

Railway Herald

Issue 211 - 8th February 2010



The electronic journal for the railway enthusiast

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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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Major expansion planned for Didcot

Having secured its long-term future with a 35-year lease extension from Network Rail, the Great Western Society has announced its major expansion plans for Didcot Railway Centre, which include a new shed for the Steam Railmotor and a new broad-gauge engine shed.

Full story on
Page 13

Editorial Break

Please note that as a result of a short editorial break, *Railway Herald* will not be published on Monday 15th February.

As a result, Issue 212 will be published on
Monday 22nd February 2010

From which point, we will be back to our normal weekly production cycle. Apologies for any inconvenience this causes. Please do continue to submit images and news information for possible use in the magazine during this period.

Tornado takes charge

Peppercorn Pacific No. 60163 *Tornado* was once again at the helm of the Royal Train on 4th February from Preston to Manchester.

[Click here to read the story on Page 3](#)

East Anglian Loco-Hauled

A temporary Class 47 operated loco-hauled diagram is presently in force, working out of Norwich, to cover a DMU shortage.

[Click here to read the story on Page 7](#)

Metro & Light Rail News

Major upgrades for Newcastle's Tyne & Wear Metro system, as the Government commits over £500 million of investment

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

Notable Workings

Our weekly round-up of notable and unusual workings from around the country, including the latest on the Class 70 fleet.

[Click here to read the story on Page 9](#)

Railway Herald WORLD NEWS

Provided with this issue is our World News supplement, which can be found at the rear of this PDF file.



Essentials

13 Railtours & Excursions

News from the charter scene, with comprehensive tour listings.

20 Diary

The dates of slide shows and information presentations.

Front Cover Caption:

Peppercorn-designed A1 Pacific No. 60163 *Tornado* passes Farington Junction, south of Preston, on 4th February with the Royal Train to Manchester. **Kevin Truby**



Tornado takes charge of the Royal Train

A little under 12 months since TRH The Prince of Wales and the Duchess of Cornwall named Tornado, the locomotive was back at the helm of the Royal Train for a trip from Preston to Manchester.

The working was part of a visit by the Royal couple to the area, with Prince Charles specifically visiting the Manchester Museum of Science & Industry (MOSI).

The arrival of the train directly into the museum is thought to be the first steam working through from the National Network in around 30 years, as well as the first Royal Train to arrive at Liverpool Road station.

▲▲ LNER Peppercorn Pacific No. 60163 Tornado departs from Preston on 4th February. **Mark Bearton**

▲ Tornado stands alongside the MOSI-based replica of Planet within the Museum. **Chris Dixon**

▲▶ Tornado stands alongside the platform of the original Liverpool & Manchester Railway station, Liverpool Road, now part of MOSI, after arriving with the Royal Train.

▶ Steve Davies, Director of MOSI, on his last day prior to moving to become Director of the NRM, guides Prince Charles through the museum. **Both: Fred Kerr**

Majority of compensation claims for Alloa line rejected

Network Rail has rejected a total of 57 compensation claims by residents alongside the Stirling-Alloa-Kincardine line who have complained that their properties have lost value, after it decided that the bulk of claimants should have known the route would be reactivated.

It has been found, however, that a further nine houses may be eligible for some form of compensation. The 13-mile route was reopened in May 2008, and in December of that year freight trains began running through the

night on their way to Longannet Power Station.

Since then, those living nearby have complained of sleepless nights and vibrating walls as the heavy trains laden with coal rumble by. The decision to reject the claims comes after legal advice that the line was part of Clackmannanshire and Stirling Council's local area plan and considered active for years before it was reopened.

The MSP for Mid Scotland and Fife, Dr Richard Simpson, said: "I am, frankly quite shocked that only nine compensation claims are

being accepted while the majority are being rejected on technical grounds. This does not alter the fact that Transport Scotland misled my constituents into thinking there would be no night running of the trains".

He added that an impact study commissioned by Clackmannanshire Council stated 18 times that there would be no night running of trains. Rail operators, however, insist that the line has to be available for use 24 hours a day to make the operation viable and to serve their customer.

▼ **Class 66/5 No. 66506 *Crews Regeneration* pauses at Dewsbury on 29th January to allow passage of the 20.22 Liverpool Lime Street to Hull service, while working from Crewe to Leeds Midland Road hauling Class 70s Nos. 70002 and 70003 for rectification work. **Mark Allatt****



The attractive station (▲) and gardens (▼) at Spean Bridge. **Gerald F. Rivett**

Final days for Spean Bridge signal box?

The signalbox at Spean Bridge is currently the subject of a demolition order application by Network Rail.

The station has been gradually improved since 2006, thanks to the local station adopter, and indeed the facility won a Highland Rail Partnership award the following year. The station is now a local tourist attraction and many people come simply to photograph the gardens and the rural station on the West Highland route.

First ScotRail has recently proposed a scheme for the signalbox to be used by the community, being restored with funds from the TOC, although this appears to have now been rejected. The local community have ideas to use the building as part of a general tourist attraction, and the owner of the adjoining restaurant has also shown an interest, the local feeling being that the station will be much the poorer if the demolition takes place.



Metro and Light Rail News

£580 million of Government funding to modernise Tyne & Wear Metro as DB Regio signs contract

The Government has confirmed that it is to award Nexus around £580 million to modernise and operate the Tyne and Wear Metro.

Up to £350 million pounds will be spent on the Metro 'all change modernisation programme' over the next 11 years, and a further £230 million will support Metro's running and maintenance costs over the next nine years. The funding package is by far the biggest in the company's 30-year history, and secures the future of the system, used by more than 40 million passengers every year.

To begin with, the money will allow Nexus to modernise 12 stations, including Central, install new escalators at Monument, new lifts at key interchanges, renew more than 11km of track and

34 bridges, lay 60,000 metres of new cabling and oversee the refurbishment of all 90 Metrocars. This is in addition to existing programmes to modernise Sunderland and Haymarket stations, to be completed this year, and the installation of new ticket machines at every station capable of selling 'smart' tickets backed by online purchase.

As part of the funding settlement, a new contractor, DB Regio Tyne and Wear Limited, has signed a contract to operate stations and trains on behalf of Nexus from 1st April this year, and has committed to increasing the number of trains at peak times from December, improving the already high standards of punctuality and reliability, offering a new customer refund mechanism if trains are delayed more than 15

minutes – whatever the cause - and investing in major improvements to Gosforth train depot.

In addition, a minimum of 18 security staff are to be guaranteed on duty every evening, as part of an investment programme to make stations feel safer, and there will be rising targets for waste recycling, including segregated bins at every station, setting new standards in the cleanliness of stations and trains. Improved links with local communities are also to be forged with new station managers, community notice boards and community meetings. It will also completely refurbish all Metrocars as part of the Nexus-funded modernisation programme.

Adrian Shooter, Chairman of DB Regio Tyne and Wear Limited, said: "Metro is already a very good

railway system, and we are very excited by the opportunity to raise performance and customer service even higher. I am looking forward to working very closely with Nexus and our new colleagues on the Metro team to deliver our joint objectives. DB will be able to use our experience on London Overground and Chiltern Railways in fine-tuning Metro operations to achieve standards set when it first opened in 1980, when it was rightly considered among the best in the world".

Nexus will continue to own Metro, will set fares, which have been frozen for 2010, and service specifications directly. It will pay DB Regio Tyne and Wear Limited agreed payments over the length of the contract, included in which is a bonus and penalty element based

on its performance, particularly in relation to train operations, service quality and revenue protection.

Around 400 people who now work for Nexus on Metro duties, including train driving and control, train maintenance and station operation, will transfer to the employment of DB Regio Tyne and Wear. The company has also committed to make no compulsory redundancies for the life of its contract with Nexus. A further 270 people who also currently work on Metro will remain with Nexus, in roles involved with managing the whole system, including the operating concession, taking forward the modernisation programme and maintaining infrastructure, including tracks, communications, power supply, station buildings and equipment.

New study for feasibility of extending DLR

A transport study to look into the feasibility of bringing the Docklands Light Railway (DLR) to Eltham and Kidbrooke has been agreed by the Council.

The study has been commissioned by the Eltham Regeneration Agency (ERA), which was set up in 2009 to take a strategic view of the major issues affecting Eltham town centre and the surrounding area. Consultants are now to look at the practical issues as well as the transport and regeneration benefits that a rail

link could bring to the area. The ERA has already expressed a strong determination to work to improve transport links, and commissioned the transport study to examine the feasibility of the extension. The Borough has achieved previous successes in its campaigns for major improvements in transport infrastructure, and these have helped secure the DLR extensions to Greenwich and to Woolwich, the Jubilee Line to North Greenwich and the Crossrail station at Woolwich.

◀ To be phased out by the new air-conditioned trains in the near future, 1967/1972 Victoria Line stock arrives at its Walthamstow destination on 25th January, forming a service from Brixton. **Brian Morrison**



■ London Midland's mobile phone parking service now has more than 10,000 fully registered users. The new 'pay by mobile' system is operated by Meteor, and allows passengers to park at a number of London Midland stations and make payment by calling from their mobile phone or sending a text message. The system is proving to be increasingly popular with passengers and is in operation at Milton Keynes, Watford Junction, Leighton Buzzard, Tring, Berkhamsted, Hemel Hempstead, Telford, Northampton, Tamworth, Nuneaton Trent Valley, Wolverton and Bletchley. To use the system, passengers just need to check the number of the car park they are using and call or send a text to make payment. Paper tickets are not issued, but parking attendants are able to check details via hand-held devices.

■ On 27th January, Eurotunnel celebrated the 15 millionth truck to cross the Channel Tunnel using its truck shuttle service since operations first began in 1994, the event taking place on board a shuttle travelling between Coquelles and Folkestone. The flow, on average a million trucks each year since the service began and even more since 2000, makes Eurotunnel the world leader in piggyback transport, operating 15 shuttles dedicated to heavy goods vehicles, circulating 24 hours a day, 365 days a year. This year, the truck shuttles will cross the Channel almost 60,000 times, an average of 165 times a day or up to seven times an hour.

■ Southeastern Media Relations Manager, Jon Hay-Campbell, has confirmed that the Class

465/0s & 465/1s operated by the company are to visit Wolverton, commencing this month to have their regular long-term maintenance on items such as air-conditioning and heating etc, while the Class 465/2s & 465/9s are to go to Doncaster for the same work to be undertaken. The Class 466 EMUs, which are essential to Southeastern operations, will be undergoing the same maintenance in 2011. In addition, Southeastern at its own expense will be doing an interior deep clean to all of the Class 465 and 466 units over the next year and will be replacing seat covers, seat backs, tables, grab handles and other related items.

■ First Great Western is to invest more than £8 million to improve its fleet of Class 165 and 166 commuter trains in the London and Thames Valley area. The budget for the work has been increased by £2 million to incorporate improvements suggested by passengers in last year's National Passenger Survey. The upgrade will involve 151 carriages, which are to have a GPS-linked public address and customer information system to improve the accuracy and clarity of journey information, toilet and air-conditioning upgrades, new carpets, refreshed seats, overhead racks and repainted interiors. The work, which is to be carried out at Reading Depot, has already started on the first two vehicles, with the entire fleet scheduled to be up and running on the system by the end of March 2012. The work will take place on up to five carriages at a time, so some trains on quieter routes will be made up of fewer carriages than normal.



▲ As a result of engineering work on the Chiltern route, Wrexham & Shropshire services were diverted over the weekend of 30th/31st January, travelling from London Marylebone, via Willesden and the West Coast Main Line to Coventry, before regaining their booked route. The 12.03 Wrexham & Shropshire service to Wrexham passes Carpenders Park, on the WCML, on 30th January, led by Chiltern-liveried DVT No. 82302 with mainly Virgin-liveried coaching stock. The locomotive providing the motive power on the rear is Class 67 No. 67010. **Brian Morrison**

£20 million upgrade programme commences in Ayrshire

A £20 million programme of platform extensions has begun at stations across Ayrshire and Inverclyde in preparation for the arrival of the new longer Class 380 EMUs.

Platform extensions are to go ahead at Ardrossan Harbour, Ardrossan Town, Bishopton, Fort Matilda, Greenock West, Irvine, Johnstone, Kilwinning, Largs, Prestwick Airport, Sealcoats,

Stevenston and Troon. The project will also involve the installation or enhancement of facilities such as lighting, CCTV and public address systems at these stations, and also at Ardrossan South Beach, Ayr, Cardonald, Gilmour Street, Gourrock, Greenock Central, Hillington East, Hillington West, Paisley, Paisley St James, Port Glasgow, Prestwick Town, Wemyss Bay and Woodhall.

The ScotRail depot and train servicing facility at Ayr Townhead will also be enhanced as part of the project, with new platforms, track and overhead power lines installed to provide stabling and cleaning of the new fleet. The project is due for completion by the end of October, without disrupting train services, and will complement the phased introduction of the Class 380s from the autumn.



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Temporary East Anglian loco-hauled diagram

Informed sources advise that the following diagram will be covered by 'topped and tailed' DRS Class 47s and loco-hauled stock for a short period, as a result of a severe multiple-unit shortage at Norwich.

The diagram is likely to make use of DRS Class 47/7 No. 47712 and Class 47/4 No. 47832, with the 'Thunderbird' duty being covered by a Class 90. The period that the diagram will remain loco-hauled is only expected to be short, perhaps one to two weeks.

06.34 Norwich-Great Yarmouth
07.17 Great Yarmouth-Norwich
07.54 Norwich-Lowestoft
08.42 Lowestoft-Norwich
09.36 Norwich-Great Yarmouth
10.17 Great Yarmouth-Norwich
10.57 Norwich-Lowestoft
11.42 Lowestoft-Norwich
12.36 Norwich-Great Yarmouth

13.17 Great Yarmouth-Norwich
14.36 Norwich-Great Yarmouth
15.17 Great Yarmouth-Norwich
15.57 Norwich-Lowestoft
16.47 Lowestoft-Norwich
17.36 Norwich-Great Yarmouth
18.17 Great Yarmouth-Norwich
19.36 Norwich-Great Yarmouth
20.17 Great Yarmouth-Norwich

▼ DRS Class 37 No. 37259 powers through Ingatestone on the Great Eastern main line with a test train from Selhurst to Ferme Park, via Norwich, on 1st February. Classmate No. 37607 is just visible on the rear of the train. **Stuart Chapman**



The News In Pictures



◀ While the majority of the Class 317s have been refurbished, the '317/6' sub-class has not. National Express East Anglia say that there are presently no plans to refurbish the fleet, although discussions are ongoing with regards to the commencement of a C6X overhaul programme from late 2010/early 2011. Still awaiting refurbishment and carrying the interim livery, Class 317/6 No. 317662 arrives at Tottenham Hale on 25th January, heading the 11.45 'Stansted Express' from the Airport to Liverpool Street. On the rear is refurbished and reliveried Class 317/8 No. 317889. **Brian Morrison**

◀▶ Having worked from Cwmbargoed to Barry Docks with a loaded coal service, Class 66/0 No. 66118 leaves Barry Docks on 30th January with the 15.15 working to Swansea Burrows Sidings, consisting of empty MEA wagons. **Phil Trotter**

▶ The fleet of Class 158 units operated by East Midland Trains has recently undergone refurbishment including receiving the latest house colours of its operator, Stagecoach. Displaying its new livery, No. 158856 stands at Manchester Oxford Road with a Norwich - Liverpool Lime St service on 4th February. **Fred Kerr**



The weekly column looking at some of the more unusual and newsworthy movements on the UK network, including Class 70 Report

Friday 29th January 2010

First Great Western moved Class 43 powercars Nos. 43156 and 43186 in a 'back to back' formation from Plymouth Laira to Bristol St. Philips Marsh.

Having worked north the previous day, Colas Rail Class 47/7s No. 47739 *Robin of Templecombe* and 47727 *Rebecca* powered the return Ford 'Blue Train' from Dagenham to Dollands Moor, while Hanson Traction Class 56/3 No.

56312 *Artemis* was used by Colas Rail on its Hams Hall to Dollands Moor intermodal service.

Saturday 30th January 2010

First Great Western used a seven-coach HST set, with powercars Nos. 43027 and 43005, to work the 07.21 Bristol Temple Meads to Cardiff Central, followed by the 09.00 Cardiff to Taunton and

then the 11.07 Taunton to Cardiff as far as Bristol, where a Class 150 took over the diagram!

Elsewhere 'Royal'-liveried Class 67 No. 67006 *Royal Sovereign* worked UK Railtours Woking to Wellington charter, with classmate No. 67026 on the rear. BR blue-liveried Class 73 No. 73201 *Broadlands* worked empty stock from Selhurst back to Eastleigh after its period of route learning around the South East, while Nos. 73212 and 73141 *Charlotte* were engaged on engineering work on the Sidcup line.

Class 66/8 No. 66844 worked its final train for First GBRf during the morning, powering the 09.48 Felixstowe Docks to Hams Hall intermodal. The loco then worked 'light engine' from Hams Hall to Willesden and went off-lease, being taken over by Colas Rail.

WCRC Class 37/5 No. 37676 and Class 47/7 No. 47787 *Windsor Castle* hauled empty stock from Carnforth to Ardwick TMD, presumably for wheel turning.

Sunday 31st January 2010

Class 60 No. 60094 *Rugby Flyer* was in charge of the Tunstead to Oakleigh limestone working, having recently replaced classmate No. 60048 *Eastern*.

Monday 1st February 2010

As a result of a DMU shortage, First Great Western used Class 57/6s Nos. 57605 *Totnes Castle* and 57602 *Restormel Castle* in 'top and tail' mode with the overnight 'Night Riviera' sleeper stock to work the 07.22 London Paddington to Oxford and 09.10 return service.

Elsewhere, Class 60 No. 60009 was declared a failure near Bordesley Junction, Birmingham, while working the Lindsey Oil Refinery to Westerleigh petroleum service, bringing problems to the early morning passenger services. The problems were eventually sorted out however, and the locomotive continued to Westerleigh arriving over two hours late, later returning to Lincolnshire with the back working.

Hanson Traction Class 56/3 No. 56312 was once again hired-by Colas Rail to provide the motive power for its Hams Hall to Dollands Moor intermodal service.

Tuesday 2nd February 2010

Class 66/7 No. 66732 *GBRf The First Decade 1999 – 2009 John Smith – MD* worked from Tonbridge to Selhurst, prior to moving Class 377 No. 377504 to Derby Litchurch Lane works.



▼ Two DB Schenker locomotives, Class 67 No. 67014 *Thomas Telford* (in Wrexham and Shropshire livery) and Class 92 No. 92017 *Bart the Engine* (in Stobart Rail colours) are seen just south of Acton Bridge on 29th January. Unfortunately, No. 67014 had just failed with a braking related problem. **T. Houghton**

Operational DB Schenker Class 60s

Loco	Working Area	Loco	Working
60009	Immingham	60040	Immingham
60039	Immingham	60094	Peak Forest
		60096	Warrington

Correct as of 5th February.

CLASS 70 'POWERHAUL' FLEET REPORT

Loco Working Area

70001	Ipswich	70004	Crewe Basford Hall
70002	Leeds Midland Road	70005	Crewe Basford Hall
70003	Leeds Midland Road	70006	Crewe Basford Hall

Workings Information

On the first day of the period under review, 29th January, Class 70 No. 70002 was hauled from Crewe to Midland Road Depot, along with No. 70003, behind Class 66/5 No. 66506 *Crewe Regeneration*, apparently for attention to crankcase pressure problems. On the same day No. 70001 was at Ipswich, with Nos. 70004 to 70006 based at Bristol Stoke Gifford.

On 1st February, No. 70005 was back on the Avonmouth to Rugeley Power station coal circuit, although the locomotive was removed and finished the day at Crewe. The same day, and Freightliner Intermodal-allocated No. 70001 worked from Ipswich Yard to Felixstowe Docks, prior to working to Birmingham Lawley Street with an intermodal

and with Class 66/5 No. 66539 in tow.

On 2nd February, No. 70004 working 'light engine' from Bristol Stoke Gifford Yard to Crewe Basford Hall. On 4th February, just No. 70001 went to Lawley Street again, having worked back to East Anglia the previous night.

On 5th February, No. 70004 worked north from Crewe to Carnforth with a rake of auto-ballasters, with Class 66/6 No. 66603 in tow for insurance. The pair worked back south to Crewe in 'top and tail' mode with No. 70004 leading. On the same day No. 70006 was used on a Crewe Basford Hall to Fiddler's Ferry working, followed by an 'out and back' working to Ellesmere Port from Fiddler's Ferry.

Class 59/2 No. 59201 *Vale of York* was used, in 'top and tail' mode with Class 66 No. 66109 on a ballast working from Warrington Arpley Yard to Heywood on the ELR, actually working through to Bury Yard with materials for the forthcoming Metrolink permanent way work. Having joined the Colas Rail fleet, Class 66/8 No. 66844 worked 'light engine' to Ripple Lane from Wembley, rather than the expected move to Eastleigh Works to be reliveried, while DRS Class 37/0 No. 37194 worked four Mk3 coaches from Norwich Crown Point to Long Marston.

Electric Traction Ltd's Class 86/7 No. 86702 *Cassiopeia* was used to work the evening Willesden PRDC to Sheildmuir RMT mail service in 'top and tail' mode with classmate No. 86701 *Orion*, which was detached at Warrington. Network Rail Class 97/3s Nos. 97303 and 97304 were used on the Cambrian Line overnight, working from Shrewsbury to Newtown and back.

Wednesday 3rd February 2010

Colas Rail's latest addition, Class 66/8 No. 66844, still in base Advena blue livery, was used on the Tilbury to West Burton flyash, working back south during the evening - the first work for its new operator. Having reached Scotland yesterday, Class 86/7 No. 86702 worked back south to Warrington RMT with a working from Shieldmuir.

Thursday 4th February 2010

DRS Class 37s No. 37259 and 37608 were used on test train duties on the Southern Region. In Scotland, Class 37/4s Nos. 37401 and 37425 *Pride of the Valleys/Balchder y Cymoedd* remain at Inverness and Aberdeen, respectively, for snowplough duties. DRS Class 37/0 No. 37218 is also at Inverness for the same reason. Having completed the lifting work for the new bridge on the North Yorkshire Moors Railway, Malcolm Rail-liveried Class 66/4 No. 66412 moved the Kirow crane from Gosmont to Doncaster.

Class 67 No. 67005 *Queen's Messenger* was paired with A1 Pacific No. 60163 *Tornado* to work

the Royal Train from Preston to Manchester Liverpool Road station, part of the Manchester Museum of Science and Industry, during the morning. The '67' later worked the train ECS back to Preston, before *Tornado* took the empty stock to Manchester Victoria. Here, the Prince of Wales and the Duchess of Cornwall rejoined the train, with the 'A1' working through to Crewe. Class 57/3 No. 57305 *John Tracy* was used to work the Warrington RMT to Willesden PRDC mail working, instead of Class 86/7 No. 86701.

Friday 5th February 2010

A DMU shortage at Norwich Crown Point has resulted in DRS Class 47s Nos. 47712 *Pride of Carlisle* and 47832 *Solway Princess* working in 'top and tail' mode with two Mk3 coaches and a DVT between Norwich, Lowestoft and Great Yarmouth during the day. The diagram is expected to continue for at least a week.

Colas Rail Class 66/8 No. 66843 having undergone repairs at Leeds Midland Road, worked 'light engine' to Crewe, via Derby, prior to working north to Carlisle Kingmoor overnight.

◀ Prior to taking up service on the Brighton to West Worthing and Brighton to Seaford routes, Silverlink-liveried Class 313 EMUs are undergoing driver training runs on the South Coast. Here, Nos 313108 and 313109 leave Lewes for Newhaven on 4th February. **Tony Sullivan**

Readers Contributions

Contributions for this column are welcomed from readers across the country. Each column generally covers Saturday to Friday of the week prior to publication, and readers are urged to keep contributions to the same period. Information and photographs 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.

13th February 2010

UK Railtours	2xDBS 67	London Paddington-Newbury-Exeter St. Davids-Plymouth-Par & return
Railtourer	2xWCRC 47	Doncaster-Bath Spa & return <i>(full details to follow)</i>
Railway Touring Co.	34067	London Paddington-Reading-Newbury-Westbury-Trowbridge-Bath Spa-Bristol Temple Meads & return
VSOE	35028	London Victoria-Guildford-London Victoria

14th February 2010

Steam Dreams	60163	London Victoria Bromley-Tonbridge-London Victoria
Steam Dreams	60163	London Victoria-Guildford-London Victoria Cancelled

19th February 2010

Statesman Rail	2xWCRC 47	Birmingham International-Wolverhampton-Stafford-Stoke on Trent-Macclesfield-Stockport-Manchester-Bolton-Horwich Parkway-Preston-Shap-Carlisle-Beattock-Carstairs-Crianlarich-Fort William
UK Railtours	2xDBS 67	London KX-Darlington-Shildon-Bishops Auckland-Stanhope & return
VSOE	35028	London Victoria-Guildford-London Victoria

20th February 2010

Statesman Rail	WCRC 47	Fort William-Crianlarich-Beattock-Carlisle-Shap-Preston & return
Vintage Trains	5043 & 4965	Tyseley Warwick Road-Smethwick Galton Bridge-Stourbridge Junction-Kidderminster-Worcester SH-Kemble-Swindon-Didcot & return
Railtourer	2xWCRC 47	Bridlington-Driffield-Beverley-Cottingham-Brough-Goole-Doncaster-Leeds-Hellfield S&C-Carlisle-Hexham-Durham-Doncaster & return

24th February 2010

Railway Touring Co.	34067	London Victoria-Bromley South-Maidstone East-Ashford-Appeldore-Hastings-Battle-Tunbridge Wells-Sevenoaks-Swanley-London Victoria
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27th February 2010

Spitfire Railtours	2xDRS 37	Crewe-Penkrige-Wolves-Birmingham NS-Tamworth-Derby-Chesterfield-Barrow Hill-Beighton Jct-Church Fenton-York & return
Spitfire Railtours	2xDRS 37 & WCRC 47	York- Newton Aycliffe-Shildon-Bishop Auckland-Stanhope and return

1st March 2010

Steam Dreams	60163	London Paddington-Slough-Reading-Cardiff Central-Swansea & return
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5th March 2010

Railtourer/Statesman	2xWCRC 47	Hull-Selby-Garforth-Leeds-S&C-Carlisle-Crianlarich-Fort William
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6th March 2010

Railtourer/Statesman	2xWCRC 47	Fort William-Crianlarich-Carlisle-Leeds-Garforth-Selby-Hull
UK Railtours	DBS 67	London Euston-Bletchley-Bedford-Leicester-Newark Castle-Lincoln-Cleethorpes-Scunthorpe-Copy Pit-Blackburn-Blackpool North and return (via WCML to London)

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.

Busy year on the cards for Princess Elizabeth

'Princess Royal' Pacific No. 6201 Princess Elizabeth looks to have an interesting year ahead, with several bookings already in the diary.

Having secured two outings in conjunction with Railway Touring Company's 'Great Britain III', a Settle & Carlisle is to follow on 17th April. Of course, the loco's year is due to get off with a flyer (in more ways than one) with the Crewe to London 'Doric Olympian' on 6th March for Vintage Trains, which will feature a rare steam departure from London Euston.

It also looks likely that the locomotive will again feature in RTC's pool for its July

and August repeat itinerary workings to Scarborough and over the Settle & Carlisle, possibly together with 'Duchess' No. 6233. The icing on the cake, though, will be a projected eight weeks sojourn in London for some work with UK Railtours. Dates and itineraries are not yet settled says UK Railtours Paul Blowfield, but he did add that trains on the London & South West route and the ECML are in the planning stage as well as a couple of positioning specials.

These workings will be part of a larger programme for UK Railtours, which is adding more steam-hauled charters to the 2010 programme in response to customer demand.

Spitfire gets underway in February with '37' tour

A quiet start for Spitfire in 2010, with just two tours announced, and one of those is at the end of June.

The year gets underway on 28th February with the 'White Rose' from Crewe to York, which is booked via Wolverhampton, Birmingham New Street and Burton-upon-Trent with a pair of DRS Class 37s. At York there is an add-on option to visit the Weardale Railway, which includes the opportunity to de-train at Shildon for the NRM's 'Locomotion' or stay

aboard to travel through to Stanhope. The pair of DRS Class 37s are booked York to Stanhope, with a West Coast Class 47 covering the return to York, where the 37s will again take over for the run home. 'The Kernow Explorer' is booked to run on 26th June from Gloucester to Penzance, setting down also at Bodmin Parkway, Par, Truro and Penzance. DRS traction should feature. Interestingly, this tour mirrors closely the route of Pathfinder's 'Mazey Day' special from Tame Bridge Parkway on the same day.

SRPS announces 2010 railtour programme

The re-opening of the Alloa line between Kincardine and Stirling has presented the SRPS with a natural circular route that is being taken full advantage of, with two days of 'Forth Circle' workings earmarked in the recently announced outline 2010 programme.

Trains will operate on Sundays 18th April and 22nd August, and consist of separate morning and afternoon workings. The morning trains commence at Linlithgow, while in the afternoon they will pick up at both Dalmeny and Inverkeithing. The route is the same, heading outwards over the Forth Bridge and then around the 'Fife Circle' through Kirkcaldy and Cowdenbeath via the Thornton Junctions, before

continuing onto the 'Clackmannan Circle' past Dunfermline, Kincardine and Alloa to Stirling, returning to the originating point through Larbert. The train on 18th April is sure to attract additional interest as it is booked for 'Britannia' Pacific No. 70013 *Oliver Cromwell*, with 'K4' Mogul No. 61994 *The Great Marquess* covering the 22nd August working.

Other tours include the usual destinations of Fort William and Mallaig, on 8th May from North Berwick and on 4th September from Ayr, together with a Plockton and Kyle of Lochalsh charter from North Berwick on 29th May. There is also a venture south of the border on 12th June, with Liverpool being the destination from Glenrothes.



▲ The Lancashire & Yorkshire canopy at Oldham Mumps station on the Oldham Loop, now closed and shortly to be demolished. **ELR**

East Lancs offered Oldham canopy - but needs your help

The East Lancashire Railway is launching an appeal to purchase the large L&Y canopy from Oldham Mumps station, which is due to be demolished in a few weeks time, if the ELR is unsuccessful in its attempts to buy it.

In October 2009, the Oldham Loop line between Manchester Victoria and Rochdale was closed to allow the route to be converted for use as part of the Manchester Metrolink tram network.

Following behind-the-scenes negotiations the East Lancashire Railway has been offered the opportunity to purchase the large surviving Lancashire & Yorkshire Railway canopy currently standing at Oldham Mumps station and which is due to be demolished in the next few weeks. However, time is against the railway and it needs to raise funds to secure the canopy for the benefit of future generations at stations on the nearby ELR.

The railway needs to raise £50,000 in just weeks to fund the purchase of the canopy and its transport

to Bury. The East Lancashire Railway say its is attempting to source some external funding towards this project, but it's hopeful that supporters and enthusiasts of the railway will help to contribute towards the appeal or provide firm offers of interest-free loans towards this project.

By purchasing the canopy the ELR will be able to safeguard the structure and ensure it is taken down sympathetically by the contractors who are working on the conversion of the Oldham Loop line for Metrolink.

The railway's General Manager, Andy Coward, says the acquisition of this structure is an important one for the ELR and its stations in future years. The component parts along with existing canopy components already owned would allow it to provide canopies at all of the staffed station.

Details of how people can help are available on request from the ELR and on the website at <http://www.east-lancs-rly.co.uk>.

WSR line-up for GWR 175 diesel event

The West Somerset Railway (WSR) 'GWR 175 Diesels in the West' event on 11th to 13th June expects to include two 'Westerns', two 'Warships' and a 'Hymek'.

The Severn Valley Railway has been invited to bring No. D821 *Greyhound* and No. D1062 *Western Courier*, and at this stage it is planned for them to be brought onto the line by rail. Class 14 No. D9520 is another planned visiting loco from the Nene Valley Railway, scheduled to arrive by road.

From the home fleet No. D1010 *Western Campaigner*, Class 47 No.

D1661 *North Star*, and Nos. D7017, D832 *Onslaught* and D9526 and are all expected to be in action, with Class 33 No. D6566 and Class 25 No. D7523 *John F. Kennedy* on 'Thunderbird' duties on the line. On 11th June, all services will be diesel hauled with one steam diagram on the Saturday and Sunday.

The 'Hymek' No. D7017 will be repainted into green livery prior to the event.

Some interesting and colourful loco combinations are planned, and the WSR say that possibly there will be the unique opportunity to ride behind double-headed Warships!

Coal tank visits Preston Docks branch

▼ The Furness Railway Trust's GWR 5600 class 0-6-2T No. 5643, now based on the Ribble Steam Railway, took part in an Andrew Fowler photographic charter on 5th February, hauling a demonstration coal train. The loco is pictured during the charter on the railway. **Stuart Chapman**



Didcot announces major expansion plans as its future is secured

Having secured its long-term future with a 35-year lease extension from Network Rail, the Great Western Society has announced its major expansion plans for Didcot Railway Centre.

Prior to the lease extension, the centre, which attracted 50,000 visitors last year, had a rolling six-month lease, which made it difficult to attract funding for development. Now, by the end of next year, at

▼ **Part of the expansion plans for Didcot will see the construction of the first broad-gauge engine shed for over a century. The building will house the resident *Fire Fly* replica and also the NRM's *Iron Duke* replica which is to be moved to Didcot. **John Stretton****

least three new steam engines will be on show, and a new museum and archive centre will open on the unused central sidings.

The first development this summer will be a new 180ft-long shed to house the only existing Steam Railmotor, rebuilt by the society with the help of a £768,500 Lottery Grant. The vehicle dates from before the First World War, when the GWR experimented with steam engines inside

passenger coaches. The company ripped the power units from the carriages in the 1930s, so the restored Steam Railmotor 93 will be unique.

Another locomotive, 'King' class 4-6-0 No. 6023 *King Edward II*, will also go on show this summer after a 25 year restoration. The engine was rescued from scrap in the 1980s, and the restoration project is finally nearing completion.

Later, work will start on

a third major project, to build a new museum and library, housing artifacts and documents currently in storage. Construction will begin by the end of the year, before the £500,000 complex opens in 2011 for the Great Western Society's 50th anniversary.

A £65,000 broad-gauge engine shed is also to be constructed to house the National Railway Museum's *Iron Duke*, which is to be relocated to Didcot where visitors can see it in action. The move will house together the country's only two broad-gauge replica engines, built to the specifications Isambard Kingdom Brunel originally intended.

Roger Orchard, the centre's Operations Manager, said: "Over 40 years, the centre has gone from being just a railway shed and water tower to a much bigger museum. The most frustrating thing for the society has always been not owning the site. We knew what we wanted to do, but didn't want to do it until we had security here. We have had to put on hold a lot of development, especially new buildings. The fact is we have so much material we cannot display it all. Meanwhile some of the centre's existing buildings, including the engine shed and water tower, need up to £1.75 million of restoration work. We need to do this work sooner rather than later because of the state of the buildings. We just cannot go on with them as they are".

Loco depot will have more potential says Southall group

The Great Western Railway Preservation Group (GWRPG) is in the process of relocating its collection of locomotives and rolling stock to a larger area of the former steam and diesel depot at Southall

The Group says that the move will allow it to develop the site's full potential, and will mean passenger trains will be able to run over a longer distance along the Brentford branch line.

Red letter day for SDR

Since 1991, the South Devon Railway has been run as a charitable trust, having grown steadily to become one of the West Country's top visitor attractions, carrying over 1.5 million visitors in the last 18 years of operations.

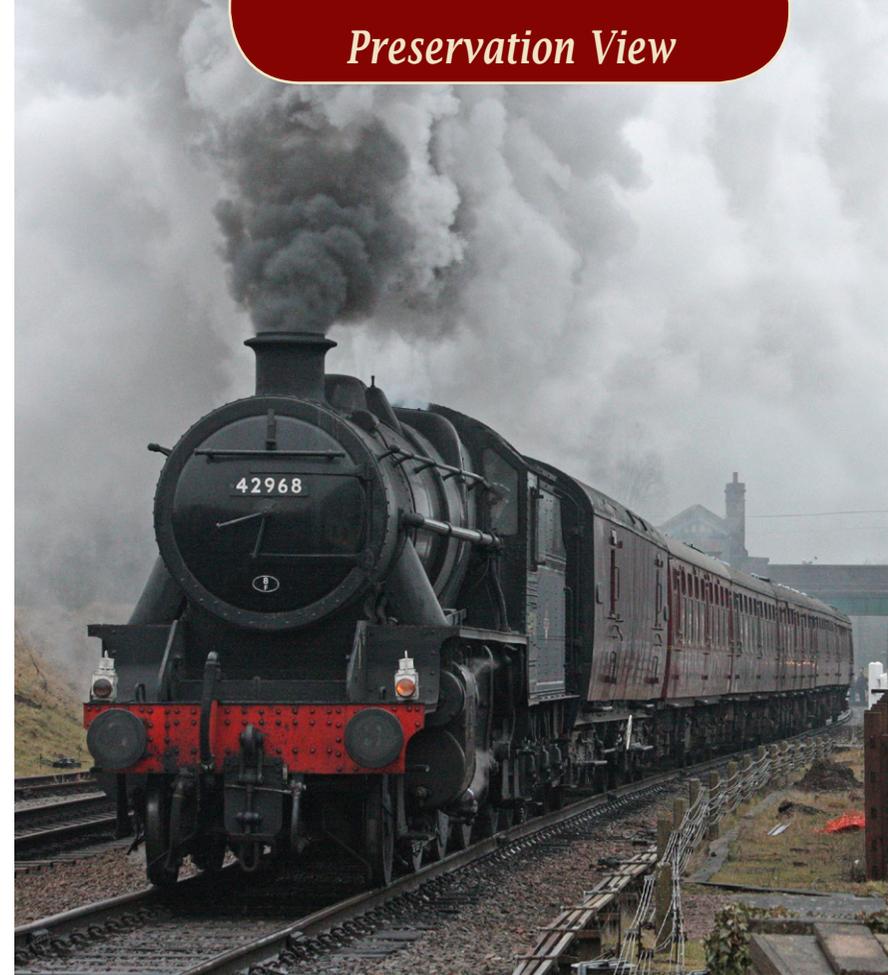
Ten years ago, the South Devon Railway began negotiations with the Dart Valley Railway (DVR) to buy the freehold of the line, and after the sale price was agreed at £1.15 million, the money was raised and paid over by the SDR via a combination of a share issue, loans and donations, plus operating revenues.

In 2002, the line was then leased by the DVR to the South Devon Railway for 199 years upon condition of a new Transport & Works Order (which is effectively a railway operating licence) being subsequently granted to the SDR, which would then release the final transfer of the freehold title by the DVR for a nominal £1.00 payment.

But both railways knew that obtaining a Transport Works Order would take a considerable time, and the draft South Devon Railway Order went for public consultation in 2008, finally being made effective on 30th December 2009.

As a result, 8th February will see the acquisition of the SDR's Transport and Works Order from the Secretary of State as well as the day that the railway finally buys the freehold title of the line for just £1.00. It will certainly be one of the highlights of the railway's 138-year history.





Preservation View



◀▲ Recently returned to steam after a 10-year boiler overhaul, the unique Stephenson link valve gear-fitted LMS 'Black 5' 4-6-0 No. 44767 powers away from Loughborough, past Woodthorpe with the 15.50 service to Leicester North during the GCRs 'Lostock and a Few Smoking Barrels' gala. **Mark Walker**

▲ Visiting from the Severn Valley Railway, Stanier 5MT No. 42968 storms through Quorn on the Great Central Railway during a photographic charter on 4th February. **Steve Chapman**

◀ Newly restored 'Jinty' No. 47406 takes the 14.25 freight from Loughborough past Kinchley Lane during the gala weekend. **Gary Packer**

In rapidly fading light, Colas Rail Class 66/8 No. 66842 passes Brondesbury, working a very late and very long Dollands Moor to Dagenham Ford 'Blue' train on 21st January. **James Bartlett**





Class 67 No. 67026 passes Albany Park on 5th February, taking Class 465/0 Networker No. 465019 from Slade Green Depot to Wolverton for interior refurbishment. **Bill Turvill**

First Great Western used the 'Night Riviera' stock in 'topped and tailed' formation to stand in for a non-available HST set on the 09.10 service from Oxford to London Paddington on 1st February. Here, with Class 57/6 No. 57605 on the rear, No. 57602 heads the service through Sonning Cutting. **Tony Callaghan**



8th February 2010

Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln. 'British Railways Engine Sheds - Part 5' by Chris Banks. Starts 20.00. Contact 01522 705365 for further details

RCTS (Ipswich)

Bridge Ward Social Club, 68 Austin Street, Ipswich. 'Mr D's Review of 2009' by John Day. Starts 19.30. Contact ipswich@rcts.org.uk.

RCTS (Sheffield)

St Matthews Church Rooms, Carver Street, Sheffield. 'Mexborough Loco Shed' by M. Brearley. Starts 19.30.

SVR (Wolverhampton)

Old Wulfrunians Club, 253A Castlecroft Road, Castlecroft, Wolverhampton, WV3 8NA. '1968 and All That' by Ralph Ward. Meeting commences at 19.30.

Southern Electric Group

Deal Room, Southwick Community Centre. AGM followed by 'Mike's Wanderings' by Mike Stringer. Starts 19.30. £2 Donation. Contact, Bruce Cakebread on 01273 462094 for details.

Stephenson Loco Society

New Trinity Parish Hall, Saltcoats, Ayrshire. 'A Chess Board of Railway Photography' by Max Fowler. Starts 19.30. Contact the Secretary on 01294 822303 for further details.

Wrexham Rly Society

St Mary's Catholic Club, Regent Street, Wrexham. 'Railways of Saltney' by Geoff Pickard. Meeting commences at 19.45. Admission £2.

York Railway Circle

The Library, Archbishop Holgate's School, Hull Road, York. 'Welshpool and Llanfair Railway' by David Billmore. Starts 19.30. Contact Robin Patrick by e-mail at locopatricks@aol.com for further details.

9th February 2010**Abergavenny and District Steam Society**

Upper Room, The Hen & Chickens, Flannel Street, Abergavenny 'Monmouthshire Railway Society' by Bryn Thomas. Starts 20.00. Contact Ken Mumford at ken.mumford@ntlworld.com for further details.

Great Western Society (Bristol)

BAWA, 589 Southmead Road, Filton, Bristol, BS34 7RG. Group AGM followed by 'The Celebrations of the Centenary of Radstock North Box' (DVD). Meeting commences at 19.45. Contact the Secretary on 01454 324230 for further details.

Permanent Way Institution (Lancaster, Barrow & Carlisle)

Carnforth Station Visitor Centre. 'Moving 180 Tons of Beyer Garratt on Temporary Trackwork' by Ted Hamer. Meeting commences at 18.00. Contact the Secretary, Philip Bull on 07920 702614 or by e-mail at bullp@pbworld.com for further details.

Permanent Way Institution (Manchester & Liverpool)

John Dalton Building, UMIST, Manchester. 'The Llasa Railway' by Ivor Warburton. Meeting commences at 18.30. Contact the Secretary, Rob Cummings on 07798 858784 or by e-mail at rob.cummings@networkrail.co.uk for further details.

RCTS (Nottingham)

Nottingham Mechanics Ground Floor, 3 North Sherwood Street, Nottingham. 'Across the UK by Steam' by Matlock Railway Club. Meeting commences at 19.30.

Tewkesbury Railway Society

YMCA, Church Street, Tewkesbury. Video/DVD Evening. Meeting commences at 19.45.

10th February 2010 Basingstoke & District Railway Society

Wote St. Club, New Road, Basingstoke. 'Cable's Railway Year 2009' by David Cable. Meeting starts 20.00. Contact the Secretary on 01256 326096 for further details.

Bromsgrove Rly Club

St Godwalds Church Hall, Aston Fields, Bromsgrove. 'P.S.O.V. 09' by Karl Jauncey & David Richards. Starts 19.45. Contact Dave on 01527 873800 for details.

Locomotive Club of Great Britain (Dorking)

Pethick-Lawrence House, 85 South Street, Dorking. TBA. Meeting commences at 19.30.

Locomotive Club of Gt. Britain (St Albans)

United Reform Church, Watford Road, Chiswell Green, St Albans. 'Railroading Across the US and Canada in the 21st Century' by John Day. Meeting commences at 19.30.

Permanent Way Institution (Nth Wales)

The Town Crier Inn, City Road, Chester. 'An Introduction to all Things Signalling' by Clare Beranec. Meeting commences at 18.30. Contact the Secretary, Lynne Garner on 07771 672274 or at lynne.garner@networkrail.co.uk for details.

Oxfordshire Rly Society

Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LN. AGM, Photo Competition and Members' Talks. Starts 19.30. Visitors welcome £3.

RCTS (Cardiff)

Old Church Rooms, Park Road, Radyr. 'Out and About in the Last Year' by Hugh Gould. Starts 19.30. Contact noelinda@noel65.fsnet.co.uk for details.

RCTS (Hitchin)

Hitchin Christian Centre, Bedford Road, Hitchin. 'London Steam on Shed 1960' by Peter Groom. Starts 19.30.

Stephenson Loco Society

YMCA, Bridge Street, Guildford. 'Southern Region Enginemen' by James Lester. Starts 19.30. Contact 01372 379216 for further details.

Swiss Railways Society

The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. 'Schweizer Rundfahrt' by George Howe. Starts 19.00. £2 Donation requested. Contact Ron Dawes on 020 8660 3532 for details.

11th February 2010 Continental Rly Circle (London & Home Counties)

St.Paul's Church Centre, Rossmore Road, Marylebone. 'World Steam in the 1960s' by Geoff Todd. 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 Wharfedale Street, Birmingham B1 1RT. 'Trent Valley Four Tracking' by Nigel Jaques. Starts 18.15. Contact Ian Wardle on 07824 410961 for further details.

Permanent Way Institution (Solent)

Thorngate Halls, Gosport. 'Safety in the Track Environment' by Network Rail. Starts 17.30. Contact Tony Newton on 07515 621432 for further details.

Permanent Way Institution (South & West Wales)

Kings Hotel, High Street, Newport. 'The Severn Tunnel Junction Remodelling Works' by Jeremy Reece. Starts 18.00. Contact Andy Franklin on 07824 410762 for details.

Permanent Way Institution (York)

Park Inn, North Street, York 'Asset Data Collecting on Nexus Metro - The Omnicon Project' by Martyn Clegg. Starts at 18.00. Contact Martin Fairbrother on 07802 657839 or at m.fairbrother@btinternet.com for further details.

RCTS (North East)

The Brunswick Methodist Hall, Newcastle. 'My First Fifty Years' by Neil Clarke. Starts 18.30. Contact jimbrick@fmail.net for details.

12th February 2010**Altrincham Electric Rly Preservation Society**

Altrincham Methodist Church Hall, Barrington Road, Altrincham. 'The Manchester Ship Canal Railways' by Dr. Michael Bailey. Starts 19.30. Admission £3. Contact the Secretary, Andrew Macfarlane on 0161 928 9394 for further details.

▼ **DB Schenker-liveried Class 66/0 No. 66152 heads an empty Longannet to Hunterston coal working as it approaches the site of the former Plean Junction signal box on 6th February. Alex Napier**

**Should your society information be listed on this page?**

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

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

Web Links

Links to the various society websites can be found by [clicking here](#). Is yours missing? Send the details to the editor.

Cornwall Rly Society

The Community Centre, Foundry Row, Redruth. 'Great Western Evolution' by Steve Andrews. Starts 18.30. Contact Derek Buttivant on 01637 860627 for details

Irwell Vale Railway Photographers

Irwell Vale Village Church, Irwell Vale, Rossendale. 'A to Z of UK Railways Part II' by Steve Fort. Starts 19.30. £3 Donation. Contact Mike Taylor by e-mail at mike10fmpd@tiscali.co.uk.

RCTS (Edinburgh)

Quakers Meeting House, 7 Victoria Street, Edinburgh. 'Members' Digital Photographs'. Starts 14.30. Contact evanwilliams@talktalk.net for details.

RCTS(West of England)

Conference Room, Great Western Hotel, Exeter. 'Travels with my Camera' by Bernard Bates. Starts 19.00. Contact fixtureswoe@rcts.org.uk for details.

Stephenson Loco Society

Kidderminster Railway Museum. AGM/Slide Show 'Alpine Electrics' by John New & Roger Hennessy. Starts 14.00. Contact the Secretary on 01242 582152 for further details.

**15th February 2010
Great Central Railway
(Spinkhill)**

The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB. 'Steam Galas on DVD' by Chris Jones. Starts 19.30. Contact Frank Greaves on 01909 473927 for further details.

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

Class 67 No. 67013 leads the 11.23 Wrexham - London Marylebone along the West Coast Main Line at Blisworth on 30th January. The Wrexham services were being diverted due to engineering work. Ken Brunt

RCTS (Merseyside)

The Town Crier, City Road/Station Road, Chester. '1980s A Decade of Change Part 2' by Bob Casselden. Meeting commences at 19.45. Contact geoffrey@tiscali.com for details.

RCTS (Coventry)

Maudslay Hotel, 190 Allesley Old Road, Coventry. 'My Life in Railways' by Dewi Jones. Meeting commences at 19.30.

RCTS (Thames Valley)

West Oxford Democrats Club, 1 North Street, Osney. 'The 1980s - A Decade of Change' by Howard Osiransky. Starts 19.30. Contact murray@lewis@hotmail.co.uk for details.

RCTS (Shenfield)

Shenfield Parish Hall, 80 Hutton Road, Shenfield. 'Here, There and Everywhere' by Andy Grimmett. Meeting commences at 19.30.

RCTS (Wellingborough)

British Rail Sports and Social Club, Broad Green, Wellingborough. 'Network Rail' by Sarah Long. Meeting commences at 14.00.

**16th February 2010
Breconshire Railway
Society**

R.A.F.A.Club, The Struet, Brecon. 'Steam in China' by Derek Short. Meeting starts at 19.30. Members only. Contact Arthur Robinson on 01982 560219 for details and all membership enquiries.

**Monmouthshire
Railway Society**

Room LL1, UWCN, Allt-Yr-Yn Ave, Newport, South Wales. 'Archive Transport Films' by Chris Plaister. Meeting starts at 19.30. Admission: non-members £3.

**Permanent Way
Institution
(Nottingham & Derby)**

Jurys Inn Hotel, Station Street, Nottingham. 'Experiences as an Engineering Writer for Rail Engineer' by Chris Parker. Starts 18.30. Contact the Secretary, Colin Cowey on 01949 837067 for further details.

**Permanent Way
Institution
(West Yorkshire)**

The Pullman Hotel, The Cosmopolitan Hotel, 2 Low Briggate, Leeds LS1 4AE. 'Composites for the Railway Industry' by John Freeman. Start 18.00. Contact Martin Wooff on 07747 160949 for further details.

RCTS (Scunthorpe)

The Star Public House, Rochdale Road, Ashby, Scunthorpe. 'Manchester to Cleethorpes on ex GCR Routes' by Phil Lockwood & Enid Vincent. Meeting starts 19.30.

Stephenson Loco Society

Fox Covert Inn, High Leven, Nr Yarm, Teeside. 'Sir Nigel Gresley, the Man and His Achievements' by Chris Nettleton. Starts 19.30. Contact 01642 321205 for further details.

**Tewkesbury Railway
Society**

YMCA, Church Street, Tewkesbury. 'Part 2 of Steaming Through the 60's' by John Stretton. Meeting commences at 19.45.

**17th February 2010
Aeron Valley Railway
Society**

Prince of Wales Hotel, Aberaeron. 'Canadian Pacific - World's Greatest Transportation System' Meeting commences at 19.30. Contact the Secretary on 01974 298513 for further details.

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

Arup Auditorium, 63 St Thomas Street, Bristol. 'ORR - NR Efficiencies' by Colin Brading. Meeting commences at 18.00. Contact the Secretary, Phil Harrison on 0117 976 5432 or at philip.harrison@arup.com for further details.

**Permanent Way
Institution (Glasgow)**

Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow. 'Elderslie Track Alterations' by Donnie Morris. Meeting commences at 17.30. Contact the Secretary, Jack Scott on 07789 765291 or at jack.scott1@btinternet.com for further details.

Advertising in Railway Herald

We welcome advertisements from any industry, business or organisation connected in some way, shape or form with the railway movement. A rate card is available from our advertising manager. Please email advertising@railwayherald.com for further details. Discounts can be offered on advertising plans covering a longer period and advertisements do not need to appear in consecutive issues. All artwork must be received by mid-day on the Friday, prior to publication on a Monday. Advertising on the Railway Herald website is also available at competitive rates. Please contact our advertising manager for details.

**RCTS(Eastleigh)/Mid
Hants Railway**

Eastleigh Railway Institute, Romsey Road, Eastleigh. 'The Hayling Island Branch' by Peter Keat. Starts 19.45.

**Severn Valley Railway
(South East)**

Wenlock Arms, 26 Wenlock Road, Islington, London N1 7TA. AGM and Railway Films from Dave Baker. Meeting starts at 19.30.

**17th - 22nd February 2010
Locomotive Club of
Great Britain**

Overseas Study Tour - 'Harz Narrow Gauge System'

**18th February 2010
Barrow Hill Engine
Shed Society**

Roundhouse Lecture Theatre, Barrow Hill, Chesterfield. 'Fifty Years of Railway Photography, Part 2' by Les Nixon. Meeting commences at 19.30. Admission £1.50 members, £2 non members. Contact the Secretary at beardspaul@aol.com for further details.

**Gravesend Railway
Enthusiasts Society**

Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 'The Avro Vulcan & The Cold War' by Richard Clarkson. Meeting commences at 19.45. Contact the Secretary, Roger Hart on 01474 833320 for further details.

**Locomotive Club of
Great Britain (Nth West)**

The Parkside Room, St David's Social Centre, 249 Wargrave Road, Newton-le-Willows, WA12 8EW. 'The Wonderful Railways of Paris' by John Sloane. Meeting starts 19.30.

**Marlow & District
Railway Society**

British Red Cross Society, Victoria Road, Marlow. AGM followed by 'Preserved and Modern Traction in Europe from 2005' by Adrian Palmer. Starts 20.00. Non-members £2.

RCTS (North East)

The Scout Building, Widdowfield Street, Darlington. 'American Wanderings' by Gordon Davies. Meeting commences at 19.00. Contact the Secretary at jimbrick@fsmail.net for further details.

RCTS (West Riding)

Saltire Methodist Chapel, Saltire Road, Shipley. 'BR in the North West' by Tom Heavyside. Meeting commences at 19.30. Contact bigmal.w.b.r.ctcs@talk21.com for further details.

**Stephenson Locomotive
Society**

United Reform Church Hall, Mowbray Road, New Barnet, Hertfordshire. 'On and Off the Footplate' by Bill Davies. Meeting commences at 19.30. Contact the Secretary on 0208 368 6200 for further details.

**19th February 2010
Great Western Society
(Taunton)**

Village Hall, Stoke St Mary, Nr Taunton. Group AGM followed by 'Taunton Group Tours' by David Brabner. Contact the Secretary on 01823 334188 for further details.

Purbeck Railway Circle

Catholic Church Hall, Rempstone Road, Swanage. 'Repatriating Coaches to the Swanage Railway' by Steve Doughty. Meeting starts 19.30. Contact Mike Walshaw on 01929 421913 for further details.

Stephenson Loco Society

The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. Centre AGM & Members' Evening. Meeting starts at 19.00. Contact the Secretary on 01434 688946 for further details.

**20th February 2010
Great Western Society
(South West)**

Parish Centre, Church End Road, Kingskerswell, Torbay. Group AGM followed by 'The Early Days of the G.W.S.' by Frank Dumbleton' (DVD presentation). Starts 18.30. Contact 01793 495976 for further details.

**22nd February 2010
RCTS (Maidenhead)**

Cox Green Community Centre, Highfield Lane, Cox Green. 'The History and Development of Railways in France' by Mike Bunn. Starts 19.30.

Magazine Information**Editorial Address:**

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Railway Herald

World News - February 2010



Covering railways around the globe

Railway Herald

World News
February 2010

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All editorial emails should be sent to the editor.

Submissions

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

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FRONT COVER:

A view of Mannheim Depot taken from the footbridge leading from Mannheim station on 28th January. Of note, is DB No. 152 005-5, which is carrying an advertising livery for Claas combined harvesters, having just been detached from a freight in the local yard. **Graham Lightfoot**

REAR COVER:

On 11th June last year, the morning automotive service to Cerbere was rostered for a single Class 69, which failed south of Perpignan. No. 26154 was sent to rescue the train, shown here at Peyrefite running around three hours late. **Peter Lovell**



Numeric nightmare!

The Euro Cargo Rail Class 77s (Canadian Class 66s built for working in France) could be somewhat of a nightmare for the rail enthusiast.

ECR No. 77001, with an air conditioning pod on the roof, is pictured (◀) in Saumur Yard in France. It is one of the few locomotives operating in the country that meets EU requirements on loco numbering and is displaying its full 12 digit number, a challenge for the modern day enthusiast!

Peter Lovell



▲ One of the EWS (now DB Schenker) Class 66 fleet modified for working for Euro Cargo Rail, powers through the light snow at Chamarande, in France with a timber service on 8th January. **Remi Dallot**

Welcome to the *Railway Herald* World News supplement, published with Issue 211.

For almost 12 months, *Railway Herald* has been including occasional world news content within the main magazine. Our recent survey highlighted that around 45% of readers enjoyed browsing or reading the world news pages, but the remainder thought that its should be removed. It has therefore been decided that while World News will continue to feature, given its popularity, it will be moved to a supplement, issued with the appropriate weekly magazine.

We hope you will enjoy the supplement and would call on our worldwide readers and travellers to help, in submitting news, information and images.

New traction motors and electrical rebuild facility for EMD in Mexico

Mexico: Electro-Motive Diesel Inc (EMD) has announced that it is constructing a facility to rebuild traction motors and other electrical equipment in San Luis Potosi in Mexico, an important element in the company's strategy of ensuring high reliability for the entire EMD fleet.

With nearly 24,000 EMD locomotives

in operation throughout North America, the operation will be well positioned to enhance the reliability of the fleet. The city of San Luis Potosi is the capital and most populated city in the state of San Luis Potosi, and lies at the crossroads of distribution, commercialisation and import-export activities between its cities, borders and ports. It is also considered

one of the most important railway centres in Mexico, due both to the number of its rail workshops and the combined length of installed track.

The new EMD facility will occupy over 110,000 square feet, and initial operations will begin in March. At full capacity the facility is expected to employ over 150 people.



▲ Iowa Interstate No. 513 is pictured on its maiden run to Chicago, passing through Downey, Iowa, carrying full Rock Island livery. **Scott Marsh**

Brussels trams in Vancouver

Canada: Bombardier Transportation, in partnership with the City of Vancouver, is providing free streetcar services for Vancouver residents, visitors and athletes during the Vancouver 2010 Olympic and Paralympic Winter Games, the two Flexity vehicles being on loan from the Brussels Transport Company STIB.

Using the existing Downtown Historic Railway, the 100% low-floor modern streetcars will operate on the 1.8km of upgraded rail infrastructure called the Olympic Line, which was officially opened on 21st January, and connects Granville Island, a key entertainment centre for the 2010 Winter Games, and the Olympic and Paralympic Village in Vancouver.

Bombardier will operate and maintain the streetcars before and during the Games for 18 hours a day, 7 days a week until 21st March.

\$8 billion for high speed rail

United States: President Barack Obama has announced that \$8 billion is to be allocated to high-speed rail projects across the country.

The projects will be along current and proposed lines in California, Illinois, Wisconsin, Florida, North Carolina, New York, New Jersey and elsewhere, and will be designed to yield significant benefits to the recipient states and regions. In the short-term, the investment will spur construction, create jobs and boost local transit systems.

In the future, there will be valuable new choices for the travelling

public that will reduce dependence on foreign oil, promote more livable communities and help the nation to become greener. The funding will be through the American Recovery and Reinvestment Act, and will be the largest investment in infrastructure since the Interstate Highway System was created. The nation's first high-speed trains are planned to be operational by 2015, with additional lines opening up by 2020. It is estimated that 54% of Americans would choose high-speed rail over other modes of transportation if fares and travel time were about equal.

▲ A busy scene at the Greenville & Western Railroad yard in Belton, South Carolina, in mid-January. G&W GP38-2 No. 3751 shunts a row of Ethanol tanker cars, while the truck driver waits for the shunting to cease, in order for one of the tanks to be used to continue filling the 'rig'. **Andy Carr**



RFF proposes some branch lines could be de-electrified

FRANCE: Although many secondary and branch lines are being electrified with funding from regional councils, some lightly used electrified branch lines are being considered for de-electrification.

In the Western Pyrenees, RFF (the French equivalent to Network Rail and the SNCF subsidiary charged with managing the network) is proposing that the lines from Bayonne to St Jean Pied de Port and from Pau to

Oloron should be de-electrified and operated by diesel units.

Both of these lines were electrified before the Second World War, and the electrical infrastructure is now life-expired.

▼ A two-coach Z2 unit with a St Jean Pied de Port - Bayonne service arrives at Osses- St Martin Arrossa in September 2009. This was the former junction for the now-closed branch to the nearby village of St Etienne de Bagnorroy. Although the line only operates on a one train - extended siding basis with no signalling from Bayonne, when the photograph was taken the station boasted five through running lines and a small goods yard all carrying overhead line. **Peter Lovell**



No international competition with SNCF says Deutsche Bahn

GERMANY: DB has announced officially that it will not enter into a direct competition with SNCF on the international passenger market.

The company says it has made the decision because the French market has too many 'restrictions', which would not allow DB to make a profit. DB said: "We see almost

no chance to launch (international links) in competition with SNCF. Chances are almost zero, owing to the economic data." The main constraints concern the restrictions

imposed on the number of passengers and the volume of revenues, the increase in the infrastructure access charges and the high price of the necessary rolling stock.



▲ New dual system trainset (EMU) ABe 8/12 'Allegra' No. 3502 of the RhB is on a driver training run on 7th January from Scuol-Tarasp to Zernez, pictured approaching the River Inn, near its destination. In the background, the white pyramid is the 3,410-metre high Piz Linard. The destination of Chiavenna on the front panel is misleading, as there is no connection with the RhB network and there is only the standard gauge station of Trenitalia in the Italian town! **Georg Trüb**

New future for Geneva-based wagon leasor

FRANCE: Starting on 2nd February, Geneva-based company Ermewa, which specialises in the lease of wagons and containers, has been entirely taken over by SNCF.

Before the takeover, SNCF owned 49.6% of Ermewa's capital and has now obtained the rest of the shares from the major stakeholder, IPE

(Investors in Private Equity). The European Commission has recently approved the takeover. Ermewa will be integrated to the logistics division of the French company, SNCF Geodis, and will manage a fleet of 70,000 wagons, compared to the current 21,000. Ermewa also manages a fleet of 40,000 containers. In 2009, the company obtained a turnover of €360 Million.



▲ EMU No. 460 003-7 operated by VRS on the Mittelrheinbahn arrives in Bingen Hbf with a service from Koblenz Hbf to Mainz Hbf on 26th January. **Graham Lightfoot**

Rail benefits from new \$AUS70 billion coal deal

Mining magnate Clive Palmer has secured Australia's biggest export deal, with a \$AUS60 billion agreement to sell coal to China.

The Resourcehouse chairman said the company's proposed China First coalmine and infrastructure project in central Queensland had reached a 20-year agreement with one of China's largest power companies, China Power International Development, to supply 30 million tonnes of coal for \$3.47 billion a year over 20 years.

The coal will be mined from the Galilee Basin region near Alpha, west of Emerald in Central Queensland. Significantly, a private 495-kilometre railway will be built to link the mine with new jetties and ports at Abbott Point, near Bowen.

Freight corridor investment

Another \$55.8 million has been invested in the interstate freight corridor between Brisbane and Melbourne, adding to investments already made that will have enormous potential for both states.

The Australia Rail Track Corp (ARTC) has committed to finish laying more than 100,000 concrete sleepers and upgrading the communications system. There has been increasing success in promoting the new freight route and in ensuring that investment in vital infrastructure is targeted and co-ordinated.

Major route upgrade finished

The final stage of the \$105 million upgrade of the rail link between Melbourne and the South Australian border has been completed.

The Australian Rail Track Corporation completed the final stage of the upgrade of the

dual gauge track between Melbourne and Geelong with new rail and concrete sleepers.

The final stage project involved laying 26,500 sleepers over 8km of track between Tottenham and Newport and 10km of track between Gheringhap and North Geelong.



▲ A Transperth 'B' class 25kV EMU set is shunted for the last time at Midland prior to delivery and entering the Transperth suburban network on 22nd January. The EMU was built in Maryborough, Queensland, by EDi Rail/ Bombardier Transportation.

► ARG No. AC4303 takes a freight through Midland, in the eastern suburbs of Perth, on its journey from Kalgoorlie to Forrestfield Yard on 22nd January.

Both: Colin Gildersleve



United Group to supply 15 diesel locomotives to Queensland Rail

UGL Limited has announced that it has a new contract to supply 15 C44ACHi locomotives and 160 freight wagons for the coal haulage expansion of Queensland Railways (QR) in the Hunter Valley.

Work has already commenced on the projects with delivery of the first locomotives scheduled in December this year, and the

freight wagons from April. UGL has been a partner with QR on manufacturing and maintenance projects for over 20 years and this new project strengthens the relationship.

UGL Managing Director and CEO, Richard Leupen said: "The growth in the Australian coal market bodes well for UGL, and the group is well placed to benefit from increasing

investment on capital equipment and infrastructure as producers look to increase production to meet growing demand from local and international customers. UGL is about to complete a locomotive build program for QR and this latest contract reflects the group's status as a trusted longer-term supplier to QR. It also further cements UGL's position

as one of Australia's leading manufacturers and suppliers of rolling stock. UGL's work in hand in the rail sector is at near record levels. Since November 2009, the group has secured almost \$460 million of new rail manufacturing, maintenance and infrastructure projects, and is pursuing a number of growth opportunities both in Australia and overseas".

