Railway Herald

Issue 230 - 12th July 2010

The electronic journal for the railway enthusiast

Railway Herald

Issue 230
12th July 2010

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

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

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

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

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

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ISSN 1751-8091

Jack Boskett

DRS opens its doors at Crewe Gresty Bridge

DRS held its annual open day on 10th July, the event this year, taking place at the company's Gresty Bridge Depot at Crewe. A variety of motive power, including stored locomotives, were on display and No. 37409 was named *Lord Hinton* during the day

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Class 57/3 No. 57306 drags an unidentified Class 390 Pendolino along the causeway on the approach to Llandudno Junction, with Conwy Castle in the background, while working a London Euston bound service on 3rd July. Gary Thomas

The exclusive first view of Freightliner's new-look Class 90

▲ ▼ Freightliner rolled out the first of its Class 90 fleet to be painted in the new 'PowerHaul' style livery at LNWR Crewe on 9th July. The locomotive goes into traffic from 12th July. Richard Tuplin (with permission)

Porterbrook buys '377/2s'

Porterbrook Leasing has completed a transaction to purchase 11 four-car Class 377/2 dual voltage Electrostars from Southern at a cost of £54 million.

They were originally ordered by Southern and delivered into operation in the last few months. They will be integrated into the current Class 377 fleet, also owned by Porterbrook and operated by Southern.

The trains are currently sub leased to First Capital Connect as part of the Thameslink upgrade project, and are expected to remain there until replaced by new-build trains, after which they will return to Southern.

Paul Francis, Managing Director at Porterbrook, said: "We are delighted to be investing once again in this class of vehicle and continuing with our commitment to support the growth of the railway industry. The total number of Class 377 vehicles in service now stands at 792 and is the largest rolling stock class in the UK".

EMT reduces emissions

East Midlands Trains (EMT) has announced the results of a fuel technology trial designed to reduce fuel consumption, slash carbon emissions and run 'greener' trains, which has been running since August last year.

Working in partnership with International Fuel Technology Inc (IFT), the trial of the innovative DiesoLIFT™ 10 fuel additive has demonstrated a 4.4% improvement in fuel economy, estimated to save nearly 350,000 litres of fuel per year.

The trial, the first of its kind within the rail industry in this country, involves a total of 89 vehicles comprising Classes 153, 156 and 158 DMUs. The additive is being automatically mixed in with diesel used to re-fuel trains at Nottingham Depot, where almost three-quarters of the trains used to operate East Midlands Trains local services are fuelled overnight. The liquid additive, which is completely bio-degradable, is splash-blended with the fuel using technology provided by IFT. From November, EMT will look to extend the product to the rest of its fleet, including HSTs and Meridians operating on London services.

Hunslet introduces new range of diesel shunters for industrial use

The Hunslet Engine Company showed the first of a family of three new locomotives at the Chasewater Railway's Brownhills West station on 6th/7th July.

It is a multi-purpose three-axle diesel hydraulic, which has been designed for heavy shunting and short trip workings. The new locomotive has been developed over the past three years, and is seen by Hunslet as a solution to replace the ageing fleet of shunting and short haul locomotives currently in use, which are now approaching the end of their economic working life.

The DH60C series prototype is of modular design, weighing 60 tonnes, and measures 9850mm from buffer to buffer, 2700mm in width and stands 3750mm from the railhead. It is powered by a Caterpillar C 15 ACERT engine providing 475hp at 2100rpm, the exhaust gases of which are compliant to current regulations. The transmission is hydrodynamic (turbo reversing), and the locomotive, which has an axle load of 20/22 tonnes, can negotiate a 70 meter minimum radius curve. With a maximum speed of 20 km/h (there is a 40km/h option) it has a hauling capacity of 2,000 tonnes. It is also energy efficient, being significantly more economical than the current fleet, and especially so when idling, when the fuel consumption is reported to be no more than two litres per hour, which in itself provides a significant savings over the life of the locomotive.

The cab is positioned off centre and straddles the width of the locomotive, providing excellent visibility to the operating staff, who have the choice of two driving consoles to offer maximum flexibility when engaged in shunting activities. Its operation is simplified, having no clutch or gearbox, and the overall control is managed through internal software to ensure overall efficiency.

This is the first newly-designed locomotive built in Great Britain since the mid-1980s, and is an important development in meeting the future needs of industrial and national network users. A smaller 0-4-0 version is planned, together with a Bo-Bo variant for the top-end of the scale, permitting Hunslet to be in a position to meet the wide needs of users with this family of new locomotives.

After the Chasewater introduction, the new DH60C will be tested by Malcolms at Daventry, who will have the remit to push it as hard as possible to establish its true credentials, as well as iron out any bugs in the systems. Hunslet is hopeful of some early orders from Asia and it will be interesting to see the response of the British market once the testing at Daventry has been completed and evaluated.

For more details visit the website at http://www.hunsletengine.com or telephone 0113 277 4007.

▶▲ ▶ The new DH60C 0-6-0 diesel-hydraulic shunter on display at Brownhills West station on the Chasewater Railway on 6th July.
Both: John Whitehouse

Metro and Light Rail News

Police storm Docklands light rail service

Armed with Taser electric shock guns, police stormed a Docklands Light Railway train just after 07.00 on 3rd July, after a man with a knife held passengers hostage for more than an hour.

The officers were called to the scene when the train came to an emergency stop between Shadwell and Limehouse stations after the man began threatening people. A total of 30 passengers, including some tourists, were aboard during the incident, and all but three managed to escape and walk along the tracks to reach safety at the next station. The knifeman eventually gave himself up at 08.20 and was held in custody. He is described as an Asian man, aged 19, who now faces charges of kidnap and a knife-related offence

LUL tells passengers to take own drinks

London Underground will not be handing out free bottles of cold water this year to help keep passengers cool as carriage temperatures become uncomfortably high.

In previous years tens of thousands of bottles of water have been handed out, but now passengers are being told to take their own drinks on warm days. In the past, the Tube has enjoyed sponsorship deals with bottled water companies, but there is no such deal in place this year.

The company does have a mobile mini water-tanker, however, which is sent by road to stations in the event of severe train delays to assist any passengers suffering from dehydration and exhaustion.

▲ With the delivery of the next 'S' Stock unit from Old Dalby imminent, the pre-production eight-car unit, led by vehicle No. 21001 passes Pinner while on test on 8th July, bound for Amersham. **Ken Brunt**

Heathrow Connect '360' becomes dedicated T4 shuttle unit

▲ Reliveried and rebranded 'Heathrow Express', ex Heathrow Connect Class 360/2 Desiro No. 360205 arrives at Heathrow Central station on 29th June, forming the shuttle to Terminal 4.

▶ The new livery on Class 360/2 Desiro No. 360205 **Both: Brian Morrison**

Next stage of Derby revamp on hold over funding

More than £800,000, due to be spent on redesigning the layout of the car park, taxi rank and bus stops at Derby station has been withdrawn as part of national reductions in public spending.

Marketing Derby, which aims to attract investment into the city, said: "This is very disappointing news. The station is a very important gateway to the city and everyone feels that the image of Derby has improved significantly since work to improve it started around two years ago. It is really important that the progress made in and around the station is continued in order to finish what has been started".

Planning permission had already been secured for the station forecourt plans and work was due to start in late summer to autumn this year. It had £800,000 of European funding, with East Midlands Development Agency (Emda) providing another £800,000. But now Emda's share has been withdrawn, it could mean that the EU funding is also lost if no match funding is found.

UK News In Brief

■ The footbridge at Garforth, near Leeds, has been Grade II listed as it is the last North Eastern Railway footbridge remaining in use on the network. The footbridge is a wrought and cast iron example dating from 1900.

■ Plans for a new £25 million River Thames crossing using a cable car system in time for the 2012 Olympics and Paralympics have been revealed by Transport for London. The cable car would cross the Thames between Greenwich Peninsula and the Royal Docks, and should be open in time for the Olympics. Capable of carrying up to 2,500 passengers an hour in each direction, the cable car would travel at a height of more than 50 metres, cutting journey times to around five minutes between the O2 Arena and the ExCeL exhibition centre, both of which are Olympic venues. The project is to be privately funded, and discussions are ongoing with a number of private sector organisations that have expressed an interest. Cities already operating cable car systems include Barcelona, Cologne and Singapore.

■ Work has started on the installation of two lifts at Haymarket station, Edinburgh. The lifts will connect the footbridge with Platforms 2, 3 & 4, Platforms 0 and 1 already having step-free access via a gate from the car park. The work is due to be completed by December, in time for the start of the new Edinburgh–Helensburgh service, via Airdrie and Bathgate. ScotRail is investing £1.5 million to improve facilities at Haymarket, which also includes automatic doors and better cycle storage facilities.

■ Work is due to start in November on the £15 million first stage to increase capacity at Teesport, the commercial port of Middlesbrough, and the third biggest by volume in the country. Around 250 jobs will be created in the first phase for what is hoped to be an eventual £29 million expansion. Phase 1 will nearly double Teesport's container terminal capacity from 235,000 TEU (Twenty Foot Equivalent Unit) to 450,000 TEU. It will then look at further phases that may take the capacity of the plant to 650,000 TEU, but the size of the second expansion would depend upon the extent of the growth of business and the stability of a market, which has suffered recently in the global economic slowdown. Work on the first phase is expected to last 10 months, and will focus on the reconfiguration of the existing container terminal layout, including all associated civil works and installation of new rubber tyre gantry cranes. This will be supported by the implementation of a new terminal management system.

▲ Class 91/1 No. 91119 departs from Edinburgh Haymarket with the 13.00 London King's Cross to Glasgow Central East Coast service. From next May this service will terminate at Edinburgh. **Derek Jones**

East Coast will cease to serve Motherwell and Glasgow from May

The controversial plans to cut the number of direct trains between London King's Cross and Glasgow Central from 13 a day to just two, one in each direction, have been approved by the British Government, and have been condemned by rail unions, passenger groups and the Scottish Government.

East Coast, the present state-owned operator, says it will press ahead with the reduction and will close its Glasgow train crew depot with the loss of 38 jobs. The revised timetable will result in the trains terminating at Edinburgh instead of continuing to Glasgow, some of the paths being taken over by Cross Country, which will create new services from Glasgow to West Yorkshire, the Midlands.

The changes have been the result of an overhaul of services on the East Coast Main Line and improvements to those operated by Virgin on its West Coast counterpart, which now attracts the bulk of passengers between London and Glasgow, using London Euston. East Coast has said that its train crew depot will no longer be economically viable under the new arrangements and will close next year, although it will seek to avoid compulsory redundancies and may be able to relocate some guards and catering staff to Edinburgh. Its new Eureka! timetable, due to be implemented next May, is to offer 19 new services, faster journeys and an additional two million seats. The revised timetable, which has been controversial since it was first discussed last year, will see King's Cross services terminating at Edinburgh Waverley instead of continuing to Glasgow.

While the new plans will mean that passengers will still be able to utilise direct services from Yorkshire and the North East, using CrossCountry, those passengers from Stevenage and Peterborough will lose the direct services option, while passengers from East Anglia, Grantham, Newark and Retford will now experience even longer journey times and an additional change in their journey, hardly conducive to encouraging the use of public transport.

However, a spokesman for the Scottish Government said: "Providing a full range of cross-border services contributes directly to the productivity of Scotland's economy. This is not the time to cut these services".

▲ More carriages are being added to the 'Night Riviera' sleeper between London and Cornwall, First Great Western saying that the move was necessary because of an increase in demand for the service. The company believes this is because people are trying to save money on London hotel costs, a berth in the sleeper almost invariably being much cheaper. The sleeping berths can now accommodate 60 during the week and 75 at the weekend, in addition to the standard seating carriages. Thousands of people signed a petition when the service came under threat in 2005. It was then running at a loss and had to rely on a £5 million annual subsidy from the Department for Transport, but when First Group took over the franchise in April 2006, it said that the service would be retained and extended. Class 57/6 No. 57604 *Pendennis Castle* stands at Exeter on 5th July with the 'Night Riviera' service bound for London Paddington. **James Thew**

Manchester stations to receive security upgrade work

Horwich Parkway, East Didsbury, Levenshulme, Mills Hill, Littleborough, Davenport, Gatley, Heald Green, Urmston and Bryn stations are to benefit from improved passenger security and information facilities this year.

Greater Manchester Integrated Transport Authority's (GMITA) Capital Projects Committee has welcomed the start of work to provide CCTV, help points, customer information screens and public address systems at the stations as part of its Rail Station Improvement Strategy, and the work should be completed by autumn this year. It is being funded by GMITA, Wigan's Transport Infrastructure Fund, and the Department for Transport's Access for All Small Schemes fund.

The Strategy was established to improve existing passenger security and information systems at smaller rail stations across Greater Manchester. Heaton Chapel, Mossley, Romiley, Orrell, Cheadle Hulme, Swinton, Guide Bridge, Mauldeth Road, Burnage and Greenfield stations have already benefited from the scheme, and plans to introduce similar facilities at Ashton-under-Lyne, Marple, Bramhall, Walkden and Westhoughton stations are likely to be progressed this year.

Network Rail opposes World Heritage bid

Network Rail is opposing a bid to gain World Heritage status for the Forth Bridge, which would put it alongside the Pyramids and the Taj Mahal on the global tourist map.

West Fife councillors see the bid as an opportunity to capitalise on the attraction of the iconic 120-year-old structure, but there are fears that with the bridge owners, Network Rail, viewing world heritage status as something that would impose 'additional burdens' on its ability to operate, the bid could be stopped before it started.

However, former Prime Minister Gordon Brown, who lives in the shadow of the bridge, has intervened to write to Network Rail on the issue and is prepared to convene a meeting to try to sort out the difficulties. Tourists from around the world come to see the bridge, but there is no visitor centre to provide a welcome, tell the history of the structure or sell souvenirs.

Network Rail say: "The Forth Bridge is already a world-famous structure and we have spent £200 million on a decade-long project to restore it to its original glory. We take our role as the custodians of the bridge and its heritage very seriously, but it is still, above all else, an operational structure and it would be inappropriate to place additional burdens on it that could potentially impact on the future needs of the railway. We need to ensure that it is able to work effectively as we seek to further improve rail links between Edinburgh, Fife and the North East".

The Council decided in June to approve the nominations of the Forth Bridge for inclusion on UNESCO's tentative list of world heritage sites, saying that the Forth Bridge was one of the wonders of the modern world when it was built, and remains one of the most instantly recognisable structures in the world.

National Express East Anglia upgrades Harlow Town station

Harlow Town station is currently being updated and upgraded at a cost of £390,000 through a partnership between National Express East Anglia (NXEA), Harlow Renaissance and Essex County Council.

Work is underway to refurbish the station over-bridge to help provide improved access to the platforms, and passenger lifts are being provided for the disabled and those with pushchairs and heavy luggage. The general area is being fitted with new floor tiles and is being panelled and redecorated and having new lighting fitted.

In addition, the external canopies and fascia boards at the front of the station are being replaced and renewed and eight new parking bays for disabled passengers created adjacent to the forecourt. The improvement programme is on schedule for completion later this summer. Harlow station was opened in 1842 as Burnt Mill, to serve the then small village of the same name. In 1960, it was renamed Harlow Town and enlarged to serve the post-war new town of Harlow. The station itself is now a Grade II listed structure.

Government axe hangs over IEP investment programme

The £7.5 billion Intercity Express Programme (IEP) introduced five years ago to replace the ageing HSTs on both East Coast and Great Western and introduce a 'new generation of trains' has been reviewed at the request of the Government by the Chair of the Commission on 2020 Public Services, Sir Andrew Foster, as part of the current spending cutback.

His report calls for a 'pause for reflection' to explore the options for the new trains and for there to be 'credible alternatives' to the plan. Transport Secretary, Philip Hammond, has said that the future of the project will be determined in October as part of the Government's spending review.

The previous Government issued a contract to tender for the new fleet, and Agility Trains was selected as preferred bidder, the company being a consortium backed by Hitachi, Barclays Bank and John Laing. It pledged at the time that 70% of the contract would be carried out in this country, and that a new factory would be constructed here to employ some 500 workers.

The delay now announced has raised fears that IEP, which the previous Government had called 'the UK's most significant investment in rolling stock for over 30 years' could be axed, or at best drastically reduced, despite £21 million having already been spent in consultancy fees.

▼ EWS-liveried, DB Schenker-operated Class 90 No. 90026 passes Woodacre on 5th July, with three Class 325 EMUs in tow, forming the 16.17 Shieldmuir-Warrington RMT mail service. This is believed to be the first instance of Class 325s being 'dragged' since DB Schenker took over the mail contract. **Anthony Roberts**

▲ Class 172/0 No. 172004 on a test run from Willesden to Barking passes Gospel Oak on 29th June, with Class 150/1 Sprinter No. 150131 in the platform, awaiting departure as the 13.05 to Barking. **Brian Morrison**

Network Rail to examine the environmental impact of climate change

Possible safety threats to many miles of railway from extreme storms, floods and heat waves should the potential impact of climate change worsen are being investigated by engineers and meteorologists.

A study by Network Rail will look at exposed coastal tracks, embankments and thousands of bridges to ascertain whether they can withstand an increase in extreme weather events that are being predicted over coming decades. The investigation will cost £750,000, but railway executives believe that implementing its expected recommendations could save the industry £1 billion over the next 30 years by improving safety and preventing emergencies.

The project will look at 150 miles of vulnerable coastal lines, will study the risk of flooding and landslides for about 9,000 miles of cuttings and embankments, and the ability of 4,500 bridges that span rivers and estuaries to withstand floods. Network Rail engineers believe as many as 10% of the bridges may need strengthening, as much of the rail network is Victorian, and tracks were laid alongside rivers and coasts, and built through cuttings and on earthworks, because early locomotives needed the lowest gradients possible.

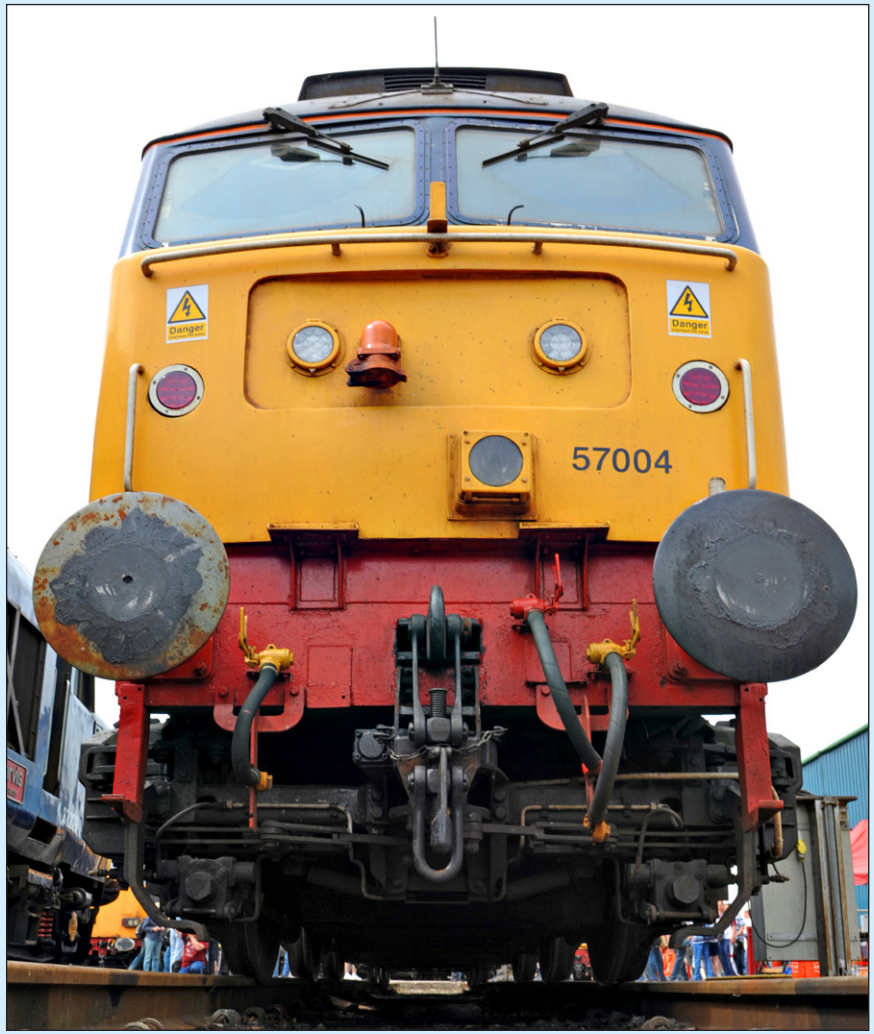
The new review will involve designing modelling tools with the Met Office to predict what severe weather events might take place and which lines are most at risk. New flood maps will be produced using laser-based technology. The final report is expected in February or March next year.

Open House at DRS Crewe Gresty Bridge

DRS held its annual open day on 10th July, the event this year taking place at the company's Gresty Bridge Depot at Crewe.

A variety of motive power, including stored locomotives, were on display including several of the Fastline Freight Class 66/3s that are in secure storage, and No. 37409, which was named *Lord Hinton* during the day. The full list of locos on display were Class 20/3s Nos. 20306 and 20308, Class 37/0s Nos. 37087, 37218, 37229 and 37259, Class 37/4 No. 37409, Class 37/5s Nos. 37510 and 37688, Class 37/6s Nos. 37603, 37606, 37607 and 37609, Class 57/0s Nos. 57003, 57004, 57009 and 57011, Class 66/3s Nos. 66301, 66302, 66303 and 66305, and Class 66/4s Nos. 66411, 66429 and 66432.

◀ **Class 57/0 No. 57003, Class 37/0 No. 37087, Class 66/4 No. 66429 and Class 37/6 No. 37607 present a line-up.**
◀▼ **Stored Class 20/3s Nos. 20306 and 20308 in the shed.**
▼ **The new nameplate on No. 37409. All: Jack Boskett**
▼ **Class 37/4 No. 37409 on display. David Loughhead**



Open House at DRS Crewe Gresty Bridge

◀▲ Four out of the five Fastline Freight Class 66/3s, currently in secure storage at Gresty Bridge, were on display, Nos. 66301, 66302, 66303 and 66305.
▲ An unusual view of the No.2 end of Class 57/0 No. 57004. **Both: Jack Boskett**
◀ One of the DRS Class 37/0 fleet, which remains unrefurbished, is No. 37087 *Keighley & Worth Valley Railway*. **David Loughhead**

◀ Due to the unavailability of its own Class 37/4 locomotives, DB Schenker hired DRS Class 37/4 No. 37423 *Spirit of the Lakes* to work a Garve to Mossend empty ballast train with five JJAs in tow. Here the 'Tractor' crawls towards Dunblane station on 6th July. **Alasdair Eadington**

▼◀ Class 67 No. 67002 *Special Delivery* hauls Class 508/2 EMUs Nos. 508201 and 508202 through Rugby on 2nd July, working from Ashford Chart Leacon Depot to Donnington Rail Freight Terminal for secure storage. **Jamie Course**

▼ A cross-country service largely unsung. Class 175/1 No. 175113 pauses in Crewe on 6th July, before restarting the 11.55 Swansea-Manchester Piccadilly journey. **John Stretton**

UK Steam & Modern Traction Railtour Listings

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

12th July 2010			
The Royal Scotsman	2xWCRC 47	Llanrwst-Blaenau Ffestiniog-Llandudno-Shrewsbury-Hereford	
WCRC	45231 or 62005	Fort William-Glenfinnan-Arisaig-Mallaig & return	
13th July 2010			
WCRC	45231 or 62005	Fort William-Glenfinnan-Arisaig-Mallaig & return	
The Royal Scotsman	2xWCRC 47	Hereford-Gloucester-Bath Spa-Oxford-Haddenham & Thame-Gospel Oak-Finsbury Park-Peterborough-NVR	
14th July 2010			
WCRC	45231 or 62005	Fort William-Glenfinnan-Arisaig-Mallaig & return	
VSOE	6024	London Victoria-Bath Spa-Bristol Temple Meads & return	
The Royal Scotsman	WCRC 47	Wansford-Peterborough-Cambridge-York	
15th July 2010			
HF Railtours	71000	Preston-Bolton-Manchester Victoria-Stockport-Crewe-Stafford-Birmingham International-Coventry-Swindon-Bath Spa-Bristol TM & rtn	
Steam Dreams	60019	London King's Cross-York & return	
The Royal Scotsman	WCRC 47	York-Alnmouth (ecs to Tweedmouth)-Alnmouth-Newcastle Central	
WCRC	45231 or 62005	Fort William-Glenfinnan-Arisaig-Mallaig & return	
16th July 2010			
Compass Tours	DBS 67	Hereford-Craven Arms-Gobowen-Chester-Warrington Bank Quay-Preston-Shap-Carlisle-Beattock-Carstairs-Edinburgh & return	
The Royal Scotsman	2xWCRC 47	Newcastle Central-Berwick upon Tweed-Edinburgh Waverley	
WCRC	45231 or 62005	Fort William-Glenfinnan-Arisaig-Mallaig & return	
17th July 2010			
Amethyst Experience Ltd	tbc	Birmingham International-Minehead & return	**Postponed**
Pathfinder Tours	tbc	Bristol Temple Meads-Stanhope (Weardale Railway) & rtn	**Cancelled**
Railway Touring Co.	70013	London Liverpool Street-Lowestoft and return	**Cancelled**
Railway Touring Co.	46115	Lancaster-Manchester Victoria-Huddersfield-Hebden Bridge-Copy Pit-Blackburn-Bolton-Huddersfield-Rochdale-Manchester Victoria	
Ranger Trains	tbc	(Chesterfield-Bristol TM)-Salisbury and return	**Postponed**
Statesman Rail	tbc	(Leicester-Derby-Bolton-)Carnforth-Ulverston-Ravenglass & return	
Vintage Trains	6201	(Tyseley WR-)-Birmingham NS-London Euston-Water Orton-Tyseley WR	
WCRC	45231 or 62005	Fort William-Glenfinnan-Arisaig-Mallaig & return	
Whestrail	WCRC 37/47	Fort William-Edinburgh Waverley	**Cancelled**
18th July 2010			
Compass Tours	DBS Class 67	Tame Bridge Parkway-Stafford-Hellifield-S&C-Carlisle-Shap & return	
Steam Dreams	30777	London Waterloo-Yeovil-Dorchester West-Weymouth-Bournemouth-Southampton-Salisbury -Andover-Woking-London Waterloo	
Torbay Express Ltd	71000	Bristol Temple Meads-Kingswear & return	
Vintage Trains	4965	B'ham SH-Henley in Arden-Stratford-Dorridge-B'ham SH (two trips)	
WCRC	45231 or 62005	Fort William-Glenfinnan-Arisaig-Mallaig & return	
Whestrail	WCRC 37/47	Fort William-Edinburgh Waverley	**Cancelled**

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

BLACK Charters expected to operate as booked.
GREEN Tours postponed to a future date by the operator
RED Tours cancelled by the operator
BLUE Provisional excursion
(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

Tornado on the road to recovery as *Braunton* steps in at West Somerset Railway

Following the examination of *Tornado's* boiler by officers of the A1 Steam Locomotive Trust and the appropriate boiler inspector, the trust has confirmed that repairs to the locomotive are progressing to an agreed plan of work at Hither Green depot.

After detailed metallurgical analysis it has been confirmed that there are no defects with the materials used in the manufacture of the boiler, neither is there any long-term issue around its management. Trust records show that *Tornado's* boiler has been through over 60 steaming cycles and been in traffic for over 200 days. This is beyond the number of steaming cycles that the original Peppercorn Class A1s would have experienced in British Railways service before being sent to a locomotive works for overhaul, typically every two years.

Although it is too early for firm conclusions to be reached about the causes of the recent problems with *Tornado's* boiler, analysis to date suggests that the stay failures have occurred due to fatigue caused through usage. The boiler has received a thorough examination by the boiler inspector and has been declared to be in excellent condition, proving that it is working within its design parameters.

As a result of the problems, the 'A1s' proposed visit to the West Somerset Railway from 12th to 16th July has been called off. In its place, Rebuilt Bulleid 'West Country' Pacific No. 34046 *Braunton* will be in action ahead of its summer working programme and planned main line testing in the autumn. Thanks to the co-operation of the locomotive owner, *Braunton* will also be in regular use on the West Somerset from 20th July until 3rd September. The replacement 5,250 gallon tender for the 'West Country', currently being constructed from new, is almost complete while the air-braking system and electrical equipment, including the data recorder required for main line running, is being fitted.

'Royal Scot' visits London's East Coast terminal

▶ The 'White Rose' working from York, via Leeds and the ECML, to London King's Cross, behind 'Royal Scot' No. 46115 *Scots Guardsman* on 26th June, brought the first visit of the class to the station in many years. The Carnforth-based 'Scot' is pictured after arrival. The ongoing platform refurbishment work can be glimpsed on the left.
Paul Braybrook

The Week Ahead

by John Whitehouse

With a varied selection of tours to look forward to this coming week, one naturally stands out above the others, the first steam hauled departure from Birmingham New Street for 45 years.

The New Street we know of today was built with electrification in mind and has inadequate ventilation as a consequence. Later it was designated an underground station in the aftermath of the King's Cross fire, so any thoughts of steam operation was assumed to be completely out of the question. Enter Bob Meanley and Neil Stevens of Vintage Trains, who seem intent on pushing forward a few boundaries nowadays, and have hatched a plan to get steam out of New Street while accommodating the ongoing ban on steam operations within the enclosed area of the station, which the current multi-million pound renovation will not alter. However, there is sufficient space between the enclosed area and the platform ends to position a locomotive, which is what will happen on 17th July!

The train will be hauled from Tyseley Warwick Road by a diesel, probably a Tyseley Class 47, with No. 6201 *Princess Elizabeth* attached at the rear. With some precision positioning, the 'Princess Royal' Pacific will be parked in the fresh air, well outside the enclosed area and ready to dislodge a few decades of soot from the roof of Birmingham South Tunnel, while making the historic departure from New Street! The route is straight forward, via Birmingham International, Coventry, Rugby, Northampton, Milton Keynes Central and Watford Junction to London Euston, where one of the platforms designated for use by the old Virgin HST fleet will be used for both arrival and departure. On the return, 'The Midlander' will continue along the Trent Valley from Rugby to Nuneaton, where it will then diverge for Water Orton, and a final flourish up the steep incline from Landore Street, over St. Andrews Junction, before joining the old Great Western main line at Bordesley, to come to rest at Tyseley's Warwick Road platform. Stanier Pacifics were themselves banned from New Street due to inadequate clearances in the approach tunnels until pre-electrification work in the early 1960's eased the clearances to permit use on services between Wolverhampton High Level, New Street and Euston. Previously, 'Jubilees' and 'Royal Scots' were the standard fare on the Euston-New Street axis, so a future New Street departure with *Leander* or *Scots Guardsman* may be possible?

Railway Touring Company had two trains booked for 17th July, the first featuring No. 46115 *Scots Guardsman* on what will hopefully be an incident free working on a 'Cotton Mill Express'. The locomotive has history on this train, as two previous attempts earlier this year came to grief, the latter due to a serious failure of its middle cylinder. It is a good day out, with steam haulage throughout from Lancaster to Manchester Victoria and then over the Standedge route to Huddersfield, prior to returning to Manchester Victoria, via the Calder Valley, Copy Pit, Blackburn, Darwen and Bolton. As a bonus, the 'CME' nearly does it all again, continuing from Manchester Victoria to Huddersfield, via Standedge, and then back through Hebden Bridge, which is where the 'nearly' kicks-in, as instead of Copy Pit, the train keeps straight on to return to Victoria via Rochdale, in order to be pointing in the right direction for the final leg back to Lancaster. The second working was to be 'The Easterling', which was booked for 'Britannia' No. 70013 *Oliver Cromwell* from London Liverpool Street directly to Norwich, along the Great Eastern, and then onwards to Lowestoft, before returning via the East Suffolk line. With *Oliver Cromwell* still sidelined, this working has been cancelled as there is no other suitable steam locomotive available, but the identical tour booked to run on 18th September is unaffected.

With *Scots Guardsman* already at work elsewhere, the question of what will haul Statesman Railtours 'Lakelander' from Carnforth to Ravenglass and back can, in theory, be narrowed down to a 'Black 8', 'Jubilee' or 'Black 5'! 'Cometh the day, cometh the locomotive' as they say, although it is a reasonable bet that West Coast 47s will feature on the non-steam section from Leicester, via Derby and Manchester Victoria.

Steam Dreams is due to be out in force on 18th July, but again plans are affected by the current locomotive availability problem. The 'Cathedrals Express' was originally booked for Nos. 34067 *Tangmere* and 30777 *Sir Lamiel*, but with the former still under overhaul at Carnforth, what will appear at the head of this train remains to be confirmed. The plan was for *Tangmere* to take the train from Waterloo, via Basingstoke and Salisbury, to Yeovil Junction where *Sir Lamiel* would be added to continue through to Weymouth. Then the pair would take on Upwey Bank double-headed from Weymouth, and then continue via Dorchester, Bournemouth and Southampton back to Salisbury. The return to Waterloo is booked for *Sir Lamiel* alone.

Also on 18th July, and as mentioned in our 'Up & Down' column, the 'Torbay Express' is due to feature No. 71000 *Duke of Gloucester*, which will be deputising for the temporarily withdrawn *Tornado*.

There is also notable mid-week action, particularly on Thursday 15th July with two steam-hauled workings. HF Railtours should have operated it third tour featuring *Duke of Gloucester* that was due to work from Preston to Bristol Temple Meads, to position the locomotive in readiness for its booked 'Torbay Express' work. (*Ed. see 'Ups and Downs'*). .

Meanwhile, Steam Dreams will have rehabilitated 'A4' Pacific No. 60019 *Bittern* at the head of the 'Cathedrals Express' from London King's Cross to York and return. The previous day a VSOE steam-hauled working is scheduled with the 'British Pullman' from London Victoria, also to Bath Spa and Bristol Temple Meads with haulage now provided by GWR 'King' No. 6024 King Edward I, in the absence of No. 35028 *Clan Line*.

Compass Railtours will be operating two tours over the coming weekend, commencing on 16th July with the 'Fells and Edinburgh Explorer' from Hereford, which runs up the 'North & West' to Shrewsbury, and then via the WCML to Edinburgh. Two days later, the company head out of Tame Bridge Parkway via Wolverhampton, and Crewe to Carlisle, outwards via the S&C, returning over Shap.

▼ **With a backdrop of North Head BR Standard 8P Pacific No. 71000** *Duke of Gloucester* **approaches Parton with the 'Cumbrian Coast Explorer' charter on 3rd July. John Woolley**

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Wolverton Open Weekend Mini-Tours

THE WHITE ELEPHANT MINI-TOURS
Saturday 14 August 2010

Make the most of your day in Wolverton with a Class 66 mini-tour featuring the Bletchley Flyover (both branches in both directions) and the Bletchley to Bedford line.

Departing From	Morning Out	Morning Return	Afternoon Out	Afternoon Return
Northampton	09.45	13.30	14.00	17.50
Wolverton	10.05	13.10	14.20	17.30

Standard Fare for *either* the morning or afternoon tour **only** £17.50 (Junior £9.50). First Class £25.00. All times shown are provisional.

THE CONCRETE COW
Sunday 15 August 2010

Don't miss our Class 92 special from the North Wesr to Wolverton and Milton Keynes!

Departs from Preston 08.45 (back 20.15), Wigan NW 09.05 (back 19.55), Warrington BQ 09.20 (back 19.40) and Crewe 09.50 (back 19.10).

You have over four hours at Wolverton or Milton Keynes. We plan to use a different Class 92 for the return journey.

Standard fare ONLY £37.50 (Junior £27.50). First Class £52.50. Add £8 per person to include admission to Wolverton Works event.

All fares for the White Elephant and the Concrete Cow include a reserved seat, and a buffet car is provided. Timings are provisional. Standard terms and conditions apply.

UK Railtours

CLICK HERE to see our complete programme of excursions.
PO Box 350, Welwyn, AL6 0WG Telephone: 01438 715050
E&OE

'Three Peaks Challenge' charter deemed 'successful'

With 160 walkers tackling the highest peak in England, Wales and Scotland over two days, the 'Three Peaks Challenge by Rail' has been deemed a great success, with the participants raising money for The Railway Children charity.

The train this year was formed of 11 Mk3 vehicles from Cargo-D, hauled from London Euston to Crewe, double-headed by the AC Locomotive Group's preserved Class 87 No. 87002 *Royal Sovereign* and Wrexham & Shropshire-liveried Class 67 No. 67012 *A Shropshire Lad*. The train also included Pullman Kitchen car No. 1659 from Statesman Rail and the Cargo-D Mk3 sleeper vehicle. The '67' took over the train alone from Crewe, working to Bangor, from where the participants climbed Snowdon, and then onto Ravenglass to climb Scafell Pike, and finally heading north through Carlisle and onto the West Highland Line to Fort William to tackle the ascent of Ben Nevis. The '67' worked the train back to Mossend, from where No. 87002 undertook a high-speed run back to Euston.

Class 66/7 No. 66728 undertook the empty coaching stock move into Euston, while GBRf provided classmate No. 66726 for the shunt release at Fort William. Train crews were provided by WMSR, GBRf and DRS, and one of the drivers kindly donated £50 for the privilege of being involved.

Both locomotives worked faultlessly throughout the event, with the '87' especially making light work of the long train on the return run from Mossend Yard to Euston, easily achieving 100mph running for long periods.

The sight of a Class 87 with a blue and grey-liveried train back on its old stomping ground of the WCML out of Euston was a sight that many people have waited a long time for, and in many ways the trip was a weekend of firsts! It was the first time since withdrawal from main line service that the '87' had worked out of Euston, the '67' became the first Wrexham and Shropshire-liveried example to work the West Highland Line, and it is thought that the inclusion of the sleeper coach was the first use of that type on the Cumbrian Coast route north of Barrow.

Tim Brawn, one of the organisers of the train said: "Following the highly successful trip, the charity is looking to put on a repeat performance in 2011. Hopefully, the train will again feature traction of interest to the enthusiasts, including diesel and electric locomotives, and with the odd tweak we hope to make the experience even more enjoyable than 2010".

▼ **Class 67 No. 67012** *A Shropshire Lad* **coasts into Workington on the evening of 25th June en route from Ravenglass to Fort William with the 2010 'Three Peaks Challenge' charter. Tim Brawn**

The final encore for *Duchess of Sutherland* as countdown to boiler ticket expiry commences

"My Friends, the end is near, and I face the final curtain"* could well be the sentiments of No. 6233 *Duchess of Sutherland* **as the loco approaches the end of a glorious era of nine splendid years of main line activity.**

The boiler certificate, extended for an extra year, now approaches expiry and after 16th October the 'Duchess' will be off the main line, but hopefully not for too long. The highlight of its mainline career to-date was unquestionably when the loco became the first steam locomotive to haul the Royal Train since the official end of main line steam in 1968, and remains the only one that has conveyed HM The Queen during that period.

The 'final furlong' commences later this month when No. 6233 shares with No. 6201 *Princess Elizabeth* duties on Railway Touring Company's 'Scarborough Flyers', 'Cumbrian Mountain' and 'North Wales Coast Expresses', allocations for each engine now being quoted in our website listings. Following on from these workings, PMR Tours has three workings planned, of which the highlight must be the 2nd October 'Royal Scot' that has the 'Duchess' working from Carlisle over Beattock to Stirling, and then back to Carnforth. The train originates at Stafford and picks up at Crewe, Warrington Bank Quay, Wigan North Western, Preston and Carlisle. This is preceded two weeks earlier by another favourite PMR working, out from York to Durham, then across the Tyne Valley to Carlisle and back down the S&C for good measure, this time as far as Hellifield. The train picks up from Peterborough, Grantham, Newark Northgate, Retford, Doncaster and York.

The final curtain is preceded by two charters, firstly on 9th October for Steam Dreams with a 'Cathedrals Express' to Chester, via the WCML throughout, when No. 6233 gets both a Euston departure and, for the first time, a Euston arrival. The farewell charter, is to rival LNER-terminus of King's Cross one week later, when on 16th October No. 6233 works in with PMR's 'London Explorer' from Derby, which starts the day diesel-hauled from Sheffield, the final curtain closing at Derby, where much of the initial design work of the Class was undertaken.

However, this is not quite 'The End', as there is the opportunity to take Bill Andrew's seat and place your hand on the regulator of No. 6233 and drive your dream on the Midland Railway at Butterley. Courses are available between 1st & 5th November, when for £500 you will have at least two driving and two firing turns. For more details of these, telephone 01773 743986.

And after that? Well, off comes the boiler, which has a booked slot at the LNWR Works at Crewe, and hopefully the overhaul will see a swift return to main line action by late 2012, early 2013.

*(*lyrics from 'My Way' composed by the legendary Paul Anka, and made famous by the equally legendary Frank Sinatra).*

▶ Currently performing stirling work for WCRC, Class 47/0 No. 47270 heads through Pontefract Baghill on 18th June, with 'The Saltburn Snowdonian' charter to Llandudno. Scott Spencer

Ups & Downs

by John Whitehouse

■ The unavailability of Class 20 locomotives for charters has been further emphasised with Rail Blue's '20s Southern Circular 2' on 14th August now being booked for a pair of DRS Class 47s. The five operational DRS Class 20s are now reported to be tied to a contract with London Underground, which means they are unavailable for other duties.

■ A 'Castle' to Llandudno Junction is the latest tour announced by Vintage Trains, booked for 21st August. The off train activities should make this a memorable day, as trips on either the Ffestiniog or Welsh Highland Railways are offered, or if you can't make your mind up, there is a mystery tour as well! 'Castle' class 4-6-0 No. 5043 *Earl of Mount Edgcumbe* will be in charge from Tyseley Warwick Road, picking up also at Walsall, Wolverhampton and Stafford. Later, on 23rd October, 'Black 5' No. 45305 is employed on a working from Tyseley Warwick Road to Buxton, working outwards via Tamworth, Derby, Chesterfield, the Hope Valley and Peak Forest. The return will head for Stockport and Guide Bridge, via Chapel-en-le-Frith, before rejoining the Hope Valley to set down as outwards.

■ The wash caused by the temporary withdrawal of No. 60163 *Tornado* continues to flow through industry, with Ranger Trains now confirming the postponement of its 'Solent Tornado' until 18th September. The 'Torbay Express' has plugged the gaps in the July workings by using No. 71000 *Duke of Gloucester* on 18th and 25th July, in addition to the already announced 8th & 15th August.

■ The HF Railtours trip from Preston to Bristol with No. 71000 *Duke of Gloucester* on 15th July has been cancelled due to 'unforeseen circumstances'.

▲ Train stops play! GWR 5700 Class No. 9600 is admired by the fielders during a cricket match at Bledlow on 3rd July. **John Whitehouse**

Successful saunter through the Chilterns to Chinnor with 9600

Among the Great Western 'super stars' stabled at Tyseley is a plucky little engine that refuses to play second fiddle to the resident celebrities.

A few main line outings have shown that 5700 class 0-6-0 Pannier Tank No. 9600 is a strong and willing locomotive, and is more than ready to assist a 'Princess' when called upon. And so it came to pass, that following a co-starring role on the Lickey with *Princess Elizabeth*, No. 9600 eventually got to play the lead for Chiltern Trains.

The National Network TOC celebrating the centenary of the opening of the line through Bicester on 1st July 1910. This filled the important gap between Princes Risborough and Banbury, and enabled the Great Western to introduce its two-hour Paddington to Birmingham Snow Hill 'Inter City' expresses.

With engineering work south of Princes Risborough booked for 3rd July, this was the chance for something really different, and so why not use a Pannier tank engine and also temporarily re-connect the heritage Chinnor and Princes Risborough Railway to the National Network to enable the train to also visit Chinnor? That is what Chiltern did, and in so doing with the co-operation of Vintage Trains, Tyseley Locomotive Works, Network Rail and West Coast produced a truly memorable day. The star was Tyseley's No. 9600 which handled the seven-coach load with ease throughout, on an itinerary that started at Banbury, called at Bicester for water, reversed at Princes Risborough, and was greeted to an old fashioned flag-waving welcome at Chinnor, in so doing becoming one of the most important arrivals at the attractive station in many a long year.

The stock was released by local resident, Mainline blue-liveried Class 37 No. 37219 during a layover of 90-minutes at Chinnor, during which time the beer and food tents were seen to be doing a brisk trade under virtually unbroken sunshine.

The return working to Princes Risborough disturbed the concentration of the local cricketers as it passed the idyllic scene of a local game at Bledlow. Again, brisk running easily maintained the schedule back to a water stop at Bicester, after which a late running service train caused the only delay to the steam service of the day, and Banbury was finally reached around 15 minutes down. The ECS workings were hauled from and back to Tyseley by Class 47/7 No. 47773, with No. 9600 tucked inside.

Hopefully, the Looe branch is next for No. 9600!

◀ With No. 9600 running 'wrong line', the train is paced by Class 47/4 No. 47773 at Brill. **Ken Brunt**

▶ With plenty of people at Chinnor to welcome the train, the Pannier arrives with the first through service in many years. **John Whitehouse**

▲ The 'Central Wales Explorer' headed by LMS 'Black 5s' Nos. 45407 and 44871, is seen near Pont Sarn Crossing, as it heads into Cardiff on 3rd July, having traversed the Central Wales route. **Mick Rogers**

▲ **BR Standard 8P Pacific No. 71000** *Duke of Gloucester* **approaches Ais Gill summit on 3rd July, running 20 minutes early with the return leg of the 'Cumbrian Coast Explorer', which travelled out via Ravenglass and back via Ais Gill. Mick Rogers**

▲ The 09.00 Oxcroft Colliery to Cottam Power Station MGR coal working passes Whisker Hill Junction, Retford, on 8th March 1997, hauled by now preserved Class 58 No. 58016. **Brian Morrison**

DB Schenker sells first Class 58 into preservation

The Class 58 Locomotive Group has announced that its bid for the purchase of Class 58 No. 58016 has been accepted, and in consequence the locomotive has become the first preserved example of its type.

With the date for sealed-tender submissions set for 15th June, a hectic process began of registering interest, receiving tender documents, arranging depot visits and inspecting engines. These activities were supplemented by enhanced fund raising, which thanks to the support and generosity of several individual C58LG members helped place the group in a realistic financial position.

Following visits to Eastleigh, Toton and Crewe Electric Depots, to conduct detailed inspections of all seven engines available, Nos. 58002, 58003, 58014, 58016, 58019, 58028 and 58045, a decision was made and a bid was placed. While one of the locomotives, No. 58016, appeared relatively intact, the remainder were heavily stripped, and in some cases even vandalised. A second locomotive bid was also made to secure a donor engine to provide spares, but this was sadly unsuccessful. However, the group has now purchased classmate No. 58045 from EMR. This locomotive will be stripped for spares to support the return to full operational condition of its classmate. No. 58045 arrived at Barrow Hill Roundhouse by road on 8th July, and will be stripped of all useable parts over the forthcoming weeks.

Although predominately a freight locomotive, No. 58016 has operated some unusual passenger turns, including Regional Railway's timetabled turns between Birmingham and Cambridge in September 1992 and the VSOE 'British Pullman' from London Victoria to Chesterfield in September 2001.

Time and effort over the coming weeks will now focus on moving the loco to its new home at Barrow Hill Roundhouse, so a detailed assessment can commence ahead of a programme of restoration. Barrow Hill Depot, was very familiar with Class 58s in their heyday, with examples frequently stabled there until closure on 9th February 1991. This date was in fact the day when No. 58016 worked out of the depot as the last of the class to leave there in BR service, and the second to last ever BR working from the site.

It is hoped that the first official public appearance for the loco will be during Barrow Hill's 'Model Rail Live' event on 25th/26th September, when the C58LG trade stall will also be in attendance.

4150 Fund offers unique 'behind-the-scenes' view at Severn Valley Railway

The '4150 Fund' is now making steady progress with rebuilding the Severn Valley Railway's only unrestored ex-Barry scrapyard engine, GWR 5101 class Prairie tank No.4150, but the project is costing £100,000.

As a funding initiative, the Group is organising a first-ever 'Peep behind the Scenes' weekend at the railway on 7th/8th August, when for the small sum of £5 (concessions £3), visitors will be able to access many of the installations, repair shops and signalboxes that are normally out of bounds to the public.

Wristbands bought from SVR booking offices or the 4150 stand at Bewdley station will grant access to the SVR's mammoth carriage shed at Kidderminster, as well as the carriage works, paint shop, turntable and signal box. At Bewdley, the Carriage and Wagon Department and paint shop, wagon works and North signalbox will be open for inspection, together with the loco shed and signal box at Bridgnorth. A locomotive in steam will be positioned in Platform 3 at Bewdley for footplate photographic opportunities, and for modern traction enthusiast there is the opportunity to walk through the engine compartment of a SVR-based ex-main line diesel.

Designated 'walkways' will be marked out through the main sites and stewards and SVR staff and volunteers will be on hand to provide information for enquiring minds about how the SVR operates 'behind the scenes'. Visitors will be able to use the busy 'C' timetable on the Saturday (eight trains in each direction between Kidderminster and Bridgnorth), and the seven-trains-each-way 'B' timetable on the Sunday, to travel between locations.

As for 'Prairie' No. 4150, it was based locally at Stourbridge Junction from new in 1947.

▼ **Recently restored Barclay 0-4-0ST** *Brian Harrison*, **which spent its working life as one of the internal shunters at Ferrybridge Power Station, has climbed the 1-in-27 grade from Wirksworth to reach Ravenstor, pictured prior to returning down the incline, during driver training on 29th June. Martin Miller**

Bluebell starts spoil removal from Imberhorne Cutting

GBRailfreight has commenced operating a trial freight flow on behalf of the Bluebell Railway.

The flow, which ran for the first time on 5th July and was scheduled to run over five consecutive days, involves the transportation of old waste material that is presently filling the heritage railway's Imberhorne Cutting, preventing relaying of the extension to East Grinstead. A temporary loading point has been created on the opposite side of Imberhorne Viaduct to East Grinsted station site, and the trains are operating from there to the Forders landfill site at Stewartby, near Bedford.

The East Grinstead station site was also open to members of the railway and the general public on the evening of 6th July, although while this was promoted by the railway as being an opportunity to view the initial train, it was in fact the second of the services!

The wagons, GBRf bogie open MJA vehicles, were delivered by a pair of GBRf Class 73/2 locomotives on 3rd July, as previously reported in *Railway Herald*. Class 66s were given special dispensation by Network Rail to work the trains, with No. 66707 working the first three on 5th-7th July, with Class 66/4 No. 66402 taking over the loaded service in the London area on the evening of 7th July for the final two days of the trial contract.

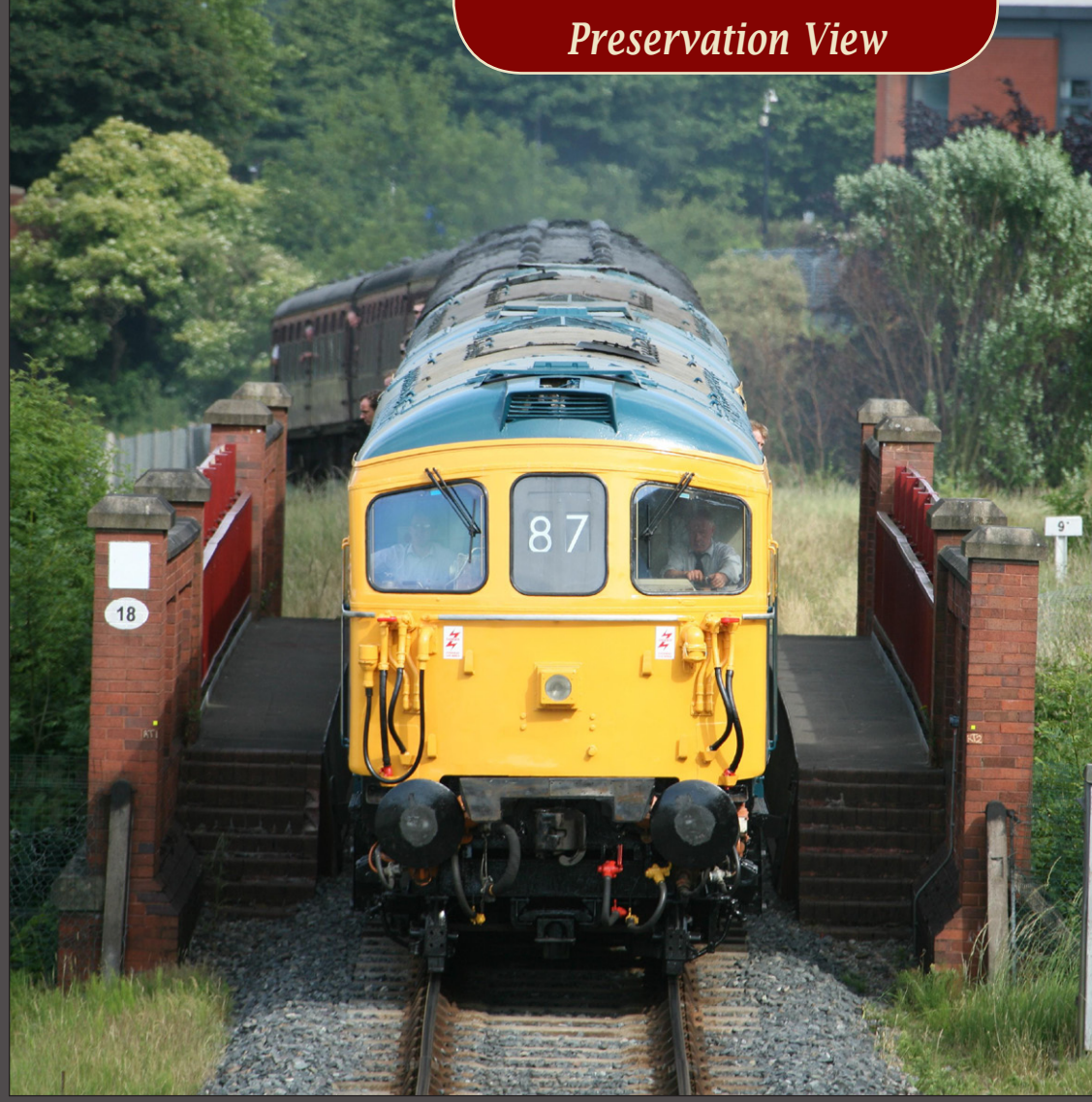
The services operated as the 21.10 East Grinsted to Forders (loaded), returning empty as the 09.05 from Forders. The positioning working being the 05.55 Tonbridge West Yard to East Grinsted, worked by Class 73/2s Nos. 73204 and 73208 on 3rd July, which returned as the 11.10 'light engine' working to Tonbridge. The final departure from Forders on 10th July worked back to Tonbridge West Yard.

If the trials are deemed to be successful it is hoped that regular freight services to remove the waste should commence in September.

▲ **Part of the second train to operate is loaded just across Imberhorne Viaduct. Ken Brunt**

▶ **With Class 66/7 No. 66707 having arrived back with the empty wagons, and having split the train into two portions, the loco waits to propel the second set down to the loading point. Iain C. Scotchman**

▼ **Having discharged the loaded train at the Forders landfill site overnight, Class 66/7 No. 66707** *Sir Sam Fay Great Central Railway*, **complete with a 'Project East Grinstead', headboard crosses Riddlesdown Viaduct on 6th July bound for reloading at East Grinstead. Ken Brunt**



▲ The East Lancs Railway held its summer diesel gala over 2nd-4th July. Several members of the home diesel fleet were in action alongside locos visiting from other preserved lines. Class 33/1 No. 33109 was joined by classmate No. 33108 visiting from Barrow Hill. Here, the two BRCW Type 2s double-head a Rawtenstall to Heywood service on 3rd July across the bridge that carries the ELR over the Metrolink in Bury, known as the 'Ski Slope' for obvious reasons!

◀▲ Coal sector Class 56 No. 56097 makes a spirited departure from Ramsbottom with the 14.26 Rawtenstall to Heywood service that afternoon.

◀ Class 24 No. D5054 *Phil Southern* passes Burrs Country Park in bright afternoon sunshine the same day, as it powers the 16.04 Bury to Ramsbottom shuttle service. **All: Jonathon Stevenson**

▲ Owned by the Vintage Carriage Trust, Haydock Foundry 0-6-0WT *Bellerophon* recently visited the West Somerset Railway for the line's 'Thomas' weekend over 3rd/4th July. Its duties included shunting wagons during the day, while on each of the two evenings, the locomotive worked a 'Fish & Chip Special' as a thank you to all those involved in the event. *Bellerophon* stands at Blue Anchor on 4th July. **Lee Robbins**

▶ The NYMR's recently overhauled LMS 'Black 5' No. 45428 *Eric Treacy* blasts through Egton station on 6th July, on its main line test run from Grosmont to Battersby. **Andrew Graves**

▼ Visiting Class 31/1 No. 31128 arrives at Goathland with the 15.10 service from Grosmont. The train would terminate here and return to Whitby. **Sam Lightwing**

◀ Manchester, Sheffield & Lincolnshire Railway six-wheel coach No. 946, built at the aforementioned company's Gorton Works in Manchester is currently undergoing restoration at Ruddington, on the Great Central Railway-Nottingham. The work, which is well advanced, is pictured on 29th June. The site is also home to another, currently unrestored, MSLR six-wheel coach, No. 373. **Roger Brown**

GBRailfreight was contracted to move seven Mk3 buffet cars from Plymouth Laira to Eastleigh Works on 8th July. Class 66/7 No. 66728 provided the traction, with Class 73/2s Nos. 73206 and 73212 acting as coupling translators. Here No. 73212 brings up the rear of the train as it passes Totnes. With the introduction of small micro-buffets, these seven (Nos. 40736, 40725, 40726, 40744, 40738, 40709 and 40745) are now off-lease and were moved to Eastleigh for secure storage. **Nathan Williamson**

National Express East Anglia Class 170/2 'Turbostar' No. 170273 climbs out of Ely on 9th July, with the 09.27 service to Norwich, crossing the Great Ouse River Bridge in the process and with Ely Cathedral dominating the background. An unfortunate side effect of engineering work today is the substantial amount of mess that is left lying alongside Britain's railways for days, sometimes weeks on end.
Kev Gregory

Freightliner's Class 70 fleet is now settling down into regular operations, with the S&C featuring prominently. Class 70 No. 70006 works hard with the 09.50 Killoch to Ratcliffe loaded coal hoppers over Ais Gill Viaduct on 8th July. **David Hollowood**

28th June 2010
RCTS (Brighton)/LCGB
Brighton Railway Model Club Room, London Road Station, Shaftesbury Place, Brighton. 'Mass Production in Railway Engineering - The LMS Contribution' by Keith Harcourt. Meeting commences at 19.30.

29th June 2010
RCTS (Welwyn Garden City)
The Methodist Church, Junction of Ludwick Way and Colegreen Lane, Welwyn Garden City. 'An Afternoon with David Kelso'. Meeting commences at 14.15.

The Great Central Railway Society (Rotherham)
TheThree Horseshoes,Bawtry Road, Wickersley, Rotherham S66 2BW. 'Classic Film Night' by Mick Hayes. Meeting commences at 19.30. Contact the Secretary, Mick Hayes on 01709 821544 for further details.

5th July 2010
Swanage Railway (Bath)
St John's Church Hall, St John's Road, Bathwick, Bath. 'Here, There and Roundabout' by Bob Bunyar. Starts 19.30. Admission £1. Contact John Lakey on 01225 315918 for details.

6th July 2010
Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 'South Eastern Trains' by Neville Dyson. Starts 19.45. Contact Roger Hart on 01474 833320 for further details.

Locomotive Club of Great Britain (Bedford)
St John's Church Hall, St John's Street, Bedford. 'A Round-up of Early Steam Locomotives' by Dr Michael Bailey. Starts 19.30. Contact the Secretary on 01525 750149.

North East Essex Railway Association
Room 6, Frinton Community Centre, The Triangle, Frinton. 'East Anglian Railway Museum' by Bob Breakwell. Meeting comences at 19.45.

Weston super Mare Railway Society
Function Room, Conservative Club, Alexandra Parade, Weston super Mare. Evening Trip - TBA. Contact the Secretary, Lionel Jones on 01934 628289 for further details.

8th July 2010
Continental Rly Circle
St Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. 'A Tribute to Dave Theobald' by Peter Greatorex. Meeting commences at 19.15. Admission £2. Contact the Secretary, Adrian Palmer on 01932 850624 or at akpalmer@talktalk.net for further details.

10th July 2010
Bournemouth Rly Club
'All Purpose Room', Winton Methodist Community Centre, Junction of Alma Road/Heron Court Road, Bournemouth. 'Bournemouth Central Station 125'. Meeting starts at 14.30. Admission £2. Contact Martin Thresh on 01202 742099 for further details.

11th July 2010
St Albans Signal Box Open Day
St Albans Signal Box Preservation Trust, Ridgmont Road, St Albans AL1 3AJ. Exhibition of signalling and railway ephemera within the preserved signal box. Admission free. Open 14.00 - 17.00. Contact the Chairman, K.Webster on 01727 836131 for further details.

12th July 2010
Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln. Annual Quiz Night. Starts 20.00. Contact 01522 705365 for further details

Southern Electric Group (Sussex)
Deall Room, Southwick Community Centre. 'The Great Western Broad Gauge Project' by Sam Bee. Starts 19.30. £2 Donation requested. Contact Bruce Cakebread on 01273 462094 for further details.

13th July 2010
Abergavenny & District Steam Society
Upper Room, The Hen and Chickens, Flannel Street, Abergavenny. 'My Father's Work in B&W' by David Cross. Meeting commences at 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ntlworld.com for further details.

14th July 2010
Basingstoke & District Railway Society
Wote St. Club, New Road, Basingstoke. 'Tender Loving Care (TLC) for Trains' by Colin Boocock. Meeting commences at 20.00. Visitors Welcome. Contact the Secretary on 01256 819401 for further details.

Swiss Railways Society (London)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. (nr Kings Cross Station) 'The Turn of the Century' by Alan Pike. Meeting commences at 19.00. A £2 donation is requested. Contact the Secretary, Ron Dawes on 0208 660 3532 for further details.

15th July 2010
Barrow Hill Engine Shed Society
Roundhouse Lecture Theatre, Barrow Hill, Chesterfield. 'A Grinder to Town (Sheffield Midland - London St |Pancras over 60 years of images)' by Martin Bromley. Meeting commences at 19.30. Admission £2 non members. Contact the Secretary at beardspaul@aol.com for details.

Breconshire Rly Society
R.A.F.A.Club, The Struet, Brecon. AGM. Meeting commences at 19.30. Members only. Please contact the Secretary, Arthur Robinson on 01982 560219 for further details and all membership enquiries.

Marlow & District Railway Society
Bourne End Community Centre, Wakeman Road, Bourne End. 'A Beginner's Guide to British Railway Signalling - Part 2' by Mike Walker. Meeting commences at 20.00. Non-members admission £2.

16th July 2010
GWS (Taunton)
Village Hall, Stoke St. Mary, Nr Taunton. 'My Memories of the Mid 20th Century' by John Cramp. Starts 19.30. Contact the Secretary on 01823 334188 for further details.

19th July 2010
GCR Society (Spinkhill)
The Angel Hotel 26 College Road, Spinkhill, Sheffield S21 3YB. 'A Look Back at Sheffield Trams to Crookes and Walkley' by Paul Fox. Starts 19.30. Contact the Secretary, Frank Greaves on 01909 473927 for details.

25th July 2010
St Albans Signal Box Open Day
St Albans Signal Box Preservation Trust, Ridgmont Road, St Albans AL1 3AJ. Exhibition of signalling memorabilia. Admission free. Open 14.00 - 17.00. Contact K.Webster on 01727 836131 for further details.

28th July 2010
Basingstoke & District Railway Society
Wote St. Club, New Road, Basingstoke. 'Steam on London Underground 1933 - 1971' by John Manners. Starts 20.00. Contact 01256 819401 for details.

2nd August 2010
RCTS (Ashford)
Members visit to IECC Ashford. Contact southeast@rcts.org.uk for details.

RCTS (Northampton)
'Southern Day Saver' day out. Contact the Secretary, David Pick on 01604 810613 for further details.

3rd August 2010
Weston super Mare Railway Society
Function Room, Conservative Club, Alexandra Parade, Weston super Mare. Members Slides. Starts 20.00. Contact Lionel Jones on 01934 628289 for further details.

5th August 2010
The Great Central Railway Society (Rotherham)
TheThree Horseshoes,Bawtry Road, Wickersley, Rotherham S66 2BW. 'Tramcars to Buses' by Andy Firth. Starts 19.30. Contact Mick Hayes on 01709 821544 for further details.

7th August 2010
RCTS (Northampton)
Visit to Welshpool & Llanfair Railway. Contact David Pick on 01604 810613.

8th August 2010
St Albans Signal Box Open Day
St Albans Signal Box Preservation Trust, Ridgmont Road, St Albans AL1 3AJ. Exhibition of signalling and railway ephemera within the preserved signal box. Admission free. Open 14.00 - 17.00. Contact the Chairman, K.Webster on 01727 836131 for further details.

Should your society information be listed on this page?

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

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

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

▼ Not a mis-framed photograph! Southeastern's Class 465/9 'Networker' No. 465911 arrives at London Bridge, with a mass of weeds occupying the bay platform roads in the foreground, giving the impression that the station and that part of the network is unkempt or has closed, rather than being a very busy piece of railway! Ian Docwra

9th August 2010
Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln. 'The Blue Pullman Story' by Mick Hayes. Starts 20.00. Contact 01522 705365 for details

SEG (Sussex)
Deall Room, Southwick Community Centre. 'Closed Stations' by Malcolm Stroud. Starts 19.30. Contact Bruce Cakebread on 01273 462094 for details.

10th August 2010
Abergavenny & District Steam Society
Upper Room, The Hen and Chickens, Flannel Street, Abergavenny. 'When Steam Ruled the Rails' by Colin Jacks. Starts 20.00. Contact Ken Mumford at ken.mumford@ntlworld.com for details.

RCTS (Merseyside, Chester & North Wales)
Station Observation at Chesterfield. (optional visit to Barrow Hill). Contact, Geoff Morris on 01244 376808 or at geoffreymorris@tiscali.co.uk for further details.

11th August 2010
Basingstoke & District Railway Society
Wote St. Club, New Road, Basingstoke. 'Signal Boxes, People and Trains on the Berks & Hants Line' by David Canning. Starts 20.00. Contact 01256 819401 for details.

Swiss Railways Society (London)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. (nr Kings Cross Station) Members Slides - 'Foreign Night'. Start 19.00. £2 donation requested. Contact the Secretary, Ron Dawes on 0208 660 3532 for further details.

16th August 2010
GCR Society (Spinkhill)
The Angel Hotel 26 College Road, Spinkhill, Sheffield S21 3YB. 'Nottingham Victoria' by Ken Grainger. Starts 19.30. Contact the Secretary, Frank Greaves on 01909 473927 for details.

RCTS (Northampton)
Visit to Midland Metro Depot at Wednesbury. Contact the Secretary, David Pick on 01604 810613 or at northampton@rcts.org.uk for further details.

RCTS (Thames Valley)
Evening Observation At Didcot Station. Contact Murray Lewis at thamesvalleyoutdoor@rcts.org.uk for further details.

19th August 2010
Barrow Hill Engine Shed Society
Roundhouse Lecture Theatre, Barrow Hill, Chesterfield. 'The Woodhead Route' by Jeff Lane. Starts 19.30. Admission £2 non members. Contact beardspaul@aol.com for details.

Breconshire Railway Society
R.A.F.A.Club, The Struet, Brecon. 'The Great Western Society at Didcot' by Andrew Hook. Meeting commences at 19.30. Members only. Please contact Arthur Robinson on 01982 560219 for further details and all membership enquiries.

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 'Developments in Hornby Railways' by Simon Kohler. Starts 19.45. Contact the Secretary, Roger Hart on 01474 833320 for further details.

22nd August 2010
RCTS (Merseyside, Chester & North Wales)
'Preservation Sites in Welshpool/ Oswestry Area'. Contact the Secretary, Geoff Morris on 01244 376808 for further details

St Albans Signal Box Open Day
St Albans Signal Box Preservation Trust, Ridgmont Road, St Albans AL1 3AJ. Exhibition of signalling and railway ephemera within the preserved signal box. Admission free. Open 14.00 - 17.00. Contact the Chairman, K.Webster on 01727 836131 for further details.

25th August 2010
Basingstoke & District Railway Society
Wote St. Club, New Road, Basingstoke. 'The Hiustory of the Ian Allan Publishing Group' by David Allan. Starts 20.00. Visitors Welcome. Contact the Secretary on 01256 819401 for further details.

1st September 2010
Warwickshire Rly Society
The Lamp Tavern PH, Barford Steket, Highgate, Birmingham. 'Two Americas' by Dave Lacey. Meeting commences at 19.30.. Contactthe Secretary, Don Taggart on 01746 710676 for further details.

2nd September 2010
The Great Central Railway Society (Rotherham)
TheThree Horseshoes,Bawtry Road, Wickersley, Rotherham S66 2BW. 'J.G.Robinson and other Railway Artists' by Ken Grainger. Meeting commences at 19.30. Contact the Secretary, Mick Hayes on 01709 821544 for further details.

7th September 2010
Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 'On and Off the Footplate No 2' by Bill Davies. Starts 19.45. Contact the Secretary, Roger Hart on 01474 833320 for details.

Locomotive & Carriage Institution
55 Broadway, London. 'Presidential Address' by Nick Agnew. Starts 18.00. Contact Stuart Smith at smithstuart@btinternet.com for details.

Locomotive Club of Great Britain (Bedford)
St John's Church Hall, St John's Street, Bedford. 'GRES Reminiscences' by GRES Members, Old and New. Starts 19.30. Contact 01525 750149 for details.

SEG (South Hampshire)/ LRTA (Southern)
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Railways in the North East - Retrospective and Recent' by Bruce Oliver. Starts 19.30. Admission £2. Contact the SEG Secretary, John Goodrich on 023 8067 0028 for further details

Weston super Mare Railway Society
Function Room, Conservative Club, Alexandra Parade, Weston super Mare. 'Steam on Road and Rail' by Malcolm Ranieri. Starts 20.00. Contact Lionel Jones on 01934 628289 for details.

8th September 2010
Basingstoke & District Railway Society
Wote St. Club, New Road, Basingstoke. 'Broad Gauge Railway Journey' by Canon Brian Arman. Starts 20.00. Contact the Secretary on 01256 819401 for further details.

Bromsgrove Rly Club
St Godwalds Church Hall, Aston Fields, Bromsgrove. 'Cine Film Evening' by John Constable. Starts 19.45. Contact 01527 873800 for further details.

9th September 2010
Bath Railway Society
Bath Green Park Station Meeting Room. 'Rare, Unique and High Quality Photographs' by Paul Chancellor. Meeting commences at 19.30. Contact Kevin Plummer (evenings) 01225 312564 for details.

Continental Rly Circle
St Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. 'Southern Africa' by Ron White. Starts 19.15. Admission £2. Contact Adrian Palmer on 01932 850624 for details.

10th September 2010
Great Western Society
Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon, SN3 1JE. TBA. Starts 19.30. Contact the Secretary on 01793 495976 for further details.

11th/12th September 2010
St Albans Signal Box Heritage Open Day
St Albans Signal Box Preservation Trust, Ridgmont Road, St Albans AL1 3AJ. Exhibition of signalling plus model railway and other attractions. Admission free. Open 10.00 - 16.00. Contact the Chairman, K.Webster on 01727 836131 for further details.

13th September 2010
Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln. 'British Transport Police' by Brian Bell. Starts 20.00. Contact 01522 705365 for details

SEG (Sussex)
Deall Room, Southwick Community Centre.'Vintage SR EMU Photographs from the 1950s' by Richard Larkin. Starts 19.30. £2 Donation. Contact Bruce Cakebread on 01273 462094.

14th September 2010
Abergavenny & District Steam Society
Upper Room, The Hen and Chickens, Flannel Street, Abergavenny. 'The Power of Steam' by Peter Donovan. Starts 20.00. Contact Ken Mumford at ken.mumford@ntlworld.com for details.

16th September 2010
Barrow Hill Engine Shed Society
Roundhouse Lecture Theatre, Barrow Hill, Chesterfield. 'Steaming Through Britain'. Starts 19.30. Non-members £2. Contact the Secretary at beardspaul@aol.com for details.

21st September 2010
Locomotive Club of Great Britain (Bedford)
St John's Church Hall, St John's Street, Bedford. AGM & Branch Annual Photographic Competition. Starts 19.30. Contact the Secretary on 01525 750149 for further details.

Back Issues

Visit **www.railwayherald.com**

Rear Cover Caption

As previously reported, the SRPS ran a Polmont to Broomhill excursion using 'K4' No. 61994 *The Great Marquess* **from Perth. Here, the loco stands at Boat of Garten with the 16.45 charter to Polmont, while Caledonian Railway 0-6-0 No. 828 passes with a local Broomhill to Aviemore service. John Anderson**

Magazine Information

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Telephone: 01904 500175

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

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