

Railway Herald

Issue 191 - 24th August 2009



The electronic journal for the railway enthusiast

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Submissions

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

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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Final Javelin Class 395s arrive at Southampton

The final three Class 395 'Javelin' EMUs, built by Hitachi in Japan arrived at Southampton East Docks on the evening of 16th August, and all 18 vehicles were offloaded the following day, before being assembled into complete units.

Full story on
Page 3

Publication of Issue 192

With next Monday being a Bank Holiday, Issue 192 will be published on the first Monday in September, following which we will be back to our normal production schedule.

Also, look out for a few changes when you go to download Issue 192!

**Issue 192 out on
Monday 7th September 2009**

In This Issue

Networker Upgrade

In partnership with HSBC Rail and Brush Traction, Hitachi is undertaking a traction upgrade to Southeastern's Networker EMUs at Ashford.

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Eastleigh raises £50,000

The Centenary Open Weekend at Eastleigh Works earlier this year raised £50,000 for the three nominated charities.

[Click here to read the story on Page 5](#)

Light Rail & Metro

News of an open weekend at LULs Upminster Depot and could a new Light Rail system to High Wycombe be on the cards?

[Click here to read the story on Page 6](#)

Worldwide Pictorial

News and pictorial events from around the globe with specific reference to North America and Europe.

[Click here for World News on Page 27](#)

Elsewhere in this issue

10 DRS Class 57s on the Timber

In a move that, it is understood, is likely to become common place, the first working of a DRS Class 57 on the Carlisle to Chirk timber trains, more usually worked by Colas Rail using Virgin Class 57/3s, took place on 20th August.

12 Notable Workings

Our weekly column looking at the rare and unusual workings which have occurred over the past week. Also includes Class 60 Fleet Report. **Readers contributions are welcomed.**

Essentials

16 Railtours & Excursions

News from the charter scene, with comprehensive tour listings.

30 Diary

The dates of slide shows and information presentations.

Front Cover Caption:

'Duchess' Pacific No. 6233 *Duchess of Sutherland* at Stockport on 21st August with Class 390 No. 390034 *City of Carlisle* alongside. **Colin Irwin**

Final three 'Javelin' units arrive at Southampton Docks

The final three Class 395 'Javelin' units arrived at Southampton East Docks on the evening of 16th August, and all 18 vehicles were rolled off the following day.

The trains were shipped from Kasado, Japan, aboard Wallenius Wilhelmsen 'Ro-Ro' freighter *MV Tamesis* and were scheduled to be hauled to Hitachi's Depot at Ashford, over the following 10 days. DB Schenker also used its Executive train to take Hitachi and its own personnel from London into the Docks complex and return them after the event.

The fleet of 29 six-car Class 395

trains are Hitachi's first rolling stock in regular service in Europe and are operating on Southeastern's 'preview' services between London St Pancras and Kent, where they cover the journey almost one hour faster than most normal services on the traditional lines into the South London termini. The full hi-speed passenger services are scheduled to commence in December this year.

Hitachi originally won the £250 million contract for 28 hi-speed trains in October 2004. Southeastern later added the 29th unit in order to provide additional capacity.

◀ One of the driving cars of No. 395027 is gently lowered onto the rails. **Jack Boskett**

▼ The last of the Class 395 'Javelins' to be delivered, Nos 395029, 395028 & 395027, stand on the dockside at Southampton Dock with three MSO vehicles, all having been rolled off the *MV Tamesis* in the rear on 17th August. **Brian Morrison**



Traction upgrade for Networkers

Working in partnership with HSBC Rail and Brush Traction, Hitachi is replacing key drive components at Ashford to improve the performance of the fleet of 97 Class 465/0 and 465/1 Networker EMUs used by Southeastern.

The intention of the refit is to improve the performance and reliability of the four-car units, which have now been in service for almost 15 years. Hitachi is responsible for integrating the replacement package into the train, removing redundant equipment, commissioning the modified units, and reintroducing the fleet into service.

The main impetus for updating the traction package was the need to improve the reliability of the

units. HSBC Rail and Southeastern conducted a reliability and availability study of all the vehicle systems, and concluded that, in addition to other modifications, the best way to improve reliability would be to replace the traction equipment.

The Networker units were the first EMUs ordered by British Rail with three-phase traction drives, but propulsion technology has improved considerably since they were constructed. For example, the replacement traction drive will use IGBT technology rather than GTO thyristors. Advances in microprocessor control will be used, together with a self-ventilating design, which does not require forced air-cooling. All these changes will contribute to improved reliability and availability.



The '465s' before (▲) and after (▼) the modifications. **Bill Turvill**



Work starts on repairs to Walkden station roof

Work has started on a £120,000 scheme to renew several separate roof areas of Walkden station, the work being expected to take 12 weeks to complete and be finished in early November.

Network Rail's territory buildings engineer, said: "The building is unusual in that it has several flat or pitched roofs over different parts of the station. This makes the work a bit more complicated, which

is why it will take three months to complete". The gardens at the station are looked after by the Friends of Walkden Station, and Network Rail is working with them to ensure that no damage is caused to the plants during the project. The Friends said: "We are delighted that this important repair work is underway, as leaking rain water has been a problem for staff and passengers alike, particularly since the roof leading was stolen last year".



▲ Grand Central Railway's additional return service linking the Durham Coast and London started from 17th August. The new southbound service (which is Class 180 worked) runs Mondays to Fridays departing Sunderland at 09.18, with slightly different timings on a Saturday. The set returns north as the existing 16.50 London Kings Cross to Sunderland service, with one of the company's HST sets working the new northbound departure at 19.18 from London King's Cross, arriving back in Sunderland at 22.54. No. 180112 passes Copmanthorpe, south of York, on 19th August. **Paul Braybrook**

New footbridge for Downham Market station

Network Rail has submitted a planning application to build a pedestrian footbridge at Downham Market station, the proposal being part of its programme to improve the safety of crossings across the country.

The lack of a physical barrier at Downham Market means that

users are more likely to ignore the red light and cross the tracks when it is not safe to do so – something that happens on a daily basis.

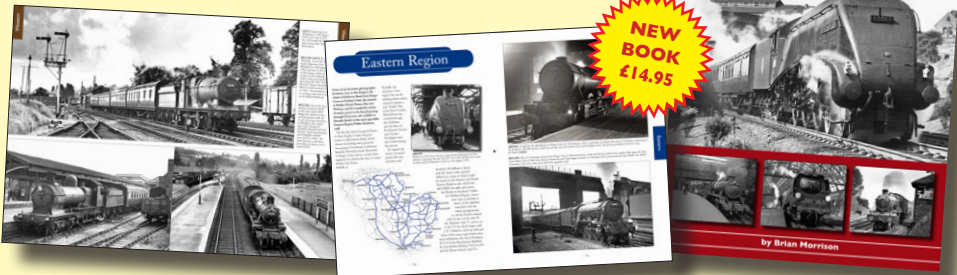
The new footbridge would mean that the current barrow crossing, one of the highest risk crossings on the rail network, would be able to be closed in order to improve safety for pedestrians who have

to cross the tracks. It would also provide permanent, safe access for rail users between Platforms 1 and 2 as well as improved direct access to the car park.

If the planning application is successful it is planned to complete construction and open the footbridge to the public by summer 2011.

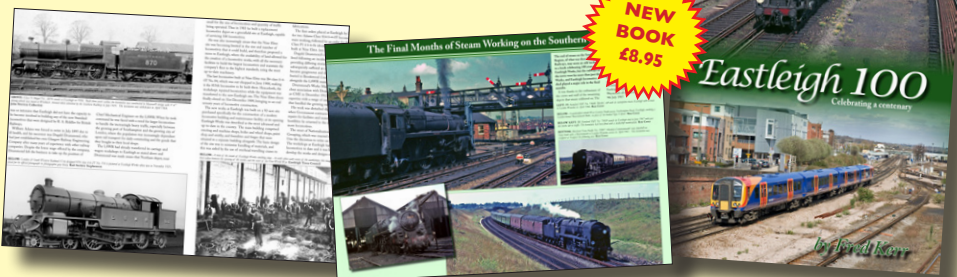
From the days when steam was king and diesels were just a thought on the horizon...

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



To celebrate the 100th anniversary of Eastleigh Works comes this limited print run book

The railway town of Eastleigh has a fascinating history and this special 56-page printed book illustrates the years from the arrival of the railways and documents the growth of the town and its works over the past 100 years since the workshops first opened their doors. **Eastleigh 100** also features numerous black & white and colour images.



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▲ Presentation of cheques to the three charities benefitting from the Eastleigh open day. From left to right are Professor Khalid Aziz (Chairman Naomi House board of Trustees), Bruce Knights (MD, Knights Rail Services, Eastleigh), Jane Hardy (Chief Executive, PSP Association), Councillor Pam Holden-Brown (Mayor of Eastleigh) and Helen Haynes (Regional Appeals Manager, Teenage Cancer Trust).

Eastleigh open day raises £50,000 for charity

It has been announced that the hugely successful Centenary Open Weekend event held at Eastleigh Works earlier this year has raised £50,000 for charity.

More than 19,000 people visited the three-day event, organised by Knights Rail Services with media partner *The Railway Magazine*, who were raising money for the Teenage Cancer Trust, Naomi House Children's Hospice and the PSP Association. Each charity has received total donations of £16,300.

Although the cheques presented by the Mayor of Eastleigh, Councillor Mrs Pamela Holden-Brown, to each charity at the railway works on 12th August were for £10,000, this represents just the proceeds from the entrance tickets. Over the event weekend, each charity took home £2,400 which was the money accumulated from cream teas on the 'Queen of Scots' Pullman train, and three daily raffles. A further £1,875 was donated during June to each charity from the 'Money Cant Buy'

auction of special railway memorabilia items and experiences. However, it was a surprise donation of £6,000 from Spitfire Railtours, split three ways, that gave the charities a final extra boost. This money was the proceeds from a special train that ran from Crewe to Eastleigh carrying 500 visitors to the open day event. A donation by Knights Rail to the Mayor of Eastleigh's charity fund has taken the total amount raised to the magical £50,000 figure.

Nick Pigott, Editor of *The Railway Magazine* said he was, "absolutely delighted by the success of the Eastleigh fundraising", which reflected the high quality of the event and, "the hard work put into it by all concerned".

A limited number of the centenary mugs are still available from Transport Services Limited, see advert in this issue for details.

After the success of the Carnforth weekend in 2008 and Eastleigh this year, the question from many enthusiasts is what will *The Railway Magazine* do to continue the tradition in 2010!

Metro and Light Rail News

TfL invites applications for 'moquette design'

As part of the refurbishment and upgrade of London Underground, Transport for London (TfL) is holding a competition to design a new moquette seating fabric on the system.

The design brief emphasises that the colours should respond well to both natural and artificial light, with a pattern that takes account of wear and tear. The design will require applicants

to take into consideration certain elements required for public seating, such as being commercially viable, having a repeat pattern, and not being too small to cause 'dazzle' or 'strobe' visual effects. However, entrants are also encouraged to challenge conventional ideas of traditional seating fabric designs where possible. A maximum of three primary corporate identity colours can be used; corporate

blue, corporate safety blue and corporate red. Any secondary colours from the outer wheel of the chart can be proposed if considered visually necessary.

The winning design will be introduced on the Piccadilly Line, and will then be adopted across the London Underground system. Transport for London is inviting both professional and non-professional designers to take part.

Upminster Depot Open Weekend for 50th anniversary

This year marks the 50th anniversary of Upminster Depot and to celebrate, London Underground in partnership with the London Transport Museum, is holding an open weekend on 29th/30th August.

The event will feature an array of Tube rolling stock representing the past, present and future of the District line, with the S Stock mock-up, a current D Stock train and Q and R Stock carriages.

The weekend has been made possible because there will be no District Line service on the Bank Holiday weekend between Barking and Upminster, due to planned engineering works, which means that no trains will be running in or out of the depot. Valid

Underground tickets will be accepted on c2c services between Fenchurch Street, Barking and Upminster, together with National Express East Anglia trains between Liverpool Street and Romford, and between Romford and Upminster on the Saturday only. In addition the London Transport Museum is running a heritage bus service to ferry passengers between Upminster station and the depot.

Tickets can be bought via the TfL website (subject to a 15% booking fee) or can be purchased on the day at the event. Ticket prices are Adults £10 and Students £5, with free admission to under 16s accompanied by an adult and to senior citizens/Freedom pass holders. The event is open from 11.00 to 17.00 on both days.

Light rail link for Maidenhead and High Wycombe?

The Royal Borough of Windsor and Maidenhead is reported to be considering a light rail system to link Maidenhead with High Wycombe.

The line would be built on the abandoned railway between Bourne End and High Wycombe, which closed in 1970. The plans for the project are at a very early

stage, however, but also include improvements to the existing Marlow line.

Councillor John Stretton from the Royal Borough of Windsor and Maidenhead, said: "This is very exciting and we are pushing as hard as we can to get it moved forward. It has so many advantages, if there was a dedicated service all the way to

High Wycombe with a service every 10 minutes or so, the traffic would be taken off the road. You would have a high frequency, which would service a lot of people. It would be very simple, easy and straightforward".

It is believed that ultra light rail would be favoured, such as the Parry People Mover on the Stourbridge Town line.

Bank holiday work brings cancellations and bus replacement services to Essex

Work on an extensive package of improvements to lines in north Essex is to be carried out over the forthcoming Bank Holiday weekend, 29th/30th & 31st August, and rail travellers will face cancellations, delays and replacement bus services as the main line will be closed between Liverpool Street and Stratford and between Witham and Manningtree and Colchester Town.

The upgrades are part of a £50 million set of measures on the lines linking Liverpool Street with north Essex and Southend. A new £104 million signalling system between

Colchester, Clacton and Walton is also being tested that weekend, promising even more disruption. However, this will be the culmination of months of work and the three days are needed to complete the project.

The replacement signals will allow trains to operate in either direction on both tracks between Colchester and Marks Tey, something that should improve flexibility and reduce delays. The work between Liverpool Street and Chelmsford will include renewing overhead power lines to allow for problems to be remedied more swiftly in future. Work on the new transport hub at Stratford, for the 2012 Olympics, will also be continuing.

Double 'Bluebirds' on GWML

▼ **First GBRf provided a pair of Class 66/7 locomotives for its regular Taunton Fairwater to March Whitmoor movement of concrete sleepers on 21st August. Nos. 66724 Drax Power Station and 66721 Harry Beck power through Twyford. Ken Brunt**





▲ A wet scene at Healey Mills, as Class 67 No. 67017 *Arrow* departs after coming to the rescue of Class 66/0 No. 66133, which failed at Healey Mills while working the Preston Docks-Lindsey Refinery empty bitumen tanks on 21st August. **Ian Tunstall**

More Class 180s for Grand Central's 'West Riding' service

The start of a new service between the West Riding of Yorkshire and London moved a step closer last week after Angel Trains signed a lease with Grand Central Railway for the three additional trains it needs to operate the timetable.

With the last of the three additional Class 180s due to join Grand Central's existing fleet early in 2010, test running and crew training for the new 'West Riding' service is likely to start in the New Year. It is envisaged that the three return services a day between Bradford Interchange, Halifax, Brighouse, Wakefield, Pontefract, Doncaster and London King's Cross will start in May.

Giles Fearnley, Chairman of Grand Central Railway, said: "I

am hugely excited by the signing of today's lease agreement for these trains, as it removes the largest single obstacle to the start of passenger services. It provides us with sufficient certainty to proceed with the numerous other processes required for the planned start-up next May. This will include recruitment of additional staff. I would also like to put on record my thanks to Angel Trains for the help and support they have given our team. Without these additional trains we would have found it very difficult to start our new service".

Grand Central is currently organising a series of meetings with key stakeholders and partners to brief them on progress in introducing the new 'West Riding' trains.

UK News In Brief

■ A new £40 million stretch of line could soon be created in Nuneaton, Network Rail having notified the Nuneaton and Bedworth Borough Council about its plans to create a new line in Abbey Green. Known as the Nuneaton North Chord, the new line, which will be about one mile long, will allow freight to cross from Peterborough to the West Coast Main Line without any disruption to passenger services. The Route Director for Network Rail said: "This is a key project, which will allow us to improve Britain's railway and at the same time bring

clear environmental benefits. So we can reach the best solution for everyone we want to involve the local community and are keen to hear from any Nuneaton residents with comments or questions about our proposals".

■ The Monorail that links the North and South terminals at Gatwick Airport will be out of service from 28th September until May 2010 for work on a new inter-terminal link. A replacement bus service will be run instead. There will be 12 buses running in a continuous loop every three minutes during

the day from 04.00 to 18.00, and every six minutes overnight.

■ Direct Rail Services Limited (DRS) has announced the introduction of an innovative rail freight service, working in partnership with W.H. Malcolm Ltd, the Scottish haulage and distribution organisation. The service is timely, following the announcement of the A80 trunk road upgrade, which will inevitably cause disruptions to road traffic over the next 18 months. The service is for the provision of rail transportation between Elderslie and Grangemouth. The traffic is

running five days a week, but there is a potential for this to increase to six days a week at a later stage. The daily train hauls 25 20ft and 40ft containers, and it is estimated that a CO2 saving of 3,000 tonnes per year will be made.

■ Grand Central Railway, the independent operator of Sunderland to London services made a loss of £8.78 million in the 2008 financial year, compared with £4.22 million in 2007. The company says the higher loss figure was expected and won't derail its plans for 2010.

RH Statistical Information

Every month, *Railway Herald* receives numerous queries for information on how many copies of the magazine are downloaded and how popular is the website, so we have decided to publish the figures here, every week, subject to space.

Covering the period 18th-24th August
Last weeks Issue 190 was downloaded **29,204** times (-2.7%) and a total of **2,624** copies of previous issues were also downloaded. The RH website has provided **165,726** (-7.1%) web pages to users, an average of **16.5** pages every minute, seven days a week! *Railway Herald* now has a monthly average download of **118,185**, the figures in brackets being the percentage change from last week.

New technology could replace paper travel tickets

Paper travel tickets could become a thing of the past under proposals that have been announced by the Government. New technology, enabling mobile phones to double up as 'swipe and go' cards and bank cards to be used to pay directly for journeys could revolutionise how travellers purchase and use tickets according to the new consultation.

of smart ticketing infrastructure using the Government backed ITSO specification to allow seamless travel between, and within, cities and regions and different modes of transport.

Some of the more innovative proposals could result in electronic tickets or pre-pay credit loaded straight onto a mobile phone enabling it to be used as a ticket; or 'contactless' payment, which will allow ordinary bank cards to pay instantaneously for travel simply by being passed over a terminal, dispensing with the need for a ticket at all. The Government hopes that the Smart and Integrated Ticketing Strategy will build on the success already seen in London where 'Oyster' smart cards are now used for 78% of bus and tube journeys.

The Government estimates that the benefits of universal 'integrated smart' ticketing could be as much as £2 billion per year through improved journey times and faster, more convenient and reliable purchasing and use of tickets, with benefits for local government and operators as well. Central to the vision is the implementation

Work in progress on doubling the Cotswold line

▼ Class 66/0 No. 66186 heads a rake of ballast wagons on the Cotswold line near Mickleton Tunnel, or Campden Tunnel as it is known now, heading towards Evesham on 7th August. The train was involved in ballast dropping in aid of the re-doubling of the Cotswold Line, which is currently shut for six weeks between Evesham and Moreton-in-Marsh. **Jack Boskett**



BIG Trains on Powder River Coal

3 - 18 July 2010

Prices from £2,495 per person

Why not join us on this tour to the Powder River Basin with its large payloads, long trains, multi-track main line?

Imagine the Scottish moors, with a four track main line across them – there will always be one train in view, usually two, often three and occasionally four. This is railroading as it should be - very photogenic!

In addition to Powder River, probably the most productive coalfield in the world, we'll take a look at the Joint Line, the Moffatt line and Sherman Hill. We'll also visit Crawford Hill, where the BNSF bring their coal south from Powder River and there's some superb scenery on the western side of Moffatt tunnel. Once you've seen a train through Byers Canyon, you'll remember it forever! Add to that a visit to North Platte – the Union Pacific's main staging point between Chicago and Los Angeles.

Darjeeling Tours

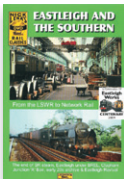
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EASTLEIGH AND THE SOUTHERN DVD

A Special Edition by Nick Lera

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This highly limited edition mug celebrates the 100 years of Eastleigh Works, and sports the centenary, KRS and Railway Magazine logos.

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Lower rail fares from January 2010

Passengers are set to benefit from lower rail fares from January 2010, following an announcement that the Retail Price Index (RPI) stood at -1.4% in July this year.

On the majority of rail journeys, the Government regulates fares. Increases to most of these are capped at RPI+1%, with the changes implemented in January this year based on the previous July's RPI figure. The RPI figure now published by the Office for National Statistics means that next January, most regulated fares will have to fall.

The Government has also taken away the flexibility for operators to raise individual regulated fares, protecting passengers from undue steep rises in regulated fares next year.

Transport Secretary Lord Andrew Adonis said: The "RPI figure of -1.4% means that the majority of regulated rail fares, including most commuter fares, will fall in January".

"In addition" he added, "I am removing train operators' ability to increase individual fares next year by up to 5% above the national fare change. This means most regulated fares will

fall in line with the national fare change, which will be welcomed by passengers".

Two train operators are currently excepted from the RPI+1% rule: Southeastern has a higher cap of RPI +3% for five years from 2007, in recognition of historically low fares on Southeastern and to allow for the investment recently made in the Kent services; in the Northern franchise, West Yorkshire PTE fares also have a higher cap of RPI +3% from 2007 until the end of the franchise to enable investment in additional trains in and around Leeds.

Previously, train operators have been allowed to increase individual regulated fares by as much as 5% above the average cap on regulated fares, as long as the average increase across their 'basket' of fares was no more than RPI+1%. Andrew Adonis announced in February this year, his intention to remove this flexibility for 2010. The regulation of rail fares in Scotland, Wales, Liverpool and London Overground are matters for the Scottish Parliament, Welsh Assembly Government, MerseyTravel and Transport for London respectively.

New contracts create intermodal traffic

Freightliner's trading division Logico started a new service from Southampton to Birmingham Intermodal Freight Terminal (BIFT) on 10th August on behalf of Allport.

The new train is the 12th daily service that Freightliner now operate from Southampton. In addition to increasing services to the Midlands, the new daily train has additional capacity available for intermodal customers.

First GBRf has also signed a new 12-month rolling contract with freight

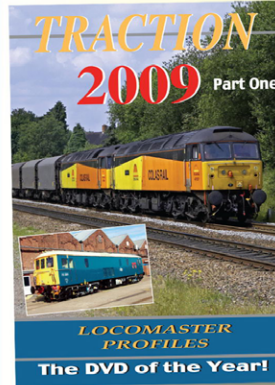
forwarder Allport, for the carriage of containers from Felixstowe to Birmingham Intermodal Freight Terminal at Birch Coppice Business Park in North Warwickshire and to Doncaster Europort.

The BIFT service has been made possible by extending the existing First GBRf 'common user' service, which currently runs from Felixstowe to Hams Hall in Birmingham, and increasing its capacity to 26 wagons, making this the longest train out of the Port of Felixstowe.

Announcing the latest addition to the 'Traction' series...

TRACTION 2009 – Part 1

Programme number 28 in the highly-acclaimed TRACTION series is once again packed with a fascinating assortment of locomotive workings as well as featuring all the major developments in the current motive power scene. Here's a taster of what is guaranteed to be another action-packed addition to the series...



FREIGHT TRAFFIC & TRACTION: 59 206 unveiled in DB Schenker livery at the NRM; DRS 37s working ballast trains over the Cambrian and West Highland lines; Colas 47s on the Burton-Dollands Moor steel; Arriva's 57 313 working the Carlisle-Chirk timber; 47 375's penultimate working for Advenza Freight; FIVE Class 37s at the front of the Willesden-Crewe DRS flasks; a staggering 10 loco convoy conveying Class 56s from Old Oak Common to Crewe; 'top & tail' Mendip Rail 59s on a weekend infrastructure train; BR blue re-paints for 31 106 and 73 201 Broadlands; long-term Ipswich scrapper 47 370 being towed to Felixstowe; new Colas Class 56-hauled Dollands Moor-Hams Hall intermodal traffic; the first coal train out of Guan Cae Gurwen for 10 years; DBS Class 58s leave Eastleigh for France.

PASSENGER TRACTION, RAILTOURS & SPECIALS: 47 832 departing from Southampton Western Docks with the first boat train in 15 years; 47 245 hauling the very last train into Folkestone Harbour; 66 152 arriving at Swanage with the first through train from London for 37 years; former Royal Train loco 47 798 Prince William working charter trains for West Coast Railways; 47 826 departing from Glossop with a foot-ex to London; FGV run HST's to Fratton and Weymouth; 57 309 working the Penzance to Paddington sleepers; D1015's 3-day 'Western Chieftan' foray to Inverness and Kyle of Lochalsh; 47 804 & 47 826 venture to Aberystwyth.

THERE'S ALSO: the first fire-up in 19 years of 50 026 Indomitable; D1015 Western Champion arriving at Southampton Docks hauling a track machine; 20 901 & 20 905 towing scrap locos to Long Marston and Stockton; 73 136 hauling spoil trains and the first diesel-hauled passenger train on the Bluebell Railway; 50 035 performing the last rites at Old Oak Common's famous 'Factory'; the first runs in preservation of 33 002 Sea King; 37 418 Pectinidae and 56 040 Oystermouth. There's also coverage of the Eastleigh Works open weekend plus the pick of the action from the Swanage; Kighley & Worth; Mid Hants and Mid-Norfolk diesel galas!

Covering the period 1st January to 30th June, this DVD will have a variety of locomotive classes to suit all tastes - accompanied by a lively and informative commentary from David Maxey. TRACTION 2009 - Part 1 will be released on DVD at the end of August priced at £19.95 (post free). To order your copy, either call our Credit Card Hotline on 01753 545888 or send a cheque or postal order to the address below:

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► Freightliner now operates 12 daily services out of Southampton, to a variety of destinations across the Midlands, the North West and East, plus Scotland. Here, a heavily loaded intermodal approaches Southampton Central on 17th August, headed by Class 66/5 No. 66542. **Brian Morrison**



First new VTG aggregate hoppers for Dagenham Sand traffic arrive

Nine new 102-tonne gross-laden weight open hopper sand wagons have arrived in Great Britain, forming part of a long-term 'new for old' lease agreement between wagon providers VTG Rail and UK aggregates transporter Mendip Rail.

In all, a total of 20 new wagons will be supplied under the terms of the deal that will replace VTG's elderly 'Dagenham Sand' hopper fleet with the new high-capacity vehicles, painted in Mendip Rail's silver livery.

The wagons will carry sand from Dagenham to depots in Acton, Brentford and Theale, where the loads will be used primarily by the construction industry, including ready-mix concrete suppliers. The sand is supplied loose, and along with imported coarser aggregates, is bagged

on site for supply to local builders merchants and other trade customers

The new wagons will offer an increase in capacity, enabling Mendip Rail to move more material using fewer trains, giving cost savings through lower fuel usage.

The hoppers have also been specifically designed to offer improvements in terms of vehicle longevity. Given the high moisture and salt content of sea-dredged sand, they have a new lining material to improve corrosion resistance and improve life span. Pneumatically operated discharge doors with independent control circuits and purpose designed edge seals, mean that the product is carried securely, and unloading can be carried out in an effortless and controlled manner. The remaining 11 hoppers are due for delivery over the next few weeks.

▼ **One of the new internationally registered VTG wagons for the Dagenham flow, No. 3770 6955 145-7. VTG**



DRS 57 on the log trains

DRS traction debuted on the Carlisle-Chirk timber trains on 20th August, when Class 57/0 No. 57007 worked the Carlisle Kingmoor-Chirk service in place of the usual Virgin 57/3 traction.

DRS '57s' are expected to be working these trains on Thursdays and Fridays over the coming months, with Virgin 57/3s still being deployed on Mondays-Wednesdays. It is understood that DRS traction may take over the running of these trains five days a week, at least until January 2010 when loadings increase to 924 tonnes, or 21 KFA wagons, which

will require traction with a higher horsepower! A new siding is also to be created at the plant, to accommodate the longer trains.

▲ **Class 57/0 No. 57007 passes Woodacre, near Garstang, with the Chirk-bound service on 20th August. Anthony Roberts**

▼ **The train is seen arriving at the Kronospan Plant at Chirk at 1818 with thirteen fully loaded KFA wagons. Mark Riley**



The News In Pictures



◀ With the up and down nature of the British summer, this image just goes to show that the sun has shone this year! On 19th August, as the shadows lengthen and the farmers race to get the harvest in, 'Royal' Class 67 No. 67006 Royal Sovereign (with classmate No. 67016 on the rear) passes Burton Salmon with the 'Northern Belle', returning from York to Crewe. The passengers had been to the 'Ebor Race Meeting', which last year had been cancelled due to the rain! **Robin Patrick**

◀▼ On 15th August, an Arriva Cross Country HST set led by Class 43 No. 43384 passes Besford, near Worcester, with the 08.00 Manchester Picadilly to Paignton service. **Stuart Warr**

▼ A Cross Country Class 170 passes Purton on 20th August. Of note, at the opposite side of the Severn estuary, the original stone bridge piers can be glimpsed. At one time, these carried the line on a girder bridge from Sharpness. **Edward Gleed**



The weekly column looking at some of the more unusual and newsworthy movements on the UK network

With East Midlands Trains providing an HST set on two return workings from Nottingham to Skegness on Summer Saturdays to assist with the large volume of people visiting the resort, it was the turn of powercars Nos. 43046 and 43060 on 15th August.

First ScotRail liveried Class 90 No. 90024 was employed on National Express East Anglia duties the same day, resulting in two 'hired-in' Class 90s in operation, the other being

classmate No. 90026. In North Wales, Class 67 No. 67016 worked the Anglesey Aluminium freight. In East Anglia, DRS Class 47/4 No. 47832 was employed on the Great Yarmouth 'drags', while Class 47/4s Nos. 47501 *Craftsman* and 47802 *Pride of Cumbria* found employment on a charter working from Chesterfield to Paignton the same day, although the latter suffered technical problems on the return, leaving its classmate to return the train north. Class 37/4 No. 37423 *Pride of the Lakes* collected No.

47802 from Exeter on 17th August.

On 16th August WCRC Class 47/0 No. 47245 was used to 'trip' a coach from Carnforth to Crewe, where motive power was changed to Class 33/2 No. 33207, which had run 'light' from Machynlleth. The vehicle was used to strengthen the set on the Cambrian steam workings.

As a result of the arrival of the final batch of Class 395 'Javelin' sets and guests being invited to watch the offloading process, Class 67 No. 67029 *Royal Diamond* worked the DB Schenker Executive train ECS from Toton to London (5Z05), where guests of DB Schenker and Hitachi joined, before the train

worked to Southampton Docks. It operated in reverse to London Victoria in the evening. Also in the south-east, Hanson Traction Class 56/3 No. 56312 was provided to work Colas Rail's Dollands Moor to Hams Hall intermodal service, while Class 73s Nos. 73212 and 73141 were in a 'top and tail' formation with 73208 and 73206 on a Cricklewood to Hoo Junction working. That afternoon, Class 90 No. 90036 with Class 92 No. 92017 'dead in tow' was at the helm of the afternoon Garston to Dagenham cars. The 17th August also saw Grand Central's 'Zepher'-liveried Class 180 No. 180112 enter passenger traffic with the introduction of the company's fourth daily service from Sunderland to London. Having had its 'Compass' decals attached, Class 37/0 No. 37194 worked the regular wagon repair trip from Carlisle Kingmoor to Coatbridge during the same evening.

On 18th August, Class 57/3 No. 57311 was hired to First GBRf for the now regular unit move of Class 321 EMUs (Nos. 321419 and 321420) from Bletchley Carriage Sidings to Eastleigh Works (5O21), the same '57/3' returning the

translator vehicles back to Glasgow Works from Eastleigh the following day. DRS Class 37s Nos. 37218 and 37602 had a trek ahead of them when they departed from Bristol Temple Meads shortly after 11.00, bound for Cardiff, Shrewsbury and then Aberystwyth (1Z12) with the new Radio Survey Train. The same day, Class 57/3 No. 57303 was employed on the Colas Rail-operated timber service from Carlisle to Chirk, while Class 67 No. 67027 was employed on the latest Merseyrail EMU move from Birkenhead to Doncaster (5X67).

Overnight on the 18th/19th August, proved to be bad for National Express, when hired-in Class 90 No. 90026 failed at Ingatstone while working the 23.30 London Liverpool Street-Norwich service. After being rescued, the train subsequently failed again, resulting in a return to Colchester, before another rescue took place – the train finally arriving in Norwich shortly after 06.30 – over five hours late! On 20th August, Class 57/3 No. 57309 *Brains* was hired by First Great Western to work the morning sleeper ECS from London Paddington to Old Oak Common Depot, being used as the train loco



Readers Contributions

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◀ **Class 57/3 No. 57311 *Parker*, on short-term hire to First GBRf, passes Virginia Water on 18th August, with the Bletchley to Eastleigh stock transfer move, conveying Class 321/4 EMUs Nos. 321419 and 321420. The locomotive returned north the following day, working throughout from Eastleigh to Polmadie with the barrier coaches. Ken Brunt**



▲ DRS Class 37/0 No. 37218 is pictured on the rear of the newly introduced Radio Survey Train. Here, the Type 3 trails the set, led by Class 37/6 No. 37602, through Gloucester on 21st August. Having originated from Bristol Temple Meads and operated several trips via Cardiff during the day, the '37s' were en route to their final destination of Aberystwyth. **Mark Lee**

on the same evening's southbound 'Sleepers' to Penzance. The same day, Colas Rail hired DRS Class 57/0 No. 57007 to work the Carlisle to Chirk timber traffic, this being one of the few occasions when a Virgin Class 57/3 has not been used. The mid-day steel working from Dollands Moor to Scunthorpe,

via Doncaster, which normally sees Class 92-haulage was in the hands of No. 92003 on 20th, with Class 66/0s Nos. 66126 and 66034 both 'dead in tow' in the consist. Having completed radio testing work around the Cambrian Coast route, Class 37s Nos. 37602 and 37218 worked back to Bristol

► Presumably as a result of a shortage of traction in the North East, the daily Dollands Moor to Scunthorpe (via Doncaster) steel working on 20th August, had Class 66/0s Nos. 66034 and 66126 'dead in tow'. With motive power provided by Class 92 No. 92003 *Beethoven* the train passes Fisherman's Crossing, Offord, on the East Coast Main Line. **Paul Townsend**



from Aberystwyth (1Z12) the same day, while Class 66/7 No. 66728 was used to move Class 377/5 No. 377520 from Derby to Selhurst (5X77), returning north on the following morning with the barrier vehicles (5Z77)

As a result of the Dawlish Air Show and the increased patronage of the local rail service that the event brings, the First Great Western loco-hauled set was redeployed to work between Newton Abbot and Exeter during the day, with motive power being supplied by 'Royal' Class 67 No. 67005 *Queen's Messenger* and classmate No. 67025 *Western Star*, in the usual 'top and tail' formation. The set's usual diagram between Taunton, Bristol and Cardiff was worked by Class 159/0 No. 159009, hired in from South West Trains.

The evening of 20th August, found Class 395 'Javelin' No. 395027 being moved from Southampton Docks to Ashford by Class 67 No. 67003. The movement of No. 395026 in our

last issue was incorrectly referred to as the penultimate 'Javelin' – it should, of course, have read that No. 395026 was the penultimate shipping delivery, as the last three units (Nos. 395027-395029) all arrived together on 17th August, see the news pages.

On 21st August, Colas Rail Class 47/7 No. 47739 worked a 'one-off' freight from Dollands Moor to Dagenham Dock (7Z98), arriving at 09.34, and returning the same afternoon at 16.45 back to Dollands Moor (7Z99), while First GBRf provided both Class 66/7s Nos. 66724 and 66721 for its regular departmental working from Taunton Fairwater Yard to March Whitemoor Yard, conveying scrapped concrete sleepers. The same morning Class 37/4 No. 37401 worked 'light engine' from Toton TMD to Crewe. Class 66/0 No. 66133 was in trouble the same morning while working the Preston Docks to Lindsey tanks (6E32), and was eventually rescued by Class 67 No. 67017 *Arrow*.

The weekly round-up of news and information from the DB Schenker Class 60 fleet

We start this week with a correction to last week's report. Information received had suggested that the Deepcar trip had run from Aldwarke on 12th August with No. 60049 at the helm. It has now been confirmed that the trip did not operate and that the locomotive ran light engine to Tinsley on the 13th, before working from Attercliffe to Peak Forest at the end of the week.

This week started badly for No. 60004 when it failed at Darlington while working from Lindsey to Jarrow on 15th August. The train was rescued by Class 66/0 No. 66136, which worked the train through to its destination and returned the evening working to Immingham, complete with No. 60004 'dead in tow'. All was rectified over the weekend, however, and the loco was back in traffic on the 18th, being entrusted with the Westerleigh tanks. The following day found the loco remaining closer to base, working to Rectory Junction at Nottingham, while on 20th and 21st Jarrow was the destination on the second of the two workings out of Immingham.

The sole remaining Mainline-blue-liveried loco No. 60011 returned to the operational pool last week and could be said to have gained the name of the 'Wandering Minstrel'! It was staying 'at home' at Toton on

15th/16th before moving to Peterborough on 17th and working a Peterborough to Goole (6H92/6H93) sand working on the 18th. It then worked the return leg back to Peterborough. The following day the loco ventured further away from the 'normal' Class 60 stamping ground, when it continued its sand duties to Middleton Towers and back (6L98/6E88). On the 21st, the former *Cader Idris*, named after a Welsh

mountain, appeared at Stud Farm before working to Marks Tey (6L95) and operating that evening's Marks Tey to Peterborough (6E92) service!

Having been working off Immingham last week, No. 60013 found itself on Doncaster over the weekend, in preparation for working engineers' services over the next few days, at one time being one of four members of the class within a possession on the

Doncaster–Scunthorpe line! On 18th August, No. 60013 headed south working to March Whitemoor yard in the evening, returning north overnight. It spent the rest

of the week sidelined at Doncaster TMD on repair.

No. 60019 remains based in South Wales working petroleum services to Theale (18th) and Westerleigh

during the week. Fellow class member No. 60021 was returned to the operational WCBN pool on 16th August, prior to working up to Doncaster TMD for

Active Class 60 Locomotives

Active Fleet: 60004, 60011, 60013, 60019, 60021, 60039, 60040, 60049, 60054, 60059, 60074, 60085, 60096
Active Fleet Total: 13
Additions: 60021 (16th), 60039 (16th), 60054 (16th).
Stored: 60091 (15th)

▼ The sole remaining Loadhaul-liveried Class 60 No. 60059 *Swinden Dalesman*, remains based in South Wales. Here, the loco passes the Severn Estuary at Purton with the empty Westerleigh to Robeston tanks on 17th August. **Jack Boskett**





▲ With the iron ore workings between Immingham and Santon, near Scunthorpe, now being booked for haulage by Class 66 traction, the appearance of a Class 60 is somewhat of a rare event. On 17th August however, DB Schenker light blue-liveried Class 60 No. 60074 *Teenage Spirit* made an appearance on the workings, pictured passing Kebwood Crossing, near Appleby (Lincs), with a loaded working bound for Santon. **Richard Tuplin**

use on engineering duties around Scunthorpe on 17th-19th August. During the evening of the 19th, it had a change of scene when used to work a Doncaster to Keighley (6T39) 'trip' overnight. After a further foray out of Yorkshire on the 20th, it was back to Scunthorpe on the 21st, again on engineers' duties.

No. 60039 joined classmate No. 60021 on 16th August, returning to

the WCAN pool and heading for Doncaster for use on engineers' trains until 19th August, when it worked to March Whitemoor (6L84) in the late evening. It then returned north again (7E04) on the following day, being used as motive power for the Doncaster to Toton engineers' working, which also conveyed classmate No. 60054 'dead in tow'. Thankfully No. 60039 returned northwards to Doncaster

again, following arrival at Toton.

No. 60040 *The Territorial Army Centenary* continues to uphold the best traditions of the Army, carrying out its day-to-day work without any major issues. The loco spent the entire week working the daily flow to Jarrow. Its classmate No. 60049 had an uneventful week, remaining based at Peak Forest, working to Selby on the 18th, to Stourton on the 19th and to

Washwood Heath on the 21st.

The last remaining example of the class to still carry the triple-grey Trainload Freight livery, No. 60054, is back in action, based at Doncaster and seeing use on engineers' trains to Scunthorpe – the latter route still being closed for major infrastructure work. However, following arrival back at Doncaster on 18th August, the locomotive was taken out of service with problems and was eventually 'tripped' to Toton in the consist of an engineers' train hauled by No. 60039.

No. 60059 *Swinden Dalesman* remains in South Wales with No. 60019. The locomotive had an eventful week, working the Westlight tanks from Robeston on both the 17th and 18th, although the latter working came to a stand at Britton Ferry after it was discovered that the third tank was thought to be leaking, involving the emergency services. On the following day, the Loadhaul-liveried loco was on a 'trip' from Margam to Dee Marsh, before returning to its familiar petroleum workings on the 20th, this time to Theale. It finished the week on the 21st, again working to Dee Marsh.

After a short period of working off Toton last week and looking like a candidate for returning to store, the work of No. 60074 promoting

the Teenage Cancer Trust continues. The loco was used to work an engineers' service from Toton to Cricklewood (7B12) and return on 15th/16th August, before working to Doncaster, and finally onto Immingham. On the 17th it made a rare appearance for the class on the Immingham-Scunthorpe iron ore workings, rather surprisingly as the Westerleigh tanks were Class 66-operated that day, so presumably the train departed Immingham prior to the arrival of No. 60074 from Doncaster. Work on the Tuesdays-only Humber to Jarrow (6N10) petroleum flow followed on 18th August, working the Neville Hill Depot tanks on the following day. The locomotive ended the week hauling the Westerleigh tanks on both the 20th and 21st.

No. 60085 *Mini Pride of Oxford* was used on engineers' duties on Crewe on 15th/16th August, reaching Hooton. After what appears to have been a day of rest on 17th August, the locomotive spent the rest of the week working on the Liverpool coal circuits to Fiddlers Ferry.

Its classmate in the North West, No. 60096, was used on the Liverpool to Ironbridge circuit for the rest of the week from 17th August, with the exception of the 18th when it was stabled at Warrington.

Readers Contributions

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All information and digital images should be sent via email to editor@railwayherald.com

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.

Railway Touring Company	6233	Liverpool LS-Warrington BQ-Llandudno Juncyion-Holyhead & return
Railway Touring Company	45231	York-Leeds-Skipton-S&C-Carlisle-Appleby-S&C-Skipton & return
Torbay Express Ltd	6024	Bristol TM-Taunton-Exeter SD-Torquay-Paignton-Kingswear & return
Vintage Trains	5043	Birmingham SH-Stratford upon Avon-Birmingham SH (twice)

26th August

Railway Touring Company	45231	Preston-Warrington BQ-Chester-Llandudno Jn-Blaenau Ffestiniog & rtn
Statesman Rail	WCRC Pool	Lancaster-Preston-Blackburn-Hellifield-Appleby-Carlisle & return

27th August

Steam Dreams	34067	London- Warwick-Stratford upon Avon & return
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28th August

Railway Touring Company	tbc	Crewe-Stockport-Wakefield Kirkgate-York-Scarborough & return
Statesman Rail	tbc	Nottingham-Hinckley-Barnt Green-Paignton-Kingswear & return

29th August

Compass Tours	2xRiveria 47	Stoke on Trent-Kidsgrove-Congleton-Stockport-Manchester Piccadilly-Bolton-Horwick Pky-Leyland- S&C-Edinburgh Waverley & return
Railway Touring Company	6201	Crewe-Manchester Piccadilly-Preston-Shap-Carlisle-S&C-Bolton & rtn
Retro Railtours	2x20/3	Huddersfield-Stalybridge-Mills hill-Rochdale-Shaw-Oldham-Manchester Victoria-Bolton-Leyland-Preston-Ravenglass-Carlisle & return

30th August

Railway Touring Company		Liverpool LS-Holyhead & return	Cancelled
Railway Touring Company	tbc	York-Leeds-Skipton-S&C-Carlisle-Appleby-S&C-Skipton & return	
Torbay Express Ltd	6024	Bristol TM-Taunton-Exeter SD-Torquay-Paignton-Kingswear & return	
Vintage Trains	5043	Birmingham SH-Stratford upon Avon-Birmingham SH (twice)	

31st August

Compass Tours	2xRiveria 47	Holyhead-Chester-Warrington BQ-Shap-Edinburgh Waverley & return
Vintage Trains	4953	Dorridge-Coleshill Parkway-Leicester-Melton Mowbray & return
Vintage Trains	4953	Melton Mowbray-Oakham-Harrington Viaduct-Corby-Kettering & rtn

2nd September

Statesman Rail	WCRC Pool	Lancaster-Blackburn-Hellifield-Carlisle & return
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4th September

Special	60163	The Winton Train: Harwich- London
Railway Touring Company	60009	Crewe-Stockport-Wakefield Kirkgate-York-Scarborough & return

5th September

Joint Line Railtours	2xWCRC 37	Worksop-Mansfield-Walsall-Tyseley-Banbury-Marylebone & return
Joint Line Railtours	2xWCRC 37	London Marylebone-South Ruislip-Quinton Road & return

The following are classed as **scheduled steam services**, operating several times each week.

Mon,Wed & Fri	WCRC	The Cambrian	Machynlleth-Porthmadog-Pwllheli	76079
Tues & Thurs	WCRC	The Cambrian	Machynlleth-Porthmadog	76079
Daily	WCRC	The Jacobite	Fort William-Mallaig-Fort William	62005, 45407
Tues-Thurs	WCRC	Scarborough Spa	York-Harrogate-Leeds-Scarborough & return	70013
Mon-Thurs/Sat	NYMR	Whitby	Pickering - Whitby	75029, 828

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

BLACK Charters expected to operate as booked. **RED** Tours cancelled by the operator

GREEN Tours postponed to a future date by the operator **BLUE** Provisional excursion

WCRC West Coast Railway Company

(Locations) in brackets on a steam tour listing indicates a diesel or electric-hauled section.

The Week Ahead

Fourteen days of railtour action to talk about in this issue as Railway Herald will be taking a break on Bank Holiday Monday!

There are some interesting modern traction-hauled tours planned over the coming fortnight, with probably UK Railtours in pole position with the 'Harwich-Hook' on 5th September, which features alternatively Class 59 and 92 action between Hook, Dollands Moor, Temple Mills, Ipswich and Harwich International.

Also on 5th September is the first tour for a new operator, Joint-Line Railtours, with the 'Merry-le-Bone' from Worksop, via Burton-on-Trent, Walsall and the Chiltern Lines to London Marylebone. There will also be an afternoon circular to Aylesbury and the Buckinghamshire Railway Centre at Quainton Road. 'Topped and tailed' West Coast Class 37s will feature, and not a WCRC Class 37/33 combination as previously noted. Two other notable diesel-hauled tours are scheduled for 5th September, Rail Blue Charters 'Tyneside Executive' from Shrewsbury to Newcastle-upon-Tyne, via Manchester Victoria and York, with a pair of Virgin Class 57/3s, and the SRPS Inverness working, which originates at Carlisle and is routed via the Glasgow and South Western with Class 40 No. 40145 *East Lancashire Railway*. Compass Railtours has a weekend of action with trains on both 29th & 31st August, each having Edinburgh Waverley as the destination. The former is from Stoke-on-Trent and runs via Manchester Piccadilly and the Settle & Carlisle, while the latter is from Holyhead and takes the west coast route over Shap and Beattock. Riviera Class 47s should feature. Sticking with modern traction, a week earlier

on 29th August, Retro Railtours has its second charter of the year, which is due to feature a pair of DRS Class 20s from Huddersfield, via the Oldham Loop, to Ravenglass and the Cumbrian Coast to Carlisle. Finally, Statesman Rail heads for Kingswear with the 'English Riviera Statesman' on 27th August from Nottingham.

Steam-hauled tours will still be dominated by the regular itinerary trains this coming week, but for some it is the last week of operations. Please refer to the railtour listings at www.railwayherald.co.uk for full details.

Steam Dreams and Shepherd Neame both have Battle of Britain Pacific No. 34067 *Tangmere* in action, on 27th August to Warwick and Stratford-upon-Avon for the former on a 'Cathedrals Express' and on 'The Spitfire' to Faversham on 6th September for the latter. Note also that Shepherd Neame will be operating an afternoon excursion from Faversham to Sheerness, which will be steam-hauled by *Tangmere* on the return working.

Vintage Trains has an outing on 31st August featuring 'Hall' 4-6-0 No. 4953 *Pitchford Hall* to Melton Mowbray and back, from Tyseley Warwick Road, via Coleshill Parkway, Nuneaton and Leicester. There is also an additional working to Kettering, via Harringworth Viaduct, steam-hauled outwards from Melton Mowbray and with a diesel in charge on the return with the steam locomotive still attached at the rear. Finally, Railway Touring Company has 'Royal Scot' 4-6-0 No. 46115 *Scots Guardsman* booked for the 'Yorkshire Scot' on 6th September, which is a Trans-Pennine working from Liverpool Lime Street to York, via Manchester Victoria, Rochdale and the Calder Valley.

The Tornado Story - £10.95 plus p&p

This 60-minute DVD tells the story of the project and the construction of 'Tornado'. Produced in co-operation with The A1 Steam Locomotive Trust, the DVD shows the construction, testing (both GCR & mainline) all of the mainline runs until the end of April 2009, the Royal naming and *Tornado's* appearances at Barrow Hill & NYMR Steam Galas.

OUT NOW - Call 01904 500175 - [Click here](#) for details. P&P £1.50



Steam and diesel tours form part of farewell plans for last day of operations on the Oldham Loop

The Oldham Loop, which runs from Manchester Victoria via Rochdale, New Hey, Shaw, the quaintly named Oldham Mumps, and Oldham Werneth and back to Manchester Victoria, is due to cease 'heavy' rail operations on 3rd October with the line through Oldham to Shaw and onwards to Rochdale being transferred to the Manchester Metrolink tramway.

The mainline from Manchester Victoria

to Rochdale and the Calder Valley is not affected, as the tramway will occupy a separate alignment into Rochdale.

Two railtours are due to visit the 'Loop' that day, with Spitfire Railtours 'Witch Way' actually taking the circuit twice, once with steam and again with diesel. The steam-hauled working will feature a locomotive from the West Coast-stable and start the day as a 'Cotton Mill Express' as it follows the route of the fondly remembered Past Time train. Upon returning

to Manchester, it will continue around the Oldham Loop and is scheduled to be the last steam-operated train on the section of line due for closure. When back in Victoria, steam will give way to a WCRC Class 37 for a further circumnavigation, prior to the train continuing to Preston, its start point. It is possible to book onto the individual 'Oldham Loop' trains, the first departing from Manchester Victoria at 16.15, and the second at 17.45.

Pathfinder will be the last tour on the

'Loop', as part of its 'Donnington Deviator' charter. Following its journey around the West Midlands, which includes visits to the recently opened Donnington Railfreight Terminal near Telford, and the Ironbridge branch, the train will return to Manchester Victoria. Train locomotive for the day tour, No. 40145 *East Lancashire Railway*, will then continue for an optional tour around the loop which can be booked separately from Crewe, Warrington Bank Quay and Manchester Victoria.

Caterham Corps follows the Eton Rifles as charity charter sells-out

The good news, especially for the 'Help the Heroes' charity, is that the 'Caterham Corps' railtour on 10th October is a total sell-out.

This has been organised by the staff of First GBRf, and is due to feature a pair of First GBRf ex-Gatwick Class 73/2s and the Hastings Class 201 DEMU on a tour around London and south-east branches.

To cater for the demand, First GBRf has now announced a further train, 'The Eton Rifles', which is booked to operate the following day, Sunday 11th October. Planned engineering work means that the itinerary will be different, with the outline route (subject to Network Rail validation) from Hastings, picking up at Tunbridge Wells, Tonbridge and London Waterloo, before proceeding to visit the Linford Street curve, Epsom Downs, Chessington South, Windsor and Eton Riverside and Shepperton. The Hastings Class 201 DEMU

will again feature in 'top and tail' mode with a pair of Class 73s (probably a different pairing from the previous days train).

Bookings are being taken by UK Railtours on 01438 715050 and the fare will be the same as 'The Caterham Corps', namely a minimum donation of £40. Pay on the day will only be available if seats are available and subject to a surcharge of £5, but as seating is limited to around 170, advance booking is highly recommended.

It is important to remember that these trains are being run to support the 'Help the Heroes' charity, which has been set up to help our troops who have been injured during active service in the current theatres of operations. First GBRf, whose staff are giving their time free of charge, hope to raise £12,000 from these two workings.

Any readers who cannot travel on these trains but would like to help the cause, can make donations by logging onto www.justgiving.com/GBRf-train.



▲ DRS provided Class 47/4s Nos. 47501 *Craftsman* and 47802 *Pride of Cumbria* for charter operations on 15th August. The train, which operated from Chesterfield to Paignton and back was formed of Cargo-D Mk2 and Mk3 vehicles. Problems were encountered with No. 47832 on the return however, resulting in it being detached at Exter. **Stuart Warr**

Ups & Downs by John Whitehouse

■ The inaugural 'Ocean Liner Express' from London to Eastleigh for UK Railtours on 17th August operated with the Riviera Trains 'chocolate and cream' and 'Royal Scot' 'blood and custard' rake of Mk1/2 stock instead of the expected refurbished rake of ex-DRS Mk3s. The current status of the new set has not yet been established.

■ Flamboyant Trains charter from Barrow Hill to Lowestoft scheduled for 3rd October has been postponed until 7th November. Class 31s remain the booked motive power, which runs via Sheffield, Worksop, Retford, Newark, Grantham, Peterborough and March to the Suffolk coast.

■ A leak to the air-braking pipework of 'King' 4-6-0 No. 6024 *King Edward I* is believed to have been the cause

of the locomotive not appearing on the 'Torbay Express' of 16th August. Reports indicate that the problem was identified prior to its fitness to run examination, but could not be fixed in time. 'Royal' Class 67 No. 67005 *Queen's Messenger* deputised. The locomotive was back in action for the 23rd August trip.

■ GWR 'Hall' class 4-6-0 No. 4953 *Pitchford Hall* is to travel from Nuneaton to Melton Mowbray on 31st August, the charter being organised by the Friends of Stapleford Park Miniature Railway as part of an open day at Stapleford Park, Leicestershire. Standard Class fares are £35 adults and £20 for children aged five to 15, or £90 family tickets. First Class non-dining prices are £69 for tables for two or £20 per table (£10 per person extra).

The Winton Commemorative Train

A special event is to take place at London Liverpool Street station on 4th September as part of the Winton Train Project.

Sir Nicholas Winton MBE is a Briton who organised the rescue and passage to Britain of nearly 700, mostly Jewish Czechoslovakian children destined for the Nazi death camps before World War II in an operation known as the Czech Kindertransport, saving them from the Holocaust.

In recognition of his achievements, the Winton Train Project will have a delegation, including many of the original children, travel from Prague to London by train. They will leave Prague on 1st September, arriving at the Hook of Holland on 3rd September, where passengers will board a ferry bound

for Harwich. On the morning of the 4th they will board a train pulled by A1 class Pacific No. 60163 *Tornado*, which will travel to Liverpool Street via Witham. It is scheduled to arrive in Platform 10 at 10.37.

Any readers intending to photograph the train are advised to do so away from London Liverpool Street station. Due to the nature of the event, the high profile international guests and the requirements of the various security services involved, no one without an authorised media visitor's pass on the day will be allowed access to the platform area.

The A1 Steam Locomotive Trust's No. 60163 *Tornado* is scheduled to work through to Harwich on 3rd September to be in position for this significant working.



▲ LMS 'Jubilee' No. 5690 *Leander* passes Great Dudland, between Clitheroe and Gisburn, with the northbound 'Fellsman' charter on 19th August. **Barry Martin**



Merchant Navy Pacific No. 35028 *Clan Line* accelerates away from Shalford through the rain with the VSOE Pullman stock, en route for Redhill and London Victoria on 1st August. **John Goss**



As 'The Cambrian' enters its final week of operation for the 2009 season, BR Standard 4MT 2-6-0 No. 76079 heads north from Tonfanau bound for Porthmadog on 11th August. **Donald Taggart**

NRM agree for LSWR 'T9' to return to steam

Following approval from the National Railway Museum, the National Collection's London & South Western Railway T9 class 4-4-0 No. (30)120 is to return to steam based on the Bodmin & Wenford Railway.

The agreement to return the engine to full working order is a partnership between the National Railway Museum, the Bodmin & Wenford Railway Trust and The Flour Mill workshop at Bream in the Forest of Dean.

The Drummond designed 1899 locomotive is the only surviving member of the class, and has now been stripped down to its

component parts at The Flour Mill, where the cylinder block has now been successfully repaired. This was known to be a problem since its later British Railways days, and investigative dismantling revealed holes in the exhaust steam passages on the top of the block.

Work on the locomotive is now continuing at The Flour Mill, with the overhaul of the classic eight-wheel 'water cart' tender being undertaken in the railway's own workshop at Bodmin General. All the costs of the overhaul of the locomotive and tender are being met by the Bodmin & Wenford Railway Trust.

▼ Having been repainted at the Llangollen Railway for its 'Steam, Steel & Stars' event earlier in the year, GWR 'Dukedog' 4-4-0 No. 9017 presents a superb sight in plain BR black livery, as it awaits departure from Sheffield Park on the Bluebell Railway, with the 14.00 service to Kingscote. **John Goss**



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Swindon & Cricklade moves closer to having a 'Vintage Train' in operation during the 2010 running season

In 1985, the wooden body of a four-compartment coach that had been used as a home by a family in Swindon was donated to the Swindon and Cricklade Railway.

For 20 years, it sat alongside the platform at Blunsdon, used as an office and first aid post. Then, it was decided to try to restore the coach to service in a proposed 'Vintage Train', and work started at the Railway, which established its identity as Taff Vale Railway

No 73, a 1st/2nd composite carriage dating from 1890.

With financial support from the Esmée Fairbairn Trust, the body was sent to Appleby Heritage Centre, and subsequently, a suitable chassis was made available due to the generosity of Bill Parker of The Flour Mill.

Another grant was sourced from the Prism Fund and the chassis, too, was sent to Appleby to be modified, and then, united with the body. On 9th July, No 73 returned to the Railway, looking resplendent. There is

still much to be done, particularly reupholstery and final painting, but it is hoped to have the vehicle back in service for 'Victorian Sundays' during 2010, along with a GWR Toad brake van which is being modified as a look-alike Taff Vale Railway vehicle.

The Railway also has in its workshops a 1907 GWR Toplight Tri-composite carriage in an advanced stage of a complete rebuild by ex-works craftsmen, plus two other bodies,

a four-wheel North London Railway First Class vehicle and an historically important six-wheel Cambrian Railways semi-corridor First/Second carriage, recently recovered from Cornwall.

Work on these is at present concentrated on finding the numbers. The Railway has a suitable under-frame for the former, but is urgently seeking a six-wheel chassis suitable for the Cambrian coach. If anyone can help with this, the contact telephone number is 01242 604522.

Third Growler Group Class 37 to be based at Toddington

The Growler Group has reached agreement for its Class 37/0 No. 37248 to visit the Gloucestershire Warwickshire Railway for the final few months of this year and to stay for the 2010 season.

The locomotive is provisionally booked to arrive at Toddington on 12th October, following its appearance at the Great Central Railway October diesel gala, and will feature in the Gloucester Warwickshire's autumn diesel event on 27th/28th October.

As well as being able to participate in the 2010 diesel

galas, marking the 50th anniversary of the introduction of the Class 37 into BR service, by moving temporarily to the Group's base at Toddington, the visit will facilitate a thorough programme of maintenance and repairs, including a repaint into an appropriate 'traditional' Class 37 livery.

No. 37248 currently remains in its debranded West Coast Railway Maroon colour scheme, having been on hire to the company since 2005, although privately owned by three Growler Group members. The loco is now in the custodianship of the Group.

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► Fairburn 2-6-4T No. 42085 and GNR Gresley 'N2' 0-6-2T No. 1744 double-head the last southbound train of the day, the 16.45 from Loughborough Central to Leicester North, at Woodthorpe on the Great Central Railway on 15th August. **Mick Rogers**

▼ Peppercorn Class A1 Pacific No 60163 *Tornado* stands on shed at Didcot Railway Centre on 16th August along with resident GWR locos ROD No. 5322 and GWR No. 1338. **Graham Lightfoot**





At Standish Junction Class 67 No. 67003 takes the late running VSOE Charter from Cheltenham Spa to London onto the Gloucester-Swindon line as an unidentified Cross Country Class 221 heads north on the CrossCountry route. **Geoff Sandles**



Northern Rail-liveried Class 156 No. 156420 *La'al Ratty*, *Ravenglass and Eskdale Railway* heads for **Huddersfield** across **Uppermill Viaduct**, **Oldham**, on 7th August, paired with an unidentified **Class 142 DMU** . **Colin Irwin**



◀ Class 144 No. 144023 stands in one of the two remaining bay platforms at the east end of Manchester Victoria on 18th August. The class are not regular visitors to the Manchester area, the Northern Rail duties being covered by Class 142 and 156 DMUs. **Robert Beardwell**

▼◀ On 15 August, the decorative canopy of Great Malvern station frames London Midland's three-car Class 170/6 No. 170630, as it calls while working the 11.40 Hereford to Birmingham New Street service. **Stuart Warr**

▼ Network Rail's Class 43 powercar No. 43062 *John Armit* powers the New Measurement Train into Manchester Victoria on 17th August, with powercar No. 43013 on the rear, the working forming a rare visit of the class to the station. **Colin Irwin**



First Desiro to be introduced in Denmark

Denmark: Danish State Railway has signed an agreement with Siemens for the supply of up to 100 regional trains of the Desiro Classic DMU type.

Starting in October next year, Siemens will initially deliver eight units of an agreed option for 92 trains. They will be built in the Siemens plant in Krefeld-Uerdingen, Germany, and are to be used on the Grenaaabahn line, serving Aarhus on the Djursland peninsula. For unknown reasons, both

parties have agreed not to disclose the value of the contract. The diesel-powered Desiro Classic DMU can travel at speeds of up to 120 km/h and accommodate 116 passengers. The environmentally friendly standard of the trains was one of the main reasons why the agreement was made with Siemens, the units said to consume 10% less energy than the current stock in use and also cutting CO2 emissions by more than four metric tons a year.

Galileo to guide Siemens trains

Germany: Siemens Mobility has announced plans to start running trains using the Galileo satellite service, once the European network is up and running.

Galileo is a global navigation satellite system being built by the EU and the European Space Agency to replace the existing Global Positioning System (GPS). The Siemens-operated system will allow trains to receive signals from the Galileo satellite network to enhance automatic train control and is due to enter service in 2013. The satellite system will undergo testing next year at the company's rolling stock test and validation centre in Wegberg-Wildenrath on a 35-hectare site, which will have eight signal generators, called pseudolites, mounted on top of 50m-high transmission masts to transmit signals. The system will be tested for applications such as automatic marshalling or for train tracking. The tests will be conducted on a 28km track in various receiving situations such as on a free section of track, in a forest or in the depot. The project is sponsored by the space agency of the German Aerospace Centre and funded by the Federal Ministry of Economics and Technology. Siemens says that the new system will replace the currently used global navigation satellite systems such as GPS with a much more reliable one.

ERS Railways deploys more electrics

Norway: ERS Railways has taken delivery of five Siemens ES64F4 electric locomotives during the past few months.

They are currently used on shuttle trains between Rotterdam, Italy, and the Czech Republic. ERS Railways is pleased with its accomplishments to reduce its carbon footprint, and recently branded the locomotives with its logo to promote this visually. More

locomotives will be delivered before the end of the year to replace more of the remaining diesels on the system and to further expand ERS Railways product offering throughout Europe.

Elsewhere within the company, on 1st September, ERS Railways is introducing a new direct shuttle connection between Hamburg and Warsaw, with three departures per week.

Russian Railways purchases 200 new sleeping cars

Russia: The Russian Railways (RZD) has ordered 200 modern sleeping car coaches from Siemens and the Russian coachbuilder Tverskoy Vagonostroitelny Zavod (TVZ).

The Siemens scope of supply has an order value of about €20 million. The new coaches can be operated in the Russian and standard-gauge European railway networks, and are therefore suitable for cross-border service

as operated by RZD, as well as for operation across Central and Western Europe.

Starting in 2010, the coaches will be built in the Siemens plant in Vienna and in the wagon factory of TVZ in Tver, north-west of Moscow. Siemens will supply TVZ with the standard-gauge bogies that are required for the European railway network, as well as major parts of the car body and components for the interior furnishings. TVZ will handle the

manufacturing of the bogies for service on the Russian broad gauge and will build the bodysells for series operation.

The new sleeping cars are part of the range of passenger coaches of the Regolamento Internazionale delle Carrozze type that are designed for international service. As such, they are allowed to travel on the networks of all operators that are covered by this agreement without requiring special approval.

New coal service commences operation

▼ Veolia and HGK recently introduced a new coal flow from Amsterdam to Mölen (Germany). Two services run each weekday in the afternoon to Amsterdam, and late evening back to Germany, with both companies using new coal wagons leased from VTG. Here, Veolia Cargo train No. 47722, with Euro Class 66 No. 653-08, leased from MRCE and still in Rail4Chem livery, heads for Amsterdam Westhaven, just before passing Driebergen. **Maarten Otto**





▼ Weighing in at just 58 tons, the 97-year-old Little River RR No.110 is billed as the 'smallest Pacific locomotive in the world'. Here it is seen on 24th July, approaching Owosso, Michigan, while running shuttle services in connection with Trainfest 2009. Built for the Little River Railroad in Townsend, Tennessee, in 1911, it was sold to the Smoky Mountain Railway in 1939 and ran until the early 1950's. In 1972, No. 110 was purchased and restored and in 1975 made its first run for the current Little River Railroad in Coldwater, Michigan. **Andy Pearce**

▲ Union Pacific's North Platte Bailey Yard is the largest marshalling yard in the world and stretches for some eight miles on the west side of the town. Union Pacific has erected an observation point, the Golden Spike Tower, so that visitors can get a good view over the area. In this view, the main locomotive depot can be seen on the left, while to the right are the servicing bays for vehicles that require just fuel and sand etc. The green-liveried locomotives of FURX leasing company can be seen in this view on 3rd August. **Brian Garvin**

Work starts on CSX North Baltimore terminal

Work has started on a new terminal at North Baltimore, Ohio, for CSX Transportation, which is said to be the centerpiece facility for the railroad's National Gateway double-stack corridor.

The road to rail transfer hub and distribution facility is due for completion in 2011, creating 400 construction jobs and more than 200 permanent positions when fully operational. It will be a western end point for a multi-state corridor that will start in North Carolina and move north, adjacent to the East Coast's busy

Interstate-95 route to Baltimore. From there it will head west to Ohio.

The National Gateway concept is projected to cost \$840 million in private and public funds, to link the mid-Atlantic region and its ports on a more efficient CSX intermodal network to Midwest consumer centres and cross-country transport links. Rival Norfolk Southern has been developing its own such double-stack lanes, with a Heartland Corridor project finishing in the next few months to link Virginia ports with Columbus, Ohio, terminals, and a Crescent

Corridor just getting started from New Orleans to New York.

CSX and its affiliated rail company, Evansville Western Railway of Paducah, Kentucky, are to spend \$175 million to build the Northwest Ohio Intermodal Terminal along Interstate 75, in addition to making other corridor improvements in Ohio, aided by \$30 million in state funding and \$30 million more in Federal money.

The public money will be used primarily to raise the clearances under bridges and tunnels, enabling the movement of double-stack railcars.



Windy traffic for CN

CN and CN Specialised Services (CNSS) recently completed the first-ever move by rail of twin-pack wind turbine blades from German manufacturer Enercon to Salco Energy Services, Calgary.

The 51 sets of twin-pack blades are being installed in Bear Mountain Wind Park in Dawson Creek, British Columbia. When completed the installation will have wind turbines that will generate enough clean, renewable electricity to power most of the State's South Peace Region. The project is on schedule to become British Columbia's first fully operational wind park by the end of this year.

The wind turbine blades, which are 135 feet in length, were transported by sea from Germany, with the first ship arriving at the Port of Thunder Bay, Ontario, in May. CNSS, which arranged for rail car modifications for the move, also co-ordinated the unloading of the blades from the vessel and the loading of the blades and support equipment onto rail cars. A total of six trains were required to transport the equipment.

Intermodal terminal for NS

Norfolk Southern has announced that it is to construct a new intermodal terminal in Greencastle, Pennsylvania, as part of the railroad's multi-state 'Crescent Corridor' initiative for moving intermodal traffic.

The \$95 million facility, at which freight moving in containers and trailers will be transferred between train and truck, will occupy a 200-acre site and is expected to open in late 2011.

The 'Crescent Corridor' initiative is

a multi-state network of infrastructure improvements and other facilities to enhance Norfolk Southern's 2,500-mile rail network that supports the supply chain from the Gulf Coast and Memphis to Harrisburg, Philadelphia and the New York metropolitan area, enabling it to handle more freight, especially intermodal traffic, faster and more reliably.

The projects include straightening curves, adding passing tracks, improving signal systems and building new terminals.

Union Pacific celebrates 25th anniversary of Powder River Basin

On 16th August 1984, the first Union Pacific and former Chicago & North Western (C&NW) coal train moved out of Wyoming's Southern Powder River Basin coal field over a new 107-mile rail line connecting Union Pacific to the region.

The C&NW merged with Union Pacific in 1995 and since the line was opened between Joyce, Nebraska and Shawnee Junction, Wyoming, several milestones have been met including the operation of the 100,000th train on 17th March 2001, and

the movement of the 200,000th loaded coal train on 10th May 2009.

The Union Pacific Vice President said: "Capital investment in our coal corridor clearly has paid dividends for our customers over the past 25 years and has brought abundant, low-cost, low-sulphur coal to U.S.A. electrical power plants. Operating the 200,000th train over the connector line during the 25th anniversary year of our entry in the South Powder River Basin is a thrilling milestone for our company". Approximately 50% of America's electricity

comes from coal. Trains in the area are operated by both Union Pacific and BNSF and both companies use new high-horsepower locomotives, which together with distributed power in coal trains, have helped increase train efficiency as well as the ability to increase the train size from 110 cars in 1984 to an average of 132 today. In July this year, Union Pacific Railroad loaded 1,013 coal trains in the southern Powder River Basin, the most since January. However, train loadings had dropped 14% compared with the July 2008 loadings

▼ **With UP7092 and UP6304 at the helm, a long coal service passes Reno Junction on 1st August, with the two pictured units Nos. UP6939 and UP6247 on the rear, the latter locos passing the photographer some three minutes after the front of the train! Reno Junction is deep in the Powder River Basin with the lines to the right leading to two mines at Jacobs Ranch and Black Thunder, while the metal work crossing the railway is the conveyer belt from Hilight mine - its loading point alongside the main line. In the distance, a set can be seen on the left of the picture, having been loaded by the Hilight hopper some time earlier and awaiting a slot on to the main line. **Brian Garvin****



25th August 2009**RCTS (Mersey & N.Wales Branch)**

'Lancashire Day Ranger'. Contact Geoff Morris on 01244 376808.

26th August 2009**Basingstoke & District Railway Society**

Wote St Club, New Road, Basingstoke. 'F.W.Webb of the London and North Western Railway' by Martin Bloxom. Starts 20.00. Contact the secretary on 01256 326096 for details.

27th August 2009**GC Railway Society (Rotherham Branch)**

The Three Horseshoes, Bawtry Road, Wickersley, Rotherham S66 2BW. 'Coming up with the Goods' by Steward Donohoe. Starts 19.30. Contact Mick Hayes on 01709 820544 for details.

1st September 2009**Gravesend Railway Enthusiasts Society**

Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. 'Transport options at Walt Disney World' by Dekota Dibben. Starts 19.45. Contact Roger Hart on 01474 833320 for details.

LCGB (Bedford Branch)

St John's Church Hall, St John's Street, Bedford MK42 0DL. 'The Dick Schaeffer and Ian Hall Collection' by Ken Dickens. Starts 19.30. Contact the Secretary on 01525 750149 for details.

LCGB (North London)

Wood Green Social Club, 3 Stuart Crescent, Wood Green, London N22 5NJ. '57 Ways of Wheels Going Uphill & Around Corners (Pt1)'. by Ray Schofield. Starts at 19.00.

Permanent Way Institution (Edinburgh Branch)

The Scots Guards Club, 2 Clifton Terrace, Edinburgh. 'S&C Construction to Delivery' by Forbes Prentice. Meeting commences at 18.00. Contact the Secretary, Alan Morrison on 07834 507497 or by e-mail at alan.morrison@atkinsglobal.com for further details.

Permanent Way Institution (Wessex Branch)

The Freemantle Club, Waterloo Road, Southampton. 'The New Western Way' by Neil Hobden. Meeting starts at 18.00. Contact the Secretary, Richard Workman on 01428 645771 or by e-mail at richardworkman5@tiscali.co.uk for further details.

RCTS (Watford Branch)

St Thomas's United Reformed Church, Langley Road, Watford. 'Oxford to Cambridge - Then and Now' by Richard Crane. Starts 19.30.

Southern Electric Group (South Hampshire)

Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Varied Railway Interest - both old and new' by Martyn Davies. Starts 19.30. Contact John Goodrich on 023 8067 0028 for details.

Weston super Mare Railway Society

The Function Room, The Conservative Club, Alexandra Parade, Weston super Mare. "'Tornado' A Steam Locomotive for the 21st Century" by Bob Alderman. Starts 20.00. Contact Lionel Jones on 01934 628289 for further details.

2nd September 2009**Burton Railway Society**

Marston's Social Club, Shobnall Road, Burton upon Trent. 'All Trains Great & Small' by Dennis Lovatt. Meeting commences at 19.30. Admission £1.50 non members. Contact Mark Ratcliffe on 01283 221537 for further details.

Mid Hants Railway (Woking & Guildford)

St Nicholas Church Hall, Bury Street, Guildford. 'Narrow Gauge Spectacular' by Les Nixon. Meeting commences at 20.00. Contact, Dave Pegg on 01483 834062 for details.

3rd September 2009**RCTS (Milton Keynes)**

CIU Workingmen's Club, London Road, Stony Stratford. '30 Years of the Rail Atlas of Britain and Ireland. Meeting commences at 19.30. Contact the Secretary at dexter-skiddaw@tiscali.co.uk for details.

4th September 2009**RCTS (Bristol Branch)**

St Peters Church Hall, Church Road, Wilton. 'From Blue and Grey to Black and Green' by Paul Chancellor. Meeting commences at 19.30. Contact the Secretary at paul.udey@talktalk.net for further details.

4th-11th September 2009**LCGB Overseas Tours**

'IGE Benelux Express' LCGB membership is compulsory.

5th September 2009

Gaywood Community Centre, Gayton Road, Kings Lynn, Norfolk. M&GN Roadshow. Open 10am - 4.30pm. Admission Adults £3, Children £2, Family £8. Contact 01692 650056 for further details.

7th September 2009**RCTS (Ashford Branch)**

The Elwick Club, Church Road, Ashford. 'American Wanderings' by Gordon Davies. Meeting commences at 19.30. Contact the Secretary at southeast@rcts.org.uk for further details.

RCTS (Northampton Branch)

'Lineside Observation at Rugby Station from 17.00hrs' Contact D.Pick on 01604 810613 for further details.

8th September 2009

Abergavenny and District Steam Society
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny. 'Update on the WHR' by John Stretton. Meeting commences at 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ntlworld.com for further details.

Oxfordshire Railway Society

Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LN. 'A Broad Gauge Journey - Paddington to Bristol' by Canon Brian Arman. Meeting commences at 19.30. Visitors welcome.

RCTS (Merseyside, Chester & North Wales Branch)

'Observation at Doncaster 07.30 - 19.00hrs'. Contact Geoff Morris on 01244 376808 for further details.

RCTS**(Nottingham Branch)**

Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'The London Underground' by Chris Wolmar. Meeting starts 19.30.

Tewkesbury Rly Society

YMCA, Church Street, Tewkesbury. Members Slides/Digital Images. Meeting commences at 20.00.

9th September 2009**Permanent Way Institution (Thames Valley Branch)**

Davidson House, Reading. 'Design Reality or Maintenance Nightmare on Light Rail' by David Bateman. Starst 17.45. Contact, Peter Simmons at peter191102@yahoo.co.uk for further details.

RCTS (Scottish Branch)

'Visit to Edinburgh Waverley IECC 19.00hrs' Contact E.Williams on 07710 266696 for further details.

▼ **SWT 3CIG No. 1497 passes through the New Forest, near Lymington Junction, forming the 08.59 Brockenhurst-Lymington service on 8th August. Chris Wilson**

**RCTS (Hitchin Branch)**

Hitchin Christian Centre, Bedford Road, Hitchin. 'Hertford East Branch' by David Dent. Starts 19.30.

RCTS (Radyr Branch)

Old Church Rooms, Park Road, Radyr. 'A Diesel Scrapbook in Colour' by Derek Short. Starts 19.30. Contact noelinda@noel65.fsnet.co.uk for info.

Grimsby & Cleethorpes Railway Group

Royal Air Force Club, 5 Alexandra Road, Cleethorpes DN35 8LQ. '45 Years of Rly Photography' by Les Nixon. Starts 14.00. Contact Mike Hartley on 01724 341358 for details.

Swiss Railways Society (London Branch)

The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross Station). TBC by George Howe. Meeting commences at 19.00. Contact Ron Dawes on 020 8660 3532 for details

10th September 2009**Continental Railway Circle (LDN & HC)**

St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. 'Railways of Taiwan Today' by Michael Reilly. Starts 19.15. Admission £2.00. Contact Adrian Palmer on 01932 850624 for details.

Permanent Way Institution (Birmingham)

The 11th Floor Boardroom, Network Rail Offices, The Mailbox, 100 Wharfside Street. 'Railway Surveying - The Way Forward' by Chris Preston. Starts 18.00. Contact, Ian Wardle on 07824 410961 for details.

Permanent Way Institution (York)

Park Inn, North Street, York. 'The Role of the PWI in the Future Railway' by Bob Cummings. Starts 18.00. Contact Martin Fairbrother on 07802 657839 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 for the organisation 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.

Internet Links

Links to the various society websites can be found on the website, or by [clicking here](#).

RCTS (Newcastle)

The Brunswick Methodist Hall, Newcastle. '21st Century British Freight' by Geoff Brockett. Meeting starts at 19.30. Contact the Secretary at jimbrick@fsmail.net for details.

**11th September 2009
RCTS (West Riding)**

'8 Day Visit to Devon and Cornwall'. Contact Malcolm Riley on 07887 908501 for further details.

Shropshire Rly Society

The Gateway, Chester Road, Shrewsbury. 'Mid-Summer Norton from Ashes to Operation' by John Baxter. Meeting starts at 19.30.

**14th September 2009
RCTS (Ipswich Branch)**

Bridge Ward Social Club, 66 Austin Street, Ipswich. 'The M&GN - 50 Years On' by Nigel Digby. Meeting starts at 19.30. Contact the Secretary at ipswich@rcts.or.uk for further details.

**Southern Electric Group
(Sussex Branch)**

The Deall Room, Southwick Community Centre. 'The Modern Industrial Scene' by Nick Kelly. Starts 19.30. Contact Bruce Cakebread on 01273 462094 for further details.

**15th September 2009
RCTS (Hull Branch)**

Upstairs, The Highway Public House, Willerby Road, Hull. 'Rails in the Dales including the S&C' by Eddie Parker. Starts 19.30. Contact the Secretary at richardh@dibroady.co.uk for further details.

Tewkesbury Railway Society

YMCA, Church Street, Tewkesbury. Slide Show 'Steam Around the World' by Mike Squire. Meeting commences at 20.00.

**16th September 2009
Basingstoke & District
Railway Society**

Wote St Club, New Road, Basingstoke. Members Quartet - 4 Separate Topics. Meeting commences at 20.00. Visitors welcome. Contact the Secretary on 01256 326096 for further details.

Burton Railway Society

Marston's Social Club, Shobnall Road, Burton upon Trent Natter Night 'Railways in the 1960s: Around Burton & Derby plus the works, signal boxes and scrap yards' by Malcolm Crick. Meeting commences at 19.30. No admission charge. Contact Mark Ratcliffe on 01283 221537 for further details.

**Permanent Way
Institution
(Bristol & West of
England Branch)**

Arup Auditorium, 63 St Thomas Street, Bristol. 'Severn Tunnel Junction Renewal' by Phil Groves. Doors open at 18.00 for 18.30 start. Contact the Secretary, Phil Harrison on 01179 765432 or by e-mail at philip.harrison@arup.com for further details.

**Permanent Way
Institution
(Glasgow Branch)**

(Joint meeting with the Institution of Railway Operators) Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow. 'Modular S&C Renewals on Network Rail' by Kevin Percival and Geoff South. Starts 17.30. Contact Jack Scott on 07789 765291 for details.

**RCTS
(Eastleigh Branch)**

Eastleigh Railway Institute, Romsey Road, Eastleigh. 'The Exe Valley Railway' by Mike Pym. Starts 19.45.

**17th September 2009
Locomotive Club of
Great Britain
(North West Branch)**

The St. David's Social Centre, 249 Wargrave Road, Newton-le-Willows. '1968: The Last Months of BR Steam' by Peter Fitton. Meeting starts 19.30.

**Marlow & District
Railway Society**

British Red Cross Society, Victoria Road, Marlow. 'Future Developments on the Great Western' by Matthew Dolton. Doors open 19.45 for 20.00. Non-members £2.

**RCTS (Darlington
Branch)**

The Scout Building, Widdowfield Street, Darlington. 'Eastwards from Anstruther' by Andrew Hajducki. Meeting commences at 19.00. Contact the Secretary at jimbrick@fsmail.net for further details.

**18th September 2009
Locomotive Club of
Great Britain (Central
London Branch)**

Keen House Clashot Street, London N1. 'The Crossrail Project' by Simon Bennett. Meeting starts at 19.30.

**19th September 2009
RCTS (Merseyside,
Chester & North Wales)**

Statfold Barn Open Day (near Tamworth). Contact Geoff Morris on 01244 376808 for details.

**Tewkesbury Railway
Society**

Visit to Statfold Barn Railway. Minibus departs YMCA, Church Street, Tewkesbury at 20.00hrs.

**21st September 2009
GCR Society
(Spinkhill Branch)**

The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB. 'Classic Film Night' with Mick Hayes. Starts 19.30. Contact Frank Greaves on 01909 473927 for further details.

**Locomotive Club of
Great Britain (Dorking)**

Pethick-Lawrence House, 85 South Street, Dorking. 'Narrow Gauge Around the World' by David Cox. Meeting commences at 19.30.

RCTS (Coventry)

Maudslay Hotel, 190 Allesley Old Road, Coventry. 'Railways around the South East' by Geoff Dunster. Meeting commences at 19.30.

**RCTS
(Shenfield Branch)**

Parish Hall, 80 Hutton Road, Shenfield. 'Out and About' by Hugh Gould. Meeting commences at 19.30.

**22nd September 2009
Locomotive Club of
Great Britain (Bedford
Branch)**

St John's Church Hall, St John's Street, Bedford MK42 0DL AGM and Branch Photographic Competition. Meeting commences at 19.30. Contact the Secretary on 01525 750149 for further details.

**RCTS (Nottingham
Branch)**

Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'Out and About' by Hugh Gould. Meeting commences at 19.30.

RCTS (Woking Branch)

The Wheatsheaf Ember Inn, Chobham RA0d, Woking. 'South West Trains, Where to from Here?' by Stewart Palmer. Meeting commences at 19.00. Contact the Secretary at andyiarrene@lineone.net for further details.

**Tewkesbury Railway
Society**

YMCA, Church Street, Tewkesbury. Video/DVD Evening. Meeting commences at 20.00.

**23rd September 2009
Permanent Way
Institution (Nottingham
& Derby Branch)**

The Midland Hotel, Derby. 'Modular S&C Renewals on Network Rail' by Kevin Percival and Geoff South. Meeting commences at 18.30. Contact Colin Cowey on 07946 482343 for further details.

RCTS (Scottish Branch)

'Visit to West of Scotland Signalling Centre 19.00hrs' Contact E. Williams on 07710 266696 for further details.

**24th September 2009
Locomotive Club of
Great Britain (Croydon)**

United Reform Church Hall, Addiscombe Grove, East Croydon. 'From the 90s to the 00s, at Home and Abroad' by Bob Stonehouse. Meeting commences at 19.15.

**Mid Hants Railway
Preservation Society
(Thames Valley Branch)**

The Church House, Church Street, Caversham. 'Steam in Iberia 1970-1972' by Ian Foot. Doors open 19.30 for 19.45 start. Donations appreciated.

RCTS (Newcastle)

The Brunswick Methodist Hall, Newcastle. 'More London Sheds in the 50s and 60s' by Peter Groom. Meeting commences at 13.30. Contact the Secretary at jimbrick@fsmail.net for further details.

**25th September 2009
Shropshire Railway
Society**

The Gateway, Chester Road, Shrewsbury. 'Wrexham, Shropshire and Marylebone Railway' by Richard Harper. Meeting starts 19.30.

**28th September 2009
Locomotive Club of
Great Britain (Brighton
Branch)**

Brighton MRC Room, BR London Road, Station, Shaftsbury Place, Brighton. 'Railway Film Miscellany' by John Butler. Starts 19.30.

**29th September 2009
Tewkesbury Railway
Society**

YMCA, Church Street, Tewkesbury. Slide Show 'Steam through the Lens' by Paul Stratford. Meeting commences at 20.00.

**30th September 2009
Basingstoke & District
Railway Society**

Wote St Club, New Road, Basingstoke. 'More of Terry's Allsorts' by Terry Foulger. Meeting starts at 20.00. Contact the Secretary on 01256 326096 for details.

**1st October 2009
RCTS (Milton Keynes)**

The Crown Public House, Market Square. 'Blue and Grey to Black and Green' by Paul Chancellor. Meeting commences at 19.30.

Back Issues

All of the back issues of the magazine are available 24 hours a day, on our website www.railwayherald.com

Rear Cover Caption

Three of the balloons from the Bristol International Balloon Fiesta hover in the sky above Bedminster, while FGW Class 43 No. 43164 heads for London on 8th August. **Jack Boskett**

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