

# *Railway Herald*

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*The weekly railway enthusiast's magazine*

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](mailto:firstname.surname@railwayherald.com)

## Publication

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## Submissions

We welcome submissions from all readers, especially digital photographs. Pictures should be sent to the editor at [editor@railwayherald.com](mailto: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](http://www.railwayherald.com)

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Brian Morrison

## Is this start of the end for train building in Derby?

Following the Government awarding the massive contract for Thameslink vehicles to Siemens in Germany, Bombardier Transportation has announced that it will initiate a 90-day statutory consultation process to downsize and adjust capacity at Derby.

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## Unusual look for GBRf

GB Railfreight has named another member of its Class 66/7 fleet, as well as unveiling a new look to Class 66/7 No. 66720

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New extension to Manchester Metrolink opens to Chorlton, and Strathclyde PTE commences refurbishment of Glasgow Subway system

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## Refurbished '320' in traffic

The first Class 320 EMU to be refurbished and outshopped in the current ScotRail 'Saltire' livery has returned to traffic

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## Class 66 Fleet Review

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## Essentials

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## Front Cover Caption:

On the last day of Class 318s working from Glasgow Central, 2nd July, Class 318/2 No. 318259 waits to depart, alongside Class 380/1 No. 380110 and Class 156 No. 156445. **Frank Lees**

## Bombardier looks to downsize at Derby as lack of orders lowers the site's viability

**Following the Government awarding the massive contract for Thameslink vehicles to Siemens in Germany, Bombardier Transportation has announced that it will initiate a 90-day statutory consultation process to downsize and adjust capacity at its train manufacturing facility at Litchurch Lane, Derby.**

Employees have been told that there was not now sufficient workload going forward to keep the facility operating at current levels. A total of 446 permanent jobs and 983 temporary contract staff will be affected in the proposed readjustment. The company is currently completing orders for Metro cars for London Underground's SubSurface Lines and Victoria Line and Turbostar DMUs for London Midland. All but the SubSurface Lines contract will be complete by the end of September this year.

Francis Paonessa, President of the Passengers Division for the UK, said: "The culmination and successful delivery of these projects and the loss of the Thameslink contract, which would have secured workload at this site, means that it is inevitable that we must adjust capacity in line with economic reality. We regret this outcome but without new orders we cannot maintain the current level of employment and activity at Derby. Over the next 90 days, together with employee representatives, we will work with individual employees to ensure the best possible outcome for our people".

Bombardier acquired the Litchurch Lane site from Daimler Chrysler in 2001, and over the ensuing 10-year period has invested substantially in creating a state-of-the-art train manufacturing facility and centre of excellence for high technology rail engineering. The company has also successfully exported UK-built trains. The site currently employs 3,000 and supports an estimated 12,000 employees in its supply chain. Colin Walton, Chairman of Bombardier Transportation in the UK, commented: "The loss of the Thameslink contract has forced us to conduct a UK-wide review of our operations. This announcement today is part of an on-going process".

In the British rail transportation industry, Bombardier is the only remaining train builder in the country. The company employs approximately

6,000 people at production facilities in Derby and Plymouth and 15 maintenance, refurbishment and overhaul centres across the country, maintaining approximately 5,200 vehicles in Great Britain.

Following on from the Union's comments reported in the previous issue of *Railway Herald*, Unite General Secretary, Len McCluskey said: "The situation at Bombardier has reached crisis point. The Government must now, act swiftly and decisively to save Britain's last train manufacturer. The dire consequences of the Government's misguided decision to exclude Bombardier from the contract to build carriages for the Thameslink project is now becoming a reality. Unite will be working tirelessly to maximise voluntary redundancies and natural wastage and we expect the company to fully cooperate with us, but the solution lies with the Government. It is a tragedy because these redundancies would have been needless if the Government really cared about British manufacturing and British skills".

Stephen Tetlow, Chief Executive of the Institution of Mechanical Engineers said: "The job losses at Bombardier signal a further decline in core UK

engineering skills. It is desperately sad, but not surprising. This is not a problem with a single contract to build the new Thameslink trains, but symptomatic of a more serious and deep-rooted malaise. The UK has no clear vision for its long-term transport infrastructure for which British manufacturing can tool-up, raise funds, and develop skills. The UK is on course to remain one of the worst performing European countries in terms of transport infrastructure for the next 10 years – even with projects like High Speed Rail 2 and the new Hitachi train building plant in the North East. Vital national strategic capabilities such as transport, energy and defence demand clear long-term visionary thinking and joined up Government action. Without these the UK is stuck in the sidings and well-intentioned initiatives to boost engineering apprenticeships and encourage technology innovation will be meaningless – especially in Derby".

A recent survey by the Institution of Mechanical Engineers found that of the 1,000 manufacturers polled just 12% thought that the UK Government was performing well on manufacturing.

▼ **Derby's history with train building goes back generations, but could it really come to an end? Class 379 No. 379002, one of the new fleet built for National Express East Anglia, is seen under construction. Brian Morrison**



## Track friendly technology for Desiro fleets

**South West Trains (SWT) has worked with Siemens and Network Rail to pioneer new wheel technology to significantly reduce track damage and cut infrastructure maintenance costs.**

A special 'variable stiffness bush' is being fitted to its fleet of 45 Class 444 Desiros following successful trials. The engineering design, which combines conventional elastomer bushes with a hydraulic system, reduces the force between the wheel and the rail, ensuring better movement on curved track at low speeds. At higher speeds, the radial arm bush system provides better passenger comfort as the train accelerates. The newly tested bush has been designed so that it can be transferred to any Desiro vehicles in the UK, allowing the whole railway industry to benefit.

The SWT engineering team has successfully completed in-service testing of the solution and all of its Desiro fleet is expected to be fitted with the technology by the end of 2013.

## ScotRail aims for beautiful stations!

ScotRail stations are to come under the auspices of Keep Scotland Beautiful, the environmental charity that aims to achieve litter free and sustainable environments throughout Scotland.

The charity is to assess every ScotRail station for an award scheme, and representatives are visiting all 346 stations to assess how well they comply with the expectations of Keep Scotland Beautiful on issues ranging from clearing litter to recycling, waste management and community links. Bronze, Silver or Gold status awards are available.

The plaques awarded will be displayed at the stations after the announcements are made in October, with the charity's Tidy Station Standards' programme to be revisited on an ongoing basis.

## Cross-party group launched to support high-speed rail

A new cross-party group supporting high-speed rail has been launched at the House of Commons.

The All-Party Parliamentary Group (APPG) is a new voice in favour of building a new high-speed rail line, and has secured the backing of MPs from across the political divide. Speaking at the launch event Transport Secretary, Philip Hammond, said: "This is a major project in the National interest, which will take many years to complete and will benefit from being taken forward with all-party support. A national high-speed rail network will help us build a modern economy fit for the future".

## GB Railfreight goes for the unusual look to brighten a dull day

The first ever locomotive livery to be designed by a six-year-old was displayed by GB Railfreight at a special ceremony at the Nene Valley Railway on 3rd July.

The unveiling followed the naming of Class 66/7 No. 66708 Jayne after Jayne Taylor, GBRf Roster Manager at Doncaster, maintaining the company's practice of naming its motive power after female employees.

Emily Goodman, the now seven-year-old daughter of GBRf's Whitemoor-based Yard Shift Leader Ben Goodman, won a childrens' 'design a livery' competition in autumn 2010, run on one of the company's annual family days out. Her two colourful designs of night and day were chosen by a panel of judges, and now feature on both sides of No. 66720.

Jayne Taylor is the latest GBRf lady employee to have a locomotive named after her, having had her name drawn first 'out of the hat'. The nameplate unveiling at the Nene Valley Railway was watched by a crowd of over 100 GBRf people and their families.

John Smith presented Jayne with a replica nameplate and said: "We are delighted that Jayne keeps up our now well established tradition of naming locos after our ladies. She deserves the accolade – she has a tough job looking after her train crew!"

▼ GBRf Roster Manager, Jayne Taylor, accepts the replica nameplate from GBRf MD John Smith. **All: Peter Taylor**



▲ ▼ The two faces of GBRfs Class 66/7 No. 66720, previously named *Metronet Pathfinder*, at Wansford



■ East Midlands Trains is set to make Leicester an international station as it introduces a new TrainEurope ticket desk to allow staff to sell train tickets to and within the whole of Europe and many other worldwide destinations from 11th July. The new venture has been created through a partnership between East Midlands Trains and Cambridgeshire-based company, TrainEurope

■ DB Schenker has stated that it moved 15% more cars by rail for STVA, the specialist car logistics provider, during the first quarter of 2011 than it did during the same period in 2010. The increase is in line with the worldwide recovery in automotive markets from the recession. Cars manufactured in the South East, and those imported through the Port of Southampton are being moved by rail to the North West and Scotland, while vehicles made in Oxford are being transported to Purfleet for export.

■ The Project Director ICE London and the Head of Transport Policy Europe appeared before the House of Lords Internal Market, Energy and Transport EU Sub-Committee on 7th July, DB having expressed a desire to run its trains through the Channel Tunnel, opening up the possibility of travelling by rail directly from London to Germany and Amsterdam from as early as 2013. As part of their inquiry into the European Rail Market, the Committee will question whether such trains will be ready to start running in 2013, whether the governance structures of the Channel Tunnel are appropriate, and whether existing EU measures are enough to promote open competition. Next week, the Committee will be hearing evidence from HSI and the ORR.

## Metro and Light Rail News

### Metrolink's Chorlton line opens to traffic

**The next phase of the future expansion of Manchester's Metrolink system opened for business on 7th July.**

Following the successful completion of comprehensive testing and commissioning work, the new line came into operation from the start of services that day, with a 12-minute interval service commencing at 06.00 each day (except Sunday when services start at 07.00) and running every 12 minutes until 23.45 (Monday-Thursday) and 00.45 (Fridays and Saturdays). Sunday services operate at 15 minute intervals until 09.00, then every 12 minutes until 17.30, and 15 minutes until 22.45.

The journey time from St Werburgh's Road to St Peter's Square is approximately 15 minutes, and the branch deviates from the Altrincham route between the Trafford Bar and Old Trafford stops, immediately prior to the new tram depot.

The new line forms part of a £1.4

▼ **Tram No. 3010 calls at Firwood, one of three stops on the new route, with a service to St. Werburgh's Road, the current terminus of the new branch. Steve Kemp**



billion investment in Metrolink, which will provide new lines and new trams for a network that will be three times the size it is now. Further lines are being delivered through Oldham and on to Rochdale, to Ashton-under-Lyne via Droylsden, from the Chorlton line to East Didsbury, and to Manchester Airport via Wythenshawe. A second line across the city centre is also being investigated.

The new lines will be controlled by a new tram management system, which allows more trams to run more reliably on the network, making it much easier for drivers and controllers to manage and respond to different scenarios. The benefit to passengers will be more consistent departures and arrivals, particularly at busy times. When the system is rolled out across the network it also means that passengers will ultimately be able to receive real-time information about their tram and when it is expected to arrive.

### Refurbishment of Glasgow Subway system commences

**A multi-million pound project to refurbish the 115-year-old Glasgow Subway will commenced on 9th July at Hillhead station, one of the busiest on the network.**

Built in 1896, the Subway, which is the third oldest in the world, has only been modernised twice in its lifetime, being converted from cable-hauled to electric traction in 1935 and later closing between 1977 and 1980.

With maintenance and operating costs spiralling, a full scale upgrade above and below ground is being pushed forward by SPT as the only option to secure the Subway for future generations.

Contractor Clancy Docwra has been appointed to start the work at Hillhead station, dramatically overhauling the station's interior. This will then become the flagship for upgrades at all other stations. The Subway will remain operating throughout the works.

The first task will be the removal of the existing ceiling at platform level, section by section, which will be carried out over a number of weekends. The

work will be complete by summer 2012 and upgrades at two more key stations are planned prior to Glasgow hosting the Commonwealth Games in 2014.

Improvements to be delivered at Hillhead include the installation of two new escalators, the relocation of the ticket office and the creation of retail space, replacement of all materials on floors, walls and ceilings, new information and signage for passengers. DDA enhancements include the fitting of hearing loops, tactile maps, tactile paving and brighter, more welcoming energy efficient lighting.

As well as the work now underway at Hillhead, SPT has also awarded a £5.6 million contract to Otis, to replace every escalator on the Subway network.

A new Subway next-generation smartcard ticketing system is being developed by Scheidt and Bachman and will be delivered in 2013. Alongside this, a multi-modal, multi-operator scheme is being delivered by smart technology firm Ecebs in a joint venture with SPT.

## c2c's award winning Fleet Manager retires after 36 years

**c2c's award-winning Fleet Manager, Tony Smith, has retired after completing 36 years service in the rail industry.**

Since 2001, he has been part of the team that has steered the c2c train fleet to the top of the punctuality and reliability charts. It all began in 1962 when a young Tony Smith joined British Rail at Sheffield Darnall Diesel Depot as an apprentice, moving to Tinsley, where he remained for some 15 years. After some time away from the rail industry, he returned in 1990, working in a signalling and telecommunications role for BR Southern Region, before joining West Anglia Great Northern at Hornsey Depot in 1996.

At Hornsey, Tony worked in a variety of roles, looking after everything from training, to materials and the buildings, before becoming Hornsey's Resources and Contracts Engineer. In June 2001, he made the move to c2c's East Ham Depot and has taken the TOC's Class 357 Electrostar

fleet from strength to strength, regularly performing to the highest levels of reliability in the industry. This achievement has been instrumental in helping c2c to set new UK records with industry leading standards of punctuality, yet to be bettered by any other franchisee in Britain. In his time at the helm of the fleet, c2c has won an unheard of five 'Golden Spanner' awards for the reliability of the fleet.

Julian Drury, Managing Director of c2c said: "Not only is Tony a Fleet Manager second to none, but he is also a fantastic colleague, selfless, humorous and energetic, always there for his team, supporting and encouraging them". It was these qualities that led to Tony Smith winning the 'Outstanding Personal Contribution' award at the 2008 National Rail Awards.

To mark his retirement, Tony's colleagues arranged a special presentation for him at East Ham Depot on 1st July, presenting him with a commemorative nameplate.

▼ The East Ham staff at Tony Smith's retirement, with Tony holding the right hand side of the nameplate, and Julian Drury the other end. **Antony Guppy**



▲ A well-laden 16.27 Bristol Railport to Felixtowe intermodal service eases through Bristol Temple Meads on 30th June, with DRS-operated, but currently on hire to Freightliner Intermodal, Class 66/3 No. 66304 in charge. **Edward Gleed**

## Refurbished ScotRail Class 320 EMU returns to service

**The first of 22 Class 320 ScotRail EMUs to be refurbished has entered service in Strathclyde on the Glasgow-Milngavie/Dalmuir/Balloch/Helensburgh routes.**

Others for the Milngavie/Dalmuir-Motherwell/Larkhall/Lanark routes will re-enter service later this summer. The makeovers for the fleet are being carried out during their routine maintenance cycles, with seven scheduled this year and the remainder by Autumn 2013. Key elements of the £2 million overhaul by ScotRail

involve improving reliability and include new toilets, which are fully compliant with disability regulations and come complete with push button controls and a baby change table. New wheelchair accessible areas are also being provided, which include call for aid units and tip-up seating when there is no wheelchair in the space.

Other work, funded by Eversholt Rail Group, includes new footstep lighting and door sounders. All the sets will be rebranded in the new 'ScotRail, Scotland's Railway' unified livery.

## Southeastern introduces new 'Delay Repay' scheme

**Southeastern has introduced a new compensation scheme from 1st July.**

The scheme called 'Delay Repay' will apply to all tickets holders, including seasons, and will entitle passengers to claim compensation if any journey is delayed by 30 minutes or more.

Charles Horton, Southeastern Managing Director said: "I am pleased to confirm that the new 'Delay

Repay' scheme is now in place. The new scheme enables all passengers to claim compensation straight away, rather than wait until renewing their season tickets. This is something Passenger Groups have called for and we are sure customers will feel this is a fairer arrangement".

The 'Delay Repay' scheme, already in place with many other train operators, gives compensation of 50% of the portion of the fare for

that journey if a passenger is delayed by 30 minutes or more, and provides 100% of the fare for that journey if delayed by over an hour. Passengers will be able to make claims either online or via a freepost leaflet, available from stations.

Compensation is paid in rail travel vouchers that can be used as payment towards another UK rail ticket, including season tickets in the next 12 months.

## National Track Materials Recycling Centre opens at March

**Britain's biggest railway recycling centre opened its doors on 6th July, a move that is said will save hundreds of thousands of tonnes of materials going to landfill, remove thousands of lorry journeys from the roads and help cut the cost of Britain's railways by more than £7million each year.**

Network Rail's new national track materials recycling centre (NTMRC) covers 40 hectares of the formerly derelict railway land at Whitemoor Yard in Cambridgeshire. The centre, the foundations of which were constructed using more than 125,000 tonnes of recycled railway ballast, will handle more than 40% of Britain's used track materials annually, creating reusable products for the rail and construction industries.

Over 500 miles of used rail, 800 switches and crossings and 50,000 tonnes of contaminated ballast will be processed at Whitemoor each year, and just recycling the ballast will remove more than 2,500 lorry journeys from the roads and save Network Rail around £5 million in landfill tax each year.

In 2010/11, Network Rail's National Delivery Service logistics function handled more than 1.5 million tonnes of construction and maintenance waste, 90% of which was recycled at local depots and the company's existing recycling centres at Westbury, Crewe and Doncaster. The NTMRC will help Network Rail achieve its goal to reuse, recycle or recover 95% of construction and maintenance waste by 2014.

Whitemoor Yard opened in 1929, and served as a marshalling yard for the London North Eastern Railway. It grew over time and by the end of the 1930s it was among the biggest and busiest in Europe. The yard was so important during World War II that a decoy yard was established four miles away. Lights were set up in a field in the same pattern as those at the yard and left on during the blackouts to confuse bombers, while those at the real yard were switched off. However, from the 1960s the original yard started to decline as the railway changed, and in the early 1990s it was forced to close and became derelict. Half the original area is now the site of Whitemoor Prison.

Whitemoor's decline was reversed in 2004, when a new yard opened after a £20 million investment

programme. It comprised a strategic supply facility including temporary aggregate storage, spent ballast recycling and around 20km of associated sidings. It is vital in maintaining and improving the railway throughout Cambridgeshire, East Anglia and as far south as London, where it has played a crucial role in supporting the 2012 Olympic Games investment.

Reopening of the yard created over 40 new jobs, and the development has also brought £2 million of other benefits, including a new cycle path and a link road to reduce lorry trips through residential areas, as well as a multi-million pound signalling project that has improved the reliability of both passenger and freight trains in the area.

▼ **An aerial view of the facility at March Whitemoor, showing the recycling centre and the train preparation and unloading yards to the top right.**

**Network Rail**



## Virgin adds extra London-Manchester train

**Virgin Trains has responded to growing customer demand by introducing an additional London Euston to Manchester Piccadilly train on Thursday evenings.**

Off-peak ticket holders will be able to use the new service, which now departs London Euston at 18:57. All seats on the new Thursday train will be Standard Class, with First Class accommodation fully declassified. It will run to the same schedule as the Friday train introduced last December, calling at Crewe at 20:33 and arriving at Manchester Piccadilly at 21:17.

Virgin Trains' Chief Operating Officer, Chris Gibb said: "The number of journeys on Virgin Trains has more than doubled in six years - from 14 million in 2004 to over 28 million. The additional train on Fridays has had a very positive effect in reducing crowding. Increasingly we are now seeing similar issues on Thursdays, so we have moved to provide extra seats on that day too".

The new service will initially not be shown in timetables or reservation databases, but will be loaded into industry systems at the earliest possible opportunity.

## Colas wins timber traffic contract extension

**Colas Rail Freight, the only rail freight haulier in the country moving timber, has extended its timber business by securing more traffic and by investing in its timber carrying wagon fleet.**

An extension to its contract with Kronospan, the world's largest manufacturer of chipboard products, has been won, which will involve Colas running trains of up to 23 wagons

from Carlisle to Chirk five days a week and up to 15 wagons from Ribbleshead on the 6th day - previously trains were formed of 13 wagons. To manage the increased traffic, the freight haulier's wagon fleet has been extended to 40 with the purchase of 10 former Nacco 'Talgo' wagons. These are being converted to carry greater payloads of rounded timber, the wells being taken out and stanchions fitted.

## Stratford Parkway proposal moves forward

**A £9 million project to build a new station and increase services on the Birmingham to Stratford-upon-Avon line has taken a major step forward after being awarded a £5 million Government grant.**

The money, made available through the Government's Local Sustainable Transport Fund, follows a bid by Warwickshire County Council, Centro and Network Rail to build a new Stratford Parkway Station on the outskirts of the town. As part of the project, Centro has agreed to help fund extra train services between Stratford and Birmingham, an important route for thousands of Warwickshire people working in the Birmingham area, as well as for day trippers and shoppers. The County Council is now working to secure the remaining £4 million funding for the Stratford-upon-Avon Local Sustainable Transport Project, which will result in a new multi-million pound station being built next to the town's existing 'Park and Ride'.

It is hoped that new evening and weekend services will start in April 2012, and that the weekday off-peak services will start when the new station opens in December 2013.

# Station Improvements

## Round-Up

**Details have been released of a multi-million pound revamp to Dartford station, which will modernise station facilities, provide a better end-to-end journey experience for passengers and better meet the needs of the people who use it for more than 3 million journeys every year.**

The upgrade, which is being funded by the Homes and Communities Agency through Dartford Borough Council for just over £6 million and the Government's National Stations Improvement Programme for £1 million, includes demolition of the existing station and reconstructing an eye-catching new three-storey building that will provide a station fit for the 21st Century.

A new concourse and ticket office will be created, better facilities installed at ground level, including new toilets, improved retail facilities and passenger information. More parking bays will be provided, together with a more open environment at the station frontage. This will be achieved by demolishing the existing offices for railway staff, and relocating the people onto the first and second floors of the new building. In addition the canopies on both platforms will be extended, and there will be new waiting facilities on Platforms 1 and 2 to make it more comfortable for passengers to wait for their trains, particularly during bad weather. The station will remain open to passengers throughout the construction with no disruption to train services. A temporary station entrance and ticket office will be created to allow passengers to continue safely using the station during the 15-month construction period, which

is expected to begin in late summer this year.

Further south, and an eight-month project to completely replace the 160-year-old glass roof at Portsmouth & Southsea station has been completed, giving a lighter, brighter concourse for the many passengers who pass through it each day. The station is a Grade II listed building, so the new roof had to closely match the original design. One difference that was allowed was the use of clear glass rather than the frosted glass used in the original. This lets more natural light onto the concourse, providing a better environment. The construction involved fitting 1,300 panes of glass, laying 38,000 metres of cable and installing 6,500 metres of timber. The project also included the installation of a new energy-efficient intelligent lighting system where the lights are only on when they are needed, and when they are on they automatically adjust radiance, depending upon how bright it is outside.

Final plans have been revealed for an eye-catching new station building at Wokingham, which will provide modern facilities for passengers. The upgrade, which is being funded jointly by Wokingham Borough Council, South West Trains and the National Stations Improvement Programme, includes the demolition of the existing station building and the construction of a striking new structure fit for the 21st Century. A new concourse and ticket office have been designed to make it easier for passengers to move around. The existing ticket office will remain in operation until the new one opens. The work is expected to start in spring 2012 and be completed by spring 2013.

## London Bridge project has 93% support of passengers

**The transformation of London Bridge station has come closer with the submission of a planning application to the London Borough of Southwark showing nine out of 10 passengers supported the scheme.**

The submission follows a lengthy period of discussion with stakeholders that culminated with a week-long exhibition held at the station in May. Based on responses received after the exhibition, there is overwhelming support for Network Rail's plans, with 93% supporting its proposals to transform the station. The plans include a new concourse that is bigger than the pitch at Wembley stadium, which will be cited beneath the platforms. Two new entrances will be constructed in Tooley Street and St Thomas Street, which will improve links between the areas around the station, supporting long-term regeneration.

The investment will mark the final phase of the Thameslink programme to deliver

longer trains and more frequent services to more destinations. A decision on the planning application is expected from the London Borough of Southwark towards the end of the year. If the go-ahead is given, the complex five-year construction project is planned to get underway fully in 2013, and should be completed in 2018.

Network Rail has also announced that Invensys is the first of three partners for the London Bridge resignalling scheme. The project is the most complex and ambitious of its type ever specified by Network Rail, and Invensys will provide the detailed design, installation, testing and commissioning of the systems, including new automatic train operation technology under European Train Control System protocols to deliver 24 trains per hour in each direction on the Thameslink core route in December 2018.

The Thameslink Programme reaches a key milestone in December 2011, when the first 12-car trains begin to run through Central London.

▼ **DBS Class 67s have been deputising for Network Rail's HST-based New Measurement Train on the high-speed test train circuit over the WCML last week. Here No. 67008 leads the test working south along the 'up' slow line at Hademore, near Lichfield, with classmate No. 67019 on the rear. John Whitehouse**







## Testing times

### Work is continuing with the Mk3 Generator Van project at Inchicore Works.

The project will see five Mk3 Electric Generating Vans converted to work with the De-Dietrich-built carriage sets, removing the requirement for Head End Power (ETS in Great Britain) from the locomotive, hence lowering fuel costs, and reducing wear and tear on the engine.

The spare De-Dietrich set was transferred from Belfast York Road to Inchicore works on 2nd July, to undertake testing of the vehicles with the converted Mk3 Generator Van No. 89605.

▲ 201 Class No. 230 had the unusual job of moving the spare De-Dietrich set to Inchicore on 2nd July. The working arrived at Islandbridge Junction shortly after 08.00 and is pictured awaiting a path to Inchicore.

▼ On 1st July, 201 Class No. 220 took the former No. 7605, now renumbered 89605, and displaying the full European No. 55-60-89-89605-5 from Inchicore to Limerick Junction to turn the van on the triangle before returning to Inchicore. The ensemble is pictured passing Portlaoise, on route to Inchicore. **Both: Neil Dinnen**



▲ The Luas Citywest route of the Dublin tram system is a new 4.2km extension of the Luas Red Line from Belgard to Saggart in West County Dublin. It opened for passenger services on 2nd July and includes five new stops located at Fettercairn, Cheeverstown (where there is a 312 space 'park and ride' facility), Citywest Campus, Fortunetown and Saggart. Having been officially opened by Transport Minister, Leo Varadkar, at a ceremony in Fettercairn, the VIP tram arrives at Saggart. **Neil Dinnen**

▼ A change has taken place with the 10.28 Belfast Great Victoria Street to Londonderry service, normally formed of a six-car C3k DMU throughout the summer. The majority of passengers using the service are destined for Portrush, via a change at Coleraine, so the service has been diverted to run to Portrush, with a 450 Class DEMU operating between Coleraine and Londonderry. The 450 DMU diagram is for Mondays to Fridays in July and August. Here, No. 456 passes between the tunnels at Castlerock on the 11.57 Coleraine to Londonderry service on 7th July. **Chris Playfair**



**Visions International** Our Summer DVDS

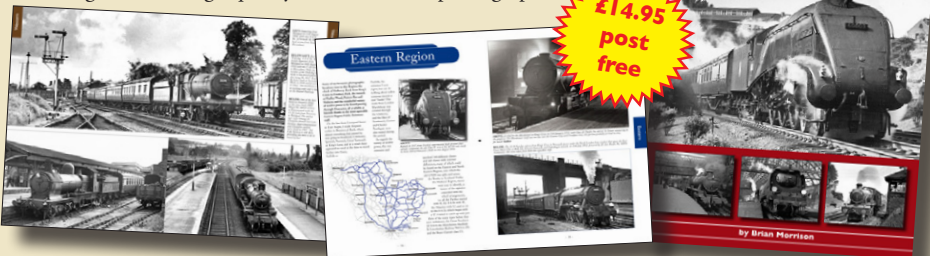
**21st Century Bulleid**  
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## From the days when steam was king and diesels were just a thought on the horizon...

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



### Railway Herald Publishing

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## Fancy driving a Pendolino ... or touring the signalling centre at Manchester Piccadilly?

**So you fancy your chances with the power handle on a Virgin Class 390 Pendolino do you?**

Maybe the thrill of hurtling towards Linslade Tunnel at line speed and full tilt and thinking "is this thing really going to fit into that fast approaching hole in the hillside?" Your next comment will probably go something like, "Wow, it did!" Well, the simple answer is you can, not on the real thing, but on Virgin Trains' Class 390 Pendolino simulator based in Manchester.

This is just one of a number of items that will shortly be up for auction on eBay in support of The Train of Hope fund raising appeal in support of the CLIC Sargent Children's Cancer Charity. And there is more, as Virgin will transport you to Manchester with First Class travel, as well as providing overnight accommodation. This is an incredible and unique opportunity to experience whether you have it in you to be a Top Link driver for Virgin Trains. By the way, this offer accommodates two people, which might be a bit embarrassing if you take the wife and she turns out to be the better driver!

Simulators are certainly in vogue this month, as there is also a chance to tour the First Capital Connect network in the cab of one of its units, after which, you will also be able to try your hand on the power handle in

the London-based simulator. Again, this is a wonderful opportunity to get the feel of what it is like sitting in the driver's seat, and no doubt in both simulators you will be faced with a number of problems to deal with.

The simulator offers are among several other opportunities to see behind the scenes at prime railway installations. Also in Manchester there is the opportunity to tour the Piccadilly Signalling Centre, while in Leeds there is a chance to tour the maintenance depot at Neville Hill, which also promises a 'special extra'! If you are planning a visit to the North Yorkshire Moors Railway, there is the chance to stay in the High Mill self catering complex in Pickering, which is located next to the heritage line. The complex surrounds the historic High Mill, and has a four star rating. The offer is a weekend for 12, or a week for 2. What a choice! Also auctioned will be a number of first Class tickets donated by TransPennine Express.

The eBay auctions are due to open on Wednesday 13th July, and the link can be found on The Train of Hope website. Books of raffle tickets are also available, with each book containing 50 tickets at £2 each, details of which can be found on the website together with details of the main attraction, the special train from Crewe to Carlisle on 1st October, outwards via Shap and returning over the S&C, behind 'Royal Scot' No.46115 Scots Guardsman.



**A new fuelling facility has recently been opened at Exeter St Davids Depot. The Depot's facilities now cover the former steam shed, through goods lines and goods depot, providing maintenance for the FGW fleet of Class 142, 143 and 150 units on services west of Bristol.**  
**Peter Lovell**

## Class 66 fleet changes review : re-liveries, renumberings and reclassifications

### The Class 66 fleet has recently undergone its biggest change yet.

With some locomotives being returned to leasing companies by their original operators, others having been exported, and locos being renumbered or re-liveried, the fleet looks significantly different. Numbers in brackets indicate the vehicles previous numbers, each loco being referenced by its current number.

All details are believed to be correct at the time of going to press.

### 66001-66250 DB Schenker

All locomotives are based in Great Britain and in UK pools with the exception of those listed below. All locomotives carry original EWS livery unless noted.

ECR (equipped for working in France)

Those marked \* are currently located in the UK  
66010, 66022, 66026, 66028, 66032, 66036, 66038, 66042\*, 66045, 66049, 66052, 66064\*, 66072, 66073, 66123, 66179, 66190, 66195, 66202, 66203, 66205, 66208, 66209, 66210, 66211, 66212\*, 66214, 66215, 66216, 66217, 66218, 66219, 66222, 66223, 66224, 66225, 66226, 66228, 66229, 66231, 66233, 66234, 66235, 66236, 66239, 66240, 66241, 66242, 66243, 66244, 66246, 66247

ECR (equipped for working in Poland)

66146, 66153, 66159, 66163, 66173, 66178, 66180, 66189, 66196, 66220, 66227, 66237, 66248 (DB Red livery)

ECR (equipped for working in France, currently allocated to UK traffic pools)

66029\*, 66033\*, 66062\*, 66071\*, 66191\*, 66245\*, 66249\*

DB Schenker livery  
66097, 66152

Stobart Rail livery  
66048 (Stored)

### 66301-66305 Direct Rail Services

Original Fastline Freight livery with branding  
66301, 66304

DRS Blue livery, with no DRS branding  
66303

Revised DRS livery  
66302, 66305

### 66411-66434 Direct Rail Services

All locos operating with DRS, although some may be hired to other operators at various times. All carry revised DRS livery unless noted.

Stobart Rail livery  
66411, 66414

Malcolm Rail livery  
66412

Fastline Freight livery  
66434

### 66501-66599 Freightliner

All carry original Freightliner livery, unless noted.

Shanks Waste livery  
66522

Exported to Freightliner Poland  
66582, 66583, 66584, 66586

### 66601-66623 Freightliner

All carry original Freightliner livery, unless noted.

Bardon Aggregates livery  
66623

Exported to Freightliner Poland  
66608, 66609, 66611, 66624, 66625

### 66701-66746 GB Railfreight

All locomotives working for GBRf within the UK. Those marked § are currently in traffic with Colas Rail prior to being transferred.

Original GBRf livery  
66701, 66702, 66703, 66704, 66706, 66707, 66708, 66710, 66711, 66712, 66713, 66714, 66715, 66716, 66717

GBRf/Metronet livery  
66718, 66719, 66721, 66722

First Group/GBRf livery  
66723, 66724, 66725, 66726, 66727, 66728, 66729, 66730, 66732

Revised GBRf livery  
66731, 66737 (66405)

DRS Blue with no branding  
66403, 66733 (66401), 66734 (66402), 66736 (66404)

Freightliner Green, with no branding  
66579, 66738 (66578), 66740 (66580), 66741 (66581)

Colas Rail livery, with branding  
66743 (66842, 66407), 66745§ (66844, 66409), 66746 (66845, 66410), 66841§ (66406), 66843§ (66408)

Other livery variations

66705 Original GBRf livery, with 'Union Jack'  
66709 Medite Black livery  
66720 Childrens livery (different on each side)

### 66846-66850 Colas Rail

These locomotives are currently with Colas Rail or are pending handover to the operator to replace Nos. 66841-66845, which have transferred to GBRf. NB: 66575 will become 66848.

Freightliner Green with no branding  
66575, 66846, 66847

Colas Rail Freight livery  
66849, 66850

### 66951-66957 Freightliner

All locomotives carry original Freightliner livery.

▼ Previously Freightliner Class 66/5 No. 66580, now with GBRf and classified Class 66/7 as No. 66740, the loco heads for March at Turves, near Whittlesea, on 30th June. **John Whitehouse**



## The News In Pictures



◀ The 12.05 London Overground service from Gospel Oak to Barking arrives at Woodgrange Park on 2nd July, formed of Class 172/0 Turbostar No. 172003. Waiting the road at Woodgrange Park Junction on the other side of the bridge is Freightliner Class 66/5 No. 66587 hauling the 09.14 Felixstowe-Tilbury containers.

**Brian Morrison**

◀ West Coast Railway undertook a test run of its recently acquired Class 47/0 No. 47237 between Hellifield and Carnforth on 7th July. The consist, led by No. 47237, with classmates Nos. 47245 and 47270 in tow, passes Wennington. No. 47270 returned the consist to Carnforth later in the afternoon.

▼ DRS Class 66/4 No. 66431 departs from the goods loops at Carnforth with stored Class 20s Nos. 20312, 20310, 20313 and 20307 on 5th July. The Class 20s had been in storage at West Coast Railway's Carnforth for the last 12 months and have moved to Carlisle Kingmoor, amid suggestions that there is a growing requirement for the type. **Both: Simon Atkinson**



## UK Steam &amp; Modern Traction Railtour Listings

For details of charter operations beyond 30th June, please visit our website - [www.railwayherald.com/railtours](http://www.railwayherald.com/railtours)**11th July 2011**

The Royal Scotsman WCRC 47 North Llanwrst-Llandudno-Chester-Crewe-Shrewsbury-Hereford  
 Jacobite Pool Fort William-Glenfinnan-Arisaig-Mallaig and return

**12th July 2011**

Railway Touring Co. 34067 or 70013 London Victoria-Basingstoke-Wareham-Weymouth and return  
 The Royal Scotsman WCRC 47 Hereford-Abergavenny-Bath Spa-Swindon-Oxford-Orton Mere (NVR)  
 Jacobite Pool Fort William-Glenfinnan-Arisaig-Mallaig and return

**13th July 2011**

Rail-Blue Charters DBS 67 Harlow Town-Audley End-Ely-Stamford-Loughborough-Chesterfield-Hope Valley-  
 Altrincham-Chester-Shrewsbury-Chester-Uttoxeter-Loughborough & return  
 The Royal Scotsman WCRC 47 Orton Mere (NVR)-Ely-Cambridge-Peterborough-York-Scarborough  
 Jacobite Pool Fort William-Glenfinnan-Arisaig-Mallaig and return (two trips)

**14th July 2011**

Cheshire Cat Tours tbc Stafford-Lichfield Trent Valley-Paignton-Kingswear & return **Postponed**  
 Steam Dreams 70000 Lewes-Three Bridges-Purley-West Hampstead-Cambridge-Ely & return  
 The Royal Scotsman WCRC 47 Scarborough-York-Alnmouth-Newcastle upon Tyne  
 Jacobite Pool Fort William-Glenfinnan-Arisaig-Mallaig and return

**15th July 2011**

Private Charter tbc Saltburn-Middlesborough-Hexham-Carlisle-Coatbridge Central-Rannoch-Ft William  
 Private Charter tbc Wolverhampton-Birmingham Intl-Watford Jct-Kensington Olympia-Deal & return  
 Spitfire Railtours 2xDRS 37 Preston-Crewe-Rugby-London Euston  
 Spitfire Railtours 2xWCRC 37 London Paddington-Lymington Pier-Reading-Henley on Thames-Bourne End-  
 Windsor & Eton Central-Wembley Central-St. Albans Abbey-London Euston  
 WCRC Jacobite Pool Fort William-Glenfinnan-Arisaig-Mallaig and return (two trips)

**16th July 2011**

WCRC Jacobite Pool Fort William-Glenfinnan-Arisaig-Mallaig and return (two trips)  
 Railway Touring Co. 70013 London Liverpool St-Norwich-Great Yarmouth & return  
 UK Railtours 35028 London Waterloo-Salisbury-Yeovil Junction-Salisbury-Eastleigh-Waterloo  
 Rail-Blue Charters DBS 67 Didcot Parkway-Banbury-Nuneaton-Warrington BQ-Eccles-Rochdale-Wakefield-  
 Scarborough-York-Stalybridge-Stockport-Lichfield Trent Valley & return  
 Spitfire Railtours 2xDRS 37 London Euston-Northampton-Telford Central-Aberystwyth & return  
 Pathfinder Tours 2xDRS 47 Eastleigh-Basingstoke-Oxford-Nuneaton-Crewe-Shap-Penrith-Carlisle & return

**17th July 2011**

Railway Touring Co. 6024 Bristol TM-Bath Spa-Westbury-Castle Cary-Weymouth and return  
 Torbay Express Ltd 60163 Bristol TM-Taunton-Exeter-Torquay-Paignton-Kingswear & return  
 WCRC Jacobite Pool Fort William-Glenfinnan-Arisaig-Mallaig and return  
 Vintage Trains 5043 or 4965 Birmingham SH-Henley in Arden-Stratford upon Avon-Dorridge-Birmingham SH (twice)  
 Spitfire Railtours 2xDRS 37 London Euston-Reading-Didcot-Oxford-Banbury-Leamington Spa-Dorridge-  
 Birmingham New Street-Wolverhampton-Stafford-Crewe-Preston

**18th July 2011**

WCRC Jacobite Pool Fort William-Glenfinnan-Arisaig-Mallaig and return  
 Private Charter tbc Fort William-Edinburgh Waverley-Berwick-Newcastle-Middlesborough-Saltburn

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.

## KWVR encourages main line charters by publishing the charter operators handbook

**The practise of charter operators running trains to destinations on heritage lines is certainly on the increase, to the mutual benefit of both.**

In recent times, and in no particular order, Minehead, Bridgnorth, Holt, Ruddington, Dereham, Stanhope, Rawtenstall, Chinnor, Wansford, Boat of Garten, Bo'ness and Alresford have all received or despatched main line charters. Furthermore, Peak Rail has just established a main line connection, and plans for similar connections are in progress on the Bluebell and Kent & East Sussex railways, while the Midland Railway Butterley has an existing main line connection that presently is used mainly for stock transfers.

One railway that has gone a step further in actively encouraging the railtour operators to come and visit is one of the oldest heritage lines, the Keighley & Worth Valley. It is ideally placed on the edge of both

the Leeds conurbations and the Yorkshire Dales National Park, and has the gem that is Haworth, with its world famous connection to the Bronte family conveniently located on its line. Having recognised the potentially huge advantages of welcoming incoming railtours, it has now produced a full colour brochure expressly aimed at the railtour operators, highlighting the features of the railway, its main attractions, the support the K&WVR can offer, and details of the local attractions and amenities in addition to the railway itself. Of course, a major factor is that the line can also provide servicing facilities for any incoming charter, as well as the ability to locally turn locos on the nearby Shipley, Leeds or Guisley main line triangle.

The brochure has been sent to the railtour operators, and any who have not received a copy should contact the Traffic Manager & Special Events Co-ordinator at Haworth Station on 01535 645214.

▼ Northern Belle-liveried Class 47/7 No. 47790 *Galloway Princess* passes Hanch, near Lichfield, with a Glasgow Central to Southampton Cruise Saver Special, in 'top and tail' mode with Class 37/6 No. 37608 on 8th July. **John Whitehouse**



## Railtour Spotlight

**A busy weekend ahead looms for Spitfire Railtours with effectively four workings to deal with between Friday and Sunday.**

The first is the 'Routes and Branches 1' tour, which had to be re-dated from 1st April, and is due to set out from London Paddington around 20.00 on Friday night, 15th July, for a nocturnal voyage around the south of England, which includes visits to Lymington Pier, Henley-on-Thames, Bourne End and St Albans Abbey, before finally terminating at Euston around 10 hours later. West Coast Class 37s are the scheduled traction, operating in 'top & tail' mode.

Earlier on 15th July, there is the positioning special from Preston, via Crewe and Rugby, to London Euston for the 'Cambrian Coast Express' charter, which is due to operate on 16th July. Equally, there will also be a return positioning special on 17th July, which it is believed will now operate from London Euston to Reading and Oxford. From Oxford, it is understood that the train will run directly via Banbury and Dorridge to Birmingham New Street, and not over the Cotswold main line, where the upgrade work of selective doubling and resignalling is not yet complete. It continues to Stafford via Sandwell & Dudley to Wolverhampton, then north through Stafford and Crewe, to Preston.

The 'Cambrian Coast Express' itself, is booked to run from Euston along the WCML to Rugby, and then onwards to Coventry and Wolverhampton, via Bescot. A Network Rail Class 97 will need to be attached at Shrewsbury for the run to Aberystwyth and back. Each

positioning special, as well as the main train, will be in the hands of a pair of DRS Class 37s.

For two reasons, steam tour of the week has to be UK Railtours 'Blackmore Vale Express' on 16th July. Firstly, it features a rare appearance of No. 35028 *Clan Line* on a non-VSOE train, and more significantly, celebrates the 25th anniversary of the return to steam on Southern metals and the work of then Salisbury Area Manager, Gerald Daniels, who fought the anti-steam 'suits' at the British Railways Board - and won! The train works out of London Waterloo along the classic L&SW route to Sherborne and Yeovil Junction, initially through Herne Hill to Wimbledon, and then onwards through Woking, Basingstoke and Andover. The return will initially head to Southampton, before looping round through Eastleigh to continue back to London via Winchester.

On the same day, 'Britannia' Pacific No. 70013 *Oliver Cromwell* should have taken the Railway Touring Company's 'Easterling' from London Liverpool Street to Norwich and Lowestoft. However, it appears that the destination is now Great Yarmouth, returning via Norwich and Diss to Ipswich, instead of the East Suffolk Line as originally planned. The outward leg is along the Great Eastern main line direct to Norwich.

This week also sees the start of another RTC regular working, 'The Weymouth Seaside Express', due to operate every Sunday from 17th July until 28th August. The train goes head-to-head with the 'Torbay Express' in competing for the Bristol market, with GWR 'King'



▲ SR 'Battle of Britain' Class Pacific No. 34067 *Tangmere* approaches Stewarts Lane with the 'Dorset Coast Express' on 5th July. The train was originally booked for 'Britannia' Pacific No. 70013 *Oliver Cromwell* on the outward leg. **Stuart Chapman**

No. 6024 *King Edward I*, a stalwart 'Torbay' locomotive, scheduled to head the first Weymouth train, which travels via Bath Spa, Westbury, Castle Cary, and Dorchester West, taking on Evershot Bank en route. Locomotives scheduled to feature on future workings include Nos. 4936 *Kinlet Hall*, 5029 *Nunney Castle*, 34067 *Tangmere* and 70000 *Britannia*. Of note is that the last two Weymouth turns, scheduled for 4th and 11th September, have been diverted and will now run to the South Wales resort of Tenby.

'The Torbay Express' will also be operating on 17th July, featuring No. 60163 *Tornado*. Let the battle commence as they say! RTC has its second 'Dorset Coast Express' operating between London

Victoria and Weymouth on 12th July, returning to Waterloo and including the train being banked out of Weymouth. *Tangmere* and *Oliver Cromwell* are the expected locos.

Steam Dreams use Lewes, East Sussex, for the first time as an originating point for a 'Cathedrals Express', to Cambridge and Ely on 14th July, via Kensington Olympia and the North London Line. Traction is advertised as being BR Pacific No. 70000 *Britannia*.

Rail Blue Charters expanding programme continues apace, with tours to Chester and Shrewsbury from Harlow Town on 13th July, and York and Scarborough on 16th July. The former travels via Bishops Cleeve and March, before

continuing through Loughborough and the Hope Valley route, while the latter heads north through Oxford and the Trent Valley then onwards through Crewe and the Calder Valley outwards, and by way of Standedge on the return.

The DRS Open Day at Carlisle Kingmoor, as well as the delights of the lakes is the feature of Pathfinder's 'Lakes & Borders Explorer', also on 16th July. The train sets out from Eastleigh, via Basingstoke, Leamington Spa, Nuneaton and Shap to Carlisle. There is a coach transfer to Kingmoor depot, where a charitable donation (minimum £5) will provide access to the open day. Traction for the day will be a pair of DRS Class 47s throughout.

## Ups & Downs

■ According to latest information, and its most recent advertisements, the last two of The Railway Touring Company's 'Weymouth Seaside Expresses' on 4th & 11th September will be going nowhere near that Dorset resort, travelling instead to the very attractive Pembrokeshire haven of Tenby. The two workings will still originate at Bristol Temple Meads and work through to Carmarthen with steam, and then be dragged by a diesel to Tenby, due to the absence of turning facilities in the area. The train will then run back to Bristol Temple Meads, using the Carmarthen avoiding line, with steam all the way. However, as this issue is published, how anybody not 'in the know' will find out about this important change is somewhat beyond comprehension, as the Railway Touring Company website is still saying that these two trains will be going to Weymouth. We have said it before, and will say it again, your website is your shop window: it needs to reflect exactly what is on offer now!

■ PTG Tours has cancelled its re-dated 'Edinburgh Hopscotch', which was due to work over the weekend of 30th/31st July from King's Cross to Edinburgh with Class 50s Nos. 50044 *Exeter* and 50049 *Defiance*. A traction motor on No. 50049 has been found to be faulty, and will require the loco to be lifted for a replacement to be fitted. This cannot be undertaken in time for the tour to proceed, and as its main attraction was the use of a pair of Class 50s throughout over the East Coast Main Line, cancellation was the only logical option, there being no other main line certified 'Hoover' available. The planned trip to Holyhead and Blaenau Ffestiniog over the weekend of 3rd & 4th September from Euston is still going ahead, and the situation of Spitfire's Preston to Edinburgh working with the same pairing awaits confirmation.

■ Work on No. 70000 *Britannia* has been completed, and it is expected to be used on Steam Dreams' 'Cathedrals Express' from Lewes to Cambridge and Ely on 14th July. The loco will be run-in on the West Somerset Railway - see Preservation News



▲ LMS 'Black 5' 4-6-0 No. 45305 passes Goosehill, Normanton, with the return working of the 'Coast to Coast Express' from the Yorkshire resort of Scarborough, back to Liverpool Lime Street on 2nd July. Denis Williams

## A brief encounter approaches with steam traction from Carnforth

**The famous British feature film 'Brief Encounter' has made a star of Carnforth station, where many of the evocative sequences were shot.**

When the station was refurbished a few years ago, its connection with the film was enhanced and it now has its own visitor centre. As well as the famous clock, there is a replica of the refreshment room where much of the action (or agony, as the film is based on a doomed romance) took place.

The Visitor Centre is now also branching

out into railtours, as it is organising 'The Brief Encounter Steam Excursion' on 29th October, which will run from Carnforth to Ravenglass and return. Traction will be either 'Black 5' 4-6-0 No. 44932 or Class 8F 2-8-0 No. 48151. The fare is £40 adult, £20 child or £100 for a family (2 adults and two children), which will also include a return trip on the Ravenglass & Eskdale Railway - telephone 01524 735165.

Carnforth is also the departure point for the next 'Lune Rivers Trust' special,

which is operated by the West Coast Railway Company. This year the train will operate on 3rd September, picking up at Wennington and Bentham, in addition to Carnforth, before proceeding to the chosen destination of Shrewsbury. The route is still to be confirmed, but there are a number of interesting options from the 'Little North Western' line at Settle Junction. The locomotive will be from the WCR pool. Telephone 0845 1288634 for bookings.

## Steam Dreams marks 40th anniversary of British Rail's main line steam ban

**On 2nd October 1971, the infamous steam ban, imposed by British Rail following the end of steam operations in August 1968, was finally breached.**

The main credit for the lifting of the ban must go to the recently deceased Peter Prior, who in his capacity as Chairman of Bulmers Cider in Hereford had not only set up a steam centre on the company premises, but also had access to the senior management of BR, including the then Chairman, Peter Parker. After much lobbying, the BRB finally succumbed, and a special working was sanctioned to 'evaluate' the possibility of a limited number of steam-hauled specials on the main line.

The train, which was worked by No. 6000 *King George V* throughout, ran from Hereford, via the Severn Tunnel, Swindon and Oxford to Tyseley on the first day, followed by a working to Kensington Olympia two days later and then to Swindon on 7th October, and finally back to Hereford two days after that. And the 'evaluation' was a success, due in the main to positive reporting from within BR itself. This was the very thin end of a wedge that is now huge, as represented by the sheer volume of steam-hauled workings on the main line.

Steam Dreams will be celebrating the 40th anniversary of 'breaking the ban' on 8th October, with a train that is also

designed to raise a lot of money for the 'Help for Heroes' charity, which exists to support members of the armed forces who have been injured on active service.

The train commences diesel-hauled from London Paddington, possibly with a 'Royal' Class 67 up front, for the journey to Hereford. Unfortunately, No. 6000 *King George V* is now just a static exhibit at the National Railway Museum, but classmate No. 6024 *King Edward I* is available and will take over the train to replicate the 'ban busting' journey back through the Severn Tunnel to Swindon and Oxford for an arrival at Birmingham Snow Hill.

In 1971 the train ran to Tyseley because it was not possible to reach Snow Hill as the tunnel linking it with Moor Street and the ex-Great Western mainline had been closed three years earlier. Waiting at Snow Hill will be 'A1' No. 60163 *Tornado*, representing the ultimate development of express steam traction, to whisk the train back to Paddington. This is a unique tour, which celebrates an important landmark in the history of UK main line steam operations and also happily provides an opportunity to support our servicemen and women who are doing a brilliant but dangerous job. For more details of The Help for Heroes Charity, go to [www.helpforheroes.org.uk](http://www.helpforheroes.org.uk).

On 10th September, Steam Dreams will introduce another

new destination to its portfolio, by offering Lichfield as an alternative to Chester on the 'Cathedrals Express' from London Euston with No. 60163 *Tornado*.

The close proximity of the National Memorial Arboretum at Alrewas is a natural attraction, and maybe a potential destination in itself for a future 'Help for Heroes' charitable working.

Earlier, the re-dated Euston to Carlisle working on 25th August will now feature No. 70013 *Oliver Cromwell*, as No. 46115 *Scots Guardsman* is already tied up with the high season regular operation trains. Also, the AC Locomotive Group's Class 86/1 No. 86101 *Sir William A Stanier FRS* is now in reserve for the booked Class 86/2 No. 86259 *Les Ross*. Steam Dreams is taking no chances this time, as it needs a dual-braked Class 86 on this turn to meet the tight timing on the Euston to Preston section, as the postponement of the original train was due to the late unavailability of both Nos. 86259 and 86101, the latter of which was located on the Mid-Norfolk Railway for its gala event at the time.

The tours to Weymouth on 17th August and Cambridge, Ely and Norwich on 21st August will now be handled by No. 70000 *Britannia*, as will the rescheduled working from Southend to Salisbury on 31st August. Traction for the intermediate turn to Norwich from Aylesbury has yet to be confirmed.



Limited edition strictly 200 only prints for sale

### "KEEP CALM AND CARRY ON" Crewe Station, 1940

Print paper size (not image) is 20"x17".



By Kind permission of Guild of Railway artist John Cowley in support of the 'Train of Hope' charity excursion

Prints of the painting are available for sale, with various signatures

Signed by John Cowley	£35.00
Signed by John Cowley & Pete Waterman	£45.00
Signed by John Cowley & Sir Richard Branson (very limited!)	£95.00
Signed by John Cowley, Pete Waterman and Sir Richard Branson	£145.00

Please add £5.00 for P&P to the above prices. Prints will be sent rolled in a tube.

If you would like the Loco drivers to sign the print as well then arrangements can be made. Request can be made for you preferred number of print this is strictly first come first served basis.

Lack of funds means that CLIC Sargent can only help two out of three children and young people with cancer.

Please contact John Young by phone on 07796 350 559, by email to [johnyoung877@btinternet.com](mailto:johnyoung877@btinternet.com), or click this advert for further details.

A full round-up of all currently known charter trains can be found on our website at [www.railwayherald.com](http://www.railwayherald.com)





DRS Class 47/4 No. 47818 provides the motive power for the 'Northern Belle' to London Euston on 4th July, as it passes Bolton le Sands on the West Coast Main Line. **Simon Atkinson**

## Royal patronage for Vintage Trains' 'Shakespeare Express'

**Vintage Trains weekly 'Shakespeare Express' workings between Birmingham Snow Hill and Stratford-upon-Avon recommenced on 3rd July, for the 2011 summer season.**

The trains operate two return trips every Sunday, usually utilising one of the pool of Great Western locomotives based at Tyseley. For the inaugural day's workings of this year's season, the company provided LMS 'Princess Royal' class Pacific No. 6201 *Princess Elizabeth*, the locomotive working both the morning and afternoon trips on 3rd July, prior to moving north to become part of the Crewe pool for the regular summer season workings.

▼ Having already completed the first return working of the day from Birmingham to Stratford-upon-Avon and return, LMS 'Princess Royal' Pacific No. 6201 *Princess Elizabeth* coasts into Birmingham Moor Street on 3rd July, with the second working of the day.

► With sound effects that were as superb as the visual smoke being ejected from the chimney, No. 6201 *Princess Elizabeth* rounds the curve at Hatton to join the Chiltern main line back to Birmingham on the return working from Stratford, with the last of the two trains. **Both: John Whitehouse**



## Four Class 08s, and three operational lines in one day as Didcot and Cholsey team up

The Didcot Railway Centre, has teamed up with the nearby Cholsey and Wallingford Railway to offer diesel locomotive enthusiasts the opportunity to ride behind four Class 08 shunters in one day, on Sunday 31st July.

With the Didcot '08' being used on both its 'branch line' (between 10.30-12.00) and main demonstration line (between 1300-1430 and 1600-1700), this offers the opportunity to ride behind an '08' on three different lines.

Better known for using steam traction, the use of a diesel on passenger traffic is something of a first for Didcot Railway Centre. It will also be the first time that Didcot has teamed up with the Cholsey & Wallingford Railway for a joint event, and in celebration of the tie-up, there will be admission discounts at each venue on production of the admission ticket from the first attraction.

To make things easier, First Great Western operates trains from Cholsey to Didcot, normal First Great Western fares will apply. Trains from Didcot to Cholsey depart at 21 minutes past the hour for a cross platform connection with the Wallingford Branch at Cholsey. Trains from Cholsey to Didcot leave around 06 minutes past the hour.

As always with preserved heritage locomotives, the usual clause of 'subject to availability' must apply.



▲ The National Railway Museum's Class 306 No. (306)017 is now based at the East Anglian Railway Museum (EARM) at Chappel & Wakes Colne, where it is seen on 6th July. Having previously been used on specials on the National Network, the unit is not currently fitted with the necessary safety equipment, and so cannot be used under its own power. **Antony Guppy**

## Mid Norfolk head towards first ever steam gala and appoint steam personnel to key positions

This has been a notable year for the Mid-Norfolk Railway (MNR) with two high profile and successful modern traction galas already under its belt.

It was then chosen to be the railway on which the newly overhauled 'Blue King' No. 6023 *King Edward II* was to be run-in, ahead of main line certification, and already it has covered over 1,000 miles since arriving in June. Furthermore, GWR 9400 class 0-6-0PT No. 9466, recently outshopped in early BR black

livery, arrived on the MNR on 9th July to cover the railway's high season programme. With two high profile locomotives on the line, the MNR will now be staging its first-ever steam gala over the weekend of 16th/17th July. In addition, also attending the event will be the Great Central Railway's LMS 'Jinty' 0-6-0T No. 47406. The gala will actually get underway on the evening of 15th July with a steam-hauled 'fish & chip' train, which will additionally operate on Saturday evening as well. An intensive

service will operate throughout the gala, and will include a demonstration ballast train plus the 'King' and 'Pannier' double-heading another evening meal service. A further attraction is the use of ex-LNER Beavertail coach No. E1719, which has its own on-board catering facility and dedicated attendants. A full timetable will be published at [www.mnr.org.uk](http://www.mnr.org.uk)

The railway has also made two significant appointments in recognising its need for more expertise with steam operations. Dennis

Howells MBE, who recently took charge of the *King Edward II* restoration project, has agreed to take the role of Traction Inspector (Steam), while Bruce Murray, who has been involved with the main line exploits of No. 9466, has taken the role of Chief Mechanical Engineer (Steam). Both have been involved with the MNR for several years, and are seen as key appointments in moving the railway forward from one previously known for diesel operations to one with a firm steam pedigree.

News Briefs

- The good news from the West Somerset Railway is that work on No. 70000 *Britannia* has been completed, and the railway has given late notice that the locomotive will be used on running in turns until Tuesday 12th July. *Britannia* is booked for two return workings, which are the 10.15 and 14.15 from Minehead, returning on the 12.30 and 14.10 from Bishops Lydeard.
- The BBC One Show visited the Midland Railway-Butterley (MRB) last week to gather some footage for a piece it planned to broadcast on the situation with Bombardier at Derby, and the impact the loss of the Thameslink contract will have on both the works and the local community. The MRB's Development Officer, Alan Calladine, was also quoted in an article on the same subject in The Times newspaper on 6th July. This is all good publicity for the railway, which comes on the back of a very successful weekend when the Coronation Coach of King George V was placed on display in the museum at Swanwick Junction, together with the appropriate pomp and bunting! The railway is also celebrating the arrival of another new exhibit, which is LMS Dynamometer Coach No. 3, which carries the running number of 45049. It dates back to 1949, although was originally planned for 1939 until war intervened. The vehicle is part of the National Collection, and on loan from the National Railway Museum.

**Aviemore's dining clansman**

► LMS 'Ivatt' No. 46512 *E.V. Cooper Engineer* departs Bromhill Station with 'The Strathspey Clansman' for Aviemore on the Strathspey Railway on 19th June. The train is the railway's Sunday Lunch dining train, which operates on Sundays from March until October. A similar service, the 'Highland Dinner' operates on Wednesday and Friday evenings until the end of August. **Simon Roberts**

**Record breaking month for Bodmin as ex-St Blazey Prairie arrives**

**The Bodmin & Wenford Railway enjoyed a record breaking June, carrying more passengers during the month than at any time in its 25-year history.**

During the month, the 6½-mile long Cornish branch carried more than 8,000 passengers, representing a 33% increase on June 2010 and a 50% increase on June 2009. Contributory factors to the success were the weather, the Railway's attendance for the first time at the hugely popular

Royal Cornwall Show, near Wadebridge, where Port of Par locomotive *Judy* was displayed on a low loader as part of the steam section, and a special gala week from 17th-26th June, which featured 10 days of events and 'themed days' to celebrate the Railway's 25th anniversary. Trains will operate on the line this year daily until 9th October.

A former Great Western Railway locomotive that during its time was based at St Blazey shed and used to work trains over

the Bodmin branch is returning home to Cornwall this summer and will be operating on the Bodmin & Wenford Railway.

Class 4575 Class Prairie Tank No. No 5521 is expected to arrive at the Bodmin & Wenford in mid-July and it is anticipated that it will be based on the line throughout the summer until early September, sharing the working of trains on the line with the Railway's resident fleet of steam locomotives, including classmate Prairie tank No. 5552.



## Pathfinder cheque helps out GWR Emergency Appeal



▲ Pathfinder Tours, based in Woodchester, Stroud, presented a cheque to the Gloucestershire & Warwickshire Steam Railway on 7th July for money raised towards the railway's Emergency Appeal Fund. The £2,500 cheque was presented at Winchcombe station and has been raised through raffles held on excursions run by the company between February and June. It also included two personal contributions. Alan Bielby, Fund Raising Coordinator and Project Director for G-WR (left) accepts the cheque from Hannah and Peter Watts of Pathfinder. **Jack Boskett**

▼ Although its GWR heritage is obvious, maroon-liveried autococh No. W238W *Chaffinch* is clearly a more modern vehicle than GWR-liveried No. 178 at the rear of this train. The pair approach Middle Forge Junction with a nominally non-stop service from Norchard Low Level to Lydney Junction on 3rd July, the second of the Dean Forest Railway's Great Western Branch Line Days. **Mick Rogers**



## Back to the past for the Ffestiniog Railway

▲ The Ffestiniog Railway has a long and vibrant history, none more so than with its locomotives, several of which were either built for the line during the mid-1800s or early 1900s, or have been built in the latter end of the 20th century to support the growing tourism trade that the railway now caters for. A number of its locomotives arrived from other sources, two of these being Hunslet-built 0-4-0ST *Linda* and *Blanche*, which were acquired from the closed Penrhyn Quarries in the 1960s. They were modified to 2-4-0 locomotives, converted to oil-firing, and equipped with tenders. Having recently emerged from a full boiler overhaul, the railway has temporarily returned *Linda* to as near its Penrhyn Quarry's condition as is possible. The loco now carries lined black livery, a full cab backsheet, and has original-pattern sandpots with the traditional Penrhyn galvanised sand bucket on the bufferbeam. An auxiliary oil tank has been fitted to the cab floor. It is expected that the loco will eventually be painted into the same green-livery as *Blanche*, but no date has yet been set. **Ffestiniog Railway**

SR N15 Class 4-6-0 No. 30777 *Sir Lamiel* approaches Leyburn with a service for Redmire during the Wensleydale Railway's Summer Steam Gala on the 1st July. **Simon Roberts**





▲ With a matching rake of Mk2 stock, Class 20 No. 20048 arrives at Ramsbottom on 2nd July, with the 12.46 Rawtenstall to Heywood service, while 'Hymek' No. D7076, complete with its new MD870 engine waits in the run-round loop to return to Bury with the 13.24 local service from Ramsbottom. Both: **Geoffrey Dingle**



▲ Looking superb in Railfreight red-stripe livery and complete with its Thornaby Kingfisher emblem, Class 37/5 No. 37518 approaches Summerseat on 3rd July. **Kevin Truby**

▼ Class 37/9 No. 37901 *Mirrlees Pioneer* crosses Brooksbottom Viaduct on 2nd July.





The Rosebay Willowherb in the foreground gives a clue as to the time of year, as Network Rail Class 97/3 No. 97301 heads for Derby with a test train from Ipswich, and is seen to the west of Nottingham, having just passed Lenton South Junction on 2nd July. **John Illingworth**





Carrying the latest ScotRail livery, Class 314/2 No. 314212 stands at Glasgow Central on 2nd July. **Frank Lees**

## 11th July 2011

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

## Southern Electric Group (Sussex)

Deall Room, Southwick Community Centre, Southwick. 'Vintage Albm' by John Minnis. Meeting commences at 19.30. £2 Donation. Contact the Secretary, Bruce Cakebread on 01273 462094 for further details.

## 12th July 2011

**Abergavenny and District Steam Society**  
Upper Room, The Hen and Chickens, Flannel Street, Abergavenny. 'Blue & Grey to Black & Green' by Paul Chancellor. Meeting commences at 20.00.

## Meon Valley Loco Society

St. Peters Church Hall, Free Street, Bishops Waltham, Hampshire. 'BR Standard Steam In Action' by Alan Sainty. Meeting commences at 20.00. £2 Admission - all welcome Contact John Barrowdale on 02392 640951 for further details.

## 13th July 2011

**Basingstoke & District Railway Society**  
Wote Street Club, New Road, Basingstoke RG21 7NG. 'Railway Insignia' by Stephen Bigley. Meeting commences at 20.00. Contact the Secretary on 01256 819401 for further details.

## RCTS (Hitchin)

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

## Swiss Railways Society (London)

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

## 14th July 2011

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

## Grantham Rly Society

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

## 15th July 2011

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

## 16th July 2011

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

## RCTS (South Wales)

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

## 18th July 2011

### RCTS(South Essex)

'Annual Visit to Mangapps Farm Railway Museum'. Contact the Secretary, John Stone on 01245 464756 for further details.

### RCTS(Thames Valley)

'Observation at Didcot Parkway Station'. Contact the Secretary, Andrew Jenkins on 01793 642533 for further details.

### 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 Treasurer 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'. Meeting commences at 20.00. Contact the Chairman, Lionel Jones on 01934 628289 for further details.

## 8th August 2011

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

## Southern Electric Group (Sussex)

Deall Room, Southwick Community Centre, Southwick. 'Surprise Evening' by Redmore Church & Peter Jones. Meeting commences at 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 Gauge' 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 at 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 Bloxson. Starts 20.00. Contact 01256 819401 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.

▼ Merseyrail liveried Class 507 No 507003 arrives at Chester on the third-rail network, with a service from Liverpool Central on the 2nd July. **David Wragg**



## 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 Street, 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 Locomotive Society

The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'A Year in the Life of a Railway Enthusiast - 1978' by Malcolm Paul. Starts 19.00. Contact the Secretary on 01434 688946 for further details.

## 5th September 2011 RCTS (Ashford)

The Elwick Club, Church Road, Ashford. 'The Bluebell Railway 1960 to 2010' by Gerald Siviour. Meeting commences at 19.30. Contact the Secretary at southest@rcts.org.uk for further details.

## RCTS (Birmingham)

Christ Church Community Hall, Burney Lane, Ward End, Birmingham. 'Swiss Railways - Part 1 The BLS and its Branches' by Brian Hutton. Meeting commences at 14.00.

## 6th September 2011 RCTS (Merseyside, Chester and Nth Wales)

'Observation at Carlisle and Annan'. Contact Alan Turton on 01606 854227 or at alan.christine@daisytally.fsnet.co.uk for details.

## RCTS (Watford)

St. Thomas's United Rformed Church, Langley Road, Watford. 'That Was the Year that Was - 1970' by Geoff Plumb. Meeting commences at 19.30.

## Southern Electric Group (South Hampshire)

Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Trams and Narrow Gauge Steam in East Germany in 1988' by Martin Petch. Starts 19.30. Admission £2. Contact the Secretary, John Goodrich on 02380 670028 for further details.

## Weston super Mare Railway Society

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

## 8th September 2011 Continental Rly Circle

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

## Grantham Rly Society

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

## 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 Shoeburryness 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 Railroving 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)

Saltire Methodist Chapel, Saltire 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.

## Back Issues

All back issues are available on our website, 24 hours a day - visit [www.railwayherald.com](http://www.railwayherald.com) and click on 'Magazine'.

## Rear Cover Caption

**On the East Lancashire Railway, Class 46 No. D182 departs Irwell Vale on 3rd July, with Class 47 No. D1501 on the rear, with the 09.35 Heywood to Rawtenstall service during the line's diesel gala event. Steve Kemp**

## Magazine Information

### Editorial Address:

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

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