

Railway Herald

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The weekly railway enthusiast's magazine

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Opening of Phase 2 at Whitemoor Recycling Centre

Phase 2 of Network Rail's 40-hectare National Track Materials Recycling Centre opened for business on 6th July. The facility represents a £50 million pound investment by the company, with the aim of reducing costs by over £7 million.

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A scheme by TransPennine Express to cut fuel use has proved so successful that 10 million litres of diesel have been saved in the period.

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South London Upgrade

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Front Cover Caption:

LMS 'Black 5' No. 45305 heads south through Birkett Common on 23rd July, with the Railway Touring Company's 'Cumbrian Mountain Express' railtour to Liverpool. **Donald Taggart**

Regenerating Whitemoor - the second phase of Network Rail's recycling centre comes on stream

A marshalling yard was first established at Whitemoor, located on the northern outskirts of the Cambridgeshire market town of March, in 1929 by the London & North Eastern Railway and developed into the largest such facility in the UK.

However, the yard's fortunes declined in the latter half of the last century, leading to its closure in the early 1990s, after which part of the site, to the north of the old hump shunt facility, was occupied by the new Whitemoor Prison, a Category A institution, which opened in 1992.

The rest of the site remained derelict until in the early part of this century Network Rail identified a need for a facility for its infrastructure requirements serving East Anglia and the south eastern

part of England. A £25 million investment resulted in the yard being reopened in 2004. Phase 1, better known as Whitemoor Distribution Centre, is a strategic supply facility used to store aggregate, as well as dealing with spent ballast, the capacity of which is served by extensive sidings.

Phase 2, for which Network Rail received planning permission in 2008, opened for business on 6th July this year, and is designated the National Track Materials Recycling Centre (NTMRC). The new facility, which covers an area of 40 hectares of former derelict land, and brings Network Rail investment in Whitemoor up to the £50 million mark, will focus on processing more than 40% of the Network's used track materials, including contaminated ballast, concrete sleepers and serviceable switches



▲ An aerial view of Whitemoor, the large concrete pad for storing recovered track panels being clearly visible. NR

and crossings. Its annual throughput is stated to be over 500 miles of rail, 800 switches and crossings and around 200,000 tons of spent ballast, of which 50,000 tons will be

classified as contaminated.

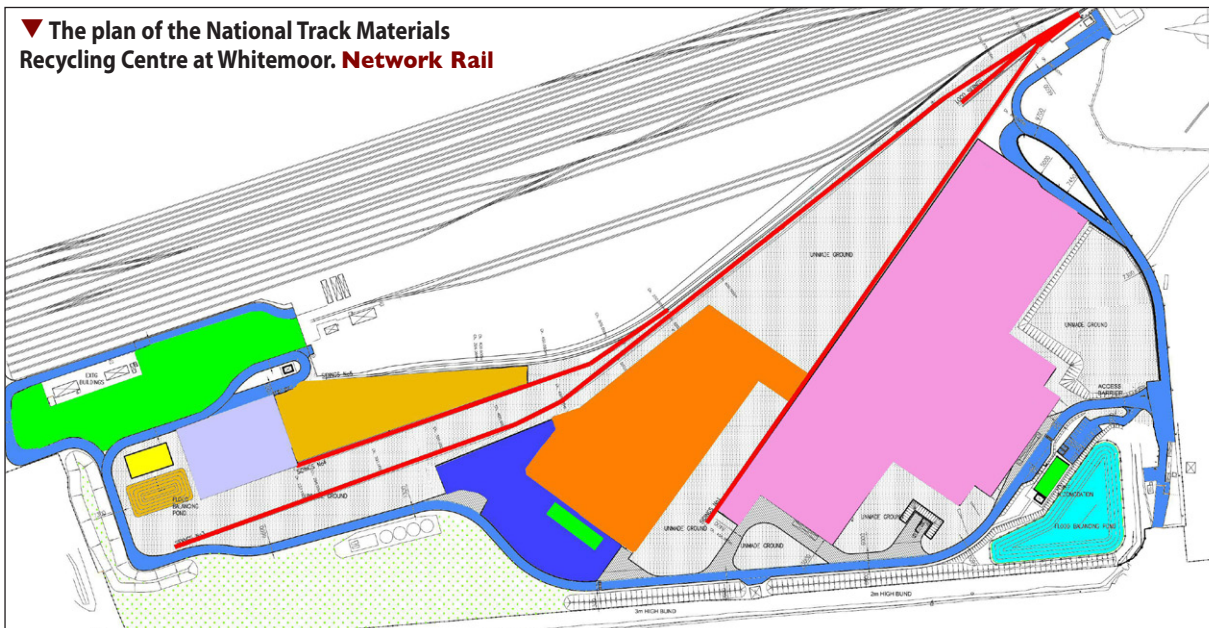
The Centre is rightly proud of its 'green' credentials as Network Rail has pledged to continue to protect and promote the environmental diversity of the site, which includes a new drainage pond that will be home to great crested newts relocated from the site prior to construction. Other areas have been subject to a historical and archeological audit as the site contains a number of items of interest, including the Fen Causeway Roman Road, pre-First World War artefacts, Second World War air-raid shelters that are believed to be used by the local bat population, as well as items associated from its use as a marshalling yard and locomotive depot, the site of which can be identified by the remnants of the ash pits. Equally, the construction of the new facility used over 125,000 tonnes of recycled railway ballast as hardcore for the concreted standing areas and roadways.

One of the most striking features

upon entering the site is a huge concreted area (which is coloured pink on the site plan) that is used for the storage of track panels. These will eventually be processed by separating the sleepers from the attached rail and retaining clasps. The area is served by a long siding running from the throat of the yard, and the size of the storage area will greatly improve the ease of unloading redundant track panels. One interesting consequence of this enhanced storage facility is that it will now enable Network Rail to begin the process of lifting some of the remaining long-disused branch lines that once served collieries and other industrial sites, and that hitherto had been left in situ due to lack of space for the spent track and associated materials. A quick glance at the present stockpile reveals many panels still bearing the attached vegetation following a long period of disuse.

Adjacent to the track panels hard standing area is the space

▼ The plan of the National Track Materials Recycling Centre at Whitemoor. Network Rail





▲ Around 50,000 tonnes of contaminated ballast arrives at Whitemoor and is washed, graded and recycled, with this ballast washing plant.

used for storing sleepers, both of wood and concrete, (coloured orange on the site plan). Here, any reusable sleepers are extracted, while the remainder will be crushed into hardcore, which can then be recycled to the construction industry. A mobile crushing machine that can take up to four concrete sleepers at a time undertakes the process. This consists of a top-feed crushing unit with attendant trailing machine with a conveyor belt to carry the crushed materials away for ultimate recycling.

The northern rim of the sleeper area is bordered by the hard standing of the 'switch & crossing' (S&C) area (coloured blue on the site plan), which deals with redundant switches and crossings from point work. This may consist of the rail and associated blades

of a lifted set of points, through to cast manganese crossings. Both the sleeper area and the 'S&C' area are served by a long siding, which can permit simultaneous unloading at each facility.

The redundant switches and crossings are stored as track panels in the 'S&C' area prior to being taken into the purpose-built unit, which is equipped with a 10-ton overhead crane for moving the panels into position. Electricity points and extractor fans are positioned along each wall, as the process of recovering redundant rail and switches requires power tools and creates dust and other detritus.

The target is for 20% of the units brought to the facility being reused on the railway, with the remainder being sold for scrap. To get an idea of the potential cost implications,

one just needs to consider that producing a manganese casting can run well into five figures, so any such unit that can be returned to use on the railway will signify a significant saving.

Beyond the S&C area, sandwiched between that and the distribution yard sidings (coloured gold on the site plan) is the ballast washing plant. Previously around 50,000 tonnes of contaminated ballast would have been sent to landfill with the attendant high costs involved, but this new facility is designed to wash and re-cycle all but around 2,000 tonnes. It also grades the ballast and sorts it into four sizes at the end of the process, most of which will be sold on to the construction industry along with the remaining spent ballast, which did not need to be 'de-contaminated'. Meanwhile, the anticipated 2,000 tonnes of contaminated materials that have

been washed out from the ballast produces a 'cake like' substance that is all that will now go to landfill.

Network Rail estimates a saving of around £5 million per annum on landfill taxes alone. The water used in the washing process is also reprocessed and reused. A balancing pond is located near to the ballast washing plant that regulates the flow of recycled water around the site.

A quick glance at the site plan will also reveal that there is room for expansion, and one area particularly has been deliberately left in order to allow for a major civil engineering project to enable contractors vehicles to be accommodated off the roadway that runs around the Phase 2 site, and gives contractors direct access to the siding that also serves the track panel hard standing.

Currently the NTMRC is

commencing operations, and should be fully operational soon. It is a major investment by Network Rail and the payback will be beneficial in both financial and environmental terms. The site has been carefully planned, with the local environment at the forefront of its design. However, perhaps the biggest impact on the environment will be the considerable reduction of materials sent to landfill, as the amount of materials re-cycled is to be maximised. This will have a financial benefit, and it is estimated that a total annual cost saving of £7 million can be achieved. The NTMRC has also generated a further 25 permanent jobs in addition to the 40 that were created by Phase 1.

Thanks go to Network Rail Project Manager for the NTMRC, Dave Millar, for his time and enthusiasm is providing the insight for this article.

▼ The purpose-built Switch & Crossing unit is used to disassemble the track panels to allow recovery of reusable switch components to take place. Outside the unit, the hard standing provides a large storage area. All: John Whitehouse



Network Rail Whitemoor Open Day

To give the public an insight into what happens at Whitemoor, Network Rail is to open its doors on **14th August** between 11.00 and 16.00. The event will have free admission. More details next issue!



▲ DRS Class 20/3s Nos. 20308 and 20309 power through Bolton-le-Sands on the West Coast Main Line, near Carnforth, while working a Sellafield to Crewe flask service on 27th July. **Simon Atkinson**

NXEA releases free iPhone and iPad train running App

National Express East Anglia (NXEA) has introduced a new way for passengers to obtain train running information with the introduction of a free iPhone App that provides live updates of train services on the NXEA network.

The App provides immediate and real-time information for the key routes and stations on the NXEA network by listing a status level such as 'Good Service', 'Minor Disruption', etc depending on how train services are running. The status level is generated automatically, so whenever the App is loaded up-to-date information is available on how trains are running.

The details are consistent with the train service information available on the NXEA website, and as well as providing an immediate update, it can be navigated to discover more details about a particular delay or line problem. Information available on the App includes any train service disruption, including cancellations, significant delays and alterations to scheduled services, line problems that are causing disruption on one or more routes, including updates on the likely extent of any delays and disruptions, and details of any planned engineering works that are scheduled to affect services on each route.

Apple iPhone and iPad users can download the app by searching for NXEA J'Check in the App Store

TransPennine Express environmental scheme fuels Class 170 Turbostar fleet

A scheme introduced four years ago by TransPennine Express to cut fuel use and lower carbon emissions has proved so successful that 10 million litres of diesel have been saved in the period.

The Class 185s burn around 26 million litres of fuel each year, and shortly after their introduction the manufacturer, Siemens, and FTPE noticed an opportunity to make them run more efficiently on a number of steep gradients on the route. Modifications changed how the units make use of their diesel engines on different parts of the network; when running up a gradient the trains use all three engines to draw full power, but on descent, one or more of the engines can be shut down temporarily to avoid providing power that is not needed.

The company's train drivers also play their part in cutting fuel consumption and exhaust emissions by tailoring their driving style to suit the terrain. With an on-train display in the cab providing information on fuel consumption, they are able to monitor how their driving affects the amount of diesel being used at different points along the way, and see how smooth acceleration and braking can make a real difference.

Also, when the trains are not in service and are being moved to and from maintenance depots, they run on just one of the three engines, and similarly, if standing in a station for more than a few minutes, the engines are turned off rather than left idling.

The fuel saved each year by the company's 51 Class 185 three-car trains has been sufficient to power its smaller fleet of nine two-car Class 170s!

Eurostar opens ticket sales for winter ski service to Bourg St Maurice

Eurostar has opened ticket sales for its direct ski services from St Pancras International and Ashford International to the heart of the French Alps.

The direct seasonal services will run from Saturday 17th December (day services) and Friday 23rd December (night services) until Saturday 14th April 2012. The day and night Eurostars carry ski and snowboarding enthusiasts direct to the popular French ski towns of Moûtiers, Aime-La-Plagne and Bourg St Maurice, with return fares starting from £149.00.

The Eurostar stations are located a short bus ride from the resorts, avoiding lengthy transfers to and

from the airport. The stations also offer easy access to a variety of top ski destinations in the French Alps, such as Courchevel, La Plagne, Tignes, Meribel and Les Arcs, allowing people to choose a resort that matches their needs. For added convenience, ski passengers are allowed to carry on-board an extra item of luggage in addition to the normal allowance, such as a pair of skis or a snowboard, at no extra cost.

Travellers can also indulge themselves on their way to and from the slopes by travelling Standard Premier, enjoying more spacious seating and meals and drinks served at their seat from £229 return.



▲ Class 376 'Electrostars' Nos. 376010 & 376002 pass St Johns station on 28th July, using the bi-directional embankment line between Lewisham Vale Junction and Tanners Hill Junction, which is to be widened to two tracks. **Bill Turvill**

£4.7 million South London contract win for Balfour Beatty Rail

Balfour Beatty Rail, working with Birse Rail and Balfour Beatty Engineering Services, has been awarded a design and construction contract worth £4.7 million.

The work involves the remodelling of a road bridge, footbridge structure and embankment widening works to facilitate installation of twin track between Tanners Hill Junction and Lewisham Vale Junction on the Nunhead lines. Both junctions will be remodelled as part of the track works, and are designed to improve capacity on the line between London Bridge and Lewisham and to facilitate service

operations when further disruptive works are undertaken on the Thameslink KO2 Programme, which involves a major redesign of routes into London Bridge, vastly increasing capacity on the busy commuter line.

A new length of single track will be built alongside the existing bi-directional single track between Tanners Hill Junction, near St John's station, and Lewisham Vale Junction. As well as a new south span over the new track, the existing embankment along the length of the fly-down will also be widened. The existing footbridge servicing St Johns station will also be strengthened as part of the works.



▲ WCRC Type 4s Nos. 47237 and 57601 'top and tail' Class 47/7 No. 47746 northbound through Acton Bridge on 28th July. The Res-liveried Class 47/7 is reported to have been purchased by WCR and was being moved from storage at Long Marston. **Geoffrey Arnold**

Derailment and power outages causes delays across the UK rail network

Major disruption was caused to Edinburgh's rail services on 27th July when a Class 170 'Turbostar' set derailed on the approach to Edinburgh Waverley.

The 17.10 Cowdenbeath to Edinburgh ECS movement, formed of Class 170/3 No. 170393 derailed in Princes Street Gardens, blocking three out of four running lines. ScotRail implemented an emergency timetable with a lower frequency of trains.

To allow Network Rail to remove the derailed train, no services operated into or out of the west end of Waverley station after 21.00 on

28th July, with services starting from and terminating at Haymarket instead. Network Rail reopened all four rail lines in Princes Street Gardens around 04.30 on 29th July, earlier than planned.

Elsewhere on the network, a power failure, which caused the loss of signalling during the mid-afternoon of 28th July, hit services at Leeds, resulting problems for the evening rush hour. Operations recommenced around 17.00 with major delays.

On 30th July, a similar problem affected the West Coast Main Line around Bletchley, when a back-up generator failed to start, causing a loss of power to signalling.

Crossrail moves Docklands

London Borough of Newham has approved plans for a replacement DLR station at Pudding Mill Lane.

The existing Pudding Mill Lane DLR station is located where the Crossrail route reaches the surface, and therefore a new station needs to be constructed. The replacement

DLR station will be constructed immediately to the south, between the River Lea and City Mill River.

The existing station at Pudding Mill Lane will remain open to passengers until the new facility is complete in 2013. Construction of the new Pudding Mill Lane station will get underway later this year.

■ The project to introduce regular freight trains on High Speed 1 has moved a step closer, following the successful operation by DB Schenker Rail on 23rd July of the first train on the route to convey swap-bodies with an internal height of three metres. Two wagons from Transfesa and four European sized swap bodies were successfully transported to East London in a fault free operation. DBS plans to follow this initial operation with the first full train of European sized swap bodies, with regular services being introduced thereafter.

■ English Heritage has given Grade 2 listed status to 16 London Underground stations, Aldwych, Belsize Park, Brent Cross, Caledonian Road, Chalk Farm, Chesham, Covent Garden, Hendon Central, Oxford Circus, Perivale, Redbridge, Russell Square, St John's Wood, West Acton and Wood Green.

■ Eurotunnel carried the most sustained traffic ever in one weekend between the UK and France from midnight 22nd July and 23.59 on 24th July. In order to manage this historic movement of traffic, 216 car shuttles departed from Folkestone at a frequency of one every 12 minutes, between 07.00 and 22.00, traversing the tunnel, in addition to 164 Eurostar trains, 362 Eurotunnel Truck Shuttles, and 29 rail freight services, equivalent to one every 3.5 minutes at peak time. The shuttle services carried 24,671 cars and 272 coaches.

■ Suzanne Linggood has just completed the unusual feat of working at every one of the 26 stations on the c2c network during her 17 year career on the railway.

Metro and Light Rail News

2009 Stock in traffic on Victoria Line

The full fleet of new 2009 Stock trains is now in service on the London Underground Victoria Line, following the successful phasing out of the old 1967/72 Stock.

The new higher capacity trains are more accessible with wider doors and more spaces for wheelchair users, and have on-board audio and visual electronic information for the hard of hearing and visually impaired. The new trains also feature CCTV in every carriage.

Once work to remove the old signalling is complete next year, the upgrade will mean a 21% increase in capacity, the equivalent of space for an extra 10,000 passengers per hour. Within the next two months, an additional two trains per hour will operate for a large part of the week, with further increases to come from spring 2012, when 30 trains every hour will run ahead of the Olympics starting in July.



▲ Hammersmith station on the Hammersmith & City and Circle Lines has had its platforms extended in preparation for the introduction of S7 Stock trains. Platforms 1-3 were commissioned towards the end of June. The new extension to Platform 1 is clearly visible in this view on 24th June. **Kim Rennie**

TfL makes small step forward in cooling the tube and looks to the future

Cooling the deep level Tube lines is a huge challenge that Transport for London continues to face, especially with the Victoria Line, which is the only one on the network, apart from the Waterloo & City, that is entirely underground from end-to-end, and which has suffered from under-investment in ventilation fans to move the warm air to the surface.

On the deep-level lines, which are unique to London, the heat generated by trains has been passing into the tunnels, and the clay

surrounding them for many years, meaning that they retain heat. They were also built with only enough room for trains and with no space for air-conditioning outside them, and very little inside without sacrificing seats.

Work to double the capacity of the fans at all the main ventilation shafts serving the Victoria Line is due to be finished later this year. A total of 112,009 have already been completed and the work on the final two is currently underway.

The new Victoria Line trains are now operating an environmentally friendly

regenerative braking system, which returns power to the rails while the train is braking, so that other nearby trains can use it for accelerating. This will also reduce the amount of heat that is generated.

However, at present there is no one cost-effective short-term solution for cooling the Tube. TfL is looking to the future and working with the train industry to develop the next generation of Tube trains, with the aim of making them lighter, so that they generate less heat and include space for a cooling solution to possibly be implemented.

The Irish Angle



▲ The Railway Preservation Society of Ireland operated a mystery tour on 23rd July. The train, which was the first charter of the RPSI programme in 2011 to start from Dublin, worked from Connolly to Kilkenny. With 071 Class No. 080 in charge for the outward journey, the train passes Fennistown. It returned to Dublin during the afternoon behind classmate No. 076.

▼ The new Ballast Cleaning machine from Plasser and Theurer has commenced road trials on the Irish Rail network. Numbered 781, the articulated machine is seen leaving the permanent way yard at Kildare before operating a trial to Carrick-on-Shannon on 19th July 2011. **Both: Neil Dinnen**



Station Improvements Round-Up

The Government's 'Access for All' has now been completed at Blackheath station with a new step-free route between the entrance and both platforms.

The multi-million pound project included the installation of a new lift with CCTV and telephone links, and a new staircase to Platform 1 that serves London-bound trains. A new gate was also installed to reopen the existing access point to Platform 2, which serves trains towards Kent. To keep disruption to a minimum and obtain best value for money, work to renovate the platforms took place at the same time.

New, integrated customer information screens (CIS) and help-points have been installed at Diss station as part of a series of customer improvements introduced by National Express East Anglia (NXEA) over recent months. The newly designed CIS and help-points are located on both the Norwich and London-bound platforms and are the first of their type to be installed at an NXEA station. The units include a display screen providing information on train arrivals and departures, as well as an in-built help-point where passengers can make enquiries via a central information point. The new information units complement the existing CIS provided and will assist station staff in improving communication with passengers. Other recent improvements made at the station include a new and improved ramp access, rebuilt steps, and increased parking facilities with complete upgrade

of the CCTV in the car park. The station is also undergoing a programme of re-wiring and lighting renewal, and the independently owned coffee shop has been improved and renovated.

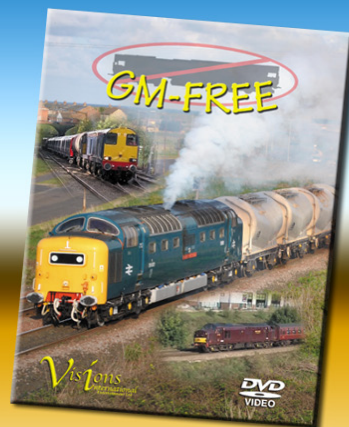
Network Rail has announced plans to bring forward a scheme that will improve access, facilities and the overall experience for passengers who use Swanley station.

The multi-million pound project was originally planned for completion at a later date, however, with Brands Hatch hosting cycling for the Paralympic Games, the plans being developed have been brought forward to be completed before this major sporting event. Although the plans are still under development, it is intended that the improvements will include two new lifts to provide step-free access between the station entrance and all platforms, improved retail facilities, re-cladding the front of the main station entrance, and improving signage to make it easier for passengers to navigate the station. Also the ticket office will be refurbished to include an accessible ticket window, non-slip flooring will be laid and better lighting will be provided. Installation of 30 cycle parking spaces, upgraded passenger information screens, renovated waiting facilities on all platforms, improved PA system and heating, and enhanced toilet facilities will be provided.

Subject to planning approval being granted and no unforeseen issues arising, it is hoped construction work can start early next year and be completed by summer 2012.

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NYMR: A Decade of Steam

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

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

ON SALE NOW ■ New DVD release

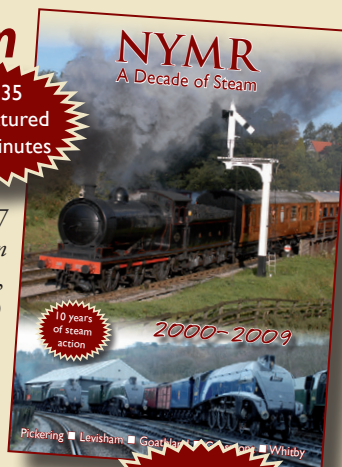
The DVD can also be purchased from NYMR Mail Order on 01751 476559

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Moorland & City makes progress with Stoke branch

Moorland & City Railways (MCR) has submitted a bid for a £1.65m grant from the Regional Growth Fund (RGF) in support of its plans to reopen the disused railway line from Stoke-on-Trent to Leekbrook Junction, which connects with the recently reopened line onwards to Caudon Lowe.

The RGF is specifically aimed at job creation, and MCR has identified several schemes along the route of the line that would significantly benefit as a result of the railway being re-established, which in turn would directly create significant new jobs in an area where unemployment has risen due to the decline of the indigenous pottery industry.

Opportunities for job creation include a potential rail-connected enterprise park, which will include both industrial and distribution concerns in the Fenton area, together with plans for a leisure park at the disused Moneystone Quarry. The bid has the support of the Stoke-on-Trent and Staffordshire Local Enterprise Partnership, and the outcome is expected in September.

Meanwhile work will soon commence

▼ On 21st July, Class 86/5 No. 86501 expired at Northampton with a blown transformer. The '86' was finally moved on 27th July by Class 70 No. 70011 and a rake of eight container flats for brake force. The formation passes Colwich Junction en route from Northampton to Crewe. **Richard Holmes**



The News In Pictures

◀ Recently repainted Class 66/0 No. 66097 approaches Hatfield & Stainforth on 27th July with the afternoon Immingham - Scunthorpe - Margam steel working, passing a GBRf coal service that has been looped, and Class 144 No. 144011 heading eastwards. **Brian Hall**

◀◀ Another member of the DB Schenker fleet to have recently gained the corporate colours is Class 92 No. 92042, pictured approaching Bolton-le-Sands on the West Coast Main Line with the weekly Dollands Moor to Irvine china clay working on 27th July. **Simon Atkinson**

▼ Government-owned operator East Coast has commenced a programme of repainting its powercars into the corporate colours, the first such example being Class 43 No. 43300, which thankfully has retained its *Craigentinny* nameplates. The powercar is pictured at Newcastle on the 11.00 London King's Cross to Aberdeen service on 22nd July. **Mitchell Turnbull**



THE MIDLAND RAILEX EXHIBITION 2011

13TH-14TH AUGUST

THE GOLDEN VALLEY NARROW GAUGE RAILWAY PRINCESS ROYAL DEPOT

OVER 20 MODEL RAILWAY LAYOUTS MODEL RETAILERS & SUPPLIERS

SPECIALIST DEMONSTRATIONS HERITAGE STEAM & DIESEL TRAINS

HMRS ARCHIVE & SHOP THE MATTHEW KIRTLEY MUSEUM

This 2 day event will take place at the Midland Railway
at Butterley in Derbyshire on 13th & 14th August 2011.
The Railex Exhibition will be open from 10:00 until 16:30 on both days.

...

A large selection of model railway layouts of various gauges
from N to G will be on display, featuring British, Continental and American
covering steam, diesel and electric eras.



Over 20 layouts will be on show including Rowthorne, Widnes Vine Yard,
Hoglington, Glenuig, Morton Bottom Yard and St Minions.

...

A broad cross section of model retailers and suppliers.

...

A large range of modelling and scenery demonstrations.

...

Heritage steam and diesel trains will operate to an extensive timetable.
The Golden Valley Narrow Gauge Railway will also be in operation.

...

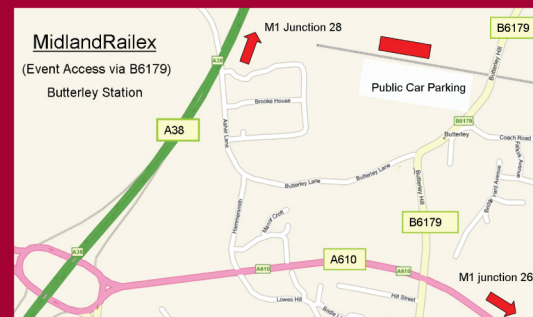
A real ale bar plus hot and cold refreshments will be available during Railex.

...

Midland Railex will raise funds for the the Midland Railway Trust.

...

All visitors for Railex must arrive at Butterley Station.



Ticket Prices including free parking:

Adult: £10.00

Concession : £9.00 (for over 60)

Child: £5.00

Family: £25.00

(2 Adults & up to 3 Children)

www.midlandrailwaycentre.co.uk

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UK Steam & Modern Traction Railtour Listings

Monday 1st August 2011

Compass Tours 45305 (Crewe-)Liverpool LS-Blackburn-S&C-Carlisle-Shap-Preston-Liverpool LS(-Crewe)
WCRC Jacobite Pool Fort William-Glenfinnan-Arisaig-Mallaig and return

Tuesday 2nd August 2011

Cruise Saver Travel 2xDRS 47 Edinburgh Waverley-Newcastle-Leeds-Solihull-Basingstoke-Southampton Docks
Railway Touring Co. tbc London Victoria-Basingstoke-Weymouth-Dorchester South-Woking-Waterloo
WCRC Jacobite Pool Fort William-Glenfinnan-Arisaig-Mallaig and return
WCRC 46115 York-Normanton-Wakefield Westgate-Castleford-York-Scarborough & return

Wednesday 3rd August 2011

Statesman Rail tbc Lancaster-Blackburn-S&C-Appleby-Carlisle & return
WCRC Jacobite Pool Fort William-Glenfinnan-Arisaig-Mallaig and return (two trips)
WCRC 46115 York-Normanton-Wakefield Westgate-Castleford-York-Scarborough & rtn
Torbay Express Ltd 70000 Poole-Bournemouth-Brockenhurst-Southampton-Bath Spa-Bristol TM & rtn

Thursday 4th August 2011

Steam Dreams 60163 Cambridge-Broxbourne-Ealing Broadway-Bath Spa-Bristol Temple Meads & rtn
WCRC Jacobite Pool Fort William-Glenfinnan-Arisaig-Mallaig and return (two trips)
WCRC 46115 York-Normanton-Wakefield Westgate-Castleford-York-Scarborough & rtn

Friday 5th August 2011

WCRC Jacobite Pool Fort William-Glenfinnan-Arisaig-Mallaig and return (two trips)
Railway Touring Co. 6201 Crewe-Wilmslow-Stockport-Huddersfield-Castleford-York-Scarborough & return

Saturday 6th August 2011

NENTA Traintours 2xWCRC 47 Norwich-Manningtree-Stratford-Bath Spa-Bishops Lydeard-Minehead & return
Railway Touring Co. Crewe Pool 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
Rail-Blue Charters 86101 & 87002 London Euston-Northampton-Crewe-Carlisle-Carstairs-Glasgow Central & rtn
Statesman Rail Carnforth Pool (Wolverhampton-Shrewsbury-Chester-Carnforth-Ulverston-Ravenglass & return
Steam Dreams 60163 London Euston-Kidderminster (for SVR)-Worcester Shrub Hill & return
WCRC Jacobite Pool Fort William-Glenfinnan-Arisaig-Mallaig and return

Sunday 7th August 2011

Railway Touring Co. 5029 Bristol TM-Bath Spa-Westbury-Castle Cary-Weymouth and return
Railway Touring Co. 6201 Liverpool Lime St-Warrington BQ-Llandudno-Llandudno Jct-Holyhead & retrain
Railway Touring Co. 46115 York-Leeds-Keighley-Hellifield-S&C-Appleby-Carlisle & return **Postponed**
Torbay Express Ltd 60163 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

Monday 8th 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 9th August 2011

Railway Touring Co. LMS Black 5 Preston-Chester-Rhyl-Llandudno Jct -Llanwrst-Blaenau Ffestiniog & return
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

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

Steam Dreams is not involved in the high season repeat itinerary charter workings that currently dominate the railtour schedules, but it continues to run trains, in a measured approach, to mainly well-proven destinations, punctuated with the occasional foray to somewhere new to test the market.

The coming week illustrates this strategy well, with two trains booked, one to somewhere old, and the other to somewhere new. Even so, the 'old' working has a touch of experimentation as it continues Steam Dreams' strategy of starting trains outside London. The 'Cathedrals Express' to Bath Spa and Bristol Temple Meads on 4th August gets on its way from Cambridge, and picks up at Whittleford, Harlow Town, Broxbourne, West Hampstead and Ealing Broadway.

Worcester Shrub Hill is the dual destination for the next 'Cathedrals' two days later. The location has been visited before, but not via the Severn Valley Railway, which is the alternative destination of this working.

The train originates out of London Euston, and heads north picking up at Watford Junction, Milton Keynes and Nuneaton. Passengers have the option of an inclusive return trip from Kidderminster to Bridgnorth, or to stay on board for the delights of Worcester. Both trains are booked for 'A1' No. 60163 *Tornado*, which on the latter working, will be tested by Old Hill Bank on its way back to the West Coast Main Line, reached via Bescot, Walsall, Sutton Park and Nuneaton.

Also working out of Euston on 6th August is the 'Mark Honey Memorial Train' that runs through to Glasgow Central, via Shap and Beattock, with the AC Locomotive Group's pairing of No. 86101 *Sir William A Stanier FRS* and No. 87002 *Royal Sovereign*. The train is being operated by Rail Blue Charters, for whom Mark was the Commercial Director until his untimely death last year. More background to this train was contained in issue No. 276.

Meanwhile Nenta Traintours, like Steam Dreams, will also be visiting a heritage line on 6th August, the difference being that the train will go through to the buffer stops

by John Whitehouse

at Minehead on the West Somerset Railway. 'A West Countryman Festival' is the title of the train, which sets out from Norwich, picking up southbound along the Great Eastern main line through to Stratford, before heading west to set down at Bath Spa, Bristol Temple Meads and Taunton, and then onto the heritage line before heading to the coast. West Coast 47/57s should feature.

Finally, there are two updates for the regular itinerary workings: Compass Tours' 'Mersey Moorlander' commences its five week run on each Monday from 1st August, which as mentioned last week will be steam-hauled from Preston, and not Liverpool Lime Street, to Carlisle via the Settle & Carlisle, and will return over Shap back to Preston, where steam will give way to diesel traction for the remainder of the journey back to Crewe, via Lime Street. Two days later, on 3rd August, the first of six 'Bath Spa Expresses' is due to operate from Poole through to Bath Spa and Bristol Temple Meads. The trains, which also pick up at Bournemouth, Brockenhurst and Southampton Central, operate on selected Wednesday's until 5th October.

Further details of all 'one-off' and summer-season 'regular' charter operations beyond 9th August, can be obtained on our website at www.railwayherald.com/railtours or by clicking here.

Pathfinder heads to Wales, Hull and Cleethorpes!

Three new tours recently announced by Pathfinder take the operator back towards its illustrious past, as each wanders off the National Network in some shape or form to visit more remote parts.

The highlight for many will be the special dispensation Pathfinder has obtained from Network Rail and the Office of the Rail Regulator to visit Gwaun-Cae-Gurwan, which is subject to strict operating limits. Other delights include the areas of Hull, Appleby Frodingham and Monk Bretton.

Gwaun-Cae-Gurwen is the undoubted star of the 'Coal Grinder' on 1st October, which additionally visits Swansea Burrows Sidings and the recently reopened branch to Cwmgrwrach. The tour sets out from Crewe, picking up through the West Midlands to Newport, where it continues around the Vale of Glamorgan line to Bridgend and a reversal at Tondy, before continuing via Margam and Landore to join the southern end of the Central Wales line to reach the Gwaun-Cae-Gurwen branch, which diverges just south of Pantyffynon.

As already mentioned, rail access to Gwaun-Cae-Gurwen is restricted, but Pathfinder are providing a rare opportunity to visit the branch. The train then retraces its steps to Hendy Junction, to take the Swansea District Line, prior to diverging to Burrows Sidings and then, after reversing, heading up the recently reopened branch to Cwmgrwrach. A further reversal at Jersey Marine on the return allows 'The Coal Grinder' to regain the South Wales main line for the return to the first set-down point at Newport, but not before making a short diversion around the back of Cardiff Canton Depot by way of the Leckwith Loop. A pair of DRS Class 37s provide the main traction, with a DRS Class 66/4 used in 'top and tail' mode on the branch lines.

Its 'Ousing Dove' excursion two weeks later, on 15th October has something of a 'spin and win' about it, as it features a pair of DRS Class 37s along with a DBS Class 60 and Class 66 during the day. Bristol Temple Meads

is the starting point, and it then picks up via Birmingham New Street to Crewe, where the DBS Class 66 is detached and the pair of DRS Class 37s are added. A cross-country jaunt follows, running via Uttoxeter, Castle Donnington, Pye Bridge, Shirebrook and the South Yorkshire Joint Line to avoid Doncaster, through to Goole and onwards in the direction of, but not quite to, Hull. This is because the 'Ousing Dove' does a neat 360-degree turn through Hesse Road, Springbank North, Walton Street, West Parade and Anlaby Road Junctions to head west, back towards Goole and Pontefract, for a saunter along the Monk Bretton branch (see also the article on forthcoming Spitfire tours). Enter here the DBS Class 60, which will attach and draw the train back through Wakefield Kirkgate station to Wrenthorpe Sidings, just north of Westgate station, where the '60' will detach and the train returns south with the DRS Class 37s again in charge as far as Birmingham New Street. Here, the DBS Class 66 will be waiting to return the train to Temple Meads.

The third new tour is actually a re-dated working from 4th December 2010, which had to be cancelled due to the exceptionally severe weather that weekend that caused the cancellation of Lincoln's Christmas Fayre. The Fayre is again one of the features of the tour, and another is the chance to take some seasonal North Sea air at Cleethorpes, or even a run on the Cleethorpes Light Railway. However, there is also the opportunity to visit the Appleby Frodingham Railway Preservation Society, which operates enthusiast trips around the internal railway of the giant Tata Steelworks in Scunthorpe - potentially the most interesting option. The 'Lincoln Fayre & Coast Express' originates at Eastleigh, and picks up via Basingstoke and Oxford to Dorridge, and will most likely be hauled by a DBS Class 67.

It is not all good news from Pathfinder, however, as it has cancelled the 13th August 'Yorkshire & Pennine Explorer' from Swindon to York, which included an add-on featuring a pair of Class 20s from the stable of 20189 Ltd on a circular tour across the Pennines.



▲ While working 'The Fellsman' charter from Lancaster to Carlisle, via Hellifield, on 27th July, LMS 'Royal Scot' No. 46115 *Scots Guardsman* was declared a failure at Carlisle. With Class 47/7 No. 47760 called on from Carnforth to work the return journey, the ensemble approaches Ais Gill summit in almost perfect lighting conditions. **Geoffrey Dingle**

Steaming back to Bridlington? Well maybe

The Yorkshire Wolds coastline, which runs from Seamer Junction, near Scarborough via Bridlington and Beverley to Hull, is set to see its first steam-hauled train in six years.

During the 1980s, the British Rail-operated 'Scarborough Spa Express' used the line as part of a circular itinerary based on York, but more recently the route has seen little in the way of charter operations.

A similar itinerary to the old 'Scarborough Spa Express' will apply on 28th September when a Railtour special heads out of York, steam-hauled for Scarborough. After a bracing few hours at Scarborough, the train is due to head back to York, via the Wolds Coast line, except instead of heading into Hull it will take the Anlaby Road curve to head back to York by way of Goole, Gilberdyke and Selby.

The charter starts the day diesel-hauled from Skegness, picking up at Wainfleet, Boston, Heckington, Sleaford and Grantham, through to York, where steam will take over. The identity of the steam locomotive is still to be confirmed, but it will be from the West Coast pool. Railtourer do add a caveat that the Yorkshire Wolds coastline is available to steam traction only by special request to Network Rail, and such a request has been lodged. If the line is not made available, then the steam-hauled section will return directly from Scarborough to York, and then continue around the 'South Yorkshire Circle', via Church Fenton and Wakefield, back to York.

Clarification of why steam is subject to special permission on this line is awaited, as it was upgraded recently and has been used by several diesel-hauled specials in recent months.



▲ The rare sight of SR Battle of Britain No. 34067 *Tangmere* in the north of the country occurred on 29th July, for the second time in two weeks, when the loco stood in for LMS 'Princess Royal' Pacific No. 6201 *Princess Elizabeth* on the 'Scarborough Flyer' from Crewe to Scarborough. The loco is pictured on the return working, crossing the River Calder at Wakefield. **Mark Allatt**

Spitfire postpones tours due to rolling stock shortage and has another destination clash with Pathfinder

A lack of rolling stock has temporarily cancelled Spitfire Railtour's two August workings.

The trains involved are the 'Lochs and Glens Napier' from Crewe to Fort William, scheduled for 10th August and featuring No. 55022 *Royal Scots Grey* throughout, and the 'Edinburgh Explorer II' from Preston to Edinburgh, via York, three days later, which was booked for a pair of Class 50s. Attempts to source an alternative rake of coaches has not been successful, and so the Fort William charter is now re-dated to 14th September and the Edinburgh tour has now been scheduled to operate on 19th November.

Additionally, Spitfire has also announced two

new tours for the autumn, commencing on 17th September with 'The Cumbrian Crusader V', which is another multi-DRS traction tour from Birmingham International to Carlisle. The line-up is along the lines of ... a pair of Class 37s from Birmingham International to Birmingham New Street, with a pair of Class 57s forward to Derby, before the '37s' again take charge for the northwards run, via Uttoxeter to Crewe, Blackburn and the S&C for the Border City. The return runs around the Cumbrian Coast with a Class 66/4 for a final reversal at Carnforth, where the Class 37s again head initially across 'The Little North Western' through Wennington to return to Birmingham, via Sheffield, Chesterfield and

Derby. After Birmingham, the train picks-up at Tamworth, Burton, Derby and Crewe.

York is the destination on 15th October, with a pair of Class 37s on 'The Jorvic Explorer III' from Taunton, which picks up via Bristol Temple Meads, Cheltenham Spa and Worcester Shrub Hill, before taking the Camp Hill line to avoid Birmingham New Street. The train is booked to take the 'Old Road' from Chesterfield via Barrow Hill and Beighton Junction. However, that part could be regarded as the tip of the iceberg, as Spitfire do now seem to like the concept of 'positioning specials' and will be operating a Preston to Bristol Temple Meads and Taunton train on 14th October, while on 16th October

the return working is virtually a charter in itself, as it runs from Bristol Temple Meads to Preston via Exeter, Barnstable, Exmouth and Yeovil Junction, before heading back north to Birmingham and Preston.

Sandwiched in the middle of all this activity is a main train add-on to Bradford Forster Square and the Monk Bretton branch, which fills in the layover time at York on 15th October, expect DRS Class 37s throughout. Curiously, Pathfinder is also booked to visit the Monk Bretton branch on 15th October, and its tour also serves the Bristol to Birmingham corridor, which all sounds like another unfortunate clash of dates between these two major tour operators.

LMS Stanier Class 5MT 4-6-0 No. 45305 is pictured shortly after departure from Hellifield, with the return leg of the 'Cumbrian Mountain Express' on 23rd July.

Richard Whiteley



SR 'Battle of Britain' class Pacific No. 34067 *Tangmere* approaches Sherburn-in-Elmet on 22nd July, while working the outbound leg of the 'Scarborough Flyer' from Crewe. **Michael Anderson**





LMS 'Black 5' No. 44932 is pictured on the outskirts of Carnforth, while working a circular test run from its home base, via Hellifield and Preston, on 28th July. **Simon Atkinson**



BR unlined black-liveried 'Britannia' Pacific No. 70000 steams through Swanley on 29th July, with the 'Cathedrals Express' from Salisbury to Canterbury West. **Pat Seale**

Fifty Fund investigate axle failure of *Ark Royal* prior to main line return

The Fifty Fund's Class 50 No. 50035 *Ark Royal* is now back at Cardiff Canton following a move by road from the East Lancashire Railway, after the locomotive's failure during the recent diesel gala.

The locos No. 2 wheelset is reported to have seized, and investigations are currently underway to establish why this happened,

with attention reported to be focused on the traction motor. The outcome is likely to be very expensive, with the cost of transporting No. 50035 back to Cardiff being in the region of £6,000 plus the ongoing cost of the necessary repairs, which could well be as much again.

The Fifty Fund will welcome any help towards meeting this unexpected burden,

and donations can be sent via the group's website at <http://www.fiftyfund.org.uk/index1.htm> or by making purchases from its on-line store.

With work also underway to make No. 50049 *Defiance* ready for main line work shortly, the problems with *Ark Royal* could not have come at a more inappropriate time.



SKLR operating in August

The Sittingbourne & Kemsley Light Railway has announced that it will be running trains on Wednesdays and Sundays throughout August.

Trains will depart from Milton Regis (Asda) Halt at 13.00, 14.00, 15.00 and 16.00 and a return ticket costs £4 for adults and £2 for children and concessions. A return trip takes just under an hour but visitors can return on any train.

Although Sittingbourne Viaduct station remains closed at present, work is underway to prepare the site for passenger use once again.

Home Fleet diesel event for Wirksworth in August

The Ecclesbourne Valley Railway will be holding a 'Home Fleet' event over the weekend of 13th/14th August, which will run services between Wirksworth and Duffield in the hands of its diesel-fleet, while trains on the Ravenstor Line will be steam-hauled.

A feature of the event could be the introduction into EVR traffic of the Pioneer Diesel Group's Class 33/0 No. 33035, which is currently being overhauled at Boden Rail Engineering, Washwood Heath. The locomotive is reported to have been lifted from its bogies and new bearings fitted to the axle box, which ran hot during its move from Barrow Hill to Swanage. However, the fault has since been attributed to an axle box seal. Also, the wheel sets have been tyre turned at the nearby Tyseley Depot. The Class 33 is due to arrive at Wirksworth during the forthcoming week for an extended stay of 'several months', and will hopefully be made ready in time to appear in the Home Fleet Event. It is understood that another visitor may also be on the cards.

◀ **The first revenue-earning working of GWR 2800 Class 2-8-0 No. 2857 on the Severn Valley Railway since its major overhaul took place on 21st July. Paired with the line's GWR 4500 Class Prairie No. 4566, it worked two return test trips from Bridgnorth to Kidderminster. The pair depart from Kidderminster with the 16.50 service. **Derek Jones****



▲ The rolling chassis of LMS 'Princess Coronation' Pacific No. 6233 *Duchess of Sutherland* is shunted into the West Shed workshop at Swanwick Junction on 1st July, to take position in front of its tender, allowing the air-braking equipment to be tested after refitting. **Paul Wood (PRCLT)**

Duchess of Sutherland on schedule for main line return

The overhaul of No. 6233 *Duchess of Sutherland* is on schedule, says PRCLT Chairman, Malcolm Baker.

Work on the boiler at LNWR, Crewe, is at an advanced stage, with the flue tubes due to be fitted in the next few days, to be followed by the crown stays soon afterwards. A hydraulic test is due later this month, to be followed by a steam test, after which it is hoped to have the boiler returned to the West Shed by the end of August. Meanwhile, at the West Shed the tender tank of the loco should be back in place within the next week, and work on the frames and running gear is also on schedule.

The task of putting the engine back together will likely take up the rest of the year, but Malcolm Baker is optimistic that barring any unforeseen problems, running-in on the Midland Railway at Butterley will commence in January, taking advantage of a time when the railway is not open to the public. The PRCLT will be looking to accumulate 1,000 miles as a shake-down exercise for No. 6233, and after any rectification work identified during the running-in period is completed,

the highly-contested new livery will be applied prior to the official main line test run and certification.

The owning Trust will be looking at what form this working will take, as many people remember fondly the evening 'Night Owls' that have previously been used for main line certification workings. This will be followed by the main line return of *Duchess of Sutherland*, which hopefully will be around Easter next year.

And speaking of livery, do not forget that 'The Race for the Livery' is entering its final furlong, with the closing date for telephone votes at 23.59 on Wednesday 31st August. Postal votes must also be received by that date, or be postmarked prior to that date with a First Class stamp. The result will be announced on the website on Sunday 4th September. The current position shows that after a quiet spell crimson lake has again overtaken BR green and leads by 2129 votes to 2044, with BR blue and LMS black now trailing with 978 and 145 votes respectively. Details of how you can vote can be found at <http://www.prclt.co.uk>.



▲ *Blanche* leads *Linda* around the spiral at Ddualt on the Ffestiniog Railway with the 13.35 service from Porthmadog to Blaenau Ffestiniog on 23rd July.

▼ De Winton 0-4-0VB *Chaloner* approaches Rhyd Ddu on the Welsh Highland on 23rd July. As reported last issue, the loco was making a special run from Caernarfon to the Welsh Highland Heritage Railway at Porthmadog. Both: **Nick Wise**





With the slightly blurred background giving the impression of speed, GWR Prairie No. 5542 makes an incongruous sight at the head of the GCR's TPO set at Quorn on 24th July. **Roger Brown**



“There is a major opportunity here to provide something which
no other heritage railway can do...”

“...not a light railway, part of the National Railway Network.”

Steve Davies MBE

Director, National Railway Museum

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 ECLM.

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@wensleydalerrailway.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@wensleydalerrailway.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.

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


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



Freightliner Class 66/5 No. 66589 passes Trimley as it leaves the Ipswich to Felixstowe branch to gain access into Felixstowe North terminal, with an intermodal service from Trafford Park on 2nd July. **Kev Gregory**

Silver-liveried Class 67 No. 67014 powers through Beaconsfield on 25th July, with the 15.55 Chiltern Railways Birmingham Moor Street to London Marylebone service. **Ken Brunt**





Well away from its normal operating area, London Midland City-liveried Class 153 No. 153325, currently on hire to FGW, departs from Westbury on 28th July, bound for Great Malvern. In the background is the huge Westbury Power Box, brought into use during 1984. This was one of the last route setting 'NX' panels to be constructed as part of the 1980s West of England resignalling scheme. **Edward Gleed**

2nd August 2011

Gravesend Railway Enthusiasts Society

Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. 'Across the Pond - USA' by John Rayment. Meeting commences at 19.45. Contact Bob Poole on 01474 326232 for further details.

North East Essex Railway Association

1st Floor, The Community Centre, The Triangle Centre, Frinton-on-Sea. 'Railways in Argentina' by Steve Cobb. Meeting commences at 19.45. Admission £1.50. Contact Roger Harvey on 01255 677165 for further details.

Weston super Mare Railway Society

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

8th August 2011

Lincoln Railway Society

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

Southern Electric Group (Sussex)

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

9th August 2011

Abergavenny and District Steam Society

Upper Room, The Hen and Chickens, Flannel Street, Abergavenny. 'The Withered Arm' by Michael Clemens. Starts 20.00.

Meon Valley Loco Society

St. Peters Church Hall, Free Street, Bishops Waltham, Hampshire. 'My life in Narrow Gauge' by Graham Morris. Starts 20.00. £2 Admission. All welcome. Contact John Barrowdale on 02392 640951 for further details.

10th August 2011

Basingstoke & District Railway Society

Wote Street Club, New Road, Basingstoke RG21 7NG. 'Indian Hill Railways' by David Brace. Starts 20.00. Contact the Secretary on 01256 819401 for further details.

Permanent Way Institution (Glasgow)

Technical Visit - Edinburgh Tram.

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 Bloxson. Starts 20.00. Contact 01256 819401 for further details.

25th August 2011

Stevenage Loco 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.

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 or at kaistonyork@btinternet.com for further deals.

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. Starts 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. Starts 19.30.

Southern Electric Group (South Hampshire)

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

Weston super Mare Railway Society

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

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.

▼ Freshly repainted into the latest GBRf livery Class 66/7 No. 66736 heads north through Chelmscote, near Bletchley, while working a Felixstowe to Hams Hall intermodal service on 23rd July. **Lorenzo D' Aniello**



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.

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

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

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

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 the Secretary, Lynne Garner on 07771 672274 or at lynne.garner@networkrail.co.uk for details.

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

9th September 2011 Great Western Society (Swindon)
Lawn Community Centre, Guildford Avenue, off Windsor Road, 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.

Shropshire Railway Society
The Gateway, Chester Road, Shrewsbury. 'Steam in Central England' by Alan Sainty. Meeting commences at 19.30.

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

Cornwall Rly Society
The Community Centre, Foundry Row, Redruth. 'Germany: Railways in the Rhineland' 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 Settle & Carlisle, DVD: Railways around Hull'. Starts 19.30. £2 donation, Visitors welcome. Contact 01377 254068 for further 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 Publicity Member on 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, Archbishop 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. 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 Railway Society
Seacourt Day Centre, Seacourt Road, Oxford OX2 9LD. 'On and Off the Footplate' by Bill Davis. Meeting commences at 19.30.

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

RCTS (Hitchin)
Hitchin Christian Centre, Bedford Road, Hitchin. 'Freight Trains Around Britain in the 21st Century' by Geoff Brockett. Meeting commences at 19.30.

Swiss Railways Society (London)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. (near Kings Cross). 'Cantons Bern and Solothurn' by Roger Jones. Meeting commences at 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. Meeting commences at 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 Antcliffe. 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.

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

A busy scene at Peak Forest on 27th June. Class 67 No. 67019 prepares to leave 'light engine', while Class 60 No. 60071 Ribbleshead Viaduct arrives from Toton and Class 66 No. 66011 shunts loaded wagons. Christopher Saxby

Magazine Information

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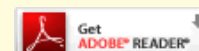
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