief

■ Swapping his Jaguar for a train ticket would nearly double the cost of Transport Secretary Philip Hammond's daily commute, according to campaigners launching a national petition against unfair fares. Fair Fares Now is using the example of the transport secretary's round trip from his home in Surrey to Westminster to highlight the spiralling cost of rail fares.

■ Drax Power has awarded DB Schenker Rail UK (DBS) a new three-year contract to haul coal and limestone to its Yorkshire power station. Under the new contract, DBS will continue to operate its existing coal services for Drax Power from ATH Resources and Keir Mining in Scotland, and from the Port of Immingham. New services to be operated now include coal from Hull Docks, and limestone from Tunstead.

■ The 25th anniversary of the reopening of eight stations on the Settle & Carlisle line was marked on 14th July, Armathwaite, Lazonby & Kirkoswald, Langwathby, Kirkby Stephen, Garsdale, Dent, Ribblehead and Horton-in-Ribblesdale being decorated with bunting, and a new series of self-guided walks from the stations introduced. Over 130,000 passenger journeys a year are now made from the stations, and the line is officially designated as a Conservation Area, all of the stations having been excellently restored. The Friends of the Settle Carlisle line, the biggest rail support group in Britain with 3,500 members, is organising the walks, which mostly take between one and three hours, from all stations on the line. They have also produced a souvenir postcard to mark the 25th anniversary.

Metro and Light Rail News

Changes ahead to the District Line

Londoners are being urged to have their say on controversial plans to cut part of the London Underground District Line from High Street Kensington to Kensington Olympia on weekdays and special occasions.

The idea is for trains to be re-routed to serve the busier Wimbledon and Ealing Broadway branches. The changes are scheduled to take effect in December this year. Richard Parry, Strategy and Commercial Director at London Underground, said: "The introduction of the new timetable would reduce delays for customers across the whole line and, in particular, benefit the 150,000 passengers who pass through Earl's Court each day. This is only possible by withdrawing the under-utilised weekday Olympia District line service. We believe that the benefits of the proposal – fewer delays for District Line users and room for more than 4,000 passengers for Wimbledon and Ealing Broadway – are compelling". Opposition to the Transport for London scheme comes from the famous London Olympia venue, which has vowed to take to 'the highest levels' its campaign against closing down the branch.

New use in Yorkshire for Underground trains could bring a new meaning to the 'District' line!

Plans have been announced that could bring a solution to the long-term problem of increasing rail services on the Leeds - Harrogate - Knaresborough - York route.

Backed by the Harrogate Chamber of Trade and Commerce (HCTC), the scheme would use redundant trains from London Underground's District Line to operate a service on the National Rail route. The proposal is part of a £150 million scheme to upgrade the service. The question of funding is likely to be one of the key sticking points, although it is hoped that finance may come as part of the £25 billion that is due to be spent by the Government by 2014 in upgrading the rail network.

A number of issues would need to be overcome, firstly the electrification of the route, using either third rail (presumably with electrical modifications to the stock) or fourth rail systems, as well as equipping the trains with the safety requirements of the National Network, in the form of AWS, TPWS and OTMR recording. One advantage to the proposal is that the use of such rolling stock would not prevent other National Network rolling stock from using the route. The proposals also mean that such an electrification of the route would be less challenging than the conventional overhead line, and would avoid the issues of wires on the likes of Knaresborough Viaduct. A depot would be built near Harrogate, the finance for which is included within the total cost of the project.

HCTC Chief Executive, Brian Dunsby said "This project will provide what we believe is a financially viable option to improve services from Harrogate to Leeds and York. It is an issue that has long been talked about, but we believe we have a feasible solution". Mark Levin, formerly the Managing Director of Hull Trains, is the Project Director and said that the use of Underground stock is tried and tested and would reduce the operating costs of the route.

The Harrogate Chamber of Trade and Commerce says that the timetable between Leeds and Knaresborough could be boosted to every 15 minutes, with a Knaresborough to York service every 30 minutes. Business leaders are also hopeful that such an upgrade could also provide a station to serve Leeds-Bradford International Airport.

Network Rail, which owns the infrastructure over which such a scheme would operate, says it is aware of the proposals, but that it has not been asked to undertake any feasibility work on the scheme,

If funding is secured, and the necessary approvals given, the proposal could be up and running in 2014.

▲ **A sight of things to come for Harrogate? District Line D Stock with Driving Motor No. 7031 leading, approaches its Upminster destination, the service having emanated from Richmond. Brian Morrison**

▲ **The replacement for Pendolino No. 390033** *City of Glasgow* **that was written off in the Grayrigg disaster of 23rd February 2007, stands in Liverpool's Edge Hill Depot prior to being accepted. No. 390054 will initially enter service as a standard nine-car set but will be strengthened to an 11-car unit later in the year. Chris Dixon**

First of the new Pendolino fleet enters traffic with VT

The first of the four-additional Class 390 Pendolinos, No. 390054, has entered service this week, formally replacing set No. 390033 *City of Glasgow* **that was written off in the Grayrigg disaster of 23rd February 2007.**

Virgin Trains' Chief Operating Officer, Chris Gibb, accepted the train from Alstom Transport and Angel at Alstom's Edge Hill Traincare Centre on 12th July, the new train having undergone extensive testing over the last few months. Its use on the West Coast Main Line is a result of co-operation between Virgin Trains and the Department for Transport, the agreement meaning that the 439-seat train will run on Virgin's busiest routes, and enable more capacity to be provided on other diagrams. The '390' will allow additional seats to be provided on routes from London Euston and Birmingham to Glasgow, and will provide 183 more seats than are currently available on the Class 221 Super Voyagers that serve the Birmingham-Scotland route.

A five-car Super Voyager will be transferred to services between Euston and North Wales, meaning that some of the busiest trains on that route will now have 10 carriages. In December 2012, when all four of the new Pendolino's are in service, together with the additional vehicles for the existing sets, there will be 106 new carriages in operation. The complete order from the DfT is for an additional 62 new Standard carriages, which will be added to 31 existing nine-carriage trains.

Class 390 No. 390054 entered service on 16th July, from Longsight depot in Manchester at 06.22, working ECS to Manchester Piccadilly, before forming its first public working, the 07.15 service to London Euston.

£5 billion investment in Great Western route officially announced

It was announced on 14th July that a £5 billion investment programme to provide more seats and shorter journey times on the Great Western route will provide a considerable boost to the economies of the south west of England and the Thames Valley.

Over the next 30 years it is forecast that the benefits to the regions' economies as a result of the improvement programme will be at least double the £5 billion being invested. It will also potentially bring new rail journey opportunities for key urban centres, including Reading, Oxford, Swindon, Bath and Bristol, boosting these economies by an additional £200 million. The initial 10-year improvement plan is the largest revamp since the route was built 175 years ago to the design of I. K. Brunel. Electrification, resignalling and new trains will provide the extra capacity needed to cater for a predicted 51% increase in passengers using the line over the next 30 years.

David Higgins, Chief Executive of Network Rail, said: "By the end of the decade, the Great Western main line will be the most advanced intercity railway in Britain, setting the standard for 21st century rail and providing the capacity we need to cater for the continued increase in the popularity of rail travel".

DB moves forward with ICE certification

Deutsche Bahn submitted a formal application to the Inter-Governmental Commission (IGC) on 12th July, for fundamental approval of its ICE passenger trains to operate in the Channel Tunnel.

Regular high-speed passenger services using ICE trains between London St Pancras International and Brussels, Rotterdam, Amsterdam, Cologne and Frankfurt are planned to be introduced during 2013. Independent assessment provides evidence of ICE's safety compliant features, and in June, the IGC approved trains for the Channel Tunnel with distributed drive systems, as is the case with the ICE.

This had been preceded by a recommendation to this effect by the European Railway Agency (ERA), and as a result of the preparatory work that has now been completed, DB is optimistic that it will be given fundamental clearance for its ICE trains by the IGC before the end of this summer. There are many more steps in the approval process ahead however, and DB will soon apply for a safety certificate for the ICE in the Channel Tunnel, which will be followed by extensive trials with the trains.

Alstom seeks damages over Eurostar dispute

The Siemens ICE trains which are to form part of a new fleet for Eurostar, with a well publicised battle currently ongoing with French manufacturer Alstom.

In the latest move, the High Court has rejected claims from French rival Alstom that the bidding contest was flawed, the presiding judge finding there were no grounds for Alstom to claim that the tender was "ineffective". The French company now accepts that the contract will not be overturned, but is seeking damages!

▲ In Zaragoza, Spain, manufacturer CAF is currently constructing the Class 4000 DMUs for Northern Ireland Railways. Three units, Nos. 4001-4003, are currently in Belfast, Nos. 4004-4010 are complete in Spain, Nos. 4011-4015 are presently being fitted out and Nos. 4016-4020 are under construction. Here, Nos. 4005 and 4006 are seen undergoing tests at the Spanish factory.

▼ Unit No. 4008 is put through its paces in the testing shed. Both: **Chris Playfair (thanks to NIR)**

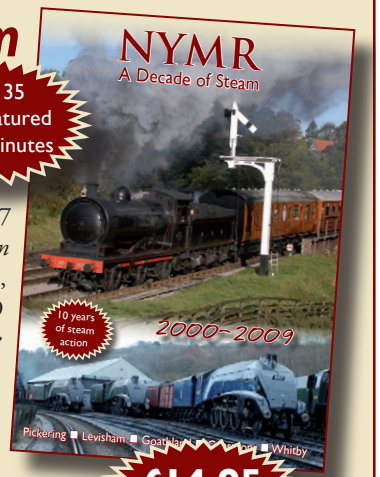
The Irish Angle

NYMR: A Decade of Steam

Charting the steam action on the NYMR between 2000 and 2009, this 100 minute long DVD programme features over 35 different steam locomotives hard at work on the line.

Over 35 locos featured in 100 minutes

The engines featured include: GWR 3440 *City of Truro*, 4277 and 6619. SR 825, 32678, 34028 *Eddystone*, 34081 *92 Squadron* and 34101 *Hartland*. LMS 44767 *George Stephenson*, 45212, 45407, 49395 and 53809. LNER 60007 *Sir Nigel Gresley*, 60009 *Union of South Africa*, 60019 *Bittern*, 60163 *Tornado*, 60532 *Blue Peter*, 60800 *Green Arrow*, 61264, 61994 *The Great Marquess*, 62005, 63395 and 65462. BR 70013 *Oliver Cromwell*, 75014, 75029, 76079 and 90775. ***Running time: 100 minutes***



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Class 66 fleet update

In the last issue, *Railway Herald* presented a round-up of the current Class 66 fleet.

A few alterations have since taken place, with Class 66/8 No. 66841 being renumbered to Class 66/7 No. 66742. The locomotive is still in the GB Railfreight pool, but is on hire to Colas Rail and currently working on the Wolsingham to Scunthorpe/Ratcliffe coal services. Secondly, Freightliner's Class 66/6 No. 66612 was dragged to Immingham for export to Poland on 17th July, by classmate No. 66602.

Also, it has now been confirmed that Class 66/4 No. 66411 has lost its *Eddie the Engine* name and Stobart Rail vinyls, and now carries unbranded light blue livery, while No. 66412 has lost its Malcolm Rail branding.

DBS (Euro Cargo Rail) French Class 66s Nos. 66042, 66064 and 66212 have returned to France, while No. 66203 has moved back to the UK. Additionally, No. 66157 was added to the DBS Poland pool on 15th July. It currently remains at Toton.

An updated Class 66 list can be downloaded here.

▼ **DRS Class 66/4 No. 66411 has lost its Stobart Rail vinyls as seen at Kingmoor on 16th July. Daniel Rothwell**

Signalling projects awarded

Network Rail has awarded Amey five signalling contracts worth a total of £37 million.

The contracts are for lines in Yorkshire, Nottingham, Tameside, London and Devon, and have been granted because of the ability of Amey to deliver integrated services, from detailed design and installation, through to testing and commissioning. This includes expertise in managing the planning and programming of possessions as well as installing new technology.

New lease of life given to stored 14-year-old Rover 'cube' wagons

Wagon leasing company Nacco (UK) is converting several of the ex-Rover High Cube Talgo wagons into timber carriers for Colas Rail, the first three wagons are now completed and should enter service with Colas Rail almost immediately.

The work has been carried out by EG Steele at Hamilton, which has undertaken an extensive refurbishment of the wagons, including bogie overhaul, brakework overhaul, removal of the hoods, hydraulic rams and electrical equipment, raising of the centre floor and fitting of stanchions and bolsters.

A total of 10 wagons are to be completed in the interim, although it is hoped that further conversions may take place in the future. The vehicles are longer than those currently in use on the Carlisle and Ribblehead flows, and the new wagons offer 33% more capacity.

The work has brought a new lease of life to a wagon that is only 14-years-old, and was otherwise destined for scrap.

▲ **The new look to the Rover Cube wagons. No. 33.70.4739.074-1 stands in the yard at EG Steele, Hamilton, on 11th July. Andrew Cox**

▼ **How the vehicles looked originally, in this view is No. 33.70.4739.072-5. Andrew Cox**

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The News In Pictures

◀ The 12.31 Southern service from Tattenham Corner to London Bridge arrives at Coulsdon Town (formerley Smitham) station on 12th July, formed of Class 377/1 Electrostar No 377147, instead of the more usual Class 455/8. As well as a new name, the station has a new modular building on the 'down' side of the line, and a standard-pattern accessible footbridge with two lifts as shown here. As part of the re-tender of the Southern franchise in 2009, the DfT requested that in response to lobbying by Croydon Council the new company looked into a better name for the station, as Smitham was no longer used as the name of the local area. The name chosen, after an exercise in local democracy, was Coulsdon Town, and the change took place on 22nd May. **Brian Morrison**

◀▼ On 12th July, Class 56/3 No. 56311 leaves Abbotswood loop working a trial service from Grimsby Docks to Cardiff Tidal with 19 KEAs. **Stephen Tucker**

▼ Freightliner Class 66/6 No. 66620 passes March, while working a Middleton Towers to Ellesmere Port service on 14th July. **Adrian Perks**

UK Steam & Modern Traction Railtour Listings

18th July 2011		
Private Charter	tbc	Fort William-Edinburgh Waverley-Berwick-Newcastle-Middlesborough-Saltburn
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return
19th July 2011		
Railway Touring Co.	tbc	London Victoria-Basingstoke-Weymouth-Dorchester South-Woking-Waterloo
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return
WCRC	SSE Pool	York-Normanton-Wakefield Westgate-Castleford-York-Scarborough & return
20th July 2011		
Rail-Blue Charters	DBS 67	St. Albans-Kettering-Hinckley-Nuneaton-Crewe-Shap-Carlisle-S&C-St. Albans
Statesman Rail	tbc	Lancaster-Preston-Blackburn-Clitheroe-S&C-Appleby-Carlisle & return
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return (two trips)
WCRC	SSE Pool	York-Normanton-Wakefield Westgate-Castleford-York-Scarborough & return
21st July 2011		
Compass Tours	2xWCRC 47	Hereford-Great Malvern-Kidderminster-Stafford-Shap-Carlisle-S&C-Hereford
Steam Dreams	4492 (60019)	London King's Cross-Peterborough-Grantham-Doncaster-York & return
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return (two trips)
WCRC	SSE Pool	York-Normanton-Wakefield Westgate-Castleford-York-Scarborough & return
22nd July 2011		
Railway Touring Co.	6201	Crewe-Wilmslow-Stockport-Huddersfield-Castleford-York-Scarborough & return
UK Railtours	tbc	London Victoria-Chertsey-Basingstoke-Eastleigh-Fareham-Guildford-Ldn Victoria
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return (two trips)
23rd July 2011		
Compass Tours	2xWCRC 47	Hooton-Chester-Northwich-Stockport-Stalybridge-York-Edinburgh-Carstairs-Beattock-Carlisle-Shap-Preston-Stockport-Altrincham-Chester-Hooton
Railway Touring Co.	tbc	(Crewe-)Liverpool Lime St-Preston-Shap-Carlisle-S&C-Liverpool LS(-Crewe)
Ranger Trains	DBS 67	Bedford-Ravenglass & return as outwards **Postponed**
Statesman Rail	WCRC Pool	(Llandudno-Chester-Stockport-Bolton-)Carnforth-Grange over Sands-Ravenglass & rtn
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return
24th July 2011		
Railway Touring Co.	5029	Bristol TM-Bath Spa-Westbury-Castle Cary-Weymouth and return
Railway Touring Co.	tbc	York-Leeds-Keighley-Hellifield-S&C-Appleby-Carlisle & return
Torbay Express Ltd	60163	Bristol TM-Paignton-Kingswear & return **Cancelled**
Vintage Trains	4965	Birmingham SH-Henley in Arden-Stratford upon Avon-Dorridge-Birmingham SH (twice)
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return
25th July 2011		
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return
26th July 2011		
Railway Touring Co.	tbc	London Victoria-Basingstoke-Weymouth-Dorchester South-Woking-Waterloo
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return
WCRC	SSE Pool	York-Normanton-Wakefield Westgate-Castleford-York-Scarborough & return
27th July 2011		
Pathfinder Tours	DBS 67	Cardiff Central-Bristol Parkway-Cheltenham Spa-Crewe-Ravenglass-Carlisle-Penrith-Shap-Carnforth-Crewe-Cheltenham Spa-Bristol Parkway-Cardiff Central

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.

Railtour Spotlight

by John Whitehouse

Leaving out the regular itinerary workings (see separate story), there remains a predominantly diesel-hauled programme for the coming week.

A notable exception is the use of No. 4492 Dominion of New Zealand on Steam Dreams 'Cathedrals Express', which will see the 'A4' working out and back between King's Cross and York.

Most of the remaining tours head north, with Compass Railtours having two workings, commencing on 21st July with their 'Settle Moorlander' from Hereford, which runs via Worcester Foregate Street and the West Midlands to Carlisle, outwards over Shap and returning along the S&C. Next day, Edinburgh Waverley is the destination from Hooton with 'The Mid-Cheshire Scot', which works its way east over the Standedge route to gain the East Coast Main Line, and then north through Newcastle. The return takes the West Coast route over Beattock and Shap. WCR Type 4 power should feature on both.

Also heading for Carlisle on 20th July is Rail-Blue, which sets out from St Albans and follows the Midland main line to Market Harborough, before diverging via Hinckley to continue north along the Trent Valley and then Shap to Carlisle. It too, returns south along the S&C with DBS Class 67 traction throughout. Meanwhile, UK Railtours will be working south from London Victoria to Eastleigh via Woking on 22nd July, to view the ocean liners in Southampton Docks, visit Exbury Gardens and its narrow gauge railway, or Beaulieu Abbey and the motor museum. The return is via Fareham and Guildford, and DBS Class 67 traction should feature.

Readers are advised that during the forthcoming weeks only the 'one-off' tours will be featured in the railtour spotlight.

▼ **DRS-operated and Northern Belle-liveried Class 47/7 No. 47790** *Galloway Princess* **passes Leamington Spa, while working a Southampton Docks to Edinburgh 'Cruisesaver' train on 7th July. Ironically since repaint, the loco has seen limited use on the Northern Belle! Mark Miller**

Regular Summer Steam Spotlight

by John Whitehouse

In October 1971, British Rail's self-imposed 'steam ban' was broken and resulted in a trickle of steam charters returning to the main line.

However, it remained British Rail's intention to keep the lid on steam operations, with annual reviews that could have reinstated the ban at any time had something serious gone wrong. Fortunately it did not, and steam gradually became more prevalent on the main line, to the point that as the 'high season' approaches, and the regular interval operations commence, there is a glut of steam action to enjoy, even without the 'Cambrian' workings that will not operate this year.

The Railway Touring Company dominate this market with seven regular workings planned, consisting of over 40 trains. Of those, three operations use the Settle & Carlisle with a train every Saturday until 3rd September. Its 'Cumbrian Mountain Express' workings operate through to 27th August, with a standard itinerary of northbound over Shap to Carlisle and returning via Ais Gill. Originating points alternate, with the Liverpool Lime Street steam departures commencing diesel-hauled from Crewe being first off the blocks on 23rd July, while the following week's working is steam-hauled throughout from Crewe, picking up at Stockport, Manchester Victoria and Bolton. Traction will be provided from the Crewe pool, which this year is a little thin, consisting of Nos. 6201 *Princess Elizabeth* and 70013 *Oliver Cromwell*.

Also heading for the S&C is 'The Waverley' from York, for a return working over 'The Long Drag'. In previous years this train has operated on Sundays, but except for the first working on Sunday 24th July, it then reverts to Saturdays for the remainder of the season for operational reasons, which concludes on 3rd September. The locomotives are from West Coast.

Also making a welcome return for a nine-week season on 20th July is Statesman Rail's hugely successful 'Fellsman', which is booked for Lancaster to Carlisle, via the S&C in each direction, every Wednesday until 14th September. The simplicity of this train has been its success.

Joining RTC and Statesman on the S&C is Compass Railtours, which previously has been better known for its diesel-hauled tours. Compass head for the Northern Fells each Monday in August with its 'Mersey Moorlander', which will operate to much the same principle as the RTC working from Crewe, that is diesel-hauled to Liverpool Lime Street with the steam locomotive on the rear, and then steam forward. The outward working is by way of the S&C, while the return is along the West Coast Main Line over Shap. Traction for both Statesman's 'Fellsman' and the 'Mersey Moorlander' will be from the Carnforth pool. Statesman also operates its 'Lakelander' trips over four consecutive Saturdays commencing on 23rd July from Llandudno, then Lincoln on 30th July, Wolverhampton on 6th August and Northampton on 13th August. The train is steam-hauled from Carnforth to Ravenglass and return, again with a Carnforth loco.

If the S&C is the primary destination for the high season trains, then Scarborough has firmly established itself as the second with four trains a week heading for the resort. The main operator is West Coast, which will be operating the 'Scarborough Spa Express' from York on Tuesdays, Wednesdays and Thursdays from 19th July. Its route will be the same as last year, outwards from York, via Normanton, Wakefield Kirkgate and Westgate, Woodlesford and Castleford, before returning to York and heading for Scarborough. The return follows the same route as outward. WCRC steam traction dominates.

On Fridays from 22nd July until 9th September, RTC will again be operating its steam-hauled 'Scarborough Flyer' from Crewe via Stockport and the Standedge route to Scarborough. These services are booked for haulage by the 'Crewe Pool' mentioned earlier.

RTC will also be operating both 'The North Wales Coast Express' and 'The Welsh Mountaineer' again this year, with each having three scheduled outings. The 'NWCE' operates from Liverpool Lime Street for three successive Sundays from 7th-21st August, heading for Holyhead, and includes a visit onto the short branch to Llandudno in each direction. The appearance of 'The Welsh Mountaineer' is a surprise, as it was expected to be axed this year due to low loadings. However, it is booked to operate on 9th and 23rd August from Preston to Blaenau Ffestiniog. Motive power should be either an LMS 'Black 5' 4-6-0 or 8F 2-8-0 No. 48151.

In the south, RTC has already started its 'Dorset Coast Express' to Weymouth, which runs each Tuesday until 13th September, and features the train being banked by another steam loco from Weymouth to Dorchester South, over Upwey Bank. Traction is a little unclear at present, but expect to see *Tangmere* and a 'Britannia' featuring. Also heading for Weymouth each Sunday until 28th August is RTC's 'Weymouth Seaside Express' from Bristol Temple Meads, which runs via Westbury and Yeovil. This is a new regular working this year, and goes head-to-head with the 'Torbay Express' for the Bristol market. Traction for the RTC train is scheduled to include Nos. 4936 *Kinlet Hall* and 5029 *Nunney Castle*, along with *Tangmere*, again, and a 'Britannia'. The 'Torbay Express' runs each Sunday until 18th September (excluding 11th September) and has the 'A1' No. 60163 *Tornado* in charge for the remaining July date (note that 24th July has been cancelled). Traction for the remaining part of the programme has yet to be confirmed.

Also from the 'Torbay Express' stable is a new 'Bath Spa Express', booked to operate from Poole to Bath Spa on 3rd, 17th and 31st August plus 14th, 28th September and 5th October. 'A4' No. 4492 *Dominion of New Zealand* is reported to be the scheduled loco.

Additionally, 'The Jacobite' is of course in action out of Fort William, running daily until 28th August, and then every weekday until 28th October. With the extra afternoon working operating on Wednesdays, Thursdays and Fridays until 26th August. The other well-established regular working, Vintage Trains 'Shakespeare Express', is the only one that serves the Midlands. It operates two return trips each Sunday from Birmingham Snow Hill to Stratford-upon-Avon until 11th September.

Without doubt one can look forward to a fantastic menu of steam workings with something available for everyone. The worry is that there is too much, and with the economic gloom perhaps worse this year than last, will the loadings stand scrutiny? We wait with interest, and a little anxiety, as to how the numbers will stack up this year.

▲ **Peppercorn Class A1 Pacific No. 60163 *Tornado* heads north across Huntspill River, as it is lit by the low summer evening sun, with the return 'Torbay Express' on 10th July. Mick Rogers**

'Off the beaten track' tours from UKR and BLS

Three new tours have been announced which certainly fit the definition of being 'off the beaten track'. It will come as no surprise that two of the workings are from UK Railtours, while the other is from the 'Kings' of roaming the far corners of the national network, none other than the Branch Line Society (BLS).

UKR set the ball rolling on 1st October with 'The Tees Goblin', which is a reference to an early type of automatic tea making device which was originally branded as a 'teesmade', while Goblin used to be the name of the company that made them ... but don't tell John Farrow we told you!

Anyway, the train, which sets out from King's Cross picking up at Potters Bar, Stevenage, Peterborough and York before leaving the ECML at Northallerton to travel via Yarm, Eaglescliffe and Stockton to regain the ECML at Ferryhill. It then continues to skirt the south bank of the Tyne to explore the Tyne Dock branch, and after reversal, takes the Durham Coast line as far as Billingham Junction for a very rare wander along the Seal Sands branch - and wander means as far as it goes! There is a strong body of opinion that this will be the first ever visit of a charter to the full extent of the branch itself, which had previously been off-limits due to some particularly unpleasant chemicals being brewed along its course. After retracing its steps to Billingham Junction, 'The Tees Goblin' then returns via Stockton and Eaglescliffe to Northallerton, York and home as outwards.

However, deciphering the 'Tees Goblin' is a breeze compared to 'The Mine of Serpents'; the 'Mine' bit is obvious, as the tour, scheduled for 5th November, is booked to visit the huge British Gypsum facility at Mountfield, again right to the end of the line in the complex. The 'Serpents' part of the name is considerably more obscure, and all we can suggest is that the date should be noted in solving this Times Crossword type clue, and any connection with snakes is very tenuous. However, the train itself is most certainly worthy of note, if for no other reason than it will be hauled by a pair of GBRf Class 73s throughout. After heading out of London Victoria, it initially heads for Robertsbridge, via Swanley, and continues to Mountfield Sidings, where after a reversal it will proceed into the mine complex. John Farrow is particularly grateful to British Gypsum for agreeing to this move. 'The Mine of Serpents' then returns to London Bridge, via Redhill and East Croydon, for a further reversal, after which it heads for East Grinstead, via Norwood Junction, for a visit to the limit of the Bluebell Railway's northern extension at Imberhorne Cutting, which is currently being cleared of landfill. A short break will follow at the Bluebell's new East Grinstead platform before returning to London Victoria, via Norwood Junction and Crystal Palace.

Meanwhile, the siding, loop, curve, junction and branch line specialists, namely The Branch Line Society, follow the river theme of recent tours (the last two following the Trent) with its 'Another Rivers Railtour (Mersey & Midlands)' on 29th October. As with all its tours, this is a comprehensive journey taking in a myriad of railway locations en route, in this case between Liverpool and the Midlands. With 'top and tail' DBS Class 66s for traction, the tour is based on Crewe, firstly heading north to Liverpool South Parkway, followed by visiting a number of locations in the Edge hill and Garston areas. The charter returns to Crewe and then on to Stafford, Walsall, Sutton Park and Birmingham New Street to reach Wolverhampton Steel Terminal, after which, it then retraces its steps as far as Castle Bromwich, before continuing to Nuneaton and Hinkley for a run along the Midland Main Line to Kettering, where it reverses to head for the Coalville line, and specifically the Stud Farm branch. The way home is via Central Rivers Depot at Barton-under-Needwood, and then the freight-only line via Alrewas and Lichfield Chord, to reach the WCML and onwards back to Crewe. A full itinerary is at www.branchline.org.uk, but one thing is certain, it will be a full day of quality 'track bashing', especially for those bits that rarely, if ever, see a passenger train.

▲ **The positioning move from Preston to London Euston on 15th July, ahead of Spitfire Railtours' 'Cambrian Coast Express' the following day, passes Atherstone with DRS Class 37/5 No. 37510 and Class 37/0 No. 37087 leading. Attached to the rear was WCR Class 37/7 No. 37706, which acted as the release locomotive at Euston. John Whitehouse**

GB Railfreight offers seats on 'Deltic' hauled staff special to Weston-super-Mare

Weston-super-Mare will see the appearance of a 'Deltic' on 20th August, when Bury-based Class 55 No. 55022 *Royal Scots Grey* **powers a GB Railfreight staff charter to the resort from Peterborough.**

The train will travel outwards along the East Coast Main Line and North London Line, before joining the Great Western Main Line to Reading, then onwards through Bath Spa to Weston-super-Mare. The charter is booked the return via the same route.

The company has advised that limited seating is available on the train, which is scheduled to depart Peterborough at 07.45, returning at 21.45. Standard Class-only tickets are available, priced at £49, although all potential passengers are advised that there are no buffet facilities and there will be no opportunity for 'pay on the day' sales. Equally as the train is a trip intended for customers and families of GBRf, there will be a zero-tolerance approach to inappropriate behaviour, which may result in passengers being removed from the train.

Any readers wishing to book seats on the excursion are advised to do so at the earliest opportunity, given the limited number of seats available. A booking form can be downloaded by clicking here, and all bookings should arrive with full payment, prior to 15th August.

Tangmere heads for the Highlands in 2012

More details are now available for next year's Steam Dreams' 'Cathedrals Explorer', the itinerary for the eight-day tour being concentrated in the north east of England and Scotland.

As with this year, the train picks up around the southern suburbs of London, before heading for London Victoria, where after a reversal it will make its way to the ECML for the first overnight stop at Durham. The locomotive for this leg has not yet been confirmed, but something with a high profile and indigenous to the route is being sought.

Day 2 is something of a cracker, with 'A4' No. 60009 *Union of South Africa* in the frame to progress the train further north along the ECML, over the Royal Border Bridge at Berwick, and via the Edinburgh Suburban Line to reach the Forth Bridge, and then onwards to Perth, where it will hand over to the rather incongruous pairing of 'K4' Mogul No. 61994 *The Great Marquess* and 'Battle of Britain' Pacific No. 34067 *Tangmere* for the blast over the Highland main line to Inverness. This will be the first visit of a 'Spam Can' to Scotland since the 1948 Locomotive Exchanges.

Day 3 has an option to take the 'K4' to Kyle of Lochalsh and back, followed by a 'rest day' (that is a no train day) before heading back to Edinburgh via Aberdeen (where a short break will be taken), and crossing the Tay and Forth Bridges on Day 5. An evening run around the Fife and Clackmannan Circle is on offer on Day 6, followed by a return south to 'Bronte Country' (either Skipton or Keighley) via Carlisle and the S&C on Day 7, again with Union of South Africa.

The return to London on Day 8 is in the hands of Ian Riley's 'Black 5s', which will take in Harringworth Viaduct en route. There remains a number of things to be confirmed, such as which locomotive will undertake the pick-up and set-down workings on the first and last days, confirmation of the traction of the Victoria to Durham leg, and also whether the return from Inverness to Edinburgh, via Aberdeen, will be double-headed with the 'K4' and *Tangmere*.

▲ **GWR 'Castle' No. 5029** *Nunney Castle* **approaches Sparkwell Bridge during a dramatic climb of Hemerdon Bank with the return leg of the Railway Touring Company's 'The Cornishman' tour on 10th July. Tim Holgate**

LNER A4 Class Pacific No. 4492 *Dominion of New Zealand* **(alias 60019** *Bittern***) passes Portskewett, near Chepstow, with Steam Dreams' London Victoria to Cardiff Central 'Cathedrals Express' on 7th July. Phil Trotter**

Class 66/0 No. 66184 is pictured in 'top and tail' mode with Class 67 No. 67020 (out of sight) passing Gillingham on 14th July, while working from Deal to London Victoria with a VSOE special for the Open Golf at Sandwich. **Pat Seale**

The next chapter in the Peak Rail story starts well and the heritage line looks to future expansion

A new chapter in the history of Peak Rail opened on 1st July (see Issue 273) with the arrival of a train from Rowsley into Platform 2 at Matlock, some 43 years to the day since the old Midland route from Matlock via Rowsley to Buxton closed.

This is a huge step forward for the heritage line, as it now has a presence in the centre of a town popular with tourists and has established a main line connection. A further benefit is that over the past 12 to 18 months the branch from Ambergate Junction has been upgraded and can now take locomotive–hauled trains again, opening the way for incoming charters. The main line operator, East Midlands Trains, currently has an hourly service operating through to Matlock from Nottingham and Derby, which itself offers a cross platform interchange onto Peak Rail services.

Previously, Peak Rail's Matlock railhead was at Riverside, which was an open platform some ½ mile from the main line station and not particularly easy to reach, especially for the casual visitor. Other stations on the line are at Darley Dale and the present northern terminus of Rowsley South. The track from the Peak Rail bufferstop at the south end of Matlock's Platform 2 through to Riverside remains in the ownership of Network Rail and is leased to the heritage line, which has now become a train operating company in order to operate over the short stretch of the National Network. Main line services use Platform 1, while any future through services will join Peak Rail by way of a set of points controlled by a ground frame just beyond the northern end of Platform 1. The ground frame is controlled by Derby Power Signal Box, and will require manual unlocking to permit any movement onto the heritage line. Peak Rail will be installing a signal box, previously located at Luddenham and of Midland Railway design, on its land at Riverside to control oncoming movements from Matlock.

At Matlock refurbishment work will continue. Prior to reopening, the accrued vegetation was cleared and the retaining platform wall raised by 10 inches to comply with current regulations. Authentic Midland Railway lamp posts have been installed as well as seating and a garden area. The next stage is the construction of replica buildings on the platform, together with other authentic fixtures and fittings, which will be followed by laying a permanent tarmac surface. The cost of refurbishing the derelict platform has been met by Derbyshire County Council and Sainsburys, whose supermarket is situated next to the station, and which has provided the land for the access footpath, as well as significant support to the railway.

With Matlock now open for business, the question is what next? The obvious place is Rowsley South, which is the current northern terminus and ripe for development. The main feature of this location currently is railway-based, as the engineering and stabling facilities are here. Perhaps its greatest asset though is space, as it offers a natural parking area for road coaches, which could well take incoming visitors off the train and onto tours of the nearby Peak District, or to notable tourist centres such as Chatsworth House or the Crich Tramway Museum.

◀ **LNER J94 lookalike No. 68013 hauls the first Peak Rail service from Rowsley into the National Rail station at Matlock to much applause on the opening day of the new link, 2nd July. The short extension brings the heritage line into the heart of the tourist town, and opens up many opportunities for through charters. John Whitehouse**

Additionally, Rowsley South has a 60-foot operational turntable, which would enable certain incoming locomotives on charter trains to be turned. Incoming charters are seen as a means of significantly increasing Peak Rail's business, and they are already talking to tour operators, as well as local coach companies.

However, the medium and long-term goals are initially to reach Rowsley itself, a further ½ mile to the north, followed by the 'Holy Grail' of reconnecting Matlock and Bakewell. The two objectives are linked, as the civil engineering required to reach Rowsley has to accommodate the longer-term aim of continuing to Bakewell. This is because just beyond the site of Rowsley station the railway crossed the A6 road, and the bridge that carried the railway over the road has long since been removed. So, not only does it need to be reinstated, but also as it is situated on a rising gradient from Rowsley, there will be a need for some significant earthworks to maintain a level formation at the site of the proposed reopened Rowsley station, as well as re-establishing the gradient to carry the line over the A6. A planning application is in the course of being prepared, so look out for more exciting news from Peak Rail.

Darley Dale, the intermediate station on the line, is also subject to significant development as the Derwent & Wye Valley Railway Trust has taken on the task of refurbishing the Grade 2 listed building on the west side of Darley Dale station, which when finished will have a restaurant and bar, along with meeting rooms and an educational facility. Also planned is a footbridge and additional station lamps. All these initiatives will significantly raise the profile of Darley Dale.

In the past Peak Rail has kept a relatively low profile, due in no small part to the lengthy and frustrating process of getting back into Matlock. Now that is in the past, and the momentum generated by the success of reaching Matlock will be re-channelled into the projects outlined above.

The first charter train was scheduled to arrive two months ago, but was postponed for a number of operational reasons. This Railway Touring Company train now looks likely to run in 2012, but whether it will be the first remains to be seen, as other operators are also showing keen interest in again running to Matlock, and more importantly, beyond to Rowsley.

Returning to the present, Peak Rail will be operating each weekend, and selective weekdays between Matlock and Rowsley South until the end of October

London, Brighton & South Coast Railway Class E4 0-6-2T No. B473, carrying its later Southern livery, crosses the Ouse Bridge as it approaches Sheffield Park with the 13.00 service from Kingscote on the Bluebell Railway on 9th July. **Gary Packer**

Snowdon Mountain Railway No. 11 *Peris*, one of the line's four diesel locomotives, approaches the Llanberis terminus with a service from the Summit station on 13th July. **Fred Kerr**

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.

WHAT ARE THE BENEFITS OF BEING A SHAREHOLDER?

1 Free travel concessions.
2 Voting rights
3 Investment tax relief now 30% for investments over £500.
4 Choice of free DVDs or BluRay disks of our entire series of High Definition films (11 so far) for all new shareholders investing £500 or more.

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'

1 The latest of our eleven films features NRM Director Steve Davies MBE and others explaining just why the Wensleydale Railway is so special and why it is worth investing in.
2 Check it out on http://www.youtube.com/user/RailwayWensleydale or request a copy on DVD or BluRay disk with your Prospectus application.

GET A FREE PROSPECTUS

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

The closure of the southern end of the Cumbrian Coast Line due to the reconstruction of Arnside Viaduct has resulted in all nuclear flask traffic for Sellafield being routed over the WCML via Carlisle. Class 37/6 No. 37601 leads Class 20/3s Nos. 20308 & 20309 through Oxenholme on the 06.30 Crewe-Sellafield flask working on 12th July. **Geoffrey Dingle**

On a delivery run from Derby Litchurch Lane, Class 172/3s Nos. 172333 and 172341 pass Burton-on-Trent on 15th July. **Stuart Hillis**

Europorte has acquired five remaining Class 92s from SNCF, three of which, were the subject of a move from Crewe to Dollands Moor on 13th July. Here, Class 47/7 No. 47749 *Demelza* **hauls Class 92s Nos. 92033** *Berlioz*, **92006** *Louis Armand* **& 92018** *Stendhal*, **plus two IHA wagons for brake force, and classmate No. 47727** *Rebecca*, **through Rugeley Trent Valley. John Whitehouse**

Class 59/2 No. 59205 departs from Preston Docks on 11th July, with bitumin empties to Lindsey Oil Refinery, a mere five hours late after Class 66/0 No. 66061 failed on the approach to Copy Pit with the inbound working. The '59' was dispatched from Warrington to rescue the stricken train. **john Wade**

Freightliner Heavy Haul Class 66/6 No. 66610 passes Mill Lane while working from Westbury to Stud Farm in Leicestershire with empty Network Rail ballast boxes on 1st July.
Stephen Moore

First Great Western Class 43 power car No. 43025 *Institution of Railway Operators 2000-2010 Ten Years Promoting Operational Excellence*, **brings up the rear of the 13.00 London Paddington to Plymouth service, as it crosses the River Avon at Bath on 26th June. Paul Braybrook**

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.

GCR Society (Spinkhill)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB. 'The Historic City of Bath' by Mick Hayes. Starts 19.30. Contact Frank Greaves on 01909 473927 for 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. Starts 19.30. £2 Admission. Contact 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.

30th July 2011
GCR Society (London)
Visit to the Spa Valley Railway. Meeting at London Bridge (by WHSmith) at 09.40. Contact Richard Butler on 01525 372487 for 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'. Starts 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.

9th August 2011
Meon Valley Loco Society
St. Peters Church Hall, Free Street, Bishops Waltham, Hampshire. 'My life in Narrow Guage' by Graham Morris. Meeting commences at 20.00. £2 Admission - all welcome Contact John Barrowdale on 02392 640951 for further details.

9th August 2011
Abergavenny and District Steam Society
Upper Room, The Hen and Chickens, Flannel Street, Abergavenny. 'The Withered Arm' by Michael Clemens. Meeting commences at 20.00.

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

15th August 2011
GCR Society (Spinkhill)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB. 'The Jubilees' by Bob Goodman. Meeting commences a 19.30. Contact Frank Greaves on 01909 473927 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.

1st September 2011
GCR Society (Sheffield)
The Harlequin, 108 Nursery Stret, Sheffield S3 8GG. TBA. Meeting commences at 19.30. Contact Ken Grainger on 0114 254 0275 for further details.

RCTS (Milton Keynes)
The Crown, Market Square, Stony Stratford. 'Railway along the North Wales Coast - Part 1' by David Scudamore. Starts 19.30.

2nd September 2011
RCTS (Bristol)
St Peters Church Hall, Church Road, Filton. 'Railway Journeys in Art' by Richard Furness. Starts 19.30.

Stephenson Loco Society
Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle. 'A Year in the Life of a Rly Enthusiast - 1978' by Malcolm Paul. Starts 19.00. Contact 01434 688946.

5th September 2011
RCTS (Ashford)
The Elwick Club, Church Road, Ashford. 'The Bluebell Railway 1960 to 2010' by Gerald Siviour. Starts 19.30. Contact the Secretary at southeast@rcts.org.uk for details.

RCTS (Birmingham)
Christ Church Community Hall, Burney Lane, Ward End, Birmingham. 'Swiss Railways - The BLS and its Branches' by Brian Hutton. Starts 14.00.

6th September 2011
RCTS (Merseyside, Chester and Nth Wales)
'Observation at Carlisle and Annan'. Contact Alan Turton on 01606 854227 for details.

RCTS (Watford)
St. Thomas's United Reformed Church, Langley Road, Watford. 'That Was the Year that Was - 1970' by Geoff Plumb. Starts 19.30.

Southern Electric Group (South Hampshire)
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Trams & Narrow Gauge Steam in East Germany 1988' by Martin Petch. Starts 19.30. Contact John Goodrich on 02380 670028.

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

Should your society information be listed on this page?

If so, then please email the details to the editor, remembering to include the date, starting time and location, together with details of the event, speaker and entrance charges if applicable. It is not necessary, but helpful to people, if you can also include a contact name and phone number/email address that can be published.

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

Web Links

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

▼ **A pleasant summer evening at Onllwyn on 14th July, shows Class 66/0 No. 66147 pulling a rake of HTAs slowly forward, while being loaded with coal bound for Aberthaw Power Station. Onllwyn Washery is in the background of this picture, near to where the hired-in Class 08 No. 08523 can be seen. Stuart Warr**

9th September 2011
Great Western Society (Swindon)
Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon SN3 1JE. 'The G.W.Railmotor - No. 93' by Peter Jennings. Starts 19.30. All welcome. Contact the Secretary on 01793 495976 for further details.

10th September 2011
Bournemouth Rly Club
Winton Methodist Community Centre, All Purpose Room, Junction of Alma Road & Heron Court Road, Winton, Bournemouth BH9 1DE. 'The Longmoor Military Railway 1900-1969 & The Shoeburyness Military Tramway c.1860-2007' by Mike Walshaw. Starts 14.30. Members £2. Visitors welcome, £2 donation. Contact the Chairman on 01202 742099 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 Starts 20.00, All welcome, £3 admission. Contact Publicity Member on 01522-705365 for details

RCTS (Northampton)
St. Crispin Social Club, Berrywood Road, Duston. '1960/70s Railway Memories' & ' Construcing Replica North Eastern Railway Signals' by Craig Donald. Starts 19.30.

Southern Electric Group (Sussex)
Deall Room, Southwick Community Centre, Southwick. 'Winter Steam in China' by David Eatwell. Starts 19.30. £2 Donation. Contact Bruce Cakebread on 01273 462094.

13th September 2011
Abergavenny and District Steam Society
Upper Room, The Hen and Chickens, Flannel Street, Abergavenny. 'The Dick Sansbury Collection' by John Barrowdale. Starts 20.00.

GW Society (Bristol)
BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG. 'Last Days of Steam in the Southern Region & Early Days of Steam on Preservation' by Paul Dibbens. Starts 19.45. All welcome. Contact 01454 324230 for details.

Meon Valley Loco Society
St. Peters Church Hall, Free Street, Bishops Waltham, Hampshire. 'Chairman's Night' by Barry Eagles. Starts 20.00. £2 Admission - all welcome Contact John Barrowdale on 02392 640951 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.

RCTS (Cardiff)
Old Church Rooms, Radyr. 'Scottish Railrovering in the 1970's and 1980's' by Stephen Miles. Starts 19.30.

RCTS (Hitchin)
Hitchin Christian Centre, Bedford Road, Hitchin. 'Freight Trains Around Britain in the 21st Century' by Geoff Brockett. 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.

RCTS (Shipley)
Saltaire Methodist Chapel, Saltaire Road, Shipley. 'Traction in the Deltic Era' by Hugh Ballantyne. Meeting commences at 19.30.

Stephenson Loco Society
United Reform Church Hall, Mowbray Road, New Barnet. 'Members Evening. Starts 19.30. All welcome. Contact the Secretary on 0208 368 6200 for further details.

16th September 2011
GW Society (Taunton)
Village Hall, Stoke St Mary, nr Taunton, TA3 5DE. 'Archive Films' by Paul Dibbens. Meeting starts 19.30. All welcome. Contact the Secretary on 01823 334188 for further details.

Stephenson Loco Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'Richard Trevithick and the Early Steam Railways' by Philip Hosken. Starts 19.00. Contact 01434 688946 for details.

17th September 2011
Great Western Society (South West)
Parish Centre, Church End Road, Kingskerswell, Torbay, TQ12 5 LD. 'Didcot - The Great Awakening' by Richard Antliffe. Starts 18.30. All welcome. Contact the Secretary on 01803 336329 for further details.

19th September 2011
GCR Society (Spinkhill)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB. 'Classic Film Night' by Mick Hayes. Starts 19.30. Contact Frank Greaves on 01909 473927 for further details.

RCTS (Chester)
The Town Crier, City Road/Station Road, Chester. 'Teenage Memories of the Early 1960s'. by Bob Casselden. Starts 19.30.

RCTS (Coventry)
Maudslay Hotel, 190 Allesley Old Road, Coventry. 'Rail Atlas of Great Britain and Ireland' by Stuart Baker. Meeting commences at 19.30.

RCTS (Oxford)
West Oxford Democrats Club, 1 North Street, Osney. 'Chiltern Railways - Operations and Developments' by Adrian Shooter. Starts 19.30.

RCTS (Shenfield)
Shenfield Parish Hall, 80 Hutton Road, Shenfield. 'Out and About Again' by Hugh Gould. Starts 19.30.

20th September 2011
RCTS(Hull)
Upstairs, The Highway Public House, Willerby Road, Hull. 'A Journey from Cromer to Whitby' by Tony Arnold. Starts 19.30. Contact the Secretary at richardh@djbroady.co.uk for details.

21st September 2011
Stephenson Locomotive Society
The Scout and Guide Hall, Godalming. 'The Redhill to Reading Line' by Bruce Nathan. Meeting commences at 14.15. Contact the Secretary on 01372 379216 for further details.

22nd September 2011
Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 'AGM'. Starts 19.45. Contact Bob Poole on 01474 326232 for further details.

Locomotive Club of Great Britain (Nth West)
The Pied Bull, 54 High Street, Newton-le-Willows. WA12 9SH 'Nothing After 1968' by Richard Greenwood. Starts 19.30. £2 donation. Contact the Secretary, Neville Bond on 01925 226473 for further details.

Stevenage Loco Society
The Community Arts Centre, Roaring Meg Retail Park, London Road, Stevenage SG1 1XN 'Dave Bakers Film Night' Starts 19.45. Admission £2. Contact the Treasure on 07803 046076 or at alan.pitt@lineone.net for further details.

24th September 2011
Bournemouth Railway Club
Winton Methodist Community Centre, All Purpose Room, Junction of Alma Road & Heron Court Road, Winton, Bournemouth BH9 1DE. 'Members' Slides' by Club Members. Starts 19.30. Members £2. Visitors welcome, donation of £2 requested. Contact the Chairman on 01202 742099 or at martyn.thresh@ntlworld.com for further details.

26th September 2011
RCTS (Brighton)
Brighton Railway Model Club Room, London Road Station, Shaftesbury Place, Brighton. 'British Industrial Steam' by John Borrowdale. Meeting commences at 19.30.

RCTS (Maidenhead)
Cox Green Community Centre, Highfield Lane, Cox Green. 'A Railway Success Story' by Kate Marjoribanks. Starts 19.30.

RCTS (Sheffield)
St Mathews Church Rooms, Carver Street, Sheffield. 'Your 15 Slides of Yesteryear - something to interest all members'. Starts 19.30

RCTS (Northampton)
Weston Favell Parish Hall, Booth Lane South, Weston Favell. 'Copyright British Railways - the work of the BR Photoraphic Units' by John Goss. Starts 14.00.

27th September 2011
RCTS (Welwyn Garden City)
The Methodist Church, Junction of Ludwick Way and Colegreen Lane, Welwyn Garden City. 'Unusual Locos' by Nick Kelly. Starts 14.00.

RCTS (Woking)
Woodham Hall, Christ Church, Town Square, Woking. 'The Kings Cross Station Redevelopment Programme' by Tom Fernley. Starts 19.00.

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

Arriva Trains Wales Class 175/0 No. 175007 approaches the Tubular Bridge at Conwy, having departed from Llandudno Junction with a Cardiff Central to Holyhead service on 4th July. Graham Lightfoot

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Editorial Address:
The Railway Herald, PO Box 252, Scunthorpe, North Lincolnshire. United Kingdom. DN17 2WY
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