

WEARDALE RAILWAY

NEWSLETTER No. 39 : 17 MAY 2010

OPENING CEREMONY AT BISHOP AUCKLAND ON MAY 22ND

MAY 17 : HMRI INSPECTION COMPLETED

NEW TIMETABLE AND FARES FROM MAY 23RD : DETAILS

- **HMRI INSPECTION : MAY 17 : STOP PRESS :** The inspection of the line between Bishop Auckland and Wolsingham by Her Majesty's Railway Inspector took place today. It was a very constructive day and the Inspector was very positive about the completed works. As well as some minor works, there are three areas where work is still underway: the Bishop Auckland platform and the erection of road signs by the Railway and DCC at two level crossings. The management are confident that all will be in order for the opening ceremony on May 22nd.
- **MALCOLM DEAN, NEW GENERAL MANAGER : PROFILE :** Malcolm Dean is an experienced railway manager who has spent over 30 years in the business, first with London Underground running train services and developing strategic business plans and then as adviser to governments and train operating companies in New Zealand, South Africa and Estonia as well as the UK. As well as the main line railway industry he is familiar with the heritage railway sector. As part of his career with London Underground, he was chairman of Steam on the Met on London Underground from 1989 until the final event in 2000. The team won Silver at the English Tourist Board's England for Excellence awards in 1998. He is currently a volunteer with the Severn Valley Railway and the Great Western Society. Malcolm says "I am keen to ensure the growth and long term sustainability of the Weardale Railway building on the excellent work done by the volunteers and BARS. I am looking forward to working with them and am really excited by the prospect of being able to manage a complete mixed traffic railway system unique to the British railway industry in having heritage, community and freight services." BARS General Manager Mike Fairburn commented "We are delighted to have recruited Malcolm who will be joining the company as GM of Weardale Railway at a crucial time for the growth of the business. The railway's development will benefit greatly from Malcolm's knowledge experience and leadership".



New GM :Malcolm Dean



Heading for Bishop Auckland , the 141 which will be the mainstay of the Community service crossing Etherley Viaduct on a crew training trip on 4 May (Photo : J Lewins)

- **MAY 22 : BISHOP AUCKLAND - REOPENING DAY CEREMONIES** : The ceremonies will begin at 11.00 at Bishop Auckland. Five coaches, No 40 and the class 73 will be staged earlier in the day. ‘No.40’ will be blessed by The Very Reverend Michael Sadgrove, Dean of Durham – who is also an avid train enthusiast. The Weardale Railway and Bishop Auckland Town Centre Forum have joined forces to recreate a rich representation of railway heritage from yesteryear, including costumed re-enactors. In addition a group of US, WW2 vehicles will be in the parking lot. The vehicles will depart for Stanhope, slightly in advance of the train, which departs at 11.30 for Stanhope with approximately 150 invited guests.
- **MAY 22 : STANHOPE – REOPENING DAY CEREMONIES** : The special train is due into Stanhope at 12.30. The Stanhope Silver Band will be playing on the platform. There will be around 150 guests, The Guest of Honour will be Lord Foster of Auckland (formerly MP for Bishop Auckland) Speeches will be given and refreshments served to the guests. A press call will be held at 1330. The train will depart at 1400 and arrive back at Bishop Auckland at 15.00 , again topped and tailed by No 40 and the Class 73.
- **NEW TRAIN TIMETABLE ANNOUNCED : STARTS MAY 23rd** . : The new Community Service will commence on Sunday 23rd May . The basic pattern will be of five round trips between Stanhope and Bishop Auckland on Mondays to Fridays, There will be four round trips on Saturdays and three on Sundays. Additionally there will one positioning trip between Stanhope and Wolsingham only, every day of the week. These services will be operated by the 141 Diesel Multiple unit. Also starting on May 23rd is a revised timetable for Heritage steam and diesel services using Mk1 coaching stock. On Saturdays there will be one round trip between Stanhope and Bishop Auckland plus one round trip between Stanhope and Wolsingham. On Sundays there will be two round trips between Stanhope and Wolsingham. A copy of the new timetable is attached to this Newsletter.



The lineside footpath between Witton le Wear and the Low Barns Nature Reserve was opened on May 12th. Left photo shows the invitees arriving for the opening ceremony which was performed by the youngest walker (right) (Photos : S Bissell)

- **WRjc HEADS EAST** : David Million reports : A new section of the Junior Club has now been established at Bishop Auckland to coincide with the introduction of services to the town. Following recent recruitment events within Bishop Auckland, Newton Aycliffe and Shildon, 6 new members are joining the ranks. On Sunday 16th May the new members will have their induction session and a guided tour of the railway. The new team will be based at Bishop Auckland but will benefit from the same work experience and training opportunities as the established Stanhope based team.
- **CORRECTION** : The photo of ‘No 40 in Stanhope station on Easter Monday’ in the last Newsletter was incorrectly attributed to John Lewins, it was in fact taken by David Scott, apologies to both gentlemen.

- NEW TRAIN FARES ANNOUNCED : EFFECTIVE MAY 23rd :

COMMUNITY SERVICES (141)

BETWEEN SAME DAY RETURN : SINGLE FARES

• Stanhope – Bishop Auckland	£ 5.50	£ 5.20
• Frosterley – Bishop Auckland	£ 5.40	£ 5.10
• Wolsingham – Bishop Auckland	£5.30	£ 5.00
• Stanhope – Frosterley	NA	£1.50
• Wolsingham – Frosterley	NA	£1.50
• Stanhope – Wolsingham	NA	£2.00

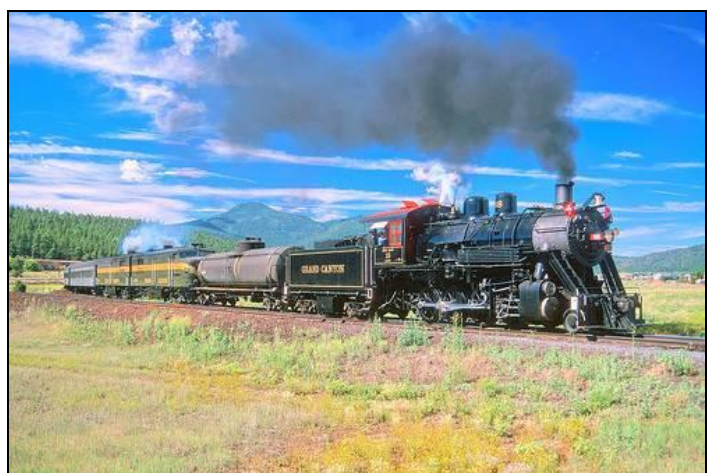
SUPPLEMENTS FOR HERITAGE SERVICES

ONE WAY SUPPLEMENT BETWEEN	ON SAME DAY RETURN FARES	ON SINGLE FARES
• Stanhope – Bishop Auckland	£ 5.00	£3.50
• Frosterley – Bishop Auckland	£ 5.00	£3.50
• Wolsingham – Bishop Auckland	£5.00	£3.50
• Stanhope – Frosterley	£2.00	£ 1.50
• Wolsingham – Frosterley	£2.00	£ 1.50
• Stanhope – Wolsingham	£ 2.50	£ 2.00

- FARES POLICY AND EXAMPLES :** The aim has been to provide similar prices per mile to those offering on the Darlington – Bishop Auckland line for the 141 operated services, whilst offering Heritage services at similar costs per mile to other Heritage Railways via a supplement, recognising that because of the dual nature of the services, passengers may need to travel by a combination of Community and Heritage trains. Thus the Return Heritage fare between Stanhope and Wolsingham remains at £8.00 (Two single fares at £2.00 plus two supplements at £2.00) . The Return Heritage fare between Stanhope and Wolsingham is £15.50 (£5.50 Day return plus two £5.00 supplements) Travelling one way by Community services one way by Heritage this becomes £10.50 (£5.50 Day Return plus one £5.00 supplement)



Project Connect : Road-Rail 360 with packing head, working on the ballast near Clemmy Bank. (Photo : S Goodwin)



Rio Grande Scenic Railroad No 18 on its former railway – the Grand Canyon Railway – (Photo : I S Abrams)

- PROJECT CONNECT : FINAL PHASE :** Work continues on the final phase of the works necessary to reopen the line to Bishop Auckland to regular traffic. On May 12th work started on some road/rail surface remodelling at Witton le Wear level crossing. This work is being carried out by BARS affiliate . RMS Locotec. on behalf of Northumbrian Water. When this work is finished then attention will switch to erecting the prefabricated platform at Bishop Auckland in time for the reopening on May 23rd. The official Railway Inspection by the HMRI is scheduled for May 17th.

- **COLORADO SCENIC RAILROAD : NO 18 TURNS 100 :** The Weardale Railway's steam engine, No 40, turns 56 this year. Our affiliate company, the Colorado Scenic Railroad recently acquired the former Lake Superior and Ishpeming 2-8-0 steam locomotive , No 18 from the Grand Canyon Railway. It will be celebrating its 100 years in service by pulling trains on May 29-31 on the Colorado railways summer opening weekend. (See photo previous page)
- **BISHOP AUCKLAND : CREW TRAINING UNDERWAY :** Volunteers started route learning and driver training on the 11 mile route from Wolsingham to Bishop Auckland from May 4th. These runs took place on weekday evenings on several nights until the line was temporarily closed for the level crossing works at Witton le Wear on May 12th.and resumed on May 17th A new "Bishop Auckland" destination Board has been kindly presented by John Hargreaves.



Destination : 'Bishop Auckland' The 141 on a training run with the new board in place. May 4 (Photo : D Million)



So near. The 141 stops at the end of Weardale Railway metals with a Northern Rail 142 standing at the existing Bishop Auckland platform. (Photo ; J Hargreaves)

- **WITTON LE WEAR LEVEL CROSSING REPAIRS:** Trevor Horner and Mike Fairburn report : The RMS Project Team led by Stephen Goodwin commenced work at Witton-le-Wear Level Crossing on Wednesday 12th May. A five day road closure had been arranged so that the whole crossing surface could be removed to correct track geometry defects found by the Track Inspection Coach a few weeks ago. It was believed to be related to a sewer installation carried out 18 months ago. The Project Team removed a length of sleepers and excavated down to the sewer heading timberwork. This revealed some voids and water necessitating a significant area of the formation to be excavated to remove softened clay.
- The excavation was filled with 8 cubic metres of dry concrete and 16 tonnes of hardcore and then 225mm of bottom ballast was laid and consolidated. The sleepers and rails followed before a tamping bank on a 360 machine packed the track to a designed level. The class 73 loco was then brought onto site and given several runs through following which some minor repacking was done. The road surface panels were installed on May 16th to complete the works.



Jeff Smith directs Brian Mills with the tamping machine at the Witton le Wear crossing (Photo : T Horner)



Brian Mills watches for track movement as the 73 passes over the crossing. (Photo : T Horner)

- **ALISTAIR GREGORY, ACTING GM, HEADING SOUTH:** Alistair Gregory, who has been serving as Acting General Manager of Weardale Railways in addition to his traction and rolling stock activities for BARS and the newly emergent Devon & Cornwall Railway, will now devote all of his energies to traction and rolling stock issues for the parent and subsidiary companies. During his eight months in office, the railway has grown from a five mile heritage railway to an 18 mile heritage, freight and community railway connected to the national network. Alistair returns for one week from May 17th and then will be based in the south of the UK. Malcolm Dean will take over on May 22nd
- **COCKTON HILL BRIDGE REOPENS :** As mentioned in the last Newsletter the new bridge components were swung into place in mid April . The bridge has been shut since March 29 while engineers rebuilt and resurfaced the road over the Darlington to Bishop Auckland line. The resurfacing work is now complete .



Cockton Hill bridge – May 12 – the work on the new bridge nearing completion. (Photo : K Hillary)



Witton Crossing – the mysterious wooden box (Photo: T Horner)

- **WITTON CROSSING : UNEXPECTED DISCOVERY :** T Horner reports : Whilst excavating at the crossing a timber box was unearthed running in line with the large gate posts at each side of the crossing, one section having a much corroded pulley wheel attached. Shortly afterwards a former crossing keeper confirmed that there had been a mechanism connecting the gate beneath the track so that by operating one gate the other moved as well. I'm still trying to understand how someone maintained the pulley buried in a box 1 metre under the track! (See Photo above)



Station Master, Kevin Hillary greets the newly married couple on the footplate of No 40, still in its 'George Gently' filming guise.



Andrea and Dominic Murphy with their guests on the platform at Stanhope (Both Photos : B Walker)

- WEDDING PARTY GOES BY TRAIN :** As mentioned briefly in the last update Andrea and Dominic Murphy decided to celebrate their wedding together with their guests, by booking a special steam hauled train on 24th April. They joined the train, hauled by No. 40 bedecked with white ribbons, at Stanhope station. They and their guests settled down to a varied menu of homemade mini beef and Yorkshire puddings, followed by strawberry shortbread hearts and fresh cream profiteroles. The wedding party arrived back at Stanhope some two hours later, having enjoyed their journey alongside the placid River Wear and through the dales' sunlit countryside. Summing up their special day, Andrea said "I can't express how much Dominic, myself and our guests, enjoyed the wedding party on the Weardale Railway. Our thanks go to everyone who helped to make our day, extra special." (See photos on previous page)



Junior Club members with Mike Wilkinson and Dave Million standing in front of new build A1 'Tornado' on May 2cd



Manning the WRjc stand at the Easter Event at Locomotion (Both Photos ; D Million)



Spring flowers at Stanhope station (left) and at Wolsingham station entrance (right). Thanks to Terry and Margaret Wansbury and Ann Brooke for their work on the gardens and flower boxes at both stations (Photos : T Wansbury)



Work starts on the prefabricated platform at Bishop Auckland - taken on May 15th (Photo : S Goodwin)



Witton le Wear level crossing with track restored and ready to replace road panels- taken on May 15th . (Photo : S Goodwin)

Stanhope - Bishop Auckland

Monday - Friday

Weardale Railway														
Stanhope	d	-	07:50	-	10:35	12:35	-	15:25	-	17:58	20:15	-	-	-
Frosterley	d	-	07:57	-	10:42	12:42	-	15:32	-	18:05	20:22	-	-	-
Wolsingham	d	-	08:05	-	10:50	12:50	-	15:40	-	18:13	20:30	-	-	-
Bishop Auckland (b)	a	-	08:45	-	11:30	13:30	-	16:20	-	18:53	-	-	-	-
Connecting Northern Rail service to Darlington														
Bishop Auckland	d	07:21	09:25	10:03	11:40	13:40	15:30	16:30	18:03	19:03	-	21:15	-	-
Darlington	a	07:46	09:50	10:28	12:06	14:06	15:55	16:57	18:31	19:30	-	21:40	-	-

Saturday

Weardale Railway														
Stanhope	d	-	08:18	-	10:35	12:40	-	14:27	15:15	-	16:55	-	19:08	-
Frosterley	d	-	08:25	-	10:42	12:50	-	14:34	15:25	-	17:02	-	19:15	-
Wolsingham	d	-	08:33	-	10:50	13:05	-	14:42	15:40	-	17:10	-	19:23	-
Bishop Auckland (b)	a	-	09:13	-	11:30	-	-	15:22	-	-	17:50	-	-	-
Connecting Northern Rail service to Darlington														
Bishop Auckland	d	07:35	09:23	09:53	11:40	-	13:26	15:32	-	17:00	18:00	18:59	-	21:17
Darlington	a	08:00	09:49	10:18	12:06	-	13:51	15:58	-	17:26	18:25	19:25	-	21:42

Sunday

Weardale Railway														
Stanhope	d	-	09:24	11:25	13:44	14:30	15:50	18:00	-	-	-	-	-	-
Frosterley	d	-	09:31	11:33	13:51	14:38	15:57	18:07	-	-	-	-	-	-
Wolsingham	d	-	09:39	11:43	13:59	14:48	16:05	18:15	-	-	-	-	-	-
Bishop Auckland (b)	a	-	10:19	12:30	14:39	-	16:45	-	-	-	-	-	-	-
Connecting Northern Rail service to Darlington														
Bishop Auckland	d	08:40	10:29	12:40	14:49	-	16:56	-	18:49	19:55	-	-	-	-
Darlington	a	09:05	10:54	13:08	15:14	-	17:22	-	19:16	20:20	-	-	-	-

Bishop Auckland - Stanhope

Monday - Friday

Connecting Northern Rail service from Darlington														
Darlington	d	06:47	-	08:33	09:26	10:55	12:55	14:54	15:57	17:28	18:32	20:30	-	-
Bishop Auckland	a	07:18	-	08:59	09:52	11:21	13:21	15:19	16:24	17:55	18:58	20:56	-	-
Weardale Railway														
Bishop Auckland (b)	d	-	-	09:20	-	11:35	13:35	-	16:35	-	19:08	-	-	-
Wolsingham	d	-	07:20	10:00	-	12:15	14:15	-	17:15	-	19:48	-	-	-
Frosterley	d	-	07:28	10:08	-	12:23	14:23	-	17:23	-	19:56	-	-	-
Stanhope	a	-	07:35	10:15	-	12:30	14:30	-	17:30	-	20:03	-	-	-

Saturday

Connecting Northern Rail service from Darlington														
Darlington	d	06:48	-	08:38	09:24	-	10:57	12:50	-	14:53	16:25	17:30	18:26	20:36
Bishop Auckland	a	07:19	-	09:04	09:50	-	11:23	13:16	-	15:20	16:52	17:58	18:53	21:02
Weardale Railway														
Bishop Auckland (b)	d	-	-	09:20	-	11:35	-	13:55	15:30	-	18:08	-	-	-
Wolsingham	d	-	07:50	10:00	-	11:15	12:15	-	13:55	16:10	-	18:48	-	-
Frosterley	d	-	07:58	10:08	-	11:30	12:23	-	14:10	16:18	-	18:56	-	-
Stanhope	a	-	08:05	10:15	-	11:40	12:30	-	14:20	16:25	-	19:03	-	-

Sunday

Connecting Northern Rail service from Darlington														
Darlington	d	08:05	-	-	09:51	11:54	14:06	16:22	18:15	19:23	-	-	-	-
Bishop Auckland	a	08:34	-	-	10:20	12:19	14:31	16:46	18:39	20:20	-	-	-	-
Weardale Railway														
Bishop Auckland (b)	d	-	-	-	10:30	12:40	14:49	16:56	-	-	-	-	-	-
Wolsingham	d	-	09:00	10:20	11:10	13:27	15:29	17:36	-	-	-	-	-	-
Frosterley	d	-	09:08	10:30	11:18	13:37	15:37	17:44	-	-	-	-	-	-
Stanhope	a	-	09:15	10:38	11:25	13:45	15:44	17:51	-	-	-	-	-	-

HERITAGE SERVICES : On Saturdays and Sundays certain services (shown in yellow on the Timetable) are operated by Steam /Heritage Diesel locomotives using our 1950's heritage coaching stock, also with buffet car service at peak periods – for these services a supplement is payable

See notes on next page

<p>Abbreviations Used</p> <p>a Arrive</p> <p>d Depart</p> <p>x Originates at Wolsingham</p> <p>z Terminates at Wolsingham</p> <p>s Steam hauled or heritage diesel service</p> <p>(b) Weardale Railway trains arrive and depart Bishop Auckland at the Weardale Railway platform a short distance west of the Northern Rail station.</p> <p>Heritage Services</p> <p>Weardale Railway Heritage services run at weekends and bank holidays using 1950's coaching stock and heritage diesel or steam locomotives.</p> <p>Please note that a supplement fare is payable for travel on heritage services in addition to the normal fare.</p>

Welcome to the Weardale Railway

Travelling with us

Tickets may be purchased at Stanhope station or on board the train.

Cycles - Weardale Railway welcomes passengers with bicycles on its trains, but space is limited and cycles will be carried at the discretion of the Guard subject to available space.

Pets - Your pet can travel free of charge, so long as it doesn't take up a seat.

Security - You should ensure that your luggage is clearly labelled and in sight at all times. Please do not leave any personal items such as laptops or mobile phones unattended and if you move about the train please ensure that you take them with you.

Smoking - it is against the law to smoke anywhere on our trains or at stations, including open platforms and toilets.

How to contact us

General Enquiries - Telephone 01388-526 203

By post - Weardale Railways CIC, Stanhope Station, Station Road, Stanhope, Co. Durham. DL13 2YS

Website - www.weardale-railway.org.uk

Edited by G C Mudd : 17 May 2010 : gcmudd@ntlworld.com

And Finally : A postscript from Operations Manager, Donald Heath :-

PROGRESS OVER 100 YEARS(!)

Her Majesty's Railway Inspectorate permitting, the DCR Community Rail service will start on Sunday, May 23rd. This is a suitable moment to step back and compare what is being offered to the travelling public now with the offer that was available a century and one month earlier. In April 1910, the North Eastern Railway Company was running a service from Wear Valley Junction(WVJ) to Stanhope and on a further 9 1/4 miles to Wearhead. Passengers who wished to go to Bishop Auckland or beyond had to change at WVJ which was a bleak place with absolute minimal provision for the comfort of the traveller. In addition to the stations at Bishop Auckland, WVJ, Wolsingham, Frosterley and Stanhope there were also stations at Etherley(Witton Park), Witton-le-Wear and Harperley. Beyond Stanhope, the line served Easatgate, Westgate- in -Weardale, St John's Chapel and Wearhead but not all the trains ran beyond Stanhope.

In 1910, Mondays to Saturdays, there were 7 down trains between WVJ and Stanhope with 6 return up workings. (How they balanced the locos and coaches I know not as my source of information is a public timetable.) In 2010, Monday to Fridays, there will be 5 trains in each direction with an extra Wolsingham to Stanhope and return working to get the dmu in to service at the beginning of the day and back to the depot at night. On Saturdays, there will be only 4 trains to and from Bishop Auckland with the associated early and late depot workings, but there are two return heritage workings between Wolsingham and Stanhope - one each in the morning and the afternoon. Sundays will see 4 Stanhope to Bishop Auckland return workings one of which will be a heritage train. (There will also be two pairs of Wolsingham to Stanhope "depot" workings.) In 1910 there were just 2 trains in each direction - early morning (?for the newspapers) and early evening (?for the post and, possibly, milk).

Allowing for the interchange time at WVJ, in 1910 the average journey time from Bishop Auckland to Stanhope was 47mins with 41mins being the fastest - this must have involved some very slick working at WVJ as there was only one platform for each direction. Today, because of the heritage railway maximum permitted speed limit of 25mph and the existence of several long term lower speed restrictions, the throughout journey time is 55mins in both directions. Reverting back to 1910, the average journey time in the up direction was 46mins with the fastest being 44mins and the slowest 54mins. Again, this will have required some extremely fast working at WVJ as, according to the plans which I have, the train from Stanhope would have to enter the main line then propelled(backed i.e.) into a bay platform: the alternative would have involved passengers having to cross the "main line" from the down platform by means of a footbridge.

So in 100 years not exactly a lot of improvement in journey time or frequency! However, this is just the start of the new era and it should be possible, at some time in the future, to both run extra trains and provide quicker journey times. At least, we have eliminated the need to change trains at WVJ.

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• **LAST MINUTE ITEM : NEW JUNIOR CLUB LAUNCHED at BISHOP AUCKLAND**



To coincide with the introduction of Weardale Railway passenger services from Stanhope to Bishop Auckland a new Junior Club team has been set up at Bishop Auckland which will give a greater number of young people the opportunity to join. The new team is based at Bishop Auckland station where training sessions and meetings will take place, however, members will benefit from the same work experience opportunities available to the existing Stanhope based team on heritage and community services the length of the line and also at our stations and depot. On occasions the Bishop Auckland team will travel to Stanhope via the train service for training. The first intake of Bishop Auckland section members took place on Sunday 16th May 2010. Above - new members are pictured at Wolsingham Depot.

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