The Railway Herald

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Front Cover

DRS Class 37/4 No. 37423 approaches Attenborough Junction on a Doncaster West Yard to Peterborough inspection special on 25th June. **Scott Illingworth**

Rear Cover

Celebrating the KWVRs 40th anniversary, LMS Ivatt 2MT No. 41241 approaches Ingrow West on 27th June with the non-stop 're-opening special' to Oxenhope. **Stuart Chapman**

Publication

The Railway Herald is published every Monday and is available on e-mail subscription or from our website at www.railwayherald.co.uk

Submissions

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

Good quality scans of colour slides and prints are also acceptable. Currently there is 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 the back issues of the magazine together with a host of new features which will be online soon!

www.railwayherald.co.uk

National Rail Timetable

The entire UK National Rail Timetable is now available as a PDF download from the Network Rail website.

Produced in the same fashion as the printed version and ordered by table number, the current timetable is available by clicking here.

The railway by-laws and information for enthusiasts are also available online from the Network Rail website, by clicking here.

Newsdesk

First Great Western shows off the refurbished 'Night Riveria' sleeper sets at Penzance

First Great Western showed off its refurbished 'Night Riveria' sleeper stock to local dignatories and the railway press at Penzance on 26th June.

The work has been carried out at Wolverton Works, with the sleepers having been reliveried and all berths upgraded. Seated accommodation is offered on the service, and the Mk3 day coaches have also been refurbished with seating recovered from the HST Mk3 upgrade programme.

The biggest change is the ability for passengers travelling alone to now have full occupancy of a berth, although a number remain available for dual occupany when people are travelling together.

▲ ***The sleeper set arrives at Penzance from Long Rock, behind Class 57/6 No. 57602.*** **Sam Felce**

▶ ***The new look interior and berth colour scheme.*** **FGW**

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▲ *Fastline Freight's first Class 66/3 to land on British soil, No. 66305, is slowly craned off the Jumboship* **MV Stellanova** *at Newport Docks on 22nd June.* **Michael Dalgleish**

Fastline Freight's Class 66/3s arrive at Newport

Fastline Freight gained its first Class 66 locomotives on 22nd June, when the *MV Stellanova* docked at Newport.

On-board the ship were the first of three Class 66/3s for the company, which will be used on the coal traffic for e.on to Ratcliffe Power Station, presently being operated by a combination of First GBRf and Direct Rail Services Class 66s. It is expected that the new locomotives will enter service in the next two to three weeks, replacing the hired-in traction.

▶ ***The attractive livery on Class 66/3 No. 66305 is seen behind Class 66/4 No. 66422 as it is dragged north in convoy on 24th June.***

▼ ***The Class 66/3 convoy (comprising Nos. 66305, 66304 and 66301) is hauled north from Newport Docks to Crewe by DRS Class 66/4 No. 66422 as it slows for a signal check near Cheltenham Spa on 24th June.*** **Both: Jack Boskett**

❖ Musicians from the Royal Northern College of Music Brass Band and Wardle Anderson Brass Band from Rochdale recently entertained more than 300 people inside Newton Heath Depot, the first-ever live performance by a brass band inside a working train depot. The musicians played well-known railway favourites including 'Coronation Scot', 'Ticket to Ride' 'Royal Border Bridge' and 'North Star' and their programme included a special guest appearance from *May*, an 1894 saddle tank, Also featured was the premiere of a piece of music especially commissioned for the event and composed by Lucy Pankhurst, entitled 'Newton Heath Variations', which began with a steam whistle from *May* before an introduction from a diesel locomotive and the tubas doing their own impression of a human *Puffin Billy*! Northern Rail, in partnership with Greater Manchester Passenger Transport Executive, hosted the event to mark the 40th anniversary of the end of steam and to celebrate the renaissance of railways in the north of England in recent years.

❖ Network Rail has appointed Galliford Try Rail, part of the Galliford Try group, to undertake the building and refurbishment work needed to reopen Laurencekirk station in Aberdeenshire. The £3.2 million contract will involve the restoration of the listed station building, the construction of a new platform for southbound services, the resurfacing and restoration of the existing platform and the relocation of a redundant goods shed. Other works to be undertaken as part of the building process will include the installation of ticketing machines, CCTV and customer information systems and the creation of Disability Discrimination Act-compliant access ramps and a footbridge to the platforms. Construction work is expected to commence on site shortly. The station was closed in September 1967.

❖ The long-awaited railway station in Buckshaw Village could come to fruition sooner than expected following detailed plans being submitted by Network Rail for permission to build the station, an access road and car parking, which would serve residents at the 1,000-home brown-field development. A decision on the application is expected to be made before September. The multi-million pound project is being financed by the housing developers on the site in conjunction with Lancashire County Council and rail firms. The station would serve passengers on TransPennine Express on the Manchester to Blackpool North line.

▲ *A Eurostar line-up (from left to right are Nos. (37)3001, (37)3007, (37)3021 and (37)3013) receiving maintemance in Temple Mills Depot on 24th June 2008.*

Behind the scenes at Eurostar's Temple Mills Maintenance Depot

When moving the London Eurostar terminus from Waterloo to St Pancras, the original idea was to retain North Pole Depot in West London and use the North London Line for stock transfers.

However, this scheme became increasingly expensive and difficult, and the decision was made to move the maintenance and servicing depot to Temple Mills, near Stratford International, just 10-minutes from the new terminus and accessible via a single-track line off High Speed 1.

The quarter-mile long, eight-road purpose-built structure was completed in April 2007 at a cost of £400 million and is designed to hold full-length 20-car trains. Adjoining the main depot are a number of workshops, offices and the main administration building, together with a huge stores and maintenance area, all staffed for a 24-hour, 365-day operation. The inter-road spacing with raised walkways on either side allows good working room for servicing and maintenance and the complete depot is fitted with automated overhead electrification.

The bogie-drop design allows two trains to be worked on at the same time and the toilet discharge equipment also provides for two trains to be cleaned simultaneously. The carriage washer is bi-directional, allowing trains to be treated when moving in either direction and there is fully automated wheel condition monitoring equipment. Nine overhead cranes are fitted, six in the main building and three in the Bogie Shop.

Temple Mills is a restricted zone under the Channel Tunnel Rail Agreement, and all visitors have to go through security checking and be accompanied at all times.

These illustrations were taken under such conditions on 24th June, when Eurostar invited media from Britain, France and Belgium to tour the impressive facility.

▶▲ ***Eurostar No. (37)3224 enters the Temple Mills Bogie Shop and crosses the bogie-drop facility.***

▶ ***Eurostar's Temple Mills shunter No. 08948 is seen inside the Depot. The loco is specially fitted with drop-head Scharfenberg coupling and associated air-brake and control equipment, increasing its length from 26ft to just over 31ft.*** **All: Brian Morrison**

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National Express puts forward proposal for new services

National Express East Coast has published its proposals for new services and faster journeys linking London with the East Midlands, Lincolnshire, Yorkshire, North East England and Scotland.

The proposals include 25 new direct trains to and from London, creating at least 7,000 extra seats a day on the East Coast route from December 2009. The plans, which are subject to regulatory approval include a new service every two hours to and from Lincoln, additionally serving Market Rasen, Grimsby and Cleethorpes once a day, an extra two-hourly service every two hours between London and Garforth, Leeds, Horsforth, Pannal and Harrogate, an extra service every hour direct from London to Bradford Forster Square, by extending some Leeds services, and possible extra services to Skipton and the Aire Valley, subject to electricity supply issues being tackled by Network Rail.

Average journey times from London would also fall, with the introduction of a new even interval timetable with a more balanced spread of fast and frequent services. Examples include York in 1 hour 51 minutes, Leeds in 2 hours 10 minutes, Newcastle in 2 hours 50 minutes and Edinburgh in 4 hours 20 minutes. The plans would be the biggest improvement to the East Coast timetable since the route was electrified in 1991.

Bombardier wins contract for 28 LRVs for Manchester Metrolink

Bombardier Transportation, together with consortium partner, Vossloh Kiepe, has signed an option to supply an additional 28 light rail vehicles to Greater Manchester Passenger Transport Executive's Metrolink to help relieve congestion on the system.

The option was from a contract signed in April last year for an initial eight vehicles with another four ordered since. The additional contract is valued at approximately £62 million and there are again options to provide more vehicles in the future if the Metrolink network expands further.

The first new cars are scheduled for delivery during next year. Vossloh Kiepe provide the electrical equipment.

North Wales Loco-Hauled

With the advent of the December timetable change on the horizon, the days of Class 57/3s dragging Class 390 Pendolinos to Holyhead are nearing a conclusion, as the service will go over to Voyager-only operation from the end of the year. On 24th June, Class 57/3 No. 57313 Tracy Island stands at the head of 14.14 Holyhead - London Euston service, formed of Class 390 No. 390024 Virgin Venturer. The train arrived at the Angelsey termius as the 09.00 service from Euston. **Robin Patrick**

Cooling the Tube - LUL plans to keep the temperature down

London Underground has detailed a number of new and improved measures to help cool the Tube network this summer, with industrial-sized fans to be used to improve air-flow at Charing Cross, Bond Street and Bank, a mechanical chiller, similar to one at Oxford Circus, installed at Euston, an award-winning ground water-cooling scheme introduced to keep temperatures lower for passengers at Victoria, and ceiling-mounted impulse fans to be trialled on Bakerloo line platforms at Marylebone and Lambeth North.

In the long-term there are plans for air-conditioned trains on the Circle, District, Hammersmith and City and Metropolitan lines, with the first of these services due to be up and running in 2010.

Cooling the Tube does, however, remain a major challenge, especially on the deeper lines such as the Northern and Piccadilly, where London Underground Limited is continuing to strive for a solution to the problem.

London's Tube is, of course, the oldest Metro system in the world and the vast majority of the network was built long before air conditioning was invented.

£55 million investment nears completion at Lincoln

Network Rail starts the second and final phase of the £55 million project to renew completely the railway tracks and signalling system through the centre of Lincoln this summer.

Lincoln station will be closed from 19th July until 1st September as new track and signalling are installed, completing the work that was started during the blockade last year. During the work, the old semaphore signalling system will be replaced by computer controlled coloured LEDs, and at the same time 22 sets of switches and crossings will also be renewed.

Throughout the closure, East Midlands Trains will be running replacement bus services between Sleaford-Lincoln-Doncaster, Lincoln-Newark Northgate, Lincoln-Nottingham (between Lincoln and Newark Castle), and Lincoln-Grimsby and/or Cleethorpes.

The opportunity will also be taken to convert the level crossing on High Street to CCTV and renew the decking over the roadway. To do this, the level crossing will close to road traffic from 23.00 on Thursday 7th August and will reopen on 16th August. Pedestrian access will be maintained during business hours.

HM The Queen visits Preston by Royal Train

▲ *HM The Queen travelled to Preston on 26th June, making use of the Royal train to carry out several engagements in the area. Here, The Queen, having alighted from the train, is greeted by the Lord-Lieutenant of Lancashire, The Lord Shuttleworth.* **Chris Dixon**

East Midlands Trains commemorates end of Valenta powered HSTs

East Midlands Trains (EMT) is to run an additional special train to Scarborough from Leicester, via Derby, Chesterfield, Sheffield and York on 26th July to commemorate the last of the Paxman Valenta HST powercar engines in use on its route before they finish service in the autumn.

The train is intended to be a guaranteed opportunity for enthusiasts to travel on an HST with Paxman Valenta powercars before they finish in operation by the autumn. EMT will also be raising money for the Railway Children charity by donating all profits from the journey.

Some staff working on the service are also giving their wages for the day to the charity. In addition, one lucky passenger will get the rare opportunity to ride back from Scarborough in the driver's cab, experiencing a completely different aspect of a train journey. EMT will be auctioning this prize on the day and donating any money raised to the charity.

The train will depart from Leicester at 09.00, calling Derby 09.36, Chesterfield 09.57, Sheffield 10.22, York 11.15 and arriving in Scarborough at 11.59. The return service departs the Yorkshire resort at 15.15 and calls York 16.03, Leeds, 16.26, Sheffield 17.32, Chesterfield, 17.45, Derby 18.15 and finally Leicester at 18.43.

A specially priced single ticket is available if readers book in advance for the service. If a return on the same service is required, you will need to purchase a ticket either way. A buffet service and First Class at seat service will be provided on the train. To purchase tickets call 08457 125 678 or visit any East Midlands Trains ticket office and quote 'Valenta special train Saturday 26th July'. Reservations are compulsory on the service and tickets are on sale now.

	Standard Class	First Class
Leicester - Scarborough	£25	£43
Derby - Scarborough	£23	£43
Sheffield/Chesterfield – Scarborough	£22	£40
Leicester - York	£21	£43
Derby – York	£21	£42

HD Technology comes to LUL advertising

From 30th June, users of London Underground will be able to watch moving advertising images on the biggest screens in Europe and keep up-to-date with trailers for the latest movie releases while they wait for their next train.

A new cross-track projection (XTP) system, which allows high-quality digital images the size of a 14ft TV screen to be projected onto the walls at 23 sites opposite platforms, has been installed by advertising company CBS Outdoor for London Underground.

Following the successful trial at Euston LUL, sites at Piccadilly Circus, Euston, Bank, Liverpool Street and Bond Street have now been equipped with High Definition projectors and giant soundless screens. All profits from the XTP system will be reinvested in the London Underground network.

New airport rail-link

Robin Hood Airport is on track to get a railway link, and work could start within four years.

The scheme has been approved by Doncaster Council's planning committee, opening the way for talks to move forward with Network Rail. The new station would be on the Doncaster to Lincoln line with two platforms. Negotiations have to be carried out to find an operator for the route, but it is expected to be part of the railway network's East Midlands franchise. A 250- space park-and-ride is part of the initial design.

Timetable and loco roster **now** *available from the GWR website*

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NEW

HARBOUR LIGHTS

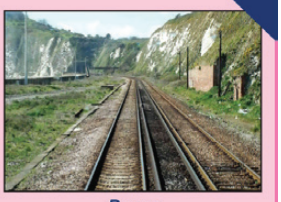
73 204 + 73 205 + 73 209 Hoo Junction-Folkestone Harbour

£19.95 (Post free)

On Saturday 12th April 2008, GB Railfreight sent three of their Class 73 locomotives on a light engine run across Kent from Hoo Junction to Folkestone Harbour. Their novel, eye-catching outing was to help raise money for the Railway Benefit Fund charity through the production of this exclusive cab-ride DVD of the trip to the little-used branch on the Kent coast. You can now re-live this fascinating trip around Kent as seen from the footplate of the Class 73s from the comfort of your favourite armchair.

The journey begins on the Thames estuary at Hoo Junction as the ED's set off on the outward route via Higham, Rochester, Chatham and Sittingbourne to Faversham. From there they continue past the surviving semaphore signals at Canterbury East and Shepherd's Well before passing non-stop through Dover Priory station. After a scenic run along the coast under the famous white cliffs of Dover, the Class 73s enter Folkestone East sidings where they access the Folkestone Harbour branch. A large crowd greets the arrival of the very first GBRf locomotives to reach the terminus. To mark the occasion, the ED's depart in suitable style, horns blaring as they set off a series of detonators as they climb the steeply-graded branch on their diesel engines. The Class 73s return back to Faversham via a different route. From Dover, the locos are back on diesel power again from Buckland Junction for the stiff climb up Guston Bank to Martin Mill. From there the journey continues past the semaphore signals at Deal and Betteshanger before passing through Ramsgate, Margate and Whitstable. At Faversham the locos re-trace the outward leg of their journey for the remainder of the run back to Hoo Junction.

Superb views of the Kent countryside from the driving cabs are accompanied by the unique mechanical and electrical sounds of the Class 73. The programme also features a selection of locomotives and special trains that have visited Folkestone Harbour since the early 1990s.



Dover

Folkestone Viaduct

Folkestone Harbour

HARBOUR LIGHTS will have a running time of approximately 110 minutes and will be available on DVD from mid-June priced at £19.95 (post free). You can order your copy by either calling us on our Credit Card Hotline on 01753 545888 or by sending a cheque or postal order to the address below:

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Tyseley Depot celebrates its 100th anniversary

London Midland opened the doors of its Tyseley Depot in Birmingham on 28th June, to host a 'Family Fun Day' for rail employees and their families. The event was unusual on two counts, firstly marking the 100th anniversary of the depot and secondly, being the first ever public viewing of the new Parry People Mover.

The new Parry People Mover (PPM) 60 vehicle, which is due to go into service on the branch line between Stourbridge Junction and Stourbridge Town from December, features lightweight construction and a hybrid power system using flywheel energy storage, which dramatically reduces energy consumption and carbon dioxide emissions compared to conventional trains. The light axle-load of the railcars will also cause less wear and tear to the track.

The resident Tyseley Class 08 pilot locomotive, No. 08616 was officially re-named, becoming *Tyseley 100*. Joining in the fun was the Birmingham Railway Museum which operated the replica of *Puffing Billy* on its short passenger line and provided a line-up of Great Western steam locomotives around its turntable. The attractions and locomotives helped the event to chart 100 years of the history of Tyseley Depot. The exhibits on show included Class 08 No. 08616, Class 31 No. 31190, Class 47s No. 47580 (which was renamed County of Essex during the day) and 47773, plus Class 86/2 No. 86259 *Les Ross*. Also present was the Chiltern Railways 'Bubblecar', which has recently been used on driver-training, firstly with Wrexham & Shropshire drivers and latterly with Virgin Trains.

Every year the event attracts hundreds of rail families, who enjoy a variety of attractions including fairground rides, face painting and a display of historic rail vehicles. All money raised from the day will go towards the Railway Children charity, which helps homeless children in the UK and across the world

▲ ***A line up of Great Western Railway locomotives around the turntable at the Birmingham Railway Museum site at Tyseley, situated next door to Tyseley Depot. From left to right are 'Castles' Nos. 5029* Clun Castle *and 5043* Earl of Mount Edgcumbe *and 'Halls' Nos. 4965* Pitchford Hall, *4936* Kinlet Hall *and 4965* Rood Ashton Hall.**

◀▼ ***Tyseley's resident Class 08 shunter, No. 08616 was named* Tyseley 100 *during the weekend by John Barlass, Engineering Dirctor of London Midland. Here, the locomotive is seen freshly repainted into the latest London Midland colour scheme, providing yet another Class 08 livery variation!* All: Jack Boskett**

▲ *The new Parry People Mover vehicle, which will be employed on the Stourbridge Junction branch from December, was on show to the public for the first time at the event.* **Jack Boskett**

▶ *Privately owned Class 47/4 No.47580 was renamed* **County of Essex** *during the Family Day by David Maidment, Chairman of The Railway Children charity. The locomotive is currently based at Birmingham Railway Museum and owned by the Stratford 47 Group.* **Colin Hall**

▼ *Heritage traction on display included the Stratford 47 Group's recently repainted Class 47/4 No. 47580, which was renamed during the day, and Class 86/2 No. 86259* **Les Ross.**
Jack Boskett

by John Whitehouse

UK Steam & Modern Traction Railtour Listings

The following table details the latest information available on steam, diesel and electric railtours for the forthcoming weeks from the date of publication. Information is understood to be correct at the time of going to press.

1st July			
Vintage Trains	9466	Shirley- Stratford upon Avon (break/rev)- Shirley	
2nd July			
Kingfisher Railtours	WCRC	Skipton-Hellifield-Settle (pu)- Appleby-Carlisle (break/rev) & return	
3rd July			
Steam Dreams	60007	London Victoria- Bath-Bristol and return	
4th July			
Railway Touring Company	2xEWS 37	**The Summer Highlander:** Swindon-Inverness	**Cancelled**
Royal Scotsman	2x WCRC 47	**Western Day 1:** Edinburgh- Spean Bridge	
5th July			
Compass Tours	2xRiveria 47	Stafford-Wellington-Shrewsbury-Workington-Carlisle-S&C-Stafford	
Kingfisher Railtours	6201	(Bedford-Loughborough-Chesterfield-)Carnforth-Shap-Carlisle (break/rev)-Carlisle-S&C-Hellifield-(Hellifield & return)	
NENTA Traintours	2xCR Cl47	Norwich-Stowmarket-Ely-March-Peterborough-Preston-Oxenholme-Carlisle (break/rev) & return	
Pathfinder Tours	EWS Class 66	West Ruislip-Carlisle	**Cancelled**
Railway Touring Company	2xEWS 37	**The Summer Highlander:** Inverness-Kyle	**Cancelled**
Railway Touring Company	71000	(Worcester Shrub Hill)-Crewe-Holyhead	**Cancelled**
Royal Scotsman	2x WCRC 47	**Western Day 2:** Spean Bridge-Bridge of Orchy	
Steam Dreams	60007 & 60009	**The Coronation:** Day 1 London King's Cross- via ECML - York (60007) York- via ECML - Edinburgh (60009)	
Stobart Pullman	2xDRS 47	London Paddington-Slough-Reading- Paignton	
6th July			
Past Time Rail	tbc	**The Torbay Express** : Bristol TM-Paignton-Kingswear and return	
Railway Touring Company	2xEWS 37	**The Summer Highlander:** Inverness-Far North	**Cancelled**
Royal Scotsman	2xWCRC 47	**Western Day 1:** Bridge of Orchy-Wemyss Bay	
Steam Dreams	60019/60009	**The Coronation:** Day 2 Edinburgh-York (60009) York-London KX (60019)	
Vintage Trains	tbc	Birmingham SH-Stratford upon Avon and return (two trips)	
7th July			
Railway Touring Company	2xEWS 37	**The Summer Highlander:** Inverness-Swindon	**Cancelled**
Royal Scotsman	2x WCRC 47	**Western Tour Day 4:** Wemyss Bay Edinburgh	
Royal Scotsman	2x WCRC 47	**Classic Tour Day 1:** Edinburgh-Keith	
8th July			
Royal Scotsman	2xWCRC 47	**Classic Tour Day 2:** Keith-Kyle of Lochalsh	
9th July			
Royal Scotsman	2xWCRC 47	**Classic Tour-Day 3:** Kyle of Lochalsh-Boat of Garten	
Steam Dreams	tbc	London-Weymouth and return	
10th July			
Royal Scotsman	2xWCRC 47	**Classic Tour-Day 4:** Boat of Garten-Dundee	
11th July			
Royal Scotsman	2xWCRC 47	**Classic Tour-Day 5:** Dundee-Edinburgh	
Royal Scotsman	2xWCRC 47	**Western Tour Day 1:** Edinburgh- Spean Bridge	
Stobart Pullman	2x DRS 47	**The Highland Waverley: Day 1:** London KX-Glasgow Central	
12th July			
Kingfisher Railtours	30777	Carnforth-Ravenglass (break)-Sellafield (rev)-Ravenglass & return	
Past Time Rail	2xEWS 67	Watford Junction-Oxenholme & return	**Cancelled**
Pathfinder Tours	55022	Preston-Stafford- Welshpool-Porthmadog-Pwllheli & return	
Railway Touring Company	70013	Norwich- York (and return)	**Postponed**
Railway Touring Company	60009	Norwich-Brandon- Peterborough-Scarborough-York-(& return)	
Royal Scotsman	2xWCRC 47	**Western Tour Day 2:** Spean Bridge-Bridge of Orchy	
Spitfire Railtours	40145	Liverpool Lime Street-Sheffield- Worksop-Lincoln-Wainfleet-Skegness - Wainfleet-Sleaford-Nottingham-Beighton Jct-Sheffield and return	
Stobart Pullman	2xDRS 47	Edinburgh Waverley-Fort William & return	
UK Railtours	2xEWS 67	Stevenage-Finsbury Park-Slough- Paignton (break/rev) & return	
Vintage Trains	86259	Birmingham NS-Crewe-Carlisle-Glasgow Central & return	

Regular Scheduled Steam Operations

Services detailed below, do not appear in the main listings above, being regular itinery operations.

Dates	Operator	Train	Route	Loco Pool
29 Jun-5 Jul	WCRC	Jacobite	Fort William-Mallaig and return	62005 or 45407
30 Jun-5 Jul	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool
6-12 Jul	WCRC	Jacobite	Fort William-Mallaig and return	62005 or 45407
7-12 Jul	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool
13-19 Jul	WCRC	Jacobite	Fort William-Mallaig and return	62005 or 45407
14-19 Jul	NYMR	Whitby	Pickering-Whitby and return (three trips)	NYMR Pool
20-26 Jul	WCRC	Jacobite	Fort William-Mallaig and return	62005 or 45407

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

The Week Ahead

The major event of the coming weekend also happens to be one of the railtour events of the year, and that is Steam Dreams 'The Coronation'.

An instant sell-out when launched last year to celebrate the 70th anniversary of the world record run by *Mallard* on 3rd July 1938, the train is a two-day affair featuring 'A4s' throughout. As an added bonus, the NRM will be hosting a line-up of the four UK-based A4s during the locomotive change at York on both days (go to www.nrm.org.uk for more details). The train itself gets underway at London King's Cross, with No. 60007 *Sir Nigel Gresley* in charge to York, where a break will be taken and the locomotive moved to the NRM for a photo opportunity. John Cameron's No. 60009 *Union of South Africa* then takes over for the long-haul to Edinburgh and an overnight stop. Next day, it is No. 9 again at the head of the train for the return south, which it will head as far as York where classmate No. 60019 *Bittern* will be waiting to bring the charter back on the final leg to King's Cross after the second Class A4 line-up at the NRM.

Earlier in the week, the centenary of the North Warwickshire Line is celebrated by Vintage Trains on 1st July with a return working between Shirley and Stratford-upon-Avon with 9400 class 0-6-0 Pannier tank No. 9466. Next day Kingfisher take to the hills with its second 'Settle & Carlisle Experience Tourist Train' from Skipton to Carlisle and back, picking up at Hellifield and Settle with the option of alighting at Appleby. It is hoped that the West Coast Class 37s can be used on the train. Steam Dreams, meanwhile, have a London Victoria to Bath Spa and Bristol working on 3rd July with Class A4 No. 60007 *Sir Nigel Gresley.*

No. 6201 *Princess Elizabeth* is scheduled to be in action for Kingfisher on 5th July, when it works a charter from Bedford, forward to Carlisle via shap, returning via the S&C to Hellifield where a diesel takes over for the return to Bedford. Also heading for Carlisle is Nenta Traintours from Norwich and Compass Tours from Stafford, which operates via the Cumbrian Coast outwards and the Settle and Carlisle on the return. Pairs of West Coast and Riviera Class 47s respectively, should feature on both trains. Stobart Rail, with DRS Class 47s, head for Paignton from London Paddington with the option of continuing to Kingswear on a special Paignton & Dartmouth working.

Sunday 6th July sees the inaugural 2008 runs of the 'Torbay Express' for Past Time Rail from Bristol Temple Meads and intermediate stations to Exeter St Davids, Paignton and Kingswear, and 'The Shakespeare Express' for Vintage Trains, which will again offer two return trips between Birmingham Snow Hill and Stratford-upon-Avon, outwards via Henley-in-Arden and returning via Dorridge. Respectively, Nos 6024 *King Edward I* and 4965 *Rood Ashton Hall* should feature.

Tour listing notes

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
WCRC West Coast Railway Company
(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

Useful Weblinks

- Online railtour listings
- Tour operators contact details
- Current fire-risk status info
- Email the railtours editor

Alloa, Carlisle and Scarborough feature in UK Railtours autumn programme

The recently re-opened Stirling to Alloa line is proving a big draw for tour operators, with UK Railtours joining the list of those looking to traverse the route before December, after which pathing for charters is said to become difficult if not impossible.

The tour is from London King's Cross on 25th September and runs northwards along the East Coast Main Line and via the Edinburgh Suburban line, to reach Haymarket and Polmont before heading onwards to Stirling and turning back to Alloa and Dunfermline then back to Edinburgh, via the Forth Bridge, for a short break. Not a bad day out from London!

The north-east features strongly in the company's September programme with trips to Scarborough, with a road transfer option to Pickering for the NYMR forward through to Whitby on 18th September and to Leeds on 20th September, the latter of which crosses the Pennines twice on the return running via both the Standedge and Hope Valley routes.

Finally on 27th September UK Railtours head to Carlisle, travelling via the S&C on the outward journey and returning via the Tyne Valley and ECML. All of these tours originate at London King's Cross.

Earlier on 11th September, Shrewsbury is the destination, from London Victoria and stations on the Midland Mainline, with a road transfer add-on to the Welshpool and Llanfair Railway, while two days later the destination is the South Devon coast from Northampton through to Paignton, with an option to proceed to Kingswear and onwards further to Dartmouth with the Paignton & Dartmouth Railway.

▼ ***Kingfisher Railtours inaugural 'Settle & Carlisle Tourist Train Experience' operated on 18th June and is seen approaching Hellifield on the outward leg in typical Dales weather with West Coast Railway's Class 33/2 No. 33207 Jim Walker in charge, and Class 47 No. 47851 Traction Magazine at the rear. The first of nine planned workings, the trains operate from Skipton, Hellifield and Settle to Carlisle, and are aimed at offering the tourist an opportunity to enjoy the scenery at a reasonable price. There is interest for the enthusiast also, as the aim is to use examples of the West Coast heritage fleet of diesel locomotives, with hopefully Class 37s featuring on the next trip booked for 2nd July. The inaugural trip was booked for Class 33s, but it is understood one was needed for 'Royal Scotsman' work and so the Class 47 was substituted. On the day, the Class 47 was used at Carlisle to turn the stock in order that the train was Class 33-hauled throughout.***
John Whitehouse

Problems hit *Duke of Gloucester* on Devon run

The 71000 Steam Locomotive Trust has confirmed that the problem which caused No. 71000 to be removed from Railway Touring Company's Birmingham International to Penzance 'Cornishman' at Newton Abbott on 28th June was associated with the locomotive's right-hand cam box, specifically a broken lever which disintegrated and jammed the locomotives reversing lever.

On the day, Class 67 No. 67020, which was shadowing the train with a brake coach for the return journey in tow, was summoned to take over the train, which was terminated short of its destination at Truro.

Meanwhile, and having determined that No. 71000 could be moved under its own steam, it was arranged for the engine to be moved to the Paignton & Dartmouth Railway for overnight stabling. During that time the cam box was drained of oil and the broken lever parts extracted and the extent of the damage assessed. Next day the loco and its support vehicle moved back to Bristol Barton Hill, with the expectation that it will later proceed to its home base at Bury for the problem to be resolved.

Currently, it is not known when it will be available for traffic, which caused RTC to postpone the 'Royal Duchy' from Penzance booked for 28th June until 13th September, when it will be hauled by No. 6024 *King Edward I* alone. The 12th July Norwich to Scarborough working will now feature No. 60009 *Union of South Africa* throughout.

Rail-Blue Charters

Hope Valley Luncheon

August 9th and October 11th

The Hope Valley 'Executive' Circulars are a succinct number of lunchtime special trains that offer an easy meander through the Pennines, the idea being to take it thoroughly easy and let us tempt you with a wonderful four-course lunch.

The routes the trains take have also been chosen to allow you to sample not only the food in unique surroundings, but the contrasts that only a moving train can offer.

Each train departs Crewe (dep. 11.00) and calls at Warrington Bank Quay (dep. 11.30), Earlestown (dep. 11.45) and Manchester Victoria (dep. 12.30). The train then heads via the spectacular Hope Valley Southern Pennine route to Sheffield where we have a leg-stretch break. The train turns to head north towards the Leeds conurbation before heading west over the Northern Pennine route via Huddersfield back into Manchester Victoria to set down. We then retrace our steps back to Crewe (arr. 17.30).

£99 per person

All timings are provisional and will be confirmed 10 days prior to travel

Bruncheon Executive

September 20th and November 22nd

This charter offers a different experience altogether. What makes this a bit special is that we serve you an extremely novel brunch on the way to York. On the return, we serve you a very quintessential Afternoon Tea which will help you to round off yet another easy day.

York can offer a mixture of things to do. You might want to amble over to the National Railway Museum - just over the footbridge. You could wander into the city centre and stroll round the narrow streets known as the Shambles with its mix of interesting shops and cafes.

Leaving Crewe around 09.30, the train calls at Warrington Bank Quay, Earlestown and Manchester Victoria. Then the train turns north through Littleborough and Hebden Bridge before dropping down through Brighouse and Leeds to York for an approximate two-hour break. The train will then return via Sheffield and the beautiful Hope Valley route before heading back to Crewe, arrival around 19.00.

£99 per person

All timings are provisional and will be confirmed 10 days prior to travel

To book your seats call 0161 850 0559 now

Bristol, Minehead & West Somerset Railway

October 18th - Fare details to be confirmed

Join us for a jaunt down to Devon and a meander along the beautifully picturesque West Somerset Railway.

This picture postcard railway boasts immaculate stations, wonderful scenery and adds to the whole day out by emphasising what an easy day it will be.

Our train departs from Manchester Piccadilly and pick up at Stockport, Wilmslow, Crewe and Shrewsbury before heading down through the Welsh Borders along the Welsh Marches route via Ludlow and Hereford to Newport. Then the train passes under the Severn Estuary through the longest tunnel on the mainland rail network, the Severn Tunnel. Calling at Bristol Temple Meads for those who wish to alight here, we carry on to Taunton and onto the West Somerset Railway to our destination, Minehead.

Full details are still to be announced for this trip, including details of fares and proposed timings, however, the charter will offer Standard, First and Premier dining options.

Rail-Blue Charters

For further details please visit our website or for enquiries and to book, call **0161 850 0559** now

www.rail-bluecharters.co.uk/tour_list

▲ *Providing an interesting contrast between the steam locomotive and ultra modern buildings, the redevelopment of Sheffield continues as LMS 'Black 5' No. 45407 departs from what was Sheffield Midland station in steam days, bound for Keighley on 29th June.* **John Whitehouse**

▼ *GWR 'Hall' 4-6-0 No. 4936* **Kinlet Hall** *heads an empty coaching stock working from Merehead Quarry to Tyseley, slowing for the 15mph speed restriction on Aldermaston 'Up' platform on 23rd June.* **Bill Allen**

▲ *The Wessex Trains-liveried Class 31/6 No. 31601* **Gauge 'O' Guild 1956 - 2006** *is seen throughout the country on hire to Network Rail. Here, it powers the Network Rail inspection train on 20th June northwards through Carnforth with classmate No. 31105 on the rear, as it forming a Derby RTC to Mossend working.*

▼ *Six days later on 26th June, the loco was noted at Portway on the climb out of Tamworth as it powered a Gloucester to Derby RTC Serco service with classmates Nos. 31105 and 31233 forming part of the consist.* **Both: Fred Kerr**

▲ *The EWS Executive train made an outing to the North London Line on 17th June. Seen here passing Cossington on its journey back to base, Class 67 No. 67029* **Royal Diamond** *leads the set with Mk3 DVT No. 82146 on the rear forming a London Victoria to Toton TMD ECS working.* **Carl Westwood**

▼ *The sight of the EWS company train on the Southern Region is certainly not common. Here Class 67 No. 67029* **Royal Diamond** *approaches Clapham Junction heading from London Victoria to Toton the same day.* **Stuart Chapman**

▲ *Displaying yet more evidence of our colourful railways, Leicester sidings was temporary home on 15th June to three variations. From left to right, Class 156 No. 156401 in East Midlands Trains livery, Class 170/5 No. 170519 in the latest Arriva CrossCountry and Colas Rail USP5000RT Ballast regulator, still in its previous Amec Spie light blue colours.*

▼ *One of the first tilting Voyagers to be re-liveried by Arriva, Class 221 No. 221128 roars through Ashchurch station on 28th June, with the late-running 07.50 Edinburgh-Bristol Temple Meads service.* **Both: John Stretton**

▲ *With the arrival of the first Fastline Freight Class 66/3s, the appearance of hired-in traction on Fastline's coal workings will come to an end. Here No. 66/4 No. 66430 on hire from DRS, works a coal train for Ratcliffe Power Station past the old Toton Wagon Shops on 6th June.* **Luke Putland**

▼ *On 26th June, First GBRf Class 66/7 No. 66732 is pictured climbing away from Elford loop with a train of wagons from Ratcliffe en route to Daw Mill Colliery for re-loading with a consist comprising two GBRf and 18 Fastline high-capacity wagons.* **Fred Kerr**

▲ *After nearly three years away from the mainline, the preserved 'Hastings' DEMU, No. 1001 finally made a return to the National Network on 26th June, when it operated a test run, in preparation for a forthcoming charter working. The set passes Swanley on 26th June.* **Patrick Seale**

▼ *On 28th June, First GBRf hired 'Hastings' DEMU No. 1001 for a trip from Hastings to Bournemouth and return. Here the 07.35 Hastings-Bournemouth passes Polhill on its outward journey.* **Bill Turvill**

▲ *As part of the first day of Virgin Trains 'Blockbuster' operation, Class 221 No. 221103 leads classmate No. 221143 on the 18.00 Euston-Crewe at Beaconsfield in glorgious evening sunlight on 28th June.* **Ken Brunt**

▼ *Earlier the same day, the same pairing are pictured on the inbound working to London Euston as Class 221s Nos. 221143 and 221103 slow for a signal check at High Wycombe.* **Michael Walker**

▲ *One of the latest Class 66s to arrive for Freightliner and the penultimate example in the '66/5' number scheme, No. 66598, makes its first daylight working over the Settle & Carlisle line with a Ratcliffe Power Station to Chalmerston coal service, pictured passing Ribblehead on 27th June.* **Brian Garrett**

▼ *With the Class 66/5 number scheme now fully used, the numbering will continue in the '66/9' series. Here the first of this batch, Class 66/9 No. 66953 approaches Manchester Victoria with empty cement tanks returning to Earles Sidings from Weaste on 25th June.* **Arnold Battson**

The first moves of *Tornado* under its own steam approach

The weekend of 2nd/3rd August should be a momentous occasion for everyone associated with the A1 Locomotive Trust, as the A1 'Peppercorn' Pacific No. 60163 *Tornado* is scheduled to move under its own steam for the first time for a gathering of covenanters.

This will be the prelude to the locomotive then moving to the Great Central Railway later in the month where running-in will commence prior to mainline certification. The locomotive is virtually complete with the final brake assembly, fitment of OTMR and the 'plumbing' jobs, which are always the last to be finished, outstanding.

All this comes at a cost however, as Trust Chairman Mark Allatt commented recently, estimating that the project is swallowing £60,000 per month on construction costs, has still to fund the cost of mainline certification, which he estimates at a further £80,000, as well as eventually funding their long term debt of £800,000 in loans and bonds that went towards financing the locomotive's construction. He added that there are numerous ways to support the project from simple donations through to becoming a covenanter to the scheme.

A unique opportunity will shortly be available to sponsor the first turn of the locomotive's wheels when it moves under its own steam on the historic covenanters weekend. Further details on the whole project, together with information on how to help can be found on the new look website at www.a1steam.com

Stepney bows out on Bluebell

◀ ***The Stroudley-designed London Brighton & South Coast Railway 'A1X' Terrier 0-6-0T* Stepney *has worked its last trains on the Bluebell Railway, prior to undergoing a full overhaul. Here, the locomotive is pictured posing for the camera's at Kingscote on 10th June, prior to departing with its last southbound train. The locomotive is now at Horsted Keynes locomotive sheds on static display until workshop space and funds on the railway are available for overhaul.***
Ken Mumford

▼ ***The 2008 fuel price hikes have hit preserved railways across the country, both in terms of volunteers and visitor numbers, especially those in the more isolated locations. One such is the Bodmin & Wenford Railway, but for those who made the journey, they were greeted by delights such as this - in glorious summer sunshine No. 4247 enters Bodmin General station with the 14.25 service from Boscarne Junction.*** **John Stretton**

Keighley celebrates its 40th anniversary

The Keighley & Worth Valley Railway celebrated its 40th anniversary in fine style over the 27th-29th June with a special gala weekend.

The first day of the gala worked well, with plenty of visitors, the locomotives working superbly and setting the scene for an excellent weekend to come. A fine and well planned way of celebrating the railway's 40th year as a privately owned steam railway, and the first entire railway to be saved and

▲ On 27th June, Ivatt 2MT No.41241 passes through Oakworth with the 'Reopening Special', the 14.35 Keighley to Oxenhope non-stop service. **Nick Wise**
◀ Railway staff are seen at work preparing to re-rail WCRC Class 47/7 No. 47760 at Oxenhope on 28th June after its derailment. **Richard Whiteley**
▼ LMS 'Black 5' No. 45212, WD 2-8-0 No. 90733 and BR Standard 4MT 2-6-4T No. 80002 prepare for the day's work in Haworth Yard on 28th June. **Richard Whiteley**

▶ ***KWVR's resident War Department 2-8-0 No. 90733 approaches Haworth with a demonstation freight service on 27th June.***

▶▼ ***LMS 'Black 5' 4-6-0 No. 45212 departs Damems Junction on 27th June with a service for Oxenhope. Despite being a Keighley & Worth Valley engine, this locomotive is visiting the railway from its more usual home on the North Yorkshire Moors Railway, as part of the operating agreement following the private financing of the locomotive's return to steam.***

reopened with volunteer labour.

Unfortunately, for the railway, Saturday morning saw those celebrations thrown into chaos when West Coast Railway Class 47/7 No. 47760, became derailed on the leading bogie at Oxenhope station while performing a shunt movement and blocking access to the KWVR mainline and the carriage sheds in the process. Nobody from the railway was available for comment, but sources suggest that the cause was not a track fault. Vintage buses from the Aire Valley Transport Group and Keighley Bus Museum operated from Oxenhope to connect with steam train services at Haworth until a full steam timetable resumed on the whole branch.

Despite these problems, the railway recovered well, with vintage coaching stock being used to work two trains from Keighley to Haworth during the morning and West Coast Railway stock being used on one of the service diagrams during the afternoon, allowing the Ingrow shuttles to resume.

The biggest dissappointment was the cancellation of the mainline trains during the day on the 28th June, as the allocated motive power, Southern Railway 4-6-0 No. 30777 *Sir Lamiel* was trapped in the carriage sidings at Oxenhope by the derailment. Much hard work and effort by the railway's staff, however, saw the locomotive released in time to work the evening 'Ribblehead Flyer' service. This trip also hit trouble when mechanical problems with the locomotive developed en route to Ribblehead, causing the train to terminate at Skipton.

These problems resulted in the Sunday mainline trains operating between Keighley and Hellifield only, rather than through to Settle Junction, to allow the locomotive to run-round, and had motive power supplied by West Coast Railway Class 37 No. 37248. On the railway itself, the timetable returned to normal and trains ran full to capacity through the day.

The railway has extended its thanks to all the enthusiasts and its volunteers for the understanding and support during what was a difficult day of operations. From the numerous emails and comments all congratulating the railway, offering words of support and expressing thoughts on an excellent day out, that have been received by *Railway Herald*, the difficulities don't appear to dampened people's enthusiasm!

It is to be hoped that the problems do not cause the railway to shy away from mainline operations in the future, as the prospect of steam on the mainline, together with an intensive steam operation on the KWVR branch, all linked by a fast and frequent Northern Rail service from Leeds, has to be a combination that will draw visitors from far and wide.

▶ ***Hunslet 0-6-0ST No. 1704* Nunlow *and Manning Wardle 0-6-0ST* Sir Berkeley *'top and tail' a brake van special with in Ingrow Yard during the 40th Anniversary Steam Gala on 27th June.* **All: Stuart Chapman**

TURNING THE CLOCK BACK

Clapham Junction in the 1950s

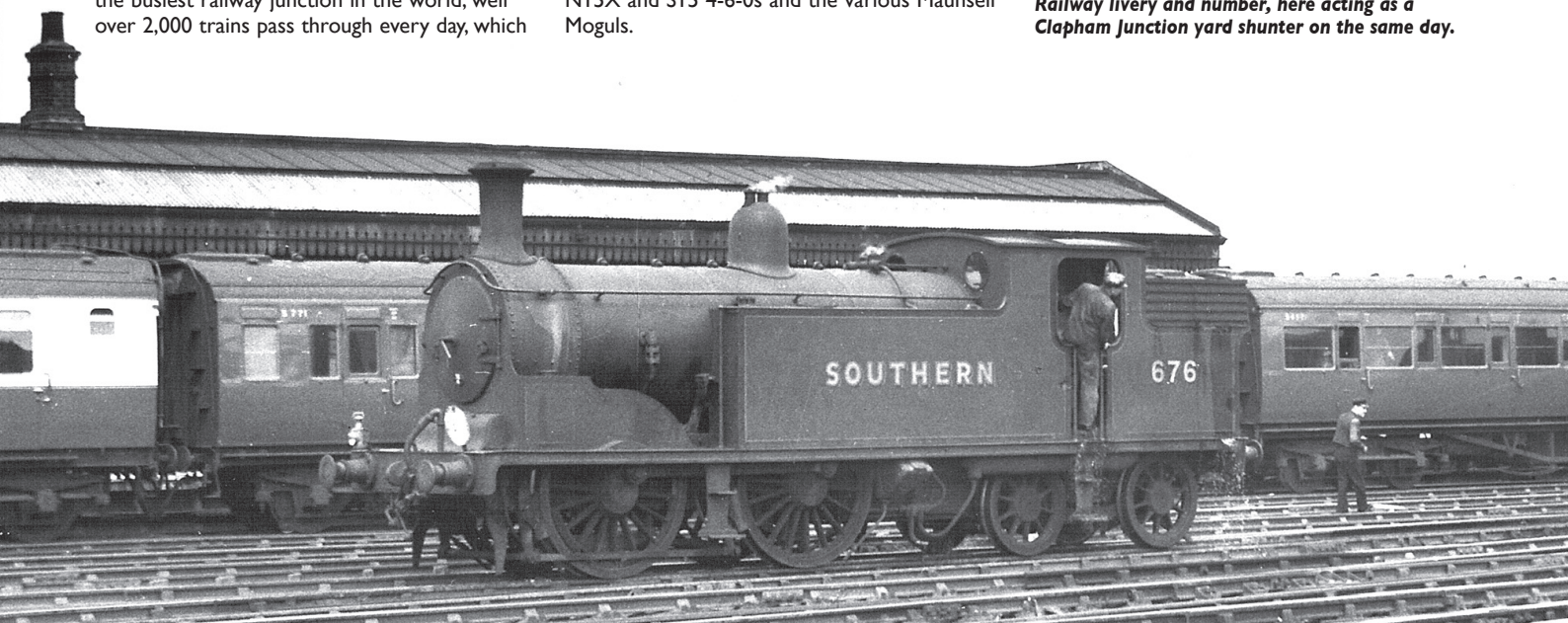
Brian Morrison looks back to the era when steam traction was still king and the advent of mass dieselisation was only on the horizon

Clapham Junction was first opened by the London & Southampton Railway in 1838 and originally named Wandsworth.

Considerably extended since those early days, its 17 platforms are used by services from London Victoria and Waterloo as well as to Willesden via Kensington Olympia. Billed as the busiest railway junction in the world, well over 2,000 trains pass through every day, which at peak times means some 2,000 passengers every minute! Motive power today is fairly diverse but is not anything like it was when these images were taken over five decades ago. Ten different types are illustrated in this feature plus a token EMU, but there were many others, such as H class 0-4-4Ts, Q1 0-6-0s, H15, N15, N15X and S15 4-6-0s and the various Maunsell Moguls.

▲ Drummond L&SWR T9 class 4-4-0 No. 30721 sets back towards Kensington sidings on 25th June 1951 with empty milk tanks to form the 15.54 train to Exmouth Junction, which, as illustrated on the next page, will be hauled by something slightly more powerful.

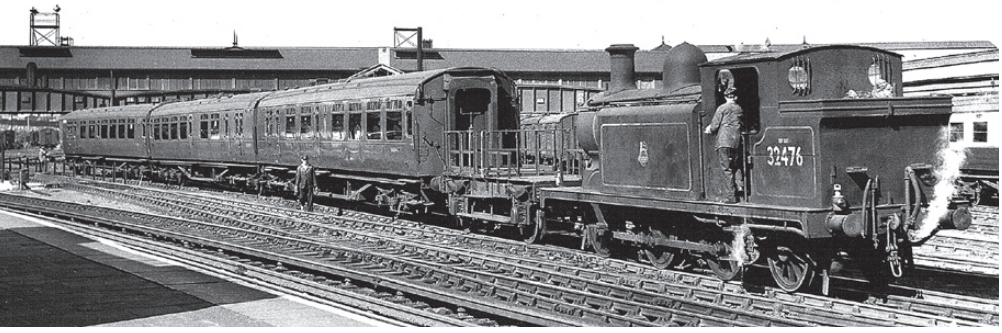
▼M7 class 0-4-4T No. (30)676 retains Southern Railway livery and number, here acting as a Clapham Junction yard shunter on the same day.



▲ *Recorded on 25th June 1951, Merchant Navy 4-6-2 No. 35005* **Canadian Pacific** *shunts the milk tanks (seen in the first image) prior to departure as the 15.54 to Exmouth Junction. In rebuilt condition, the loco survives in preservation on the Mid-Hants Railway, which is more than can be said for Clapham Junction A signalbox, the last vestiges of which disappeared in 1993.*

▶ *On the same day, unrebuilt West Country Pacific No. 34095* **Brentor** *approaches Clapham Junction hauling the 'Royal Wessex' express, and is passed in the opposite direction by 2BIL EMU No 2142 heading for Waterloo.*

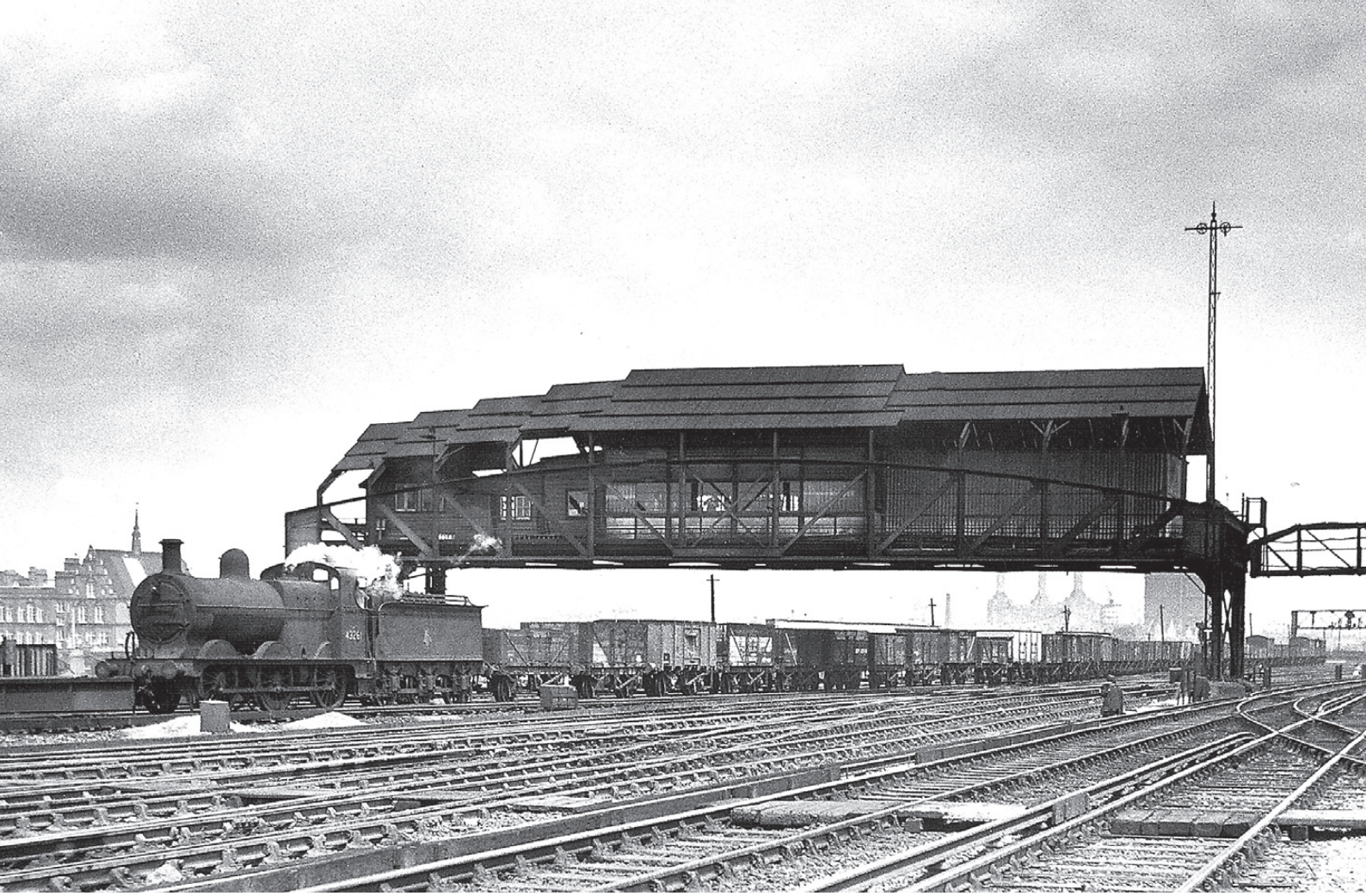
▶ *A Stewarts Lane (Battersea) to Norwood Junction freight approaches the station, also on the same day, hauled by Maunsell W class 2-6-4T No. 31917.*



▲ *On the dull Sunday morning of 25th April 1954, the unique high-sided tender 'Schools' class 4-4-0 No. 30931* **Blundells** *hammers through the station with an Ian Allan 'Trains Illustrated' charter from Waterloo to the Somerset & Dorset line, where the weather was much improved!*

◀ *Ex-LB&SC E4 class 0-6-2T No. 32476 marshals coaching stock for a West of England train in Clapham Yards on 25th July 1956. The shunters truck attached to the loco is a conversion from an old Beattie tender.*

▼ *'The Cunarder' Pullman boat train from Southampton to Waterloo passes through the platforms later the same day, hauled by Lord Nelson 4-6-0 No. 30860* **Lord Hawke.**



▲ *A westbound inter-regional freight from Battersea to Brent, consisting mainly of empty wooden-sided coal wagons, comes off the West London Lines on 25th June 1951 and trundles through the station, hauled by Johnson Midland Railway 3F class 0-6-0 No. 43261.*

▼ *Toton (18A)-based Stanier 8F class 2-8-0 No. 48666 comes off the West London Line on 20th July 1951, hauling a transfer freight from Willesden to Norwood Junction. A concrete gantry to carry imminent colour-lights has been erected in front of the gantry carrying the semaphore signals that were still then in use.*

Diary

The editor welcomes details of forthcoming events, talks, slide shows, conferences, model railway exhibitions and club meetings for inclusion within this section.

Details should be sent via email to ***editor@railwayherald.co.uk*** and should include a brief outline of the event, including the speakers name if appropriate, date, time and location, together with contact details (either telephone, web or email). *Railway Herald* cannot accept any responsibility for any inaccuracies or events which are amended, cancelled or postponed. Information, such as advance programmes and club meeting line-ups can also be sent through the post to the editorial address.

29th June 2008
Purbeck Railway Circle
Summer Outing – 'An S&D Coach Tour' – from Swanage, taking in the Shillingstone Station Project, the Gartell Light Railway at Templecombe and the Somerset & Dorset Railway Heritage Trust at Midsomer Norton Station. Booking essential. Contact Mike Walshaw on 01929-421913.

30th June 2008
RCTS Northampton Branch
Visit to Severn Valley Railway at Kidderminster. Contact David Pick on 01604 810613.

1st July 2008
RCTS Watford Branch
St. Thomas's United Reformed Church, Langley Road. "The Midland and South Western Junction Railway" by Bernie Holland. Meeting starts 19.30.

2nd July 2008
Burton Railway Society
Marston's Social Club, Shobnall Road, Burton-upon-Trent.
'Is the Master Cutler a South Yorkshireman?' by Martin Bromley. Contact Mark Ratcliffe on 01283 221537. Meeting starts at 19.30

5th July 2008
Railfuture
Rail Passengers and Campaigners National Conference. Banqueting Hall, The Guildhall Market Square, Salisbury. SP1 1JH. Doors open 10.00 for 10.45 start. Adminssion payable. Contact Graham Ellis on 01225 708255 for booking details.

7th July 2008
Swanage Railway - Bath Area Group
St John's Church Hall, St John's Road, Bathwick, Bath.
A return visit by Simon Foote, with more sights and sounds from the steam era. Meeting commences at 19.30, entrance £1. Contact John Lakey on 01225 315918 for further details.

8th July 2008
Abergavenny & District Steam Society
Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny. 'The County Project' by Terry McCarthy. Meeting commences at 20.00.

Locomotive & Carriage Institution
Institution members social day at the Swanage Railway, Members to meet at Wareham Station at 11.00.

9th July 2008
RCTS Hitchin Branch
Hitchin Christian Centre, Bedford Road. 'The Railways of Kent' by Bob Ratcliffe . Meeting commences at 19.30.

Swiss Railways Society (London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross station) To be confirmed. Meetings commence at 19.00, Refreshments available. A £2 donation is requested. Contact Ron Dawes (0208 660 3532) for further details.

10th July 2008
Permanent Way Institution (Birmingham Section)
The 11th Floor Boardroom, Network Rail Offices, The Mailbox, 100 Wharfside Street, Birmingham. Afternoon visit to the Severn Valley Railway, followed by an evening presentation. Contact Ian Wardle on 0121 345 3931 for further details. Doors open 17.45 for an 18.15 start.

11th July 2008
Purbeck Railway Circle
Harmans Cross Village Hall, Harmans Cross.
'The Salisbury Accident of 1906 – Still an Enigma?' – an illustrated talk by Gerald Jacobs. Meeting commences at 19.30 prompt, doors open at 19.00. Contact 01929 421913 for further details.

12th July 2008
Bournemouth Railway Club
All Purpose Room, Winton Methodist Community Centre Bournemouth. '120 Years of the Direct Line'. Club Members using their own material will look at the development of main line services between London and Bournemouth and in particular at the Lymington Junction to Christchurch section that really finally put Bournemouth on the railway map. Meeting commences at 14.30. Entrance £2. Contact 01202 742099 for further details.

14th July 2008
Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln
'Annual Quiz Night'. Meeting commences at 20.00. Contact 01522 705365 for details.

RCTS Northampton Branch
Visit to the Great Central Railway Loughborough. Contact David Pick 01604 810613 for further details.

15th July 2008
RCTS Merseyside, Chester & North Wales Branch
Observation at Doncaster from 11.00-16.45. Contact Geoff Morris on 01244 376808 for further details.

23rd July 2008
RCTS West Riding Branch
Observation at Water Orton Station Contact the secretary, Malcolm Riley on 01274 589488 for further details.

17th July 2008
Marlow & District Railway Society
British Red Cross Society, Victoria Road, Marlow. "The pre-1923 GWR lines in the west of Wales" by Martin Connop Price. Meeting commences at 19.45 sharp. Non-members £2

18th July 2008
Great Western Society (Taunton Group)
Stoke St. Mary Village Hall, near Taunton. 'Memories of Steam' by David Butcher. Meeting commences at 19.30, Contact Peter Triggs on 01823 334188. for further details

19th July 2008
RCTS Northampton Branch
Canal trip from Bilsworth Wharf. Contact David Pick 01604 810613 for further details.

21st July 2008
RCTS Thames Valley Branch
Observation at Didcot Station Contact Phil Darlaston on 01235 223363 for further details.

RCTS Shenfield Branch
Visit to Mangapps Farm Railway Museum Contact John Stone on 01245 464756 for further details.

23rd July 2008
RCTS West Riding Branch
Observation at Nuneaton Station Contact Malcolm Riley on 01274 589488 for further details.

27th July 2008
RCTS Merseyside, Chester & North Wales Branch
Visit to Bala Lake Railway and DMU trip on Llangollen Railway Contact Geoff Morris on 01244 376808 for further details.

28th July 2008
RCTS Northampton Branch
Visit to the Foxfield Railway. Contact David Pick on 01604 810613 for further details.

6th August 2008
Burton Railway Society
Marston's Social Club, Shobnall Road, Burton-upon-Trent.
'Steaming through Britain' by Graham Briggs. Contact Mark Ratcliffe on 01283 221537 for further details for further details. Meeting commences at 19.30

11th August 2008
Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln. 'Canklow to Cape Town' by Mike Eggenton. Meeting commences at 20.00. Contact 01522 705365 for details.

12th August 2008
Abergavenny & District Steam Society
Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny.
LNER and SR varieties by Colin Jacks. Meeting commences at 20.00.

13th August 2008
Swiss Railways Society (London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross station)
'A-Z of Switzerland' - Members Slides. Meeting commence at 19.00, Refreshments available during the evening.
A £2 donation is requested from attendees. Contact Ron Dawes (0208 660 3532) for further details.

15th August 2008
Great Western Society (Taunton Group)
Stoke St. Mary Village Hall, near Taunton.
'Britannias & Broads' by Max Wilkinson. Meeting commences at 19.30, Call 01823 334188 for further details

2nd September 2008
Southern Electric Group (South Hampshire Branch)
Eastleigh Railway Institute in Romsey Road, Eastleigh.
'London and its environs' by Bruce Oliver. Meeting commences 19.30. Entrance fee £2

3rd September 2008
Burton Railway Society
Marston's Social Club, Shobnall Road, Burton-upon-Trent.
'The Southern in the South & West' by Peter Gray.
Contact Mark Ratcliffe on 01283 221537 for further details.
Meeting commences at 19.30

▲ *Three trains, three liveries, three types and all the same operating company! Arriva CrossCountry's Class 170s Nos. 170101 and 170398 flank an unidentified Voyager at Water Orton on 19th June.*
Mark Lee

8th September 2008
Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln
'NYK' by David Cross. Meeting commences 20.00. Contact 01522 705365 for further details.

9th September 2008
Abergavenny & District Steam Society
Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny.
'An evening with Malcolm Ranieri'. Meeting commences 20.00.

10th September 2008
Swiss Railways Society (London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross station)
'Bernese Oberland Revisited' by Paul Russenberger. Meetings commence at 19.00, Refreshments available. A £2 donation is requested. Contact Ron Dawes (0208 660 3532) for further details.

11th September 2008
Continental Railway Circle
St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. A talk on 'Northern Spain 1960-1961' by Peter Grey. Admission £2, Meeting commences at 19.15. contact Adrian Palmer on 01932 850624.

12th-14th September 2008
Swanage Railway
Steam Gala and Vintage Transport Rally: A weekend of steam with a Vintage Transport Rally at Harmans Cross Station.

19th September 2008
Great Western Society (Taunton Group)
Stoke St. Mary Village Hall, near Taunton. 'Steam in the 1960s' by Alan Reeve. Starts 19.30, Contact Peter Triggs on 01823 334188.

25th September 2008
Mid-Hants Railway Preservation Society (Thames Valley Group)
Church House, Church Street, Caversham, Reading.
'Zimbabewe Railways' by Simon Bowden. Meeting commences at 19.30 for 19.45. A donation is requested.

30th September-7th October 2008
LCGB Overseas Tours
Tour to Italy on IGE Italia Express. Further details are available on www.lcgb.org.com. Note: LCGB membership is compulsory for tour participants due to insurance reasons

1st October 2008
Burton Railway Society
Marston's Social Club, Shobnall Road, Burton-upon-Trent.
'20 years of mainline steam', a large format slide show by Malcolm Ranieri. Contact Mark Ratcliffe on 01283 221537 for further details. Meeting commences at 19.30

4th-12th October 2008
LCGB Overseas Tours
Tour to Industrial Steam in Serbia. Further details are available on www.lcgb.org.com. Note: LCGB membership is compulsory for tour participants due to insurance reasons

7th October 2008
Locomotive & Carriage Institution
London Underground Limited HQ, St. James Park Station, London. Presentation by Doug Lindsay on 'Pullman Coaches Part 2'. Meeting commences 18.00

Southern Electric Group (South Hampshire Branch)
Eastleigh Railway Institute in Romsey Road, Eastleigh.
'The tramways of Bournemouth and Poole' by Richard Pennell. Meeting commences at 19.30. Entrance fee £2

8th October 2008
Swiss Railways Society (London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross station)
Show title to be confirmed. Presented by Martin Fisher. Meetings commence at 19.00, Refreshments available. A £2 donation is requested. Contact Ron Dawes (0208 660 3532) for further details.

13th October 2008
Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln 'Steaming around in 2006/2007' by Alex Hurd. Meeting commences at 20.00. Contact 01522 705365 for further details.

14th October 2008
Abergavenny & District Steam Society
Upper Room' at 'The Hen and Chickens', Flannel Street, Abergavenny.
'Men of the Mechanicals' (Lickey Incline Memories) by Neville Billington. Meeting commences at 20.00.

14th-22nd October 2008
LCGB Overseas Tours
Tour to participate in steam charters in Etriea. Further details are available on www.lcgb.org.com.

Internet Links
Further contact details for the clubs and societies list in this column can be obtained from our new-look website by clicking here.

Should your club or society event be listed here? If so then please email the editor with the appropriate details.

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