Railway Herald

Issue 279 - 15th August 2011

The weekly railway enthusiasts' magazine

Railway Herald

Issue 279
15th August 2011

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

Publication
Railway Herald is published weekly, 47 times a year.

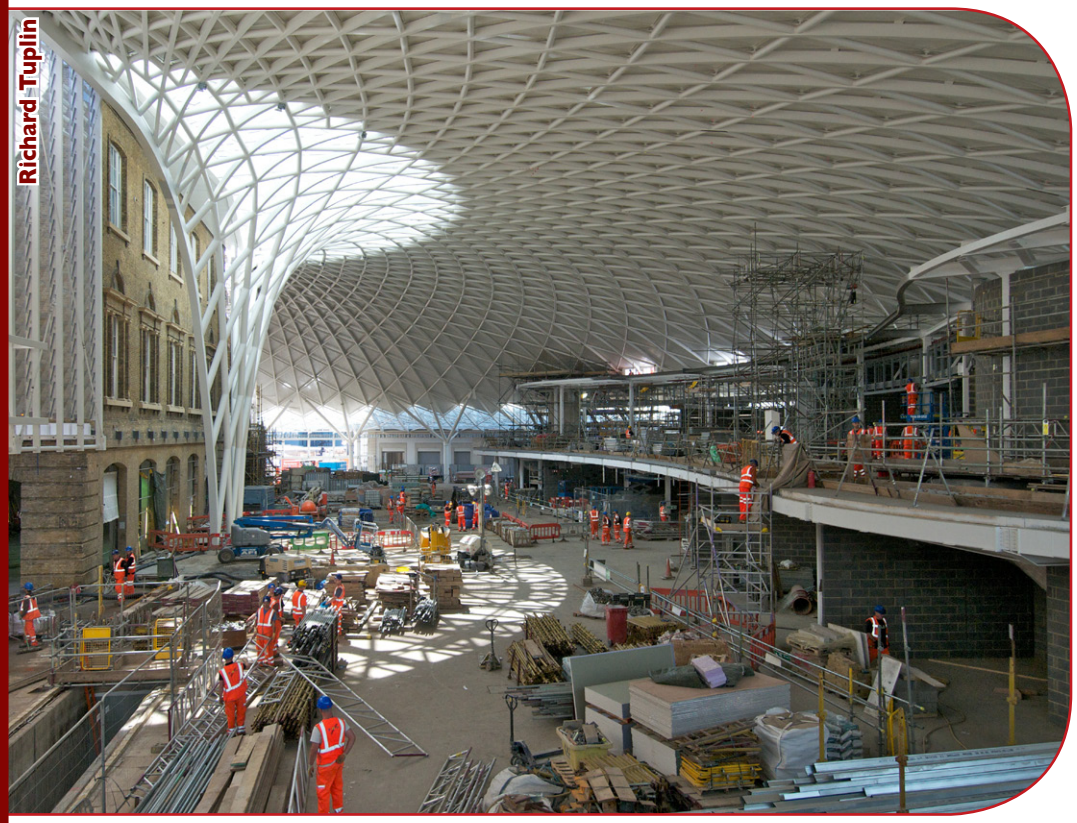
Submissions
We welcome submissions from all readers, especially digital photographs. Pictures should be sent to the editor at *editor@railwayherald.com*

Good quality scans of colour slides and prints are also acceptable. There is currently no financial payment made for photographs published in *Railway Herald*. Where possible we always try to use news photographs taken within the production week of the publication date.

Website
Our website contains all back issues of the magazine and is available at **www.railwayherald.com**

© Copyright Railway Herald Limited 2006-2011

ISSN 1751-8091


Richard Tuplin

Uncovering the past, while building the future

Railway Herald takes a look at the huge amount of work being undertaken at London King's Cross, to create a new spacious Western Concourse for passengers, and to renovate a structure that was built in the mid-late 1800s.

Read more on Page 3

In This Issue

All change
Northern are to gain four Class 150 DMUs from London Midland and seven Class 142 from FGW in the latest rolling stock swap-around.

Click here to read the story on Page 6

Light Rail & Metro News
Transport for Greater Manchester start work on the Airport extension, and gain public and business reaction on new proposals

Click here to read the story on Page 8

Vandalism at Derby
British Transport Police are appealing for witnesses after a group, suspected to be children, placed wooden planks on the line near Derby.

Click here to read the story on Page 9

Turning the Clock Back
Brian Morrison delves into his photographic collection once more to look at the Liverpool area in the 1950s.

Click here to read the story on Page 25

Elsewhere in this issue

10 News in Pictures
The weekly round-up from a pictorial viewpoint of newsworthy and unusual workings across the country.

17 Preservation News
NRM looks to celebrate the 75th anniversary of *Mallard's* record-breaking run, West Somerset Railway hosts mixed traction event, and Mountsorrel Council makes donation to GCR branch fund.

Essentials

11 Railtours & Excursions
Including comprehensive listings.

26 Diary
The dates of slide shows and information presentations.

Front Cover Caption:

Class 66 No. 66131 heads west over the Huddersfield Narrow Canal at Marsden, prior to entering the Standedge Tunnel with a freight service on 29th July.
Antony Beardmore

Unveiling the past, while building the future - the work currently taking place at King's Cross

Network Rail are progressing with work on the new look King's Cross station in London, a project that is due to be completed in March next year, ahead of the 2012 Olympics.

London King's Cross opened in 1852 and comprised of the platform area, together with the magnificent facade, complete with clock tower, which remains today, located just a few feet in front of the buffer stops. The station is one of the few Grade I-listed railway structures in the country

During the 1970s, the then British Rail decided to enlarge the concourse, by constructing a temporary building on the front of the facade. This extension, known as the Southern Concourse opened in 1973, and despite its temporary nature still exists today. However, with the continued growth in passenger numbers, it is now too small to cater for the number of passengers using it. In addition, the circulation of passengers around the station is poor, with the suburban Platforms 9 to 11 being located at the northern end of Platform 8, well away from the current concourse.

In mid-May 1941, a German bomb hit King's Cross, demolishing part of the Western offices and the train shed roof. While the station was back up and running within days, and the overall roof repaired, the office building was never reconstructed ... until now! Under the regeneration work the 'bomb gap' as it has become known has been rebuilt in the same style as the rest of the buildings and the casual observer would struggle to notice the difference!

▲ **This is the view taken from the northern end of the new western concourse, looking southwards towards Euston road. On the right is the upper level which will contain the new food outlets, while on the left, the brickwork is the frontage of the original station, while the horizontal steel bars towards the bottom of the window area, will hold one half of the departure boards. Directly below this area is the new Northern ticket hall for London Underground. All: Richard Tuplin**

The new project is part of a bigger concept to redevelop the local area, including King's Cross Central, which is a partnership led by Argent, to redevelop 70 acres of real estate between King's Cross and St. Pancras, focused around a regenerated Regents Canal, which will provide offices, shops, hotels and a new university campus.

As part of this the King's Cross station regeneration project brings in a number of schemes to extend the station,making it more adaptive to the needs of the modern day railway and its passengers. The scheme comprises seven individual projects, the first of which was the work on the Eastern Range building which runs alongside Platform 1 and York Way. This has involved renovating it into a modern office building, together with the construction of a new lobby within the archway, which was originally the exit from the 'cab' road. Project 2 was the refurbishment of the twin barrel 240-metre long trainshed roof. Originally built of wood, it was replaced with wrought iron some years later, and is now being refurbished by having 140-years worth of paint removed. The work involves stripping away approximately 35 layers of paint that has around a 45% lead content, which due to the poisonous nature of the airbourne dust, is taking place within in a totally sealed area, before a new four-part paint system is applied. The glass and plastic in the roof is also being replaced with clear glass, with some panes containing photo-voltaic cells that will provide the station with around 10% of its power, excluding traction current.

Project 3 involves the platform refurbishment, the installation of the new footbridge and escalators to each platform,

along with the creation of a new service tunnel, which is in essence, a revamp of the old parcels subway which links the platforms with the parcels depot. The new footbridge will provide direct access to the platforms from the upper level of the new Western Concourse.

Project 4 created a new service yard, which provides access to loading bay and a range of tunnels that will allow all of the 'back-stage' activity, such as delivery of products to shops, onboard food and drink to the trains, to be handled out of public view. The tunnels feed across the refurbished station with lifts onto the platforms, and dedicated goods lifts serving the shops and food areas. This facility opened in May and has been in use since. The service yard is shared between the station complex and the King's Cross Central development, and as a result has been funded 50/50 between the two organisations.

The creation of Platform 0 on the Eastern side of the station formed Project 5, the only piece of substantial railway work within the scope of the King's Cross redevelopment. The work involves construction of a structural trench, that was isolated from the Victorian Eastern Range offices above. The new Platform 0 has been created on what was previously the 'cab' road. The work also included adjacent sidings to accommodate the stabling of 'Thunderbird' locomotives, was completed in May last year.

The Western Concourse and Western Range formed the whole of Project 6. It has created a new concourse area, which is around 3.5 times the size of the existing Southern Concourse, which will provide better circulation of passengers, and easier access to platforms, together with superior retail facilities.

Before work on the Western Concourse could commence, London Underground constructed the new parts of its Kings Cross St. Pancras station, specifically the new Western ticket hall, which is located under the concourse of St. Pancras International, and the Northern ticket hall, which is on the western side of King's Cross, together with the various tunnels which connect to the new entrances.

Many of the foundations for the new Western Concourse for King's Cross, were constructed by London Underground as part of the building work for its own Northern ticket hall, which sits directly below the Western Concourse

Work is also being undertaken on areas surrounding the new concourse area, specifically to make Platforms 9-11 open-plan and feel integrated with the new station, and also to the ground floor of the Great Northern Hotel. The hotel building is actually owned by King's Cross Central, but Network Rail has paid for some work to take place that creates a pedestrian arcade, giving a free flowing access into the ground floor of the concourse area.

The flow of passengers through the new concourse and onto the platforms has been one of the key areas for the work, with the aim of reducing congestion and allowing free flowing movement. To the southern end of the new concourse area, within the Victorian building, is the location of the old Marks & Spencer's store. This location has been gutted and will provide the space for the new southern automated gate line which passengers will pass through to access the platforms.

The building next to the new southern gate line is the original 1852 booking hall, which is being restored and brought back into use for its original purpose. The facility was closed in the mid-1970s when it was replaced by the new travel centre located within the Southern Concourse. Access into the ticket hall is through arches from the new concourse area.

The original southern facade will create a direct exit from the platforms into the new King's Cross Square, which will be located where the current Southern Concourse is presently situated. A new lightweight canopy on the front of the facade will provide weather cover, that will extend to the Underground access point in

▲ **The view over King's Cross from what will become the new East Coast First Class lounge.**

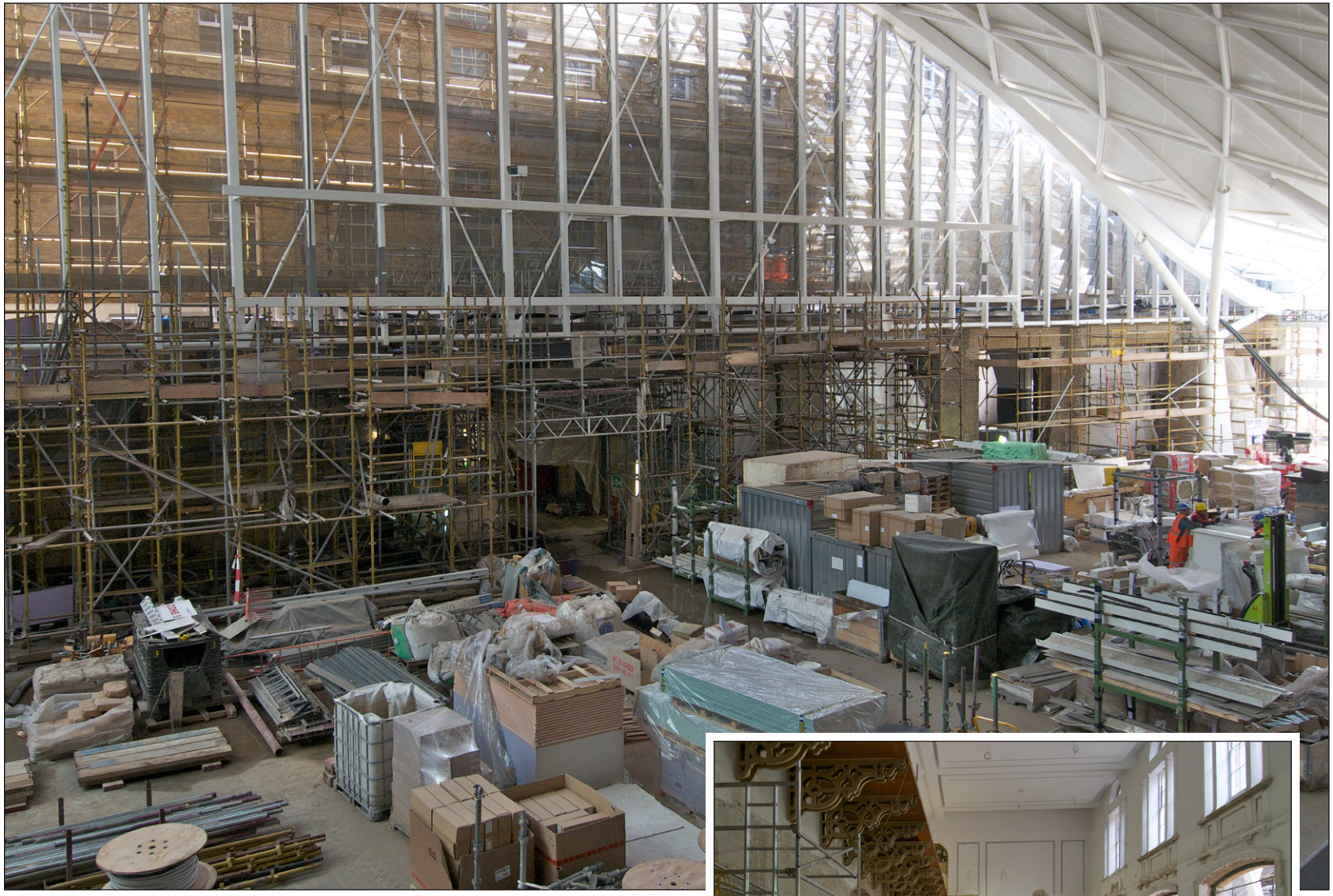
▼ **This area is to become the lower floor of a new pub, located at the northern end of the Western concourse. Prior to the work, this part of the Western Range building was almost unchanged from its days a number of years ago as the station's parcels depot.**

the south western corner of the facade. It is hoped that the new square will, in essence, become an outdoor arrivals area.

Within the Western Concourse is an upper level, which will allow the food retail areas to be moved clear of the lower level passenger area. It also provides a direct link to the new footbridge, which is presently being erected and spans Platforms 1 to 8, providing the link between the Victorian and 21st century King's Cross station

Throughout the entire project, work has had to be planned and undertaken in co-ordination with English Heritage and Camden Borough Council's conservation team. Amazingly all of the work, including the refurbishment of platforms and the overall roof, has been undertaken with only minor disruption to rail services. The work having been planned to ensure that King's Cross remains open to traffic at all times, with a maximum of two platforms being closed at any particular time.

The new concourse and footbridge will be complete later this year, and after commissioning and staff familiarisation, the Western Concourse will open to public use from March 2012, in time for the Olympic Games. During the summer next year, the work will be suspended until after the Paralympic Games, following which the current Southern Concourse will be demolished, and King's Cross Square created, prior to the full completion of the project by September 2013.



▲ Although currently looking more like a warehouse storage facility, this is the view from the upper level of the newly constructed building, looking across to the southern end of the site. The original facade is in line with the end of the brickwork on the far right of the shot. In the centre of the view will be the new gate lines through to Platforms 1 to 8, while above will be the second half of the departure boards. The original ticket hall is just to the left of this view.

▶ The interior of the original ticket hall at King's Cross, is being revamped to be used once again as a ticket hall.

Extra carriages for Northern, in the latest round of rolling stock movements

The Rail Minister, Theresa Villiers, has announced that space for up to an extra 8,800 rail passengers is to be created on key commuter services in Birmingham, Bristol, Leeds, Manchester, Liverpool, Sheffield and Newcastle.

Under a deal funded by the Government, passengers on Northern Rail are to benefit from the provision of an extra 22 carriages. Separate agreements also deliver an extra six to First Great Western and an additional four to London Midland. The extra carriages are scheduled to be in service from December 2011, and are becoming available as a result of the Class 172/3 Turbostars that are being delivered to London Midland for use in the Birmingham area. This then allows for the units currently being used by London Midland to be transferred to Northern Rail and First Great Western services. Consequently, some First Great Western trains are also to be released to Northern Rail.

The change in rolling stock for each franchise under these agreements means that LM will retain three Class 150s, but release two Class 153s to FGW. FGW will receive two Class 150s in addition to the '153s' from LM. In turn, Northern will receive four Class 150s from LM and seven Class 142s cascaded from FGW.

There are eight Class 150 carriages becoming surplus on the London Midland franchise, which are not covered by the agreements with the TOCs. The DfT says that these trains are non-standard units that may subsequently be sought by another TOC, Passenger Transport Executive or local authority for additional services.

New ticket gates introduced for London Bridge

Many of London Bridge station's 350,000 daily passengers now have improved concourse facilities, as congestion for those departing and arriving has now been eased with the completion of 42 new ticket barriers by Cubic Transportation Systems.

The new ticket barriers represent a 40% improvement on the old structure, and in addition the new glass roof over the concourse, which links to the Shard, has been installed and much of the old station roof has been removed. Passengers now have a good idea of what the new terminus will feel like and the additional light that it will attract.

The environment under the Shard's glass ceiling will mean that the line of gates is visually minimised, but to ensure that people continue to flow through the station, overhead directional displays will be added later in the year to maintain the flow between trains and the Underground system. At the same time the new stone flooring continues to be installed for completion in May 2012.

The improvements are part of London Bridge Quarter's £50 million transformation of the station concourse and bus station, and the creation of a new public piazza that links The Place, a 430,000 square foot headquarters office building currently under construction, to the iconic Shard tower. In addition, the Shard will deliver new modern retail facilities at its base facing out onto the station concourse, and new escalators from the public piazza will link to a new underground retail mall.

A total of some 12,000 square feet of new retail space is being created. The station concourse and a majority of the public realm works will be completed in time for next year's Olympics. Practical completion of the Shard will be at the end of May 2012, while The Place will be completed in April 2013.

▲ **The 42 new ticket gates installed at London Bridge terminus platforms on 10th August 2011. Awaiting departure are Class 377/4 No. 377408, forming the 14.55 to Brighton, four-car Class 171/8 Turbostar No. 171806, forming the 14.53 to East Grinstead, and a Class 455/8 EMU, that will be heading for Tattenham Corner at 14.50. Brian Morrison**

New Berkswell station complete

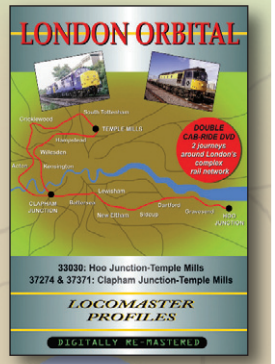
Berkswell station now has a new ticket office and waiting room.

The £1 million project started last November when the old station master's house at the end of the Birmingham platform dating from 1865 was demolished, together with the single storey wooden ticket office, being replaced by a new modern looking, steel frame-clad building. There are new handrails and fencing around the entrance, designed to reflect the modern feel of the building, and new cycle storage has been provided. The station remained open throughout the work.

Two digitally re-mastered cab-rides on one DVD

LONDON ORBITAL

This DVD comprises two fascinating cab rides from the mid-1990's around London's complex rail network. The first is from Hoo Junction to Temple Mills and the second is from Clapham Junction to Temple Mills. Both journeys were not possible by passenger train and were therefore filmed on freight trains - Mainline Freight's 7L07 infrastructure service. The views from the locomotive footplates include manual signal boxes and semaphore signals that have since disappeared, as well as the sites of some of the capital's closed stations and freight terminals. Both of London's last surviving heritage DMU services are also seen, as are several of the capital's 'freight only' routes.



The first journey is on board 33030 and features the booked route of the 7L07. This includes the view of the North London Line before it was overhead electrified and upgraded, as well as the section of route between Hackney Wick and Temple Mills, which has changed beyond all recognition following the construction of the 2012 Olympic village at Stratford. The second journey was filmed on 37274 during the six month period when the 7L07 was diverted away from its booked route over the North London Line while it was being upgraded. The revised route includes the 'freight only' routes from New Kew Junction to South Acton, Acton Wells to Cricklewood via Dudding Hill plus the obscure connecting chord from Carlton Road Junction to Junction Road Junction. Also features the pre-upgraded Tottenham & Hampstead Line from Upper Holloway to South Tottenham...and Temple Mills before it became a Eurostar depot!

LONDON ORBITAL is available on DVD priced at £19.95 (post free) from the address below. Alternatively you can pay by credit or debit card by calling us on our CREDIT CARD HOTLINE on 01753 545888.

LOCOMASTER PROFILES

Freepost SL2253, Langley, Slough, SL3 6BP

visit our website at www.locomaster.co.uk

▲ **DB Schenker moved Class 37/4s Nos. 37419 and 37425** *Pride of the Valleys* **from Toton TMD to Barrow Hill on 9th August. The locomotives which are now owned by Direct Rail Services, are to have work undertaken to return them to traffic. The work is likely to involve a repaint at the same time, although sources suggest that No. 37425 may retain its large logo livery. Still carrying its DB Schenker colours, No. 37419 awaits entry to the HNRC workshops at Barrow Hill on 9th August. Craig Adamson**

High-speed Southeastern services to Deal and Sandwich to start early

Thanks to financial support from Kent County Council, Southeastern has now confirmed that its high-speed services will start to operate from Deal and Sandwich from 5th September, one month earlier than planned.

The new services follow the successful use of high-speed services during the recent Open Golf Championship at Sandwich, when 37,000 spectators travelled by train.

There will be three services in the morning departing Sandwich at 05.50, 06.18 and 06.50, calling at Deal six minutes later. In the evening there will be two services to Deal and Sandwich leaving St Pancras International at 17.40 and 18.40.

The new services will operate Monday to Friday and will take approximately 90 minutes. Existing main line services to Deal and Sandwich take approximately 135 minutes.

Also announced are additional high-speed services at weekends from 10th/11th September, in time for the opening of Westfield Stratford City on 13th September. Trains will depart from Faversham at 06.58, Margate at 06.53 and Dover Priory at 07.44, as well as services from St Pancras International to Faversham (06.55), Margate (07.42) and Dover Priory (08.12). All these trains will call at Stratford International. Also starting on Sunday 11th September will be an additional service departing Ashford International at 07.43.

UK News In Brief

■ All four platforms at Cheadle Hulme station are now fully accessible to all, passengers previously having to use stairs to reach them over a main road. Three new lifts and a connecting footbridge have now been installed, and anyone who is mobility impaired will now be able to access easily for the first time in the station's 165-year history. Work started eight months ago and the station has been kept open with minimal disruption. Marple station is now to receive similar treatment.

■ A contract to build a new 1.4km rail link north of Nuneaton has been won by Atkins and Balfour Beatty. The work will link the existing rail route from Leicester to the West Coast Main Line, as part of plans to improve freight capacity. The scheme is funded by Network Rail, the DfT and the European Union's TEN-T programme at a cost of £28.3 million, and will mean that intermodal services conveying the larger 9ft 6in containers can travel the full length of the cross-country freight route from Felixstowe to Nuneaton.

■ East Midlands Trains provided support and sponsorship for the Ashfield Community Show on 13th August, which took place at The Lawns Pleasure Ground in Sutton-in-Ashfield, by presenting £5 rail discount vouchers to visitors. Now in its 33rd year, the event is widely known as the East Midlands' largest free community show.

■ A 'Harringay Hump' has been installed on each platform at Northwich, making boarding and alighting from trains a lot easier for passengers. The humps have been fixed on the platforms to correspond with the normal stopping place of the disabled access door on the trains, and the work to raise the platform heights took five months to complete. The project was funded by Northern Rail and Cheshire West & Chester Council.

■ Reinstatement of the Halton Curve line for regular passenger services has been given a major boost, Network Rail having started a feasibility study into the full reinstatement of the curve, which connects the Welsh coast line with Liverpool, via Halton. The local passenger service between Chester, Runcorn and Liverpool was withdrawn in the mid 1970s, but the track infrastructure was retained as a diversionary route, with just one train service operated in the summer months on Saturdays only.

Metro and Light Rail News

Extensions to Manchester's Metrolink system move forward

Work on extending the Metrolink network to Manchester Airport gets underway his month

In the next few weeks, the first phase of works will be underway on building the new nine-mile line in the Mersey Valley area, which spans Hardy Farm, Hardy Lane and Sale Water Park.

As part of the initial construction, ground is being levelled off to make way for the line, with further piling works getting underway towards the end of the year.

Connected with the line, residents are invited to view plans for a new Metrolink Park and Ride facility in Sale Water Park, as part of the airport extension. Proposals have been developed with Trafford Council for the facility, and these will be on show on 15th/17th August between 16.00 and 19.00 at the Waterside, Sale Waterside Library exhibition area, and on 16th August between the same times at the Mersey Valley Visitors' Centre, Rifle Road and on 17th August.

Elsewhere on the network, TfGM is hosting a series of business forums on the proposals for a new Metrolink line to run from the Deansgate-Castlefield stop, through St Peter's Square, along Princess Street, Cross Street and Corporation Street to re-join the existing Metrolink system just outside Victoria Station.

The events will be held at the TfGM offices, 2 Piccadilly Place, Manchester, on 17th/19th August (08.15-09.30) and on 23rd/31st August from 17.15 until 18.30. The proposed Second City Crossing would be approximately 1.6km with two stops - a new, larger tram stop at St Peter's Square and a stop at Exchange Square. Following confirmation of Transport and Works Act powers and appointment of a contractor, it is anticipated that construction of the second city line is likely to commence in 2013 with the extension set to be in service in late 2016.

Also, to help passengers plan their journeys on the existing network, TfGM has developed a free smartphone app for iPhone, iPad, Android and BlackBerry users.

◀ **Manchester Metrolink tram No. 1011 arrives at the new stop of Abraham Moss with a Bury to Altrincham service. This stop is between Crumpsall and Woodlands Road on what was the old third-rail route from Bury to Manchester Victoria, and is convenient for the Abraham Moss centre and the new Abraham Moss High School. With the opening of this stop, the almost adjacent Woodlands Road stop is now only used between 10.00 and 16.00 on weekdays**

Stephen Willetts

New track system to be installed at Blackfriars to make the railway quieter

London Blackfriars station is to be the first SilentTrack® installation in the UK.

The SilentTrack® noise damping system, developed by Tata Steel, has been installed to date on over 120km of railway track worldwide. It will be fitted at Blackfriars station as part of work to ensure that the enhanced Thameslink route still complies with noise legislation despite the increase in rail traffic.

David Benton, Product Manager for Tata Steel explained: "The Thameslink project will result in an increase in both the frequency and the length of trains. This would normally lead to an unacceptable increase in noise. With the system installed at Blackfriars station, track noise will be reduced significantly, so the enhanced railway will be no noisier than the existing railway. Every form of track design (defined by rail type, pad stiffness, clip and sleeper design) responds differently as trains pass over it, and so the noise produced has a different frequency spectrum. Tata Steel is able to analyse the track characteristics, and ensure the damper is configured to absorb vibration at the frequencies that are producing the greatest sound power".

For each installation, the system is specifically adapted by Tata Steel engineers to maximise effectiveness for a client's track and operating environment. Recent international installations including Oslo, Sydney and the Rhine Valley, have demonstrated the high levels of noise reduction obtained with this approach, and the flexibility of the system.

▲ Carrying the latest livery, Class 334 No. 334012 arrives at Edinburgh Waverley on 6th August. **Frank Lees**

▼ Class 60 No. 60065 *Spirit of Jaguar* passes Catholme, heading towards Burton-on-Trent with a test run from Crewe to Toton TMD. Also in the consist was Mk3 Executive-liveried DVT No. 82146 and Class 66/0 No. 66016. **Stuart Hillis**

Wooden planks placed on track at Derby

A group of children are believed to have accessed the railway line in the Sunnyhill area of Derby on 6th August at approximately 19.30 and placed planks of wood on the line.

The wood was struck by the passing 16.45 Cardiff to Nottingham service. Luckily no one was injured and the train was undamaged. The wood was removed from the track and trains travelling through the area were placed on caution. Some 20 minutes later however, the group is believed to have returned and put additional planks of wood back on the track.

Sergeant Simon Courtney, the investigating officer, said: "Not only did the group of children risk their lives and the lives of others by placing the large wooden planks on the tracks, but stupidly they also returned to do it a second time. The railway is not a playground and trespassing on the tracks and placing items on the line is not only dangerous but can have serious, and sometimes fatal, consequences. We are conducting local inquiries into the incident and ask anyone with any information that could help our investigation to come forward. We are particularly interested to speak to anyone who saw a group of children in the area in the early evening on Saturday".

If you have information about the incident or those responsible, please ring British Transport Police on Freefone 0800 40 50 40 quoting background reference B8/NEA of 11th August 2011 or call Crimestoppers, anonymously, on 0800 555 111.

◀ **Colas Rail Class 47/7s Nos. 47727** *Rebecca* **and 47739** *Robin of Templecombe* **approach Wrawby Junction from the Lincoln line on 12th August, as they pass Kettleby with a Derby Etches Park to Barnetby movement, conveying a Colas-branded HHA wagon that had visited the wheel lathe at Etches Park. The use of two '47s' on this train is reported to have been as a result of repairs having been undertaken on No. 47727, and No. 47739 being included as insurance.**
Richard Tuplin

◀▼ **On 9th August, DBS Class 66 No. 66031 stands at the steel coil unloading bay at the Tata tube works Corby, prior to departing with the empty steel wagons for Margam.**
Robert Gray

▼ **EuroCargo Rail branded Class 66/0 No. 66191 arrives at Doncaster Down Decoy sidings with the Middleton Towers to Goole sand working, while to its left, GBRF Class 66/7 No. 66733 is stabled prior to working empty hoppers to Immingham Docks. On the right, Class 92 No. 92034** *Kipling* **passes with the daily Dollands Moors to Scunthorpe steel working, which will recess at Doncaster Belmont to allow the locomotive to be changed for Class 66 No. 66054.**
Adrian Davenport

UK Steam & Modern Traction Railtour Listings

Monday 15th August 2011

Compass Tours	Carnforth Pool	(Crewe-)Liverpool LS-Blackburn-S&C-Carlisle-Shap-Preston-Liverpool LS(-Crewe)
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return

Tuesday 16th August 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

Wednesday 17th August 2011

Statesman Rail	tbc	Lancaster-Blackburn-S&C-Appleby-Carlisle & return
Steam Dreams	60163	London Waterloo-Woking-Basingstoke-Bournemouth-Weymouth & return
Torbay Express Ltd	70000	Poole-Bournemouth-Brockenhurst-Southampton-Bath Spa-Bristol TM & return
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return (two trips)
WCRC	SSE Pool	York-Normanton-Wakefield Westgate-Castleford-York-Scarborough & return

Thursday 18th August 2011

Cheshire Cat Tours	NR 97/3 & 2xDRS 37	Aberystwyth-Borth-Machynlleth-Newtown-Welshpool-Shrewsbury-Crewe-York-Durham & return as outwards
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return (two trips)
WCRC	SSE Pool	York-Normanton-Wakefield Westgate-Castleford-York-Scarborough & rtn

Friday 19th August 2011

Railway Touring Co.	6201	Crewe-Wilmslow-Stockport-Huddersfield-Castleford-York-Scarborough & return
Statesman Rail	WCRC 47/57	Kettering-Alfreton-Stockport-Bolton-Lancaster-Shap-Carlisle-Beattock-Edinburgh
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return (two trips)

Saturday 20th August 2011

Cheshire Cat Tours	DBS Class 67	Coventry-Birmingham New St-Derby-Sheffield-Carlisle & return	**Cancelled**
Private Charter	55022	Peterborough-Weston super Mare & return	
Rail-Blue Charters	DBS Class 67	Lincoln-Nottingham-Leicester-Nuneaton-Wolverhampton-Craven Arms-Llandrindod Wells-Swansea District Line-Chepstow-Water Orton-Lincoln	
Railway Touring Co.	6201	Crewe-Liverpool LS-Preston-Shap-Carlisle-S&C-Liverpool LS-Crewe	
Railway Touring Co.	SSE Pool	York-Leeds-Shipley-Keighley-Skipton-Hellifield-S&C-Appleby-Carlisle & return	
Statesman Rail	WCRC 47/57	Edinburgh-Beattock-Carlisle-Shap-Lancaster-Bolton-Stockport-Alfreton-Kettering	
UK Railtours	DBS 92 & DBS 66	London Euston-Rugby-Crewe-Middlewich-Altrincham-New Mills-Buxton-Hindlow-Buxton-Ashburys-Manchester Victoria-Warrington BQ-Crewe-London Euston	
Vintage Trains	5043	Tyseley Warwick Road-Walsall-Stafford-Crewe-Chester-Rhyl-Llandudno Jct & rtn	
WCRC	Jacobite Pool	Fort William-Glenfinnan-Arisaig-Mallaig and return	

Sunday 21st August 2011

Railway Touring Co.	tbc	York-Leeds-Keighley-Hellifield-S&C-Appleby-Carlisle & return	**Postponed**
Railway Touring Co.	5029	Bristol TM-Bath Spa-Westbury-Castle Cary-Weymouth and return	
Railway Touring Co.	Crewe Pool	Liverpool Lime St-Warrington BQ-Holyhead & return	
SRPS Railtours	45231	Linlithgow-Forth Bridge-Thornton Jcts-Dunfermline-Alloa-Polmont-Linlithgow	
SRPS Railtours	45231	Dalmeny-Inverkeithing-Thornton Jcts-Dunfermline-Alloa-Polmont-Inverkeithing	
Steam Dreams	70000	London King's Cross-Cambridge-Ely-Norwich and return	
Torbay Express Ltd	71000	Bristol TM-Paignton-Kingswear & return	
Vintage Trains	5043 or 4965	Birmingham SH-Henley in Arden-Stratford upon Avon-Dorridge-Birmingham SH (twice)	
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.

Railtour Spotlight

by John Whitehouse

Amid the plethora of steam-hauled charters there are some modern traction tours that stand out from the crowd this week.

UK Railtours can always be relied upon to do something different, and the 'Limestone Cowboy' on 20th August does just that by featuring DBS Class 92 haulage between Euston and Crewe each way en route to and from the Buxton area. A DBS Class 66 takes over at Crewe and then continues via Middlewich, Altrincham, Northenden Junction, New Mills and Chinley to the curiously named Buxton XYZ Sidings, where the train will reverse for a journey along the Hindlow branch. Still with the DBS Class 66 in charge the charter will return to Crewe, by way of Romiley, Ashburys, Manchester Victoria, Earlstown and Winwick Junction, where the Class 92 will be waiting to return the train back to Euston.

The second tour of note actually starts from the well-known destination of Aberystwyth. Cheshire Cat Tours has decided to run east from the Cambrian resort to York and Durham on 18th August, which means that for the first part of the journey to Shrewsbury, the train will feature a pair of Network Rail Class 97/3s. At Shrewsbury, the motive power will change to a pair of DRS Class 37s that will work via Crewe and onwards over the Pennines; the route beyond Manchester has still to be confirmed.

Also on 20th August is Rail Blue Charters 'Welsh Victorian Explorer' which originates at Lincoln and works via Newark, Nottingham, Leicester and the Sutton Park line to enjoy a break at Llandrindod Wells, which will be staging its 'Victorian Festival'. The train will then continue south over the Central Wales Line and along the South Wales main line to reach its first set-down point of Narborough, by way of Bridgend, Cardiff, Newport, Chepstow, Gloucester, Bromsgrove and the Camp Hill line, which avoids Birmingham New Street. A DBS Class 67 will provide the motive power throughout.

Also operating is a GBRailfreight staff outing from Peterborough to Weston-super-Mare, which is booked to feature 'Deltic' No. 55022 *Royal Scots Grey* throughout. Although the working is a private charter for staff, their families and invited customers, a limited number of seats have been made available to the general public. For more details go to www.royalscotsgrey.co.uk

Finally, Statesman Rail will be operating a two-day charter to Edinburgh from Kettering, which will run north via the Hope Valley and West Coast Main Line on 19th August, returning next day along the same route. West Coast Class 47/57s will feature.

There are also two notable steam workings scheduled that do not fall into the regular itinerary category, commencing on 17th August with a Steam Dreams working from London Victoria to Weymouth and featuring 'A1' Steam Locomotive Trust's Peppercorn Pacific No. 60163 *Tornado*. The train will be diesel-hauled on the return between Weymouth and Yeovil Junction, where *Tornado* will be waiting to attach for the run back to the Capital, via Salisbury, Basingstoke and Woking.

This is followed on 20th August with a Vintage Trains 'North Wales Explorer' that features Great Western 'Castle' class 4-6-0 No. 5043 *Earl of Mount Edgcumbe* throughout between Tyseley Warwick Road and Llandudno Junction, and is routed via Sutton Park, Walsall, Wolverhampton, Stafford, Crewe and Chester.

Further details of all 'one-off' and summer-season 'regular' charter operations beyond 21st August, can be obtained on our website at www.railwayherald.com/railtours or by clicking here.

Sir Nigel out of action until late October

The cracks in the firebox of 'A4' Pacific No. 60007 *Sir Nigel Gresley* **that were identified back in May during the annual boiler inspection, will now cause the locomotive to be sidelined until late October at the earliest.**

It was initially thought that the issue could be dealt with by copper welding, but it was soon discovered that more extensive attention was required and a three-month lay-off is anticipated.

The owning society, The Sir Nigel Gresley Locomotive Preservation Trust has reported on its website that after reviewing progress with the repairs, it is clear that the loco will not be ready in time to meet railtour and heritage line commitments in late September and October.

This means that Steam Dreams will require a replacement locomotive for its 'Cathedrals Express' from London King's Cross to York on 30th September, which was due to feature both *Sir Nigel Gresley* and No. 4492 *Dominion of New Zealand*. It may transpire that No. 4492 covers both legs, always assuming that the problem with weekday pathing over the ECML from King's Cross has been resolved. Additionally, the anticipated visit of No. 60007 to the Mid-Hants Railway has had to be called-off.

Ups & Downs

■ A few weeks ago, *RH* reported that there was the potential for a return of steam traction to the attractive Yorkshire Wolds route from Seamer Junction to Hull, but that special dispensation was required for such trains to operate. It appears that the restrictions apply to all locomotive–hauled trains along the route, which gauging apart, is a blanket 40mph speed limit for such workings between Hull and Filey. The major problem facing tour operators, therefore, is obtaining a path between Northern Rail's trains along the route, which on weekdays is a half-hourly interval service between Bridlington and Hull. North of Bridlington, the service is sparse, and pathing is far easier. The train itself is Railtourer's 'Scarborough Spa Steam Special' on 28th September, which is diesel-hauled from Skegness to York, and then steam-hauled to Scarborough, via Malton. It is the return leg that is booked over the Wolds Coast line, but if there is a problem, Railtourer do have a Plan B, which involves returning to York as outwards and then taking a steam-hauled run around the 'southern' York circular, via Castleford and Wakefield.

■ Following the completion of 600-miles of running on the West Somerset Railway, the 71000 Trust, which is responsible for the operation of *Duke of Gloucester*, report that no problems have been identified with the locomotive, and as of 4th August it will be based at Bishops Lydeard and is scheduled to undertake footplate experience courses on 13th August. It was on call to deputise for No. 6024 *King Edward I* on 'The Torbay Express' on 7th August, if that locomotive was not available, but in the event was not required. 'The Duke' participated at the West Somerset Railway's 'Vintage Rally' at Norton Fitzwarren in light steam over that weekend. With a clean bill of health, *Duke of Gloucester* is booked for 'Torbay Express' duties on 21st August.

▲ **SR Battle of Britain Class Pacific No. 34067** *Tangmere* **heads the 'Weymouth Seaside Express' through the Limpley Stoke valley at Avoncliff on 31st July. Richard Cowell**

PTG Tours look to the UK day trip steam market

Back in the depths of a chilled December last year it was reported in our Issue 250 that PTG Tours, an established overseas tour promoter, is taking a look at the UK charter market.

This ABTA-bonded company is renowned for its variety of overseas tours and has been in business since 1998, having earlier been responsible, under the guise of the Portuguese Traction Group, of promoting tours to enjoy the last days of the 'Portuguese Hoovers', namely the '1800 series' that was based on the British Class 50.

After the disappointment of having to cancel the first of its UK weekend tours, that was booked to run from London King's Cross to Edinburgh, as a result of continued problems with The Fifty Fund's No. 50049 *Defiance*, which was to haul the train with classmate No. 50044 *Exeter*, PTG is due to commence activities over the weekend of 3rd/4th September with 'The Snowdon Ranger' from London Euston to Blaenau Ffestiniog, again with 'Hoovers' Nos. 50044 and 50049 at the helm. Incidentally, bookings for this tour are due to close on 20th August. The itinerary is outwards from Euston to Holyhead on 3rd September and returning via Blaenau Ffestiniog on the following day.

Now, PTG is also looking at the day-out charter business, and will initially dip its toes in the domestic steam-hauled tour market on 29th December with No. 60163 *Tornado* earmarked for a tour around Kent, with the steam section commencing at Willesden and working outwards through Bromley and Sevenoaks to Canterbury West, and around the coast through Ramsgate and Whitstable to Faversham, then via Rochester, back to Willesden. The train originates at Nottingham, and picks up Beeston, Loughborough, Leicester, Wellingborough, Kettering, Bedford, St Albans and Kensington Olympia.

So look out for another new player on the domestic UK scene in 2012. The 'Kent Coast Tornado' is potentially testing the market for a series of steam-hauled workings, while PTG owner, Paul Spracklen, told *RH* back in December last year that he also has plans for further diesel-hauled charters. Given that he owns Class 50 No. 50026 *Indomitable*, which coincidentally is due for a load bank test shortly, there will be no prizes for guessing his chosen motive power!

New pre-Christmas excursions from Rail-Blue Charters

Rail Blue Charters has announced some new tours covering the pre-Christmas period. Two of which head for York, Durham or Newcastle upon Tyne, each bearing the name of 'The York & North East Christmas Adventurer'.

The first works out of St. Albans on 24th November, picking up along the Midland main line as far as East Midlands Parkway before heading to the north-east. This is followed two days later by the second train, from Watford Junction that picks up along the West Coast Main Line to Nuneaton before heading for the Pennines and the north-east destinations. The attraction in York at this time of year is, of course, the famous St. Nicholas Christmas Fayre. Earlier, on 22nd October, there is a non-Christmas version 'The North East Adventurer', from Didcot Parkway, which picks up via Oxford and Coventry to Lichfield Trent Valley before first heading north through Stoke on Trent, and then east to York, Durham and Newcastle upon Tyne, via Standege.

On 7th December there is 'The Bath & Bristol Christmas Adventurer', whose destination is self evident! The tour sets out from Lincoln, picking up via Nottingham, Loughborough, Melton Mowbray, Corby and Kettering before reaching Great Western metals. Note, too, that this train is booked to take the Berks & Hants route from Reading through Newbury to Westbury before turning north for Bath, via Trowbridge.

Another new working is the company's 'Settle & Carlisle Explorer' on 12th October which commences at St. Albans, and again picks up at Midland main line stations through to East Midlands Parkway for an outward run to Carlisle along the S&C. It returns by way of Shap to Crewe, and then takes the North Staffordshire route back to East Midlands Parkway via Stoke on Trent, Uttoxeter and Castle Donnington. Three days later on 15th October, is RBCs re-dated working from Harlow Town to Chester and Shrewsbury. DBS Class 67s should feature on all trains.

Meanwhile, a new date is expected soon for the 'Mark Honey Memorial Train' which had to be postponed at short notice due to problems with the kitchen car.

Time gets close for Train of Hope charity charter in aid of CLIC Sargent

In little more than seven weeks time 'Royal Scot' No. 46115 *Scots Guardsman* **is booked to depart from Crewe at the helm of the 'Train of Hope' which is being organised by five Manchester Longsight-based Virgin Trains drivers.**

This is a special project for them, as they are aiming to raise over £50,000 for CLIC Sargent, the childrens cancer charity, a target that they are well on the way towards reaching, but there are still train and raffle tickets available, together with Limited Edition prints, to be sold.

A raffle ticket will set you back £2, less than a pint of decent ale, and for this you could win a two tickets to New York with Virgin Atlantic, a romantic trip on the Orient Express or a meal at the exclusive Rood Gardens at Kensington's Babylon Restaurant, as well as Eurostar tickets to Lille, Brussels, Paris or Euro Disney, or maybe a themed helicopter ride. These are just some of the raffle prizes available, a detailed list can be found at http://www.trainofhope.co.uk.

Tickets can be purchased from John Young at 14 Richards Close, Audenshaw, Manchester M34 5EN, with cheques being made payable to 'Train of Hope'. The raffle closes on 10th September, with the draw on 17th September in the Virgin First Class Lounge at Manchester Piccadilly.

As for the train, Virgin Trains who had previously announced that ticket holders could travel to their 'Train of Hope' joining station free of charge on any Virgin service have now further upgraded the offer so that 'Train of Hope' ticket holders can travel first class as well (upon production of the 'Train of Hope' ticket).

RH has been told that a professional photographer will also be on board throughout the journey, recording the scenes and passengers for posterity. All the images will be published on a special website, where passengers will be able to purchase copies of the photographs with all the proceeds being donated to CLIC Sargent.

▼ **Peppercorn A1 Pacific No. 60163** *Tornado* **heads the London Euston to Worcester 'Cathedrals Express' past the crossing box at Hartlebury, between Kidderminster and Droitwich, on 6th August. John Whitehouse**

BR Standard 7P Pacific No. 70013 *Oliver Cromwell* **arrives at Crewe on 12th August, with the empty coaching stock for the 'Scarborough Flyer' charter to the Yorkshire resort. Geoffrey Dingle**

Carnforth-based LMS 8F 2-8-0 No. 48151 is pictured at the helm of 'The Welsh Mountaineer' to Blaenau Ffestiniog on the 9th August, shortly after passing Roman Bridge. **Simon Roberts**

▲ Deputising for LMS 'Black 5' No. 44932 which had failed prior to departure, WCR Class 37/7 No. 37706 approaches Colton South Junction on 9th August, with the outward leg of the Scarborough Spa Express bound for Wakefield before returning to York and heading to Scarborough. The 'Black 5' worked the evening return trip. **Paul Braybrook**

▼ GWR 'Castle' 4-6-0 No. 5029 *Nunney Castle* passes Gants Mill with the "Weymouth Seaside Express" charter on 7th August from Bristol to Weymouth. **Stephen Moore**

NRM makes plans to celebrate the 75th anniversary of *Mallard's* record-breaking run in style

It has been revealed that as part of the celebrations to commemorate the 75th anniversary of the world-speed record set by LNER 'A4' Pacific No. 4468 *Mallard* in 1938, the NRM is investigating the possibility of gathering all remaining A4s from around the world.

The celebration, would almost certainly be centered on the museum's main complex at York, and would undoubtedly feature the four UK-based 'A4s', Nos. 60007 *Sir Nigel Gresley*, 60009 *Union of South Africa* and 60019 *Bittern*, the latter of which is currently carrying the guise of No. 4494 *Dominion of New Zealand*, and No. 4468 *Mallard*.

While the star of the show would be the record-breaker *Mallard*, without doubt the star attractions of such a proposed line-up of the six remaining A4s would be the addition of Nos. 60010 *Dominion of Canada* from the Canadian Railroad Museum in Montreal and 60008 *Dwight D. Eisenhower* from the National Railroad Museum in Green Bay, Wisconsin, USA.

Steve Davies, Director, National Railway Museum, has confirmed, in a personal statement issued on 12th August, that York museum has been in discussions with both museums about the possible repatriation for a short period of both A4s. Mr Davies commented that the "visit of a specialist team is in progress and a mutual decision will be taken, in conjunction with our trans-Atlantic colleagues, if the loans are considered a practical proposition". He confirmed that nothing has been agreed or was definite at this stage, and that fund-raising would be the principal challenge. If the loans were to take place, they would only be temporary, and under no circumstances would the stay be permanent.

Sources within the National Railroad Museum in Wisconsin have told *Railway Herald* that there are currently no plans to send No. 60008 *Dwight D. Eisenhower* anywhere, although it would be considered if the circumstances were right. However, the building that now houses the locomotive, was built around the 'A4' meaning that it would be difficult to remove it, and any such plans would involve greatly modifying the building.

Whether the two 'A4s' do eventually make it across the Atlantic or not, the 75th anniversary of *Mallard's* record-breaking run is certain to be marked in style by the NRM, and there is good reason to believe that such an event would not purely be a static one.

Railway Herald understands that Steam Dreams has made arrangements with owners to book all the working A4s for July 2013. Given that the company and the NRM worked well together in creating the original four 'A4' line-up as part of the 'Coronation' in 2008, it would seem that it is likely that the two organisations will be working together in 2013.

▲ **On the Northampton & Lamport Railway, a rather weather-beaten Class 31/1 No. 31289 approaches Pitsford & Brampton station on the 7th August, with a passenger service. Mark Baldwin**

Late summer mixed traction event for West Somerset

The West Somerset Railway will be operating a 'Late Summer Weekend' of mixed steam and diesel action on 3rd /4th September.

Trains will operate between Bishops Lydeard and Minehead from 09.00 to 18.00 hours on both days, together with a DMU shuttle service between Bishops Lydeard and Norton Fitzwarren between 11.45 & 14.45 each day.

Star of the show is visiting Class A1 Pacific No. 60163 *Tornado*, which together with West Country Pacific No. 34046 *Braunton* and GWR (WSR) 4300 class Mogul No. 9351, will be hauling steam services on both days. There will be alternate departures of steam and diesel traction throughout the weekend, with the diesel fleet being represented by Class 25 No. 7523 *John F Kennedy* on both days, supported by 'Hymek' No. D7017 and 'Western' No. D1010 *Western Campaigner* masquerading as No. D1035 *Western Yeoman* on 3rd September, and 'Crompton' Type 3 No. D6566 and 'Brush' Type 4 No. D1661 on 4th September.

NRM enhances 1930s streamline display

The National Railway Museum in York has announced that LMS 'Princess Coronation' Class No. 6229 *Duchess of Hamilton* **is to be joined by a converted LMS carriage that has been restored to match the streamlined livery.**

Recognising the opportunity to enhance *Duchess of Hamilton* further, the Museum has selected a 1937 3rd Class brake corridor carriage to be taken from the National Collection and transformed to match the Art Deco locomotive. Restoration work has been carried out on the vehicle's roof with the application of the rich Crimson Lake livery currently underway. The iconic gold speed lines, which rush from the nose of the streamlined locomotive along the sides of the new vehicle, will then be applied to the carriage to mark the completion of the project.

The newly paired duo will be on show for the first time at the Museum on 24th/25th September, as part of the NRM's LMS Steam Weekend, which will also feature visiting 'Princess Royal' No. 6201 *Princess Elizabeth*, Fairburn 2-6-4T No. 42085, 'Black 5' No. 45305, Ivatt 2-6-2T No. 41241 and 8F 2-8-0 No. 48151. The Museum's 'Black 5' No. 5000 will be positioned outside, as will Stanier three-cylinder 2-6-4T No. 2500.

Clearance of branch to Stoke-on-Trent begins

▲ **Work has commenced on clearing the Moorlands & City line towards Stoke on Trent. Clearance is currently being undertaken on the Leekbrook - Endon section, with flailing and ballast brushing having almost reached the old Wall Grange Station, this was the view on 6th August. Frank Richards**

News Briefs

■ Mountsorrel Parish Council has donated £5,000 to help keep a volunteer-run railway restoration project on track. The money means that the £20,000 second phase of track laying along the Mountsorrel branch of the Great Central Railway can now go ahead. The work will involve a further 450 metres of track, extending the completed line to almost half a mile. Fund-raising efforts now turn to Phases 3 and 4, which will cost £250,000 and will connect the railway to the village once again.

■ The South Devon Railway's BR Class 09 0-6-0 shunter No. 09010 has been returned to service after a short overhaul and has been outshopped in a livery more in keeping with the SDR's image and been given its original number of D3721. Also outshopped at the same time was the Worcester Locomotive Group's Wickham trolley. This had been based at Evercreech on the former Somerset and Dorset Railway, and it too has returned to its earlier number of DS3321.

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

With clouds gathering on the horizon, Euro Cargo Rail-liveried Class 66/0 No. 66249 heads west out of March with the Middleton Towers to Goole sand working on 5th August. **Kev Gregory**

After a break of several months, flask traffic resumed to Sizewell on 11th August. The same day, Class 20/3s Nos. 20309 and 20308 head through Hatfield Peveral with a Sizewell to Willesden working. **Stuart Chapman**

DB Schenker-liveried Class 60 No. 60011 passes Westbrook Lane level crossing, some four miles north of Newark, near Collingham, on 5th August, bound for Lindsey Oil Refinery with discharged tanks from Rectory Junction. **John Illingworth**

A pair of unidentified Class 221 'Super Voyager' sets head north alongside the Oxford Canal, near Shilton, Warwickshire, on 3rd Augus. **Adrian Davenport**

On a beautiful evening, Class 31/1 No. 31106 departs from Bristol Temple Meads with a Bristol East Depot to Derby RTC track recording train on 3rd August.
Edward Gleed

TURNING THE CLOCK BACK

Liverpool in the 1950s

In the latest instalment of Brian Morrison's occasional series digging through his photographic archive, attention turns to the Liverpool area.

Although a Liverpool Central station still exists on Merseyrail and the old frontage of Liverpool Exchange station complete with its name survives, the only main line terminus station remaining in the city today is Liverpool Lime Street. I didn't visit Exchange or Lime Street in the 1950s as my two-day visit there in 1955 concentrated on the occupants of the

▼ Stanier 5MT Mogul No. 42929 of Brunswick shed (8E) awaits departure from Liverpool Central on 22nd August 1955, with the 11.43 local service to Stockport. Brian Morrison

engine sheds of Bank Hall, Edge Hill, Aintree and Brunswick, although I did manage one photograph at Central and two of expresses passing Bank Hall.

This selection of views includes something from the four sheds, and the one Central station exposure that I obtained.

▲ 1929 Fowler 7F 0-8-0 No. 49664 on shed at Aintree on 23rd August 1955. Nicknamed 'Austin 7s' the fleet of 175 were more or less a development of the older LNWR 0-8-0s, but were not one of the designers more successful types, mainly due to bearing troubles. Scrapping started as early as 1949, and by the time this portrait was taken only 40 remained in traffic.

▲▶ Gorton (39A)-allocated Class O4/8 2-8-0 No. 63805 in the shed yard at Liverpool Brunswick shed (8E) on 23rd September 1955. This was one of the 1911-built Robinson Great Central locomotives rebuilt in 1944 with a 100A B1-type boiler, but retaining its original cylinders.

▶ Patriot 4-6-0 No. 45518 *Bradshaw* is ready for the road outside Edge Hill shed (8A) on 23rd August 1955.

← Contents Page

▶ **The main line passed by Bank Hall shed and the following photos were taken during the visit on 22nd August 1955. Stanier 'Black 5' 4-6-0 No. 44692 passes Bank Hall, hauling the 09.40 express from Liverpool Lime Street to Leeds City.**

▼▶ **BR Standard 6MT 'Clan' Pacific No. 72000** *Clan Buchanan*, **Kitson 0F 0-4-0ST No. 47002 & L&Y 1F 0-6-0T No. 51546 inside Liverpool Bank Hall shed (27A) on the same day.**

▼ **LMS Class 0F 0-4-0ST No. 47001 at Bank Hall shed also on 22nd August 1955. Built by Kitsons of Leeds in 1932 to Stanier's specifications for dock shunting and colliery lines where there was severe track curvature, four of the fleet of 10 remained in service until 1966.**

15th August 2011
GCR Society (Spinkhill)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB. 'The Jubilees' by Bob Goodman. Starts 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 Loco Society
Community Arts Centre, Roaring Meg Retail Pk, London Rd, Stevenage SG1 1XN. 'A Holiday Trip to Cornwall' by Ron White. Starts 19.45. Admission £2. Contact 07803 046076.

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

Permanent Way Institution (York)
Marriott Room, York Central Library, Library Square, York. 'The Tanfield Railway' by Alan Thompson. Starts 20.00. Contact Ken Aiston on 07787 512227 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.

Stafford Rly Society
St Leonards Social Club, St Leonards Avenue, Stafford. '1980s Somerset Insider' by Michael Mensing. Starts 19.30. Contact 01785 840622 for details.

6th September 2011
Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. 'AGM'. Starts 19.45. Contact 01474 326232.

Locomotive Club of Great Britain (Bedford)
The Kings Arms, St Mary's Street, Bedford, MK42 0AS. 'Nth Wales Coast Part 1' by David Scudamore. Starts 19.30. £1 Admission. Contact B.Cross on 01525 750149 for details.

Permanent Way Institution (Wessex)
The Rose and Crown, Columbo Street, Waterloo, London 'Current Permanent Way Issues in the South' by Bob Hazell. Meeting commences at 18.00. Contact Richard Workman on 01426 645771.

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. Meeting starts at 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. Meeting commences at 20.00. Contact Lionel Jones on 01934 628289 for further details.

7th September 2011
GW Society (Bristol)
BWAW, 589 Southmead Road, Filton, Bristol BS34 7RG. '140 Years of Westinghouse Signalling' by Tim Maynard. Starts 19.45. All Welcome. Contact the Secretary on 01454 323230 for further details

Permanent Way Institution (Edinburgh)
The Scots Guards Club, 2 Clifton Terrace, opposite Haymarket Station, Edinburgh. 'Haymarket North Tunnel - Track and OHL Works' by Greg McMillan and Ross Nelson. Meeting starts 18.00. Contact Alan Morrison on 07834 507497 for further details.

Permanent Way Institution (Thames Valley)
Network Rail RSAR Site Office, 80 Caversham Road, Reading. 'Value Engineering' Speaker TBA. Meeting commences at 17.45. Contact the Secretary, Malcolm Pearce on 07967 667019 or at malcolm.pearce@bbrail.com for further details.

Warwickshire Railway Society
Lamp Tavern P.H., Barford Street, Highgate, Birmingham B5 6AH. 'Large Format Miscellany' by Jim Bodfish. Starts 19.30. Contact Don Taggart on 01746 710676 for details.

8th September 2011
Bath Railway Society
Bath Green Park Station Meeting Room, Bath. 'The Engines of War' by Christian Wolmar. Starts 19.30. All welcome. Contact Kevin Plummer (Evenings) on 01225 312564 for details.

Continental Rly Circle
St.Paul's Church Centre, Rossmore Rd, Marylebone, London NW1 6NJ 'Steam in Turkey' by Ted Talbot. Starts 19.15. Admission £2. Contact 01932 850624.

Grantham Rly Society
ChristChurch Hall, Castlegate, Grantham. 'Capturing the Present and Recreating the Past' by Jason Cross. Starts 19.30. Admission £2. Contact on 01476 407569 for details.

PW Institution (Croydon & Brighton)
Mott MacDonald House, Sydenham Road, Croydon CR0 2EE. 'Sussex Route Updates' by Mark Ruddy. Starts 17.45. Contact on 07815 968245.

PW Institution (Manchester & Liverpool)
Ove Arup Offices, St James Building, Oxford Street, Manchester. 'Floating Slab Track' by Andrew Cunningham. Starts 13.00. Contact the Secretary, Rob Cummings on 07798 858784 or at rob.cummings@networkrail.co.uk.

PW Institution (North Wales)
The Town Crier Inn, City Road, Chester. 'Lineside. Off Track Technology - Existing and Future Practices' by Neil Strong. Starts 18.30. Contact Lynne Garner on 07771 672274 for details.

Permanent Way Institution (Sheffield & Doncaster)
Rutland Arms, Brown Street, Sheffield, S1 2BS. 'Tram/Train Initiatives' by Tim Kendall. Start 18.15. Contact the Secretary, Vivek Vilay on 07763 724259 for details.

9th September 2011
GCR Leicester Area Group
St Bartholomews Church Hall, Church Lane, Quorn. 'Picture Postcards - Railway Rambles' by Stephen Gay. Meeting commences at 19.30. Contact John Calton on 07714 546163 for further details.

Great Western Society (Swindon)
Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon SN3 1JE. 'The GW Railmotor - No. 93' by Peter Jennings. Starts 19.30. All welcome. Contact 01793 495976 for further details.

Shropshire Rly Society
The Gateway, Chester Road, Shrewsbury. 'Steam in Central England' by Alan Sainty. 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.

▼ **Despite only recently being repainted into DB Schenker livery, a less than pristine Class 92 No. 92042 ambles south through Hatton Mill with the 16.31 Garston-Dagenham empty car carriers on 29th July. Geoffrey Dingle**

10th September 2011

Bournemouth Rly Club
Winton Methodist Community Centre, All Purpose Room, Winton, Bournemouth BH9 1DE. 'The Longmoor Military Railway & Shoeburyness Military Tramway' by Mike Walshaw. Starts 14.30. All welcome, £2 donation. Contact 01202 742099 for further details.

Cornwall Rly Society
The Community Centre, Foundry Row, Redruth. 'Gemany: Railways in the Rhinelands' by Tony Wright. Starts 18.30. Contact Derek Buttivant on 01637 860627 for details

12th September 2011

Driffield & East Yorkshire Rly Society
The Sidings, Middle Street South, Driffield, YO25 6PX. 'DVD: Kingstore Model Railway, Slides: Steam on the S&C, DVD: Railways around Hull'. Starts 19.30. £2 donation, All welcome. Contact 01377 254068 for details.

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 01522-705365 for details

RCTS (Northampton)
St. Crispin Social Club, Berrywood Road, Duston. '1960/70s Railway Memories' & ' Constructing 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.

York Railway Circle
The Library, Archibishop Holgate's School, Hull Road, York YO10 5ZA. 'Sheffield Victoria & The Great Central War Memorial' by Ken Grainger. Starts 19.30. £2 donation requested. Contact Robin Patrick on 01904 412232 for further details.

13th September 2011

Abergavenny and District Steam Society
Upper Room, The Hen and Chickens, Flannel Street, Abergavenny. 'The Dick Sansbury Collection' by John Barrowdale. Meeting commence at 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. Meeting commences at 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 1970s and 1980s' 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 Rly Society (London)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. (near Kings Cross). 'Cantons Bern and Solothurn' by Roger Jones. Starts 19.00. £3 donation. Contact Ron Dawes on 0208 660 3532 for 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.

Permanent Way Institution (South & West Wales)
Newport. Venue TBA. 'Welsh Highland Railway Infrastructure' by John Streeves. Meeting commences at 18.00. Contact the Secretary, James Hepburn on 07919 307726 or at james.hepburn2@networkrail.co.uk for further 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. Meeting commences at 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 commences at 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

GW 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 01803 336329.

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.

NYMR (York)
New Earswick Sports and Social Club, New Earswick, YO32 4AG. 'Yorkshire Buses' by Geof Dickson. Starts 19.30. Contact Bryan Blundell on 01904 764648 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. Starts 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.

Stafford Rly Society (joint meeting with Continental Rly Circle)
St Leonards Social Club, St Leonards Avenue, Stafford. 'Steam in South America' by Nick Tindall. Starts 19.30. Contact Mick Horton on 01785 840622.

20th September 2011

Locomotive Club of Great Britain(Bedford)
The Kings Arms, St Mary's Street, Bedford, MK42 0AS. AGM followed by Branch Photographic Competition. Starts 19.30. Admission, £1.00 non-members. Contact B.Cross on 01525 750149.

Permanent Way Institution (Nottingham & Derby)
Aston Court Hotel, adjacent to Derby Station. Derby. 'Peterborough to Nuneaton W10 Gauge Clearance Project' by Rob Clark & Andrew Farnwoth. Starts 18.30. Contact Colin Cowey on 07946 482343.

Permanent Way Institution (West Yorkshire/York)
NRM, York. 'North East Railway Engineers Forum'. Starts 18.30. Contact Martin Wooff on 07747 160949 for further details.

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

Permanent Way Institution(Glasgow)
Uptairs Lounge, The Iron Horse, West Nile Street, Glasgow. 'Haymarket North Tunnel - Track and OHL Works' by Greg McMillan and Ross Nelson. Starts 17.30. Contact Jack Scott on 07789 765291 for further details.

Stephenson Locomotive Society
The Scout and Guide Hall, Godalming. 'The Redhill to Reading Line' by Bruce Nathan. Starts 14.15. Contact the Secretary on 01372 379216 for further details.

22nd September 2011

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

MHR Preservation Society (Thames Valley)
Church House, Church Street, Caversham, Reading RG4 8AX. 'The Gloucester and Warwickshire Railway' by David Hall. Starts 19.30. £2 donation.Contact info@mid-hants-thames-valley.org.uk for

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

On 8th August, LMS 'Black 5' No. 45305 leaves the WCML at Farington Junction and starts the climb to Lostock Hall, with Compass Tours 'The Mersey Moorlander' from Crewe and Liverpool to Carlisle. John McIntyre

Magazine Information

Editorial Address:
The Railway Herald, PO Box 252, Scunthorpe, North Lincolnshire. United Kingdom. DN17 2WY
Telephone: 01904 500175

Railway Herald is produced by Railway Herald Ltd (Registered as company number 05837609 in England).
VAT Registration: 942 6509 14
Registered office: Hobarn House, 12 Brompton Road, Northallerton, North Yorkshire, DL6 1DY

Advertising in Railway Herald
We welcome advertisements from any industry, business or organisation connected in some way, shape or form with the railway movement. A rate card is available from our advertising manager. Please email advertising@railwayherald.com for further details. Discounts can be offered on advertising plans covering a longer period and advertisements do not need to appear in consecutive issues. All artwork must be received by mid-day on the Friday, prior to publication on a Monday. Advertising on the *Railway Herald* website is also available at competitive rates. Please contact our advertising manager for details.

Reading the magazine
Railway Herald would advise all readers to view the magazine using the very latest version of Adobe Acrobat Reader (AAR). This software is available to be downloaded free of charge from http://www.adobe.com or click on the button below. If you are viewing this PDF document on a corporate system, you should contact your system administrator for details about upgrading to the latest version of Acrobat Reader. We do not guarantee that the document will view correctly on any other software.

Copyright, printing and distribution
The content, design and style of this PDF file, referred to as 'this issue of Railway Herald magazine' is protected by copyright. All photographs remain the copyright property of the stated photographer. Readers are permitted to print copies for their own reading or to provide to friends/colleagues. But being a complimentary magazine, Railway Herald must not be sold by any means, printed or electronic. All of our back issues are freely available from www.railwayherald.com and our PDF files may be passed onto interested parties, at no charge, in either a printed or electronic format.

EWS
66200