# The Railway Herald

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## Front Cover

***A wonderful recreation of an East Anglian branch service, 'J15' 0-6-0 No. 65462 hurries past Defford Straight on the Gloucestershire Warwickshire Railway, during a Steam Team charter on 17th November.* John Stretton**

## Rear Cover

***With a bogie change and minor repair work being due on Corus Class 20 No. 82 (ex-TOPS No. 20066) which needed to be carried out at Barrow Hill, classmate No. 20096 from HNRC substituted for several days. The loco is pictured between duties outside the traffic office within the Corus Plant at Scunthorpe on 15th November. It should be noted that the site is a private, operational steelworks.* Rob Harkness (with permission)**

## Submissions

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

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

## Website

Our website contains all the back issues of the magazine together with a host of new features which will be online soon!

**www.railwayherald.co.uk**

## National Rail Timetable

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

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

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

# Newsdesk

▲ ***Class 66/0 No. 66115 departs from Oxcroft Disposal Point with the 11.30 service to Cottam Power Station on 21st November. This was the second train of the new short term coal flow.***

## Coal traffic returns to Oxcroft Disposal Point

**Report and picture by Chris Booth**

**On 20th November, Oxcroft Disposal Point saw its first train in well over a year, as a contract to move approximately 15,000 tons of recently 'discovered' coal commenced.**

The coal is apparently in the stocking ground beneath a covering layer of soil. After testing, it was found to be in excellent condition and usable in power station furnaces, hence the new movement. The contract is expected to last for around three weeks.

The first train was the 07.03 Worksop to Oxcroft, running round at Woodhouse and Barrow Hill, worked by Class 66 No, 66186. The train comprised 39 HAAs as Oxcroft cannot deal with the larger, newer, HTA bogie wagons. At the terminal the train was pad loaded by the use of two mechanical shovels, as opposed to the bunker loading that used to happen at the site. The plan was then to split the train into two to load two halves separately and depart at 11.30 to Cottam Power Station. Unfortunately, this did not go to plan as a broken rail was discovered which caused a long delay, followed by a plant breakdown, resulting in a 16.00 departure.

Due to vandalism and the theft of a large amount of signalling equipment on the line from Hall Lane Junction to Seymour Junction and Oxcroft, Network Rail has introduced a special method of working by pilotman, from Barrow Hill. All the points have been 'clamped' and signalling suspended. Trains will run from Barrow Hill to Summit Junction on the single line, then right road to Hall Lane Junction, crossing over at Hall Lane to run 'wrong road' all the way to Seymour Junction, where the vandalised shell of the signalbox remains, before crossing over on to the Oxcroft Branch.

The branch is likely to be mothballed again following the cessession of this contract.

## Vandals risk injury and leave tractor on railway

**British Transport Police are appealing for witnesses after a tractor was stolen, driven onto railway lines and abandoned after hitting live overhead wires.**

The tractor was abandoned on the line between Hattersley and Godley stations in Greater Manchester last weekend and it was only thanks to a resident who raised the alarm about the incident that what could have been a serious accident was prevented.

According to news reports, the resident concerned went to investigate when she heard an engine being revved loudly followed by a loud bang as the vehicle hit the overhead wires on the suburban route.


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# *Royal Anglian Regiment* commemorated by 'one'

**Class 90 No. 90012 was named *Royal Anglian Regiment* at London Liverpool Street on 22nd November in recognition of the homecoming of the 1st Battalion of the Regiment from their tour-of-duty in Afghanistan.**

Families and personnel from the Battalion were the first to travel on a train powered by the locomotive when they were given complimentary tickets to Norwich for the Battalion's Homecoming Parade later the same day. The cast nameplates were restored from the original ones fitted to Class 86/2 No. 86246 and unveiled at Liverpool Street by the Queen Mother in 1985.

▲ ***Immaculate Class 90 No 90012* Royal Anglian Regiment *is about to depart from Liverpool Street with the 10.30 service to Norwich on 22nd November, following its naming ceremony***

▶ **Royal Anglian Regiment *personnel beside the nameplate on Class 90 No 90012, prior to the locomotive departing with a 'one' railway service to Norwich.***
**Both: Brian Morrison**

# Stored 'Grids' move to Long Marston

***Class 33 'Crompton' No. 33103 passes Catholme with a Chaddesden to Long Marston working conveying long-withdrawn Class 56s Nos. 56011 and 56021, four derelict Mk2 coaches and five additional Mk2 vehicles, thought to be present for brake force. All of the stock was removed from its previous storage ground at Coalville the previous week to Derby Chaddleston sidings, where this train originated.*** **Bob Gibson**

▶ Following the flooding resulting from the tidal swell in East Anglia on 12th November, the railway line from Norwich to Lowestoft continued to be affected, with a bus replacement service in operation for several days. One-third of a mile of track was severely damaged and engineers were working to repair embankments and the track where ballast was washed away, leaving large holes under the line.

▶ A group of residents in Portishead are campaigning to have a rail link to Bristol reinstated. According to local paper reports, developers around the proposed station site have already set land and a significant sum of money aside for the project, which, if successful, would see 3.5 miles of line relayed to connect with the national network at Ashton. The Portishead Railway Group is currently trying to ascertain the true costs of reinstating the link, which does feature in the North Somerset Local Plan. Passenger services on the original line ceased in 1964, although freight continued until 1981 when the route closed completely.

▶ Freight and passenger services through Ipswich were severely disrupted on the evening of 22nd November, after an unidentified substance began leaking from a 20ft container in Ipswich Yard. Local fire and police attended the scene, but the substance was later discovered to be non-hazardous liquid latex. The container is to be returned to Felixstowe to be dealt with.

▶ The possibility of an additional station for Newport, served by Ebbw Vale services, is being investigated. If the project is to proceed, the station will be close to the town centre and could also serve the proposed district hospital.

▶ London and Continental Railways, which owns the UK's stake in high-speed operator Eurostar and the newly opened High Speed 1, is to be split into three and sold off. The new companies would be a rail division (covering High Speed 1), a property division and Eurostar.

▶ The Department for Transport has awarded almost £3 million over the next three years as part of the Rail Environmental Benefits Procurement Scheme, providing funding, for carrying freight by rail that would otherwise be carried by road. EWS, Fastline Freight, Freightliner, First GBRf and provisionally Victa Westlink are the recipients.

▶ The ticket office at Guide Bridge station has now been reopened at a cost of £150,000, following a suspected arson attack last year. First opened in November 1841, the station now has a brand new building incorporating a ticketing facility, passenger waiting area, heating and staff accommodation.

▶ GNER's Fast Ticket machines provide users with an easy and quick way to buy tickets to any UK station in English, French, German or Spanish languages. Polish and Italian have also now been added to the choices available.

▶ Passengers using Derby station will be pleased to know that the complex is at last to be rebuilt, having been wrapped in ugly plastic hoardings since 2005. Over the next 18 months, Network Rail is to embark on an £18 million project to dismantle and rebuild the platform canopies. The project will include new lifts to improve accessibility for less mobile passengers. Preliminary work will take place over the Christmas period and the work starts in earnest in February, continuing until June 2009. While the station will remain open, certain platforms will have to be closed at different points throughout the project and there will be some changes to timetabled train services, particularly at weekends.

▼ Brian Morrison

# Ebbsfleet International opens to services

**Eurostar began services from Ebbsfleet International on 19th November, the first departure being the 05.38 for Paris Nord, due to arrive in the French capital before 09.00 local time and enabling business travellers to undertake a full day's work.**

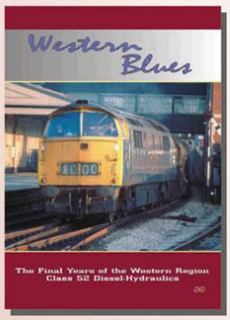
The station is placed just off Junction 2 of the M25, close to Dartford crossing and Bluewater shopping centre, where the Eurostar shop has now topped sales of £500,000 in the six months since it opened there. Until the end of November, Bluewater shoppers can take advantage of a 2-for-1 deal to book travel from either Ebbsfleet International or Ashford International stations. Standard return fares start from £59 return.

The station has 2,500 parking spaces within a five-minute walk of the check-in gates, with a charge of £11.50 a day; not cheap but less expensive than London's main airports. Business Premier ticket holders and members of Eurostar's Carte Blanche frequent traveller scheme can park free for up to four days. In addition, the station offers Avis car rental, regulated taxis and covered bicycle parking, and will soon have valet parking and car wash services. Passengers can also reach the station via public transport, obtaining free travel on both Southeastern train services and the local Fastrack bus service by producing proof of ticket purchase and identity.

The same arrangements apply for Eurostar travellers using Ashford International. Check-in times are just 30 minutes, and only 10 minutes for Business Premier travellers. There is a frequency at Ebbsfleet of seven services a day to Paris, five to Brussels, and four stops at Lille. Journey times are 1hr 10min to Lille, 1hr 41min to Brussels and 2hr 05min to Paris, all 10 minutes less than from St Pancras International.

Eurostar has also announced that it is spending a further £750,000 on improving facilities at Ashford International, with the footbridge linking the car park and new check-in gates within the station being fully refurbished. The CCTV system in the station and car park has already been renewed.


LATEST RELEASES FROM GLOBE VIDEO FILMS




WESTERN BLUES

30 years have elapsed since the demise of the famous 'Western' class diesels in service with British Rail, and we commemorate this anniversary with a very special programme looking at their final four years in traffic.

The programme is divided into four chapters each dedicated to the years from 1974-1977, and with 50 different locomotives appearing in the programme, we get the chance to see most of our favourites in action once more. The programme also features many of the special trains operating in that period with D1010, D1013, D1023, D1051, D1052 all appearing on railtour duties.

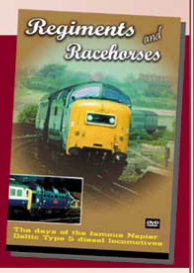
Other highlights include: Double headed over Dainton; The summers of 1974 & 1975 at Dawlish; Reading platform scenes; and a ride behind Western Ambassador!

*Guaranteed to bring back glorious memories from that wonderful era!*

GVF137 - Running time approx 62 min. Due for release November.

DVD £19.95 inc P&P

REGIMENTS AND RACEHORSES




Let us take you back to the glorious 1970s and beyond with this production featuring all 22 of the production Class 55 'Deltics'.

Not only that, but the programme also includes views of the Prototype DELTIC in action and even 'Baby Deltics' on suburban workings at Finsbury Park and Hornsey. Locations include, Kings Cross in 1978, 1980 & 1981, Peterborough 1963 & 1981, Doncaster, Hull, Leeds, Newcastle, Carlisle and Edinburgh and many others.

Highlights include Class 55s Nos. 55012 and 55018 on the now closed Selby route, D9003 unnamed, diversions via Carlisle, *Meld* on an Aberdeen service in 1980 and a ride behind 55009 *Alycidon* on the 14.03 Kings Cross–York on December 21st, 1981. Includes a special look at 'Deltic' Railtours from 1975 to 1981.

DVD £17.95 inc P&P GVF136 - Running time approx 62 minutes

DRAWING THE JUICE

No less than 15 classes spanning almost 50 years of electric traction in the UK.

Highlights include 71s on the 'Golden Arrow train', 76s & 77s at Sheffield Victoria & Manchester London Road, including all 7 EM2s, 73s on rare workings, early days of the AC electrics, the sole Class 89 and 91s on test. Liveries featured range from BR Black, Electric Blue & SR Malchanite Green to VXC, GNER and Freightliner

DVD £19.95 Inc P&P GVF126 - Running Time 91 minutes

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# New freight services plan unveiled for increasing Channel Tunnel freight traffic as EWS buys Grangemouth terminal!

**English Welsh & Scottish Railway Holdings Limited (EWS) has announced what it describes as "one of the biggest revolutions in cross-border rail freight" with the aim of providing long-term growth in cross-channel rail freight traffic.**

A new network of European intermodal rail freight services operated by EWS subsidiary, Euro Cargo Rail, will be launched from January 2008 connecting key European hubs with Britain taking full advantage of the Channel Tunnel "open access" regime announced in October. For the first time Euro Cargo Rail will take full accountability for reliable, integrated rail services with improved transit times and a reduction in operating complexity.

During 2008, services will be rolled out to connect Belgium, Germany, Italy, France, Spain and Switzerland with the key UK economic regions of the Midlands, North West England and Scotland.

The initial launch plan includes a Brussels to Daventry service three times per week from January next year, a Duisburg to Manchester six times per week from February and a Milan to Manchester five times per week from March.

The company says the newly announced intermodal services will offer customers the benefits of lower costs, security, reliability, capacity and safety. Importantly, they will also provide customers with significant reductions in $CO^2$ emissions compared with road haulage, and will reduce the number of foreign registered lorries travelling on UK roads.

The plans will revitalise Channel Tunnel intermodal rail freight and allow for significant modal shift from road to rail.

All new services through the Channel Tunnel will be marketed and operated under the Euro Cargo Rail banner.

### Grangemouth purchase

In a separate, but related announcement, EWS has acquired the intermodal rail freight terminal at Grangemouth, Scotland from European logistics firm TDG plc.

The acquisition and new intermodal rail freight services from Scotland will improve connectivity with Europe. Scotland lost its rail freight services to Europe during the Channel Tunnel 'asylum seeker crisis'. There then followed a period of instability that was resolved by the recent Eurotunnel announcement in October 2007 of a new 'open access' regime for Channel Tunnel rail freight.

With the associated announcement of new European services by Euro Cargo Rail, Scotland will once again be connected to Europe via the Channel Tunnel.

To cater for this expansion, EWS has the TDG intermodal rail freight terminal at Grangemouth, which is an adjacent, but completely separate terminal to The Malcolm Group site used extensively by DRS. The ex-TDG terminal will serve Scottish customers, particularly those based in Aberdeen, Central and Eastern Scotland, and EWS says it will complement the existing Channel Tunnel rail freight terminal at Mossend Eurocentral.

EWS says its plans and new services from Scotland and other parts of the UK will double Channel Tunnel rail freight volumes to over two million tonnes per annum by the end of 2008.

▼ ***Class 92 No. 92030 Ashford passes Cathiron with an intermodal service from Manchester Trafford Park. With the new programme of services announced by EWS, sights such as this both on the West Coast Main Line and through the Channel Tunnel should become more frequent.*** **Jamie Squibbs**

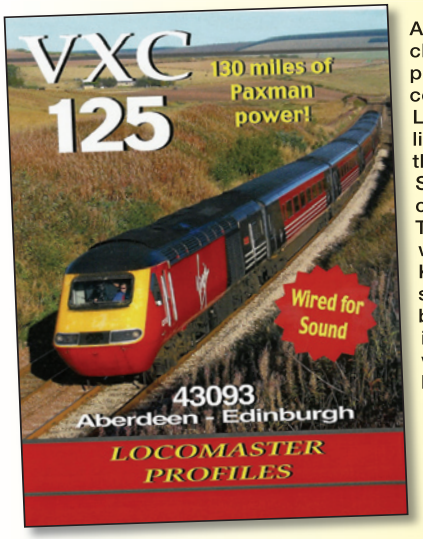
*Announcing the latest Locomaster 'Wired for Sound' DVD's…*

DVD

**VXC 125**

***43 093 : Aberdeen-Edinburgh***

*Enjoy what is fast becoming the nostalgic sound of a Paxman-engined HST in this **'Wired for Sound'** cab ride. Filmed on board power car 43 093 Lady in Red, this programme features the delightful journey along the east coast of Scotland from Aberdeen to Edinburgh. The train is Virgin CrossCountry's 08.55 Aberdeen-Penzance and the journey was filmed in September 2003 – days before Voyager DMU's were introduced onto the service.*




After setting off from Aberdeen in glorious sunshine, the train climbs its way south through the Grampian countryside before pausing for the first of ten stops stop at Stonehaven. The journey continues uphill again through Carmont before dropping through Laurencekirk to Montrose. After crossing South Esk viaduct the line climbs to Lunan before reaching Arbroath. The passing of the golf links at Carnoustie is followed by the descent into Dock Street tunnel and the arrival in Dundee station. On leaving the city, the HST crosses the spectacular two-and-a-quarter mile long Tay Bridge. More stops follow at Leuchars and Markinch after which the train traverses the scenic half of the Fife Circle through Kinghorn, Burntisland and Dalgety Bay. After Inverkeithing is the short sharp climb up to North Queensferry and that's followed by the crossing of the awe inspiring Forth Bridge. Full power is resumed at Dalmeny as the HST speeds towards Edinburgh where the programme concludes at Waverley station. Four years later, both VXC and their 125 fleet are now part of railway history.

***'VXC 125' has a running time of 110 minutes and is scheduled for release on DVD in early December 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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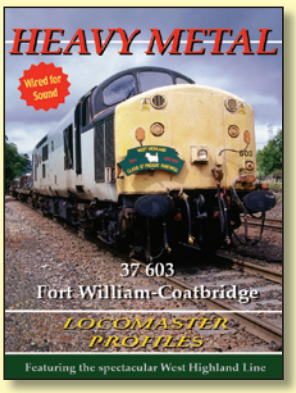


A *'Wired for Sound'* cab-ride from Fort William to Coatbridge on Freightliner's now ceased 7D54 aluminium ingots. Filmed from the cab of 37 603 in June 2001 it features some serious 'Tractor' thrash over the spectacular West Highland Line. **This 110 minute DVD is priced at £19.95.**

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# Government issues ITT for Intercity Express programme

**The Department for Transport has issued an Invitation to Tender (ITT) for the Intercity Express Programme (IEP) to the three consortiums that have been short-listed for the project, Alstom-Barclays Rail Group, Express Rail Alliance (comprising Bombardier, Siemens, Angel Trains and Babcock & Brown) and Hitachi Europe Ltd.**

The three companies have been asked to start designing a fleet of new inter-city trains, both diesel and electric and hybrid, that will be lighter, 'greener' and carry up to 70% more passengers. The first is scheduled to start trials in 2012, and a fleet of the chosen design will then begin to replace the existing Class 43 HSTs from 2015. In the first phase, they will be introduced on the East Coast and Great Western main lines.

The three bidders will decide how many carriages they need to supply to provide the service the Government is asking for, and indications are that this may be around 850 in the first phase, possibly rising to around 1,500 if options to extend IEP to other routes are taken up.

The Government's specification for the new trains demands that they meet environmental challenges by improving energy efficiency. The new electric trains are required to be up to 37% (and at least 31%) more energy efficient than any trains they replace and for the self-powered trains, there is a requirement of improved energy efficiency of up to 35%, with a minimum of 17%.

As well as the increased capacity on board, the trains will allow operators to run longer and more frequent services. Combined, this will see an increase of between 15 and 70% more seats on the initial routes.

The motive power must be lighter in order to help increase energy efficiency and reduce wear and tear on tracks, but needs to meet all present and future safety standards. They must also have the flexibility to operate on inter-urban and commuter routes, as well as long-distance journeys and be adaptable enough for different train operators to fit them out according to their needs.

Proposals are to be received from bidders in summer next year, and the award of the contract will be made in winter 2008/09.

# FGW gain Silverlink Class 150 DMUs

▲ *First Great Western has gained two Class 150/1 DMUs, Nos. 150121 and 150127, from the ex-Silverlink franchise, the latter of which is pictured at St. Philips Marsh depot at Bristol on 22nd November. Following a decision by the Department for Transport, eight unrefurbished Class 158s have been transferred to Northern Rail, the company gaining 11 Class 142s instead - two of which, Nos. 142001 and 142064, are already with FGW, although not yet in traffic. These will work Exmouth-Exeter-Barnstaple services, releasing Class 158s, which will move to Bristol to cover for the sets which have been transferred to the North of England. The two Class 150 units are additional sets and will be used on Central West Country services around Bristol.* **Chris Perkins**

# London Underground unveils plans for newly acquired stations

**Three former Silverlink Metro stations, Kensal Green, Stonebridge Park and Wembley Central, now under the control of London Underground, are to undergo a major improvements programme.**

The move, which took place on 11th November, means that these stations, now served by both London Underground and London Overground trains, have passed to the public sector, along with staff previously employed by Silverlink Metro.

The stations will be staffed at all times while trains are running, they will be deep cleaned and have improved lighting, along with CCTV and Help Points in the slightly longer term as stations are refurbished.

The stations which have come under London Underground control are Queen's Park to Harrow & Wealdstone on the Bakerloo line, excluding Willesden Junction, Kew Gardens and Gunnersbury on the District line, and the ex-Silverlink platforms at Blackhorse Road, Highbury & Islington and West Brompton.

Despite the transfer of control at these locations, the structures and infrastructure will remain the responsibility of Network Rail which retains ownership of the stations.

# Milestone for Ratcliffe

**Ratcliffe-on-Soar Power Station in Nottinghamshire, operated by E.ON, has reached a major operational milestone as the first 2,000 megawarr UK coal-fired plant to run for 1,000,000 hours - which is equivalent to more than 28 years of continuous generation. The record being attained at 00.26 on 15th November.**

Ratcliffe-on-Soar was one of the first of eight major new power stations constructed during the late 1960's, It was officially commissioned in December 1967 and marked 40 years of operational excellence earlier this year with a special celebration.

# New control centre for Thameslink opened

**First Capital Connect has launched a new Service Delivery Centre (SDC) at Croydon to provide an improved train service for its Thameslink route customers.**

The new facility works in partnership with First Capital Connect's other SDC for the Thameslink route, which is based at West Hampstead. Responsibility for the route has been split, with Croydon overseeing the south section and West Hampstead overseeing the north.

The new Croydon SDC brings together the controls of Network Rail, First Capital Connect and Southern Railway all under one roof and is intended to ensure a greater focus and attention on the service. The new SDC went live on 3rd November and is located on the operating floor at Network Rail's Carolyn House Integrated Control Centre.

Other improvements put into place to enhance performance on the Thameslink route include the opening of new sidings at Cricklewood, which is centrally located on the Thameslink route to ensure that trains are in the right place at the right time so that services can be strengthened and the number of late-running trains reduced, and working closely with Network Rail to identify key issues across the route where infrastructure enhancements will improve performance.

Additionally, the company has launched 'Destination 90', a joint project with Network Rail, to ensure performance on Thameslink services is consistently at 90% or above.

First Capital Connect has also introduced 'hot spares' (which is a spare train and driver ready to go into traffic at any time) where possible at Brighton and Moorgate, outside of peak hours, to help with the recovery of the service during times of disruption.

▲ *The unique Victa Westlink Rail Class 47/4 No. 47832 leads a combination of DRS Mk2 and Mk3 stock, with vehicles from Cotswold Rail's Blue Pullman rake past South Moreton, near Didcot, on the Great Western Main Line, while working Hertfordshire Rail Tours' Stevenage to Oxford charter. On the rear of the train was DRS Class 47/4 No. 47802.* **Neil Walkling**

## UK Steam & Modern Traction Railtour Listings

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

### 24th November

| | | | |
|---|---|---|---|
| Hertfordshire (Pullman) | 2xRiveria Cl47 | London Paddington-Slough-Reading-Ludlow and return | |
| Kingfisher Railtours | tbc | (Coventry-)Willesden-Folkestone Harbour | **Postponed** |
| Past Time Rail | 6201 | (London Euston-Coventry-Bham Int-Wolves-Stafford-Preston)-Preston-Shap-Carlisle (rev)-Shap-Preston (and return) | |
| Past Time Rail | 2xEWS Cl 67 | Taunton-Bristol TM-Bristol Pky-Cheltenham Spa-York and return | |
| Pathfinder Tours | 2xMR Cl31 | Cardiff Central-Barrow Docks and return | **Postponed** |
| Railway Touring Company | 60019 | London Victoria-Guildford-Reading-Bath-Bristol TM | **Cancelled** |
| Steam Dreams | 60009 & 50049 | (London KX-Peterborough-York) York-London KX | |
| Steamy Affairs | 2xCR Cl47 | Ashford-Tonbridge-Bromley Sth-Kensington Olympia-York & return | |
| Vintage Trains | Cl.50 | Tyseley WR-Startford upon Avon-London and return | **Cancelled** |
| Vintage Trains | 4965 | Tyseley Warwick Road-Wolverhampton-Crewe-Chester and return. | |

### 29th November

| | | | |
|---|---|---|---|
| Hertfordshire (Pullman) | tbc | London KX-Potters bar-Stevenage-York and return | |
| Past Time Rail | 34067 | Haywards Heath-Chichester-Bath Spa-Bristol TM | **Postponed** |

### 1st December

| | | | |
|---|---|---|---|
| Heartland Rail | CR Class 47 | Bristol TM-Bristol Parkway-Yate-Cheltenham Spa-York and return | |
| Hertfordshire (Pullman) | 2xClass 47 | Tonbridge-Bromley South-Clapham Jn-Worcester Shrub Hill & rtn | |
| Kingfisher Railtours | EWS Class 67 | Redhill-Clapham Junction-York and return | **Cancelled** |
| Kingfisher Railtours | 34067 | (Coventry-Ealing Broadway)-Folkestone Harbour | **Postponed** |
| NENTA Traintours | tbc | Norwich-Ipswich-Ely-York-Keighley-Skipton and return | |
| Pathfinder Tours | 2xEWS Cl 37 | Swindon-Severn Tunnel Jct-Hereford-Shrewsbury-Carnforth-Skipton-Keighley-Leeds and return | |
| Railtourer | 2xWCRC Cl47 | Scarborough-York-Leeds-Doncaster-Sheffield-Bath Spa and return | |
| Railway Touring Company | 60019 | London KX-Potters Bar-Stevenage-Peterborough-York and return | |
| Steam Dreams | 60009 | London Victoria-Clapham Junction-Bath-Bristol TM and return | |
| Vintage Trains | 4965 | Tyseley WR-Tamworth-Derby-Chesterfield-Pontefract-York & rtn | |

### 2nd December

| | | | |
|---|---|---|---|
| Railway Touring Company | 6024 | London Paddington-Kemble-Worcester Shrub Hill | **Cancelled** |
| Vintage Trains | 4965 | Tyseley Warwick Road-Melton Mowbray and return | **Cancelled** |

### 4th December

| | | |
|---|---|---|
| Hertfordshire (Pullman) | 2xClass 47 | Redhill-Kensington Olympia-Bath Spa-Bristol TM and return |

**Key to tour listings:**

**BLACK** Charters expected to operate as booked.
**GREEN** Tours postponed to a future date by the operator
**MM** Merrymaker from Hertfordshire Rail Tours
RED Tours cancelled by the operator
**WCRC** West Coast Railway Company
**BLUE** Provisional excursion

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

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

## Useful Weblinks

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

## The Week Ahead

**With Christmas now looming, the various festive fairs and markets are a big attraction, especially for the railtour operators.**

The St. Nicholas Fayre Christmas Market at York is a major event on 1st December, attracting no less than four charters of which two are steam-hauled. Railway Touring Company is no doubt very hopeful that at last LNER 'A4' Pacific No. 60019 *Bittern* will finally make its revenue-earning mainline return as it is scheduled to operate both ways between King's Cross and York with the 'White Rose' charter. If ever a cloud had a silver lining, it is that the various delays have conspired to ensure the mainline return of *Bittern* is on home territory, the East Coast Main Line!

Also due into York is Vintage Trains, with GWR 'Hall' No. 4965 *Rood Ashton Hall* in charge throughout from Tyseley via Derby and Chesterfield. Class 47 haulage is the likely traction on the other excursions, for Heartland from Bristol Temple Meads and NENTA Traintours from Norwich, with the latter going forward to Keighley and Skipton. Hertfordshire also head for York on 29th November from King's Cross, while on 1st December the company work through to Worcester Shrub Hill from Tonbridge, probably now with DRS Class 47s.

Pathfinder head for Leeds from Swindon via the Severn Tunnel with a pair of EWS Class 37s. The route is via the 'North & West' to Shrewsbury, then via Crewe and the West Coast Main Line to Carnforth, where the tour diverges onto the highly scenic 'Little North Western' through Wennington, Bentham and Giggleswick to set down at Skipton and Keighley as well as Leeds. Meanwhile, Railtourer is bound for Bath Spa from Scarborough, picking up at Seamer, Malton, York, Leeds, Wakefield, Doncaster and Sheffield.

The final steam excursion in action on 1st December is LNER 'A4' Pacific No. 60009 *Union of South Africa* for Steam Dreams from London Victoria to Bath Spa and Bristol Temple Meads. The route outwards is via Ascot and Reading and then along the Berks and Hants through Newbury and Westbury. Later, the return is more direct through Chippenham and Swindon before diverging back onto the Southern metals at Reading.

▶ Spitfire Railtours has announced their second tour, featuring two DRS Class 37s from Birmingham New Street to Carlisle on 1st March 2008. The tour is routed via Crewe and Manchester Piccadilly, before leaving the WCML at Carnforth for a northbound trip along the Cumbrian Coast to Carlisle. The return is via Shap. Plans for a tour with No. 55022 *Royal Scots Grey* in February have not materialised, although there are plans to use the 'Deltic' at some point later in the year.

▶ Hull-based Railtourer expands its charter programme next year with a weekend trip to Fort William, which includes a return steam-hauled working to Mallaig on 17th May, which is the day before West Coast's 'Jacobite' season gets underway. The train is unusual in that it has two portions, one from Peterborough that picks up at principal east-coast stations to York, and the other from Scarborough, picking up at Seamer and Malton to York where the train combines and proceeds via Edinburgh to Fort William.

▶ Having lost its 17th November working to Portsmouth because No. 60019 *Bittern* was not ready, Railway Touring Company has been forced to cancel its 24th November charter from East Croydon to Bristol due to pathing and resourcing issues. The irony is that *Bittern*, for so long the no-show of the charter movement, is sitting at Alton on the Mid-Hants Railway all certified and ready to go! Its next train is RTC's 'The White Rose' on 1st December.

# Folkestone Harbour branch closure imminent?

**Network Rail is understood to be in 'consultation' with EWS concerning the cessation of traffic along the steeply graded branch from Folkestone East to Folkestone Harbour.**

EWS is the only operator that uses the branch, either with VSOE British Pullman workings or charters such as Kingfisher's 'Golden Arrow' trains. Although Kingfisher does have two further 'Golden Arrow' charters booked for April 2008 in its current programme. It was believed that the company's 1st December working would have been the last passenger train on the branch had it run. That trip is now re-dated for 16th January, so at least the branch should see one train in 2008.

Clarification of the status of the April tours is awaited. No one from EWS was available for comment as *Railway Herald* went to press, however, if closure is the decision, then a formal closure notice will have to be issued.

Speculation concerning the future of the branch has been a feature over recent years, and indeed some 'last ever' trains ran several years ago! Since then, the only regular workings have been VSOE's British Pullman trains, the last of which is rumoured to have run down the branch to the Harbour on 15th November.

Plans to redevelop the harbour area in Folkestone were announced some time ago, with the developer looking to create a high profile marina where the harbour basin is now situated. Indeed plans submitted show that the viaduct, which carries the branch over the harbour basin to the station, as being demolished.

▲ *A sight that could be the last. VSOE's 'British Pullman' working on 15th November stands at Folkestone Harbour station after arrival from London. If current rumours are true, then this could be one of the last workings of the train into the station.* **Mark Goodspeed**

# *Tangmere* delay hits railtour operators

**The task of re-tubing SR Battle of Britain Pacific No. 34067 *Tangmere* at Carnforth is taking longer than expected and as a consequence two forthcoming tours have been postponed.**

Past Time's 'The Christmas Great Western' from Haywards Heath to Bristol will now operate on 9th February next year, and Kingfishers 'Golden Arrow' booked for Folkestone Harbour on 1st December is re-scheduled for 19th January, and will now return via Dover and Folkestone instead of the originally advertised route.

This also means that there should be at least one train down the branch to Folkestone Harbour in 2008 (see separate story).

The next scheduled working for *Tangmere* is for Steam Dreams on 13th December to Canterbury and Folkestone.

▼ *Ex-Southern Railway Merchant Navy Pacific No. 35028* **Clan Line** *powers through Swanley on 17th November with a Kent luncheon British Pullman trip, complete with Golden Arrow insignia and flags!* **Peter Starks**

▲ *Class 52 'Western' No. D1015* Western Champion *hauls Colas Rail Class 47/7 No. 47727* Rebecca, *together with various items of track machinery near Warminster on the 11.00 Eastleigh-Westbury working. The '47' and one of the tampers was returning to Cornwall after a private event at Eastleigh, for which it had been specially washed following several weeks on RHTT duties. The 'Western', which was hauled by the Class 47 from Westbury, was destined for Plymouth Laira depot for tyre-turning.* **Mark Few**

▼ *With the company's Class 47/7 No. 47727* Rebecca *temporarily returned to Eastleigh for an private event, Colas Rail hired Riviera Trains Class 47/4 No. 47805* Talisman. *The blue-liveried Type 4 awaits departure from Newton Abbott with the 23.21 Par to Par via Newton Abbot, shortly before 01.15 on 22nd November, after reversal.* **Nathan Williamson**

▲ *On 10th November, EWS Class 66/0 No. 66196 powers past the 'classic' location of Fairwood Junction, with the Westbury White Horse visible in the background, working one of several permanent way 'extra' services running from Westbury to Exeter for work taking place on the South Devon main line over the weekend of 10th/11th November.*

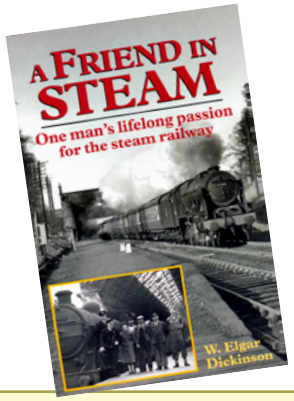
▼ *Freightliner Intermodal services around Warminster are not the most common sight in Wiltshire. However, on 10th November, Class 66/5 No. 66594* **NYK Spirit of Kyoto** *was employed on the 05.29 Liverpool Garston to Southampton service, diverted due to engineering work between Basingstoke and Winchester. The train approaches the A350, just north of Warminster.* **Both: Glen Batten**

▲ *For one week only, the Inverness RHTT train worked to Perth via Aberdeen in both directions, rather than its booked circular run. On 15th November, the train approaches Carnoustie with DRS Class 66/4 No. 66429 leading and classmate No. 66423 on the rear.*

▼ *Overnight on 20th November, the north-east of Scotland played host to its first Class 60 in just over a year when No. 60100* Pride of Acton *worked a Millerhill to Huntly train of ballast side tipplers. The return empties worked south in daylight to Millerhill Yard on 21st November. As well as being only the third recorded working of a Class 60 to Aberdeen in the 21st Century, the train is believed to be the first-ever working of a member of the class on the Aberdeen to Inverness line. On 21st November, No. 60100 heads south through Golf Street, Carnoustie, in abysmal weather.* **Both: Jim Ramsey**

**We aim to make the product reviews section of the magazine a regular feature for the benefit of readers, covering a wide variety of products from books and DVDs to railway-based computer simulations and audio CDs.**

Products for inclusion within this section, should be sent to the editorial address or contact the editor (via email on editor@railwayherald.co.uk or phone 0844 870 0735) for further details.




**Author:** W. Elgar Dickinson
**Publisher:** Silverlink Publishing, Ringstead Road, Great Addington, Kettering. Northamptonshire. NN14 1BW
**ISBN:** 978 1 985794 290 3
**Number of pages:** 384
**Price:** £9.99

## A Friend In Steam

**You have most likely seen and/or read previous memoirs from railwaymen, but this one is different. Why? Both in size and layout it more closely resembles a novel than the standard railway fare.**

It would not look out of place next to the latest blockbuster and this is wholly appropriate as the author's style is equally novelistic. There is another difference as well to the accepted genre, as he did not work for the railways, except holiday jobs carriage cleaning and the like, but he has had a lifelong passion for steam locomotives and train watching.

His writing is delightful, transporting the reader to a long-passed but strongly and affectionately remembered era, when steam was still king. His words paint wonderful pictures, from the earliest days as a three-year old by the Great Central Railway in Leicester to the very end of the book. His turn of phrase is both erudite and entertaining.... "...the walk to the mysterious mouths of Glenfield Tunnel when steam wheezing engines seem to squeeze their bodies from an impossibly tight, brick tube.", "...that lunch-hour was genial and relaxed, helped by George and his domino set.", "Back in Fort William we lunched late (3.00 p.m.) on a rock cake (courtesy of BR concrete-mixers) and a mug of tea."... and so on.

Dip in anywhere throughout this tome and he leads you by the hand through his landscape, sustaining your appetite with word pictures and gentle humour. 384 pages that defy you to stop reading! To accompany the text, one is treated to a superb collection of his photographs, from No. 58073, the Leicester Midland carriage pilot in 1950, to the early 1960s. Without exception, they are very fine examples of the art, with most eschewing front 3/4 views of big green engines, rather expertly portraying the working railway and some of the distinctly ancient motive power still in service in the 1950s.

An excellent read for any time and one that should be on every railway enthusiast's shelf. **MJS**

**Author:** Geoffrey Kingscott
**Publisher:** Countryside Books, 3 Catherine Road, Newbury, Berkshire.
**ISBN:** 978 1 85306 991 4
**Number of pages:** 157
**Price:** £9.99

## Lost Railways of Leicestershire & Rutland

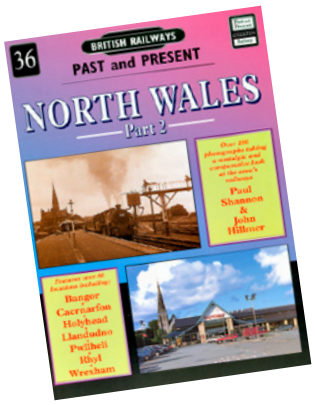
**We all have favourite or favoured areas of our homeland; places that have special meaning or significance. One of mine is Leicestershire, where I was born and bred and, thus, I was interested in what would be presented within the pages of this book.**

Statistically, the Edwardian era saw 75 stations operating within Leicestershire's county boundary, all fully staffed; today, one can just about count them on the fingers of two hands - and most are unmanned! This book looks at the railway of the two counties that have disappeared, thus the main line to St Pancras does not feature, despite many stations along it having closed.

In 10 specific chapters, the 'lost lines' are highlighted and examined, beginning with one of the very earliest in the country - the Leicester & Swannington Railway of 1832. The rationale, birth and significance of this railway is given, in relevant detail instructing the reader without being bogged down in minutiae or sidetracks. The latter part of the chapter examines today's remains, which he has personally inspected on foot.

The story is accompanied by well reproduced and presented photographs old and new and a specially drawn map that shows the route and old companies. This then forms the template for the other chapters, which in the maps also show areas converted to footpaths. The author has an eye for pertinent detail and a light linguistic touch, so that the reader becomes not only educated but also encouraged to visit the areas and soak up the history and importance of our past railways and their impact on the social hinterland.

In a continuing series from this publisher covering other counties, this is probably not for the committed historian or avid enthusiast. It probably won't tell them anything new, but for the more general reader it brings together history, geography, sociology and a passion for our railway past. In handy size, it will fit into a pocket and make an interesting accompaniment to one's own exploration. **MJS**




**Author:** Paul Shannon & John Hillmer
**Publisher:** Silverlink Publishing, Ringstead Road, Great Addington, Kettering. Northamptonshire. NN14 1BW
**ISBN:** 978 1 85895 163 8 and 978 1 85895 197 3
**Number of pages:** 128
**Price:** £17.99

## Past & Present : North Wales / Manchester & South Lancashire

**Such has been the success of this publisher's Past & Present series that not only are new titles constantly being added - now approaching No.60 in the main series alone - but past ones are equally regularly being reprinted to cope with demand.**

Some authors have appeared more than once and these two latest are crafted by the same duo. First published in 2001 and 2003 respectively, they both feature over 80 locations and fit seamlessly into the modus operandi of the series.

Many thousands have travelled the North Wales coast, either for holiday visits, commuting, shopping, attendance at Bangor University, or to Ireland via Holyhead. This latter location is the starting point for No.36 and is interesting for how much has changed over a relatively short recent period.

Modern traction features here in both old and new illustrations in greater numbers than is the norm in the series, with Classes 08, 24, 25, 40, 45, 47, 56 and Heritage DMUs present. This is in itself an interesting diversion.

Elsewhere, there are views where the railway has disappeared, but there is also resurgence, for example on the Welsh Highland Railway, and there are many whole page pictures. The map at the outset shows the extent of the area covered and the authors have been appropriately selective.

By comparison, the steam/diesel balance is more equal in No.41, but there are still gems of Metrovicks and Class 76s, as well as Class 20s, 50s, 37s, 40s, 45ss and 504s. The juxtapositions between 'then and now' are intriguing, not least in and around Manchester and with the steam sheds that served the community. The depth and variety of comparative views in impressive.

Within them, these two books give an interesting and fascinating dichotomy of rural and urban England and the fate of the railways in each. Throughout, the photographs are inherently interesting, the comparisons fascinating and reproduction excellent - as is now the norm from this publisher. Highly recommended to anyone with the slightest interest in the areas covered and/or the progress of our railway history. **MJS**

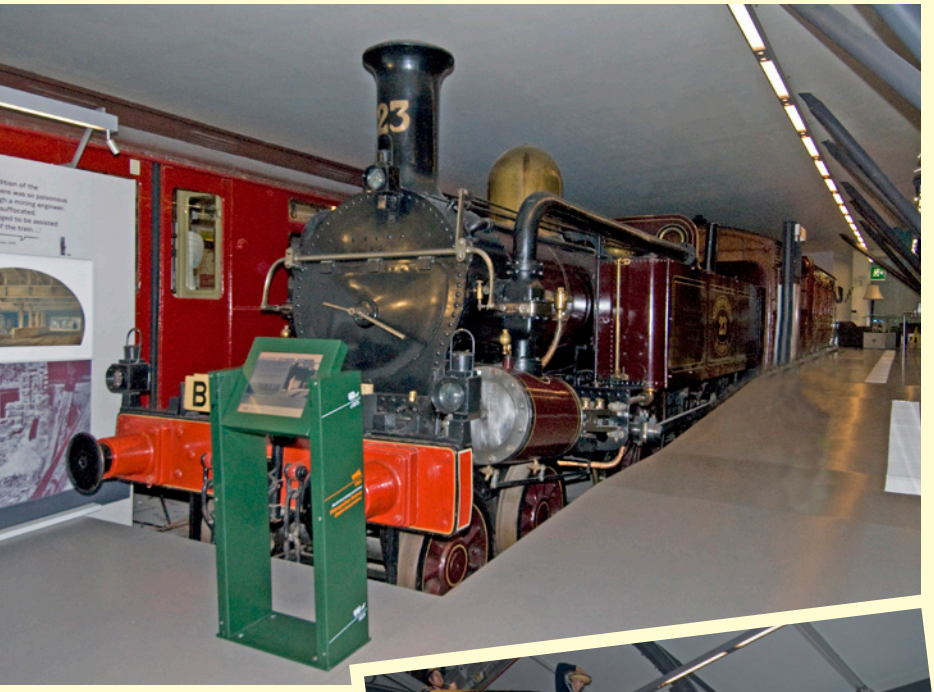
# London Transport's new Covent Garden Museum opens

**The London Transport Museum in the piazza of London's Covent Garden reopened to the public on 22nd November following closure in September 2005 for a rebuild and re-display project costing over £20 million, the whole interior having been completely redesigned and rebuilt.**

The new layout takes the visitor on a walk through different levels from the 1800s to the present day. The large number of exhibits, both new and original, are very well presented and some new displays have been made possible with the help of a £9.4 million Heritage Lottery Funding grant.

Several railway vehicles are displayed, including Metropolitan Railway 4-4-0T No. 23, Electric loco No. 5 *John Hampden*, a District Line coach, a Northern Line set and the City & South London Railway's 'windowless' carriage. A number of the coach interiors have extremely good life-like images of passengers and there is a life-size exhibit of an Underground tunnel under construction in the 1800s complete with workers.

Also around the corridors and walls are many other items of interest from the original Harry Beck Underground map to a large number of railway posters through the ages.



*Full size reproduction of tunnel builders.* ▲

▲ *Metropolitan Railway 1866-built A class 4-4-0T No 23 in the new-look museum.*

▲▲ *A taxi, motor bus and London tram on display.*

▶ *The museum's South London Tramways horse-drawn tram No. 284 was built in 1844 by New York tram builders John Stephenson & Co. and imported for service in the capital.*

**All: Brian Morrison**
(with thanks to the Head Curator, Oliver Green)

## Lakeside & Haverthwaite Diesel Weekend

▲ *The railway's pair of Class 03 0-6-0 Diesel Mechanical shunters, Nos. D2117 (now carrying the shed code plate '11F' and previously numbered LHR8) and D2072 approach Newby Bridge with the 11.30 Haverthwaite to Lakeside service on 11th November*

▼ *Class 26 No. D5301 leaves Newby Bridge with the 14.00 Lakeside - Haverthwaite serviceagainst a backdrop of silver birch trees, illustrating the scenic nature of the Lake District, even in November!* **Both: Terry O'Connor**

## Award-winning railways announced

**The Great Central Railway is celebrating after being named the 'Best Tourism Experience' in the East Midlands.**

The railway beat other attractions to first place in a field that attracted entrants from across the region including, Northamptonshire and Lincolnshire. The awards are organised by East Midlands Tourism, part of the Enjoy Excellence in England scheme.

Another heritage line celebrating is the North Yorkshire Moors Railway, which has been awarded the title of 'Large Railway Of The Year' by members of the Heritage Railway Association. The association praised the line for how it had pioneered the operation of regular steam-hauled services on Network Rail's Esk Valley route, between Grosmont and Whitby.

The Judges also acknowledged the contribution made by the line in support of the Severn Valley Railway, following its devastating flood damage.

## West Somerset unveils its 2008 events programme

**The West Somerset Railway's 2008 programme commences with the traditional and extremely popular Spring Steam Gala which will again be a six-day event, but next year will be held a little earlier than usual due to Easter falling in March.**

The theme has already been confirmed as 'British Railways Steam 1948-68' and will seek to tell the story of how the newly nationalised railways eliminated steam in the space of just 20 years, enabling a good variety of engines and train types from across all the former regions of BR to feature. Following this year's example, the event will be held on 8th/9th and 13th-16th March.

At least 12 steam locomotives, including many visitors, are expected to be in action at the gala and, subject to final confirmation, the return of two very popular engines has already been agreed – SR West Country Pacific No 34007 *Wadebridge* and GWR 4575 Class Prairie No 5542.

The line's Mixed Traffic Weekend on 13th-15th June will largely feature heritage diesel traction with a number of guest locomotives and it is hoped will see the welcome return of two former diesel hydraulics from the Diesel & Electric Preservation Group's fleet, namely 'Western' No D1010 *Western Campaigner* and 'Hymek' No D7017.

The month of October will see the railway hold two popular gala events. The first, the Autumn Steam Gala over 2nd-5th October will feature an impressive line-up of engines, while the Somerset in Autumn 'mixed traction' event on 25th/26th promises an excellent opportunity to ride behind both steam and diesel locomotives.

The programme concludes with the Winter Steam Festival which, for the first time, has been extended to two days. A varied collection of steam locomotives will work a full timetable of trains, recreating the West Country railway scene of a bygone era.

Comprehensive information about each gala will be available from the railway at least six weeks in advance of the date of each event. A special timetable and special fares will be in operation during all the special weekends.

Looking even further ahead, the 2009 Spring Steam Gala is, subject to final confirmation, expected to be held on 21st-22nd and 26th-29th March 2009.

# Barrow Hill LNER Festival success

▲ *Barrow Hill Roundhouse, near Chesterfield, held a successful LNER festival on 10th/11th November with a wide array of locomotives present including 'J15' 0-6-0 No. 65412 and 'A2' Pacific No. 60532* **Blue Peter**, *pictured here with 'B1' 4-6-0s Nos. 1306* **Mayflower** *and 61264.* **Stuart Chapman**

▼ *The event saw the first meeting in preservation of a pair of 'B1's. Here No. 61264 leads classmate No. 1306* **Mayflower** *out of the shed complex passing 'K1' No. 62005 and 'V2' No. 4771* **Green Arrow**. **Fred Kerr**

▶ A total of 180 walkers took part in the 18th Annual Sponsored Walk of the Mid Hants Railway 'Watercress Line' on 10th November. The walk of the ten-mile track helped to raise £3,938 which will assist the Mid Hants Railway Preservation Society in its efforts to raise the £30,000 plus, needed to restore the British Railways Standard 4MT 4-6-0 No. 75079, which was purchased by the MHRPS this year.

▶ The Great Central Railway has twinned with the ZLSM steam line in Holland (Zuid Limburgse Stoomtrein Maatschappij). Directors from the Dutch line recently visited Loughborough following an invitation and the railways hope to work together to stimulate tourism on both railways. Members of the respective supporters clubs are to receive discount travel on the other line as part of a deal currently being negotiated.

▶ Class 37/0 No. 37197 and Class 37/9 No. 37902 both appear to have been sold from preservation to EMR at Kingsbury. Both locomotives have left the Dartmoor Railway by road. What the future holds is currently uncertain.

▶ Major work has been undertaken on the Mid-Hants Railway during November, realigning the track at the London end of Ropley station. In addition to the installation of new pointwork, new track-circuits have also been installed.

▶ Class 14 'Teddybear' 0-6-0DH No. D9513, currently based at the Embsay & Bolton Abbey Railway, was started for the first time in several years in mid-November. Its restoration continues.

▶ Two further members of the ex-EWS Class 37/0 fleet have entered preservation, in the form of No. 37109 and 'celebrity' No. 37308. The destination of the latter is currently unknown, but No. 37109 will be based at the East Lancashire Railway at Bury, filling a void in the line's diesel fleet.

▶ One of the WSR websites reports that the ex-Pwllheli turntable, destined for Minehead, is currently being trial-assembled in Wolverhampton before being dismantled, shot blasted and painted ready for final assembly.

◀ ***On its first run back in passenger traffic on the North Norfolk Railway, following an extended overhaul, Class 31 No. 5580 approaches Weybourne with the 11.00 train to Sheringham on 10th November.*** **Brian Morrison**

# Diary

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

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

**23rd-25th November 2007**
**Wakefield Model Railway Show**
Thornes Park Athletics Stadium, Horbury Road, Wakefield. Open Friday 17.30-21.00, Saturday 10.00-18.00 and Sunday 10.00-17.00. Adults £4, Senior Citizens £3, Children (over 6) £2 and families (2+3) £9.

**24th November 2007**
**East Lancashire Railway**
Diesel Running Day - Class 40 No. D335 in operation

**Dartmoor Railway**
Class 47 operating weekend, with services working over the full 13 miles of line between Okehampton and Coleford Junction.
**THIS EVENT HAS BEEN CANCELLED**

**Julie & John Webb Toy Fairs**
The International Hall, Brentwood Centre, Brentwood.

**24th-25th November 2007**
**Swanage Railway**
1960s Weekend with mixed diesel and steam traction.

**26th November 2007**
**RCTS (Sheffield)**
St. Mathews Church Rooms, Carver Street, Sheffield. "O Winson Link & North & Western" by Bob Gellately. Start 7.30pm.

**27th November 2007**
**RCTS (Nottingham)**
Nottingham Mechanics. "BR in the Early 1960s" by Hugh Gould. Start 7.30pm.

**RCTS (Welwyn Garden City)**
The Methodist Church, Cole Green Lane, Ludwick Green. "Bringing B1 61264 back to Life" by Mike Coley. Start 7.30pm.

**28th November 2007**
**RCTS (Chichester)**
Council Meeting Room 1, County Hall, West Street, Chichester "Steam in Camera" by Graham Stacey. Start 7.30pm.

**29th November 2007**
**RCTS (Preston)**
Claremont Hotel, Blackpool Road, Preston. "Steam in the 1960s" by Hugh Ballantyne - non-members welcome. Start 7.30pm.

**30th November 2007**
**Scarborough Railway Society**
Public Library, Vernon Road, Scarborough. 'Society Members Digital Evening'. Starts 19.30.

**Stephenson Locomotive Society**
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle. 'The History Of Lambton Engine Works And Its Loco Sheds, 1835-2007' by Colin Mountford and Malcolm Young. Start 19.00. Call 01434 688946.

**1st December 2007**
**Stephenson Locomotive Society**
The Friends Meeting House, Mount Street, Manchester. '60 Years of Transport Enthusiasm' by Dr A McDougall. Start 14.00. Contact 0161 928 2461.

**2nd December 2007**
**D. J. Fairs Ltd**
Yorkshire Event Centre, Harrogate. Toy & Train Fair. 10.30-15.30. Adults £3, Children £1.

**3rd December 2007**
**Stafford Railway Society**
St. Leonard's Sport & Social Club, St. Leonard's Aven, Stafford. "Peak Forest to Limerick via Teeside" (Modern Traction mid-90s to present) by John Catterson. Starts 19.30, Adults £2, Concessions £1.

**4th December 2007**
**Great Western Society (Bristol Group)**
Room 7, BAWA. 589 Southmead Road, Filton, BRISTOL, BS34 7RG. Contact: 0117 987 3244. "The Harzer Schmalspurbahnen: Narrow Gauge Super Power in the Mountains of Germany" talk by David Brabner, Robert Heron and Dave Winter. Starts 19.30 for 19.45. Non-members welcome.

**North Wales Railway Circle**
Railway Institute, Euston Road, Bangor (above the Post Office, Sorting Office. British Transport Police Safety and illustrated talk on "The Railways of New Zealand" by Bill Rogerston. Starts 19.30, Entrance fee £1.50.

**5th December 2007**
**Scottish Rly Preservation Society (Motherwell)**
Conference Room, St. Mary's Church, Avon Street. Motherwell. 'Railways North and West of Stirling' by Mike Jodeluk. Starts 7.30pm, contact Alistair Maclean on 01698 263814.

**Stephenson Locomotive Society**
Hayes Village Hall, Hayes Street, Hayes, Bromley. To Be Confirmed. Contact 0208 289 9935. Start 19.30.

**6th December 2007**
**Scottish Railway Preservation Society (Edinburgh)**
Quaker Meeting House, 7 Victoria Terrace, Edinburgh. 'Members Slide Evening'. Starts 7.30pm, contact Dr. Peter Howell on 0131 334 5232 for further details.

**Stephenson Locomotive Society**
St John Ambulance Centre, Sandes Avenue. Kendal. 'The Furness Railway Outer Circle Tour' by Geoff Holme. Contact 01539 729659. Start 19.15.

**7th December 2007**
**Gloucestershire Warwickshire Rly (Birmingham Area Group)**
Northfield Library, Church Road, Northfield. Evening Slide show by Phil Darlaston. Starts 19.30.

**Stephenson Locomotive Society**
Settlement Centre, Union Street Middlesbrough. ' North American Steam 1940 - 1994' by Ian McInnes. Contact 01642 321205. Start 19.00.

**8th December 2007**
Irwell Vale Railway Photographers, Church Hall, Irwell Vale, Rossendale, Lancs 'Modern Traction Scene' by Terry Eyres Start 7.30pm with pie and pea supper at half time. Further details contact Mike Taylor on (01282) 436653

**10th December 2007**
**Stephenson Locomotive Society**
New Trinity Parish Hall, Saltcoats Ayrshire. Railway Photography, a Different Perspective by Max Fowler. Contact 01294 822303. Start 19.30

**York Railway Circle**
Archbishop Holgate's School, Drama Studio, Hull Road, York. 'Mainline Steam in 2007' DVD/ Stereo large screen presentation by Karl Jauncey & Dave Richards of PSOV. Sales Stand. Starts 19.30. Membership available. Non-Members £2

**12th December 2007**
**Bromsgrove Railway Club**
St. Godwalds Church Hall, Aston Fields, Bromsgrove. 'Club AGM, Members Slides, Photographic Competition and more!' Arrive 19.15 for 19.45 start. New members welcome

**Stephenson Locomotive Society**
YMCA, Bridge Street, Guildford. 'Swindon and the Great Western Railway' by Bernie Holland. Contact 01372 379216. Start 19.30

**13th December 2007**
**Stephenson Locomotive Society**
United Reform Church Hall, Mowbray Road, New Barnet. 'On and Off the Footplate Part 4' by Bill Davies. Starts 19.30 Contact 0208 368 6200.

**14th December 2007**
**Altrincham Electric Railway Preservation Society**
Altrincham Methodist Church Hall, Barrington Road, Altrincham. 'Manchester and the Llandudno & Colwyn Bay Tramway Then and Now' by Keith Chadbourne. Start 19.30, Non-members £3.00

**Stephenson Locomotive Society**
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road. Newcastle Upon Tyne. 'Yuletide Festivities'. Starts 19.00 Contact 01434 688946.

**16th December 2007**
**D. J. Fairs Ltd**
National Exhibition Centre, Birmingham. Toy & Train Fair. 10.30-16.00. Adults £5, Children £2.

**17th December 2007**
**Stafford Railway Society**
St. Leonard's Sport & Social Club, St. Leonard's Avenue, Stafford. "Member's Christmas Special", Starts 19.30, Adults £2, Concessions £1.

**18th December 2007**
**North Wales Railway Circle**
Railway Institute, Euston Road, Bangor (above the Post Office, Sorting Office. "Christmas Party and Members slides, digital and video pictures." Starts 19.30, Entrance fee £1.50.

**Peak Rail Association (Chesterfield Branch)**
Upstairs function room, New Inn, 229 Mansfield Road, Hasland. "Pre-grouping railtour of Britain in Colour" by Ken Grainger. Start 7.30pm. Administion free, donations encouraged.

**RCTS Cheltenham**
The Victory Club, Burlington House, Lypiatt Road, Cheltenham. "Garratt K1 - The story of an articulated Locomotive" by Paul Inman. Start 7.30pm

**21st December 2007**
**Locomotive Club of Great Britain, Central London Branch**
Main Hall, Model Railway Club, Keen House, 4 Calshot Street. "Mainly narrow gauge in East Germany", memories of former DDR, plus wine and mince pies. Starts 19.15, Donation of £2.

**27th December 2007**
**D. J. Fairs Ltd**
Donnington Park Exhibition Centre. Toy & Train Fair. 10.30-15.30. Adults £3, Children £1.

**Gloucestershire Warwickshire Railway**
Diesel Running Day.

**29th December 2007**
**Julie & John Webb Toy Fairs**
The International Hall, Brentwood Centre, Brentwood.

**29th-30th December 2007**
**Churnet Valley Railway**
'Winter Warmer' event.

**30th December 2007**
**D. J. Fairs Ltd**
East of England Showground, Peterborough. Toy & Train Fair. 10.30-15.30. Adults £3, Children £1.

**Julie & John Webb Toy Fairs**
The Charter Hall (part of Colchester Leisure World), Cowdray Avenue, Colchester

**31st December 2007**
**D. J. Fairs Ltd**
Doncaster Racecourse, Doncaster.. Toy & Train Fair. 10.30-15.30. Adults £3, Children £1.

**1st January 2008**
**Didcot Railway Centre**
Didcot New Year Steamday.

**Julie & John Webb Toy Fairs**
George Stephenson Exhibition Hall, The Showground, Newark (A1/A6 Junction)

**2nd January 2008**
**Stephenson Locomotive Society**
Hayes Village Hall, Hayes Street, Hayes, Bromley. 'The Spa Valley Railway since 1985' by Brian Halford. Starts 19.30. Contact 0208 289 9935.

**4th January 2008**
**Stephenson Locomotive Society**
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road. Newcastle Upon Tyne. 'By Train and Tram Through New Zealand' by Howard Burchell. Starts 19.00. Contact 01434 688946.

**Stephenson Locomotive Society**
Fox Covert Inn, High Leven, Nr Yarm, Teeside. ' The Glorious Years – Scottish Region' by Martin Green. Starts 19.30. Contact 01642 321205.

**5th January 2008**
**Kidderminster Railway Museum**
Railway Photograph Fair

**7th January 2008**
**Stephenson Locomotive Society**
New Trinity Parish Hall, Saltcoats, Ayrshire. 'Glasgow Central: Central to Glasgow' by Bill Ure. Starts 19.30. Contact 01294 822303.

**8th January 2008**
**Great Western Society (Bristol Group)**
Room 7, BAWA. 589 Southmead Road, Filton, BRISTOL, BS34 7RG. Contact: 0117 987 3244. "A Broad Gauge Journey - Part 1" talk by Brian Arman. Starts 19.30 for 19.45. Non-members welcome.

**9th January 2008**
**Scottish Railway Preservation Society (Motherwell)**
Conference Room, St. Mary's Church, Avon Street. Motherwell. 'Railway Travels in Retirement' by Fred Landery. Starts 7.30pm, contact Alistair Maclean on 01698 263814 for further details.

**Stephenson Locomotive Society**
YMCA, Bridge Street, Guildford. 'Japanese Railways' by Edward Talbot. Contact 01372 379216. Start 19.30

**10th January 2008**
**Scottish Railway Preservation Society (Edinburgh)**
Quaker Meeting House, 7 Victoria Terrace, Edinburgh. 'Pulling & Pushing' by Jim Summers. Illustrated talk on railway freight operations during the 1960s. Starts 7.30pm, contact Dr. Peter Howell on 0131 334 5232.

**11th January 2008**
**Altrincham Electric Railway Preservation Society**
Altrincham Methodist Church Hall, Barrington Road, Altrincham. 'Wester & Wessex Wanderings' by Tony Icke Start 19.30, Non-members £3.00

**12th January 2008**
**Stephenson Locomotive Society**
Kidderminster Railway Museum. 'Members Slides'. Starts 14.15. Contact 01242 582152.

**14th January 2008**
**York Railway Circle**
Archbishop Holgate's School, Drama Studio, Hull Road, York. 'Midland & Great Northern Railway & North Norfolk Railway' by David Harris. Starts 19.30. Membership available.

**15th January 2008**
**Stephenson Locomotive Society**
Fox Covert Inn, High Leven, Nr Yarm, Teeside. 'The Railways of Cornwall' by John Irving. Starts 19.30. Contact 01642 321205.

**17th December 2007**
**Stephenson Locomotive Society**
United Reform Church Hall, Mowbray Road, New Barnet. 'Patagonia Narrow Gauge in 1996' by Alan Pearce. Starts 19.30 Contact 0208 368 6200.

**18th January 2008**
**Locomotive Club of Great Britain, Central London Branch**
Main Hall, Model Railway Club, Keen House, 4 Calshot Street. "Just in front of the good Doctor, Operation 8" by Blake Paterson. Starts 19.15, Donation of £2.

**Stephenson Locomotive Society**
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road. Newcastle Upon Tyne. 'The Embsay & Bolton Abbey Steam Railway' by Steven Walker. Starts 19.00. Contact 01434 688946.

**19th January 2008**
**Churnet Valley Railway**
'Burns Night' event.

**24th January 2008**
**RCTS (Sussex Branch)**
Brighthelm Church & Community Centre, North Road, Brighton. "Tales of an International Railway Journalist" by Chris Jackson. Start 7.30pm. Donation of £1.50 is requested

**6th February 2008**
**Scottish Rly Preservation Society (Motherwell)**
Conference Room, St. Mary's Church, Avon Street. Motherwell. 'An abc of BR Steam' colour slideshow by Hamish Stevenson. Starts 7.30pm, contact Alistair Maclean on 01698 263814.

**Internet Links**
Click on the name of the group or society to visit their website.
- Bassetlaw (Nth Notts) Rly Society
- Great Western Society (Bristol)
- Locomotive Club of Great Britain
- Manchester Model Railway Society
- Marlow & District Railway Society
- North Wales Railway Circle
- RCTS
- Stafford Railway Society

▼ ***During First Hull Trains' recent shortage of Class 222 'Pioneer' stock, of which the planned introduction of Class 86 No. 86101 and a rake of Mk3 vehicles is still to take place, the company borrowed a pair of Class 170/3 units to work between Hull and Doncaster, where the set connected with a '222' for the onward journey to London. Here Nos. 170307 and 170305 arrive at Doncaster with the 10.05 from Hull.*** **Martin Peterson**

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# The Railway Herald WORLDWIDE

Special Supplement
23rd November 2007

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## Front Cover

***General Electric designed type AC6000CW No. 5014 leads a classmate on a CSX Transportation coal service deep in the heart of Kentucky USA, and at Beaver Bottom, near Elkhorn City. Note the slight livery variation on the two locomotives, specifically the difference in colours of the CSX branding on the bodysides.***
**David Price**

## Rear Cover

***The Stockholm Tunnelbanen Vagn 2000 (type C20) EMUs were introduced to traffic in 1998. Here, No. 2073 leads a service on the green line departing Gamla stan with an Alvik-Fasta strand train on 9th November.***
**Chris Wilson**

## Publication

This is a special supplement provided with Issue 110 of *Railway Herald* magazine, itself published on Friday 23rd November 2007.

## Submissions

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

Good quality scans of colour slides and prints are also acceptable. Currently there is no financial payment made for photographs published in *Railway Herald*.

## Website

Our website contains all the back issues of the magazine and can be found on the internet at:
**www.railwayherald.com**


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# Newsdesk Europe

***▲ Hector Rail's rail operation in Denmark is now well underway with the ordering of 10 locomotives from Bombardier Transportation to operate through trains from Sweden to Germany via Denmark. The first of the TRAXX F140 AC2 design has just completed tests in Denmark to ensure compatibility with the Danish signalling and electrical system and is now undertaking similar tests in Sweden. The company is the only rail operator approved to operate in the three Scandinavian countries of Sweden, Norway and Denmark and work is underway to obtain approval in Germany. Swedish railway history was made during these runs, with the vehicle becoming the first-ever Swedish electric locomotive to operate on Danish rails. Displaying its attractive HectorRail livery, No. 241001 is pictured at Rødekro in Denmark while on test.*** **HectorRail**

## PTG tours charter reaches Ródão paper mill

***▼ On 7th October, PTG tours 'Annual Enthusiast Events' charter is believed to be the first passenger train to visit the paper mill at Ródão in Portugal. The train, which was 'topped and tailed' with Class 1400 No. 1411 and Class 1500 No.1567 is seen on arrival at Ródão.*** **Janet Cottrell**

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▲ *Deep in Austria, Ybbstalbahn 0-6-4T No. Yv2 works the once-weekly freight service over the high-level girder bridge above the town of Waidhofen on 16th October, seen here from Schillerpark.* **Bob Avery**

# Voith agrees maintenance deal with HGK

**GERMANY: At the end of September, Voith announced that it had entered into a new agreement with Häfen und Güterverkehr Köln AG (HGK) with regards to the servicing and maintenance of its first locomotive.**

As a result, HGK will carry out all work of this type in the future on Voith's own range of diesel-hydraulic shunting and mainline locomotives in the new, centrally located HGK workshop in Cologne.

From the end of 2008, Voith Turbo Lokomotivtechnik in Cologne will provide two work sidings with six service spaces for Voith Gravita shunting locomotives and another four spaces for the Voith Maxima mainline locomotives.

In the new works, HGK will carry out heavy maintenance and repair duties under instruction from Voith Turbo Lokomotivtechnik employees. Additionally, a network of fitters and service stations co-ordinated from Cologne will offer 24-hour workshop and mobile services.

Häfen und Güterverkehr Köln AG is a private railway operator in Germany employing a fleet of 38 diesel and 17 electric locomotives.

# Angel Trains orders Stadler Flirt EMUs

**GERMANY: At the Railtech Trade Fair in Dortmund on 14th November, Angel Trains placed an order with Stadler for 18 Flirt EMUs, comprising 14 five-car and four four-car sets.**

On delivery in 2009, the fleet will be leased to Keolis for deployment until 2025 on the Maas-Rhein-Lippe concession in the state of North-Rhine Westfalia. Angel Trains has previously concluded a contract with Keolis for the lease of 25 Stadler Flirt EMUs for the adjacent Hellweg-Netz concession.

For Keolis, the combined fleet of 43 Flirt EMUs to be used for operations in the state of North-Rhine Westfalia, from Bielefeld in the east to the Dutch border in the west. Maintenance on the units will be carried out at a new facility being constructed in Hamm.

In addition to the fleet placed with Keolis, Angel Trains has ordered a further 24 Flirt EMUs for lease to other operators, as well as 16 Siemens Desiro MainLine EMUs.

▼ *The Class 232 (originally Deutsche Reichsbahn Class 132) was built in the Soviet Union and introduced in 1973. Following reunification, the class spread into the western parts of the country and can now be seen across Germany and the Netherlands. No. 232109-9, with Railion Logistics branding, approaches Rotterdam Central station on 20th October.* **Lee Rutter**

▶ **GERMANY:** After numerous test trips in recent months, the rail ferry *FS Vilnius* has started regular operations as the first-ever non-stop connection between Germany and Russia. The *FS Vilnius* has already been providing rail ferry services between the German port of Sassnitz-Mukran and the Lithuanian port of Klaipedasince since July 2006. Now it will make a weekly transit between Sassnitz-Mukran and the port of Baltijsk near Kaliningrad. The ferry departs from Sassnitz-Mukran every Thursday and returns from Baltijsk on Friday. The service is provided under the auspices of a partnership between Railion Deutschland, the Danish shipping company DFDS A/S and the Russian railroad. Sassnitz-Mukran is the biggest rail ferry port in Germany. It is also the only port in Central Europe that can handle shipments using Russian wide-gauge railcars. The ferry *FS Vilnius*, which has a capacity of 85 Russian railcars or 108 truck trailers, will be used on the routes to Klaipeda and Baltijsk. The crossing from Sassnitz-Mukran to Baltijsk takes around 16 hours.

▶ **ITALY:** The railways of Calabria in Italy, have acquired five two-car diesel railcars at a cost of €22 million from Stadler Rail, with options for the acquisition of a further five sets within 18 months.

▶ **FRANCE:** A number of four-wheeled SNCF diesel shunters are currently stored at Beziers depot, and although they are visible from passing services, the numbers are not. The numbers of the several diesel shunting locomotives stored here are: Y2511, Y6467, Y7106, Y7120, Y7139, Y7157, Y7175, Y7176, Y7209, Y7210, Y7272, Y7427, Y7490, Y7508, Y7666, Y7694, Y7819, Y7820, Y7829, Y8068, Y8252 and Y8450.

▼ ***Pictured in early October, stored on Beziers depot is 0-4-0 shunter No. Y7157.*** **Brian Amos**

▲ ***As one of the official sponsors of this Autumn's World Cup Rugby 2007 event, SNCF branded an entire TGV set in a 'pictorial' Rugby colour scheme. The final between England and South Africa, the latter team winning 15-6(!), was held on 20th October. The white-liveried SNCF 'World Cup' TGV set No. 4521 is pictured at Lyon Part Dieu station on 25th September.*** **Brian Amos**

## Hector Rail sign contract for new Sweden to Germany service

**SWEDEN: Hector Rail and Van Dieren Maritime have signed a new five-year agreement for services between Västerås and the Ruhr.**

The previous agreement covered non-stop daily trains between Norrköping and the Ruhr from the turn of the year. The new service is planned to start in September 2008, initially two runs a week in each direction, operating non-stop between Sweden and Germany, using the same locomotive throughout. Van Dieren Maritime is rapidly expanding the Scandinavian market. The combination of its own non-stop trains and flexible car distribution has proven to be successful.

## New road-train service for Austria

**AUSTRIA: Gebrüder Weiss and Rail Cargo Austria are promoting environmentally truck travel by rail.**

From 7th January next year, a new block train will operate between Vienna Northwest Bludenz and Abstellhalt in Terminal Hall in Tirol. The service uses two shuttle sets with the ability to convey 66 swap bodies (WAB). At full capacity each year the service will be able to convey 33,000 WABs fast and environmentally friendly by rail

There are also plans for another service conveying traffic between Upper Room and Vienna.


# EERAILTOURS 2008

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▼ Stadler Rail

# First articulated Stadler Rail AG railcar rolled out

**GERMAN: VEOLIA Transport and Stadler Rail AG jointly celebrated the roll-out of the first diesel-electric articulated railcar on 12th October in Bussnang, just 12 months after signing contracts.**

VEOLIA Transport ordered 16 of the vehicles from Stadler at a value of €50 million in October last year, for use on the Nijmegen – Roermond diesel line in the Province of Limburg from the end of November..

The fleet consist of a batch of six three-car DMU-GTW sets which offer 193 seats and 10 two-car units, which provide 124 seats. The complete fleet is uniformly designed according to modern styling. All trains are accessible for disabled passengers and equipped with video surveillance systems in every passenger compartment, a closed toilet system, an information system with flat screens and space for two wheelchairs and six bicycles. In addition, the First Class compartments are also equipped with 220 volt connections.

The DMU-GTW are equipped with two independent drive systems, consisting of a diesel motor with a generator as well as a power converter and a three-phase asynchronous drive motor.

# Siemens ER20 delivered to Lithuanian Railways

▼ Siemens

**LITHUANIA: The first type ER 20 CF freight locomotive from Siemens Transportation Systems has been officially received.**

Joined by the CEO of Lithuanian Railways, Stasys Dailydka, Siemens Group President Hans M. Schabert and Algirdas Butkevicius, Lithuania's Minister of Transport and Communications, the Prime Minister of the Republic of Lithuania, Gediminas Kirkilas, took the opportunity to embark on the first trial run.

At 138 metric tons, the new Siemens-designed freight locomotive is one of the heaviest locomotives in Europe and in double-headed operation can haul trains of up to 6,000 tons and transport 50% more freight per route than older forms of motive power.

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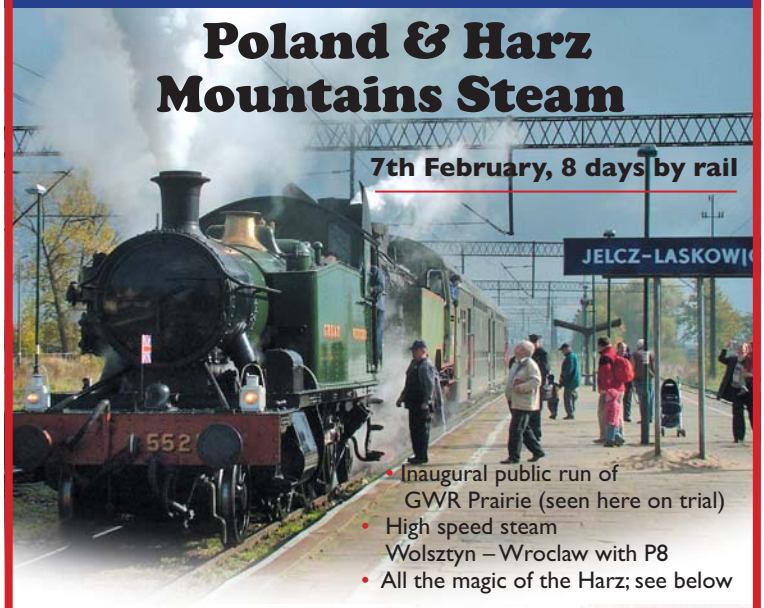
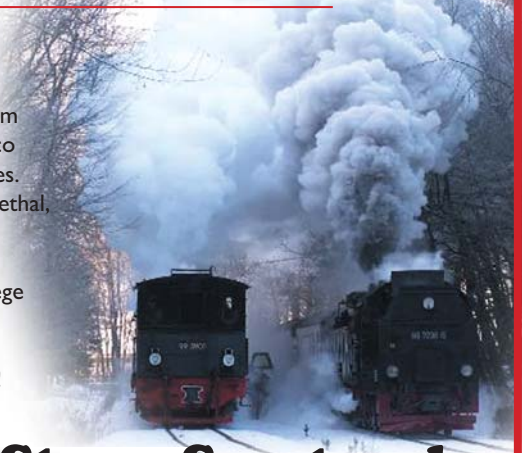
**7th February, 8 days by rail**




- Inaugural public run of GWR Prairie (seen here on trial)
- High speed steam Wolsztyn – Wroclaw with P8
- All the magic of the Harz; see below

**Magical Harz Steam**

**11th February, 5 days by rail**



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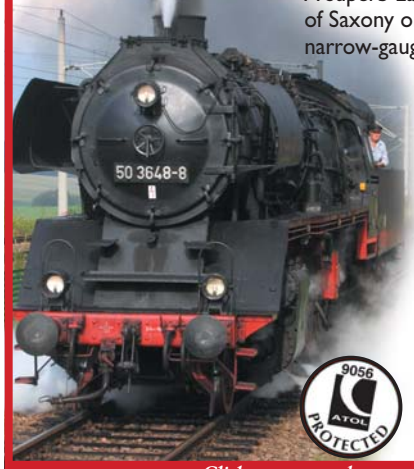
**Saxony Steam Spectacular**

**20th March, 10 days by rail**

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# New HungaRoExpress service links Hungary with Rotterdam in 33 hours

**HUNGARY: Rail Cargo Austria (RCA) and Raabersped announced in late September that the two companies are to establish a new fast rail connection from Hungary to Rotterdam.**

Rotterdam, the second largest city in the Netherlands after Amsterdam, is considered the most frequented gate to the Central European region. Due to its central importance in terms of transport, Hungary also uses this port for overseas shipments both imports and exports, the present lack of freight space on the continental route is creating increasing problems in the strongly growing transport corridor.

Raabersped, a subsidiary of Rail Cargo Austria AG, in co-operation with the major European railway companies has found a solution for this problem. The HungaRoExpress (HRE) is a regular block train connection between Sopron, Hungary and Kijfhoek in the Netherlands. From Sopron there are connections throughout Hungary and also to the south-east European countries including Turkey. Kijfhoek acts as a link to the Dutch seaports and regional terminals. With three weekly departures, both container and conventional wagonloads are accommodated. The ability to convey a variety of vehicle types, as well as intermodal containers, allows the service to offer a flexible product range to the logistics industry. The flexibility and the fast journey time, covering 1,300km in just 33 hours, makes the HungaRoExpress an attractive product in the international rail cargo transport field.

# Harry Potter comes to Zurich by rail!

**SWITZERLAND: It may not be the Hogwarts Express, but between 24th November and 2nd December, the 'Harry Potter and the Order of the Phoenix' exhibition train will be visiting Switzerland, spending one or two days each at Zurich, Basel, Lausanne and Lucerne stations.**

Interested visitors will have the opportunity, courtesy of Swiss rail operator SBB and Warner Home Entertainment, to discover the world of film and see original costumes in the special carriages. There are also replicas of film scenes on display and admission is free.

The magical experience starts on the platform, as visitors will be greeted by magicians and owls!

▲ *A pair of BLS Class 465 Bo-Bo locos cross the Kandertal viaduct at Fruitigen with a northbound lorry piggyback train on the Lotschberg line.* **Brian Stephenson**

# Swiss 'piggyback' service carries 250,000th vehicle in three years

**SWITZERLAND: After nearly three years of operation, the piggyback rail service through the Simplon Tunnel transported its 250,000th car through the Alps on 14th November.**

The lucky 250,000th car owner, who lives in Alagna, Italy, is a regular user of the service and received a bouquet of flowers and a complementary ticket for 25 trips!

Piggyback trains between Brig Iselle have financial support from the canton of Valais and the Italian province of Verbano - Cusio-Ossola has also contributed financially to the establishment of the necessary infrastructure. Since commissioning of this service and its opening on 12th December 2004, the number of vehicles using the trains has continued to rise dramatically.

During the first full year of operation, 67,309 cars were transported. In 2006, it was 91,749 vehicles that represents an increase of 36%. This year, will see more than 100,000 vehicles transported.

A new timetable comes into force on 9th December, adding a new train to the schedule in addition to the current 11 services. The frequency of trains will also be systematised.

A new vehicle for the transportation of ten motorcycles will be integrated to piggyback trains; enhancing the previous loading capacity, which was limited to three motorcycles.

# New trains ordered from Euro consortium for Paris Metro system

**FRANCE: The Régie Autonome des Transports Parisiens (RATP) has ordered an additional batch of 49 MF2000 metro trainsets from Alstom Transport, Bombardier Transportation and AREVA TA.**

The value of this order is €189 million and is the second phase of an umbrella order for 161 MF2000 metro trainsets signed between the RATP and the consortium in July 2001. The first block of 45 metro trainsets for line two of the Paris Metro, was placed in January 2006 and will be delivered between 2008 and 2010. The latest 49 trainsets are intended for Line Five and delivery will be staggered between 2010 and 2012.

Since January 2007, the pre-production trainset has been in commercial service on Line Two and its operation has allowed RATP to verify dynamic performance and the reliability of the equipment.

The construction of the MF2000 is part of a policy to renew the RATP's rolling stock. The MF2000 will progressively replace MF67 equipment, which went into service between 1967 and 1978.

Alstom Transport will provide the overall project management for the construction. It will supply the different components and sub-assemblies for energy production, traction-braking systems and comfort IT systems manufactured in its plants in Ornans, Tarbes and Villeurbanne respectively. Alstom will also build and assemble the train and conduct testing before delivery.

Bombardier will supply driver cabs, bogies and painted car bodies from its plant in Crespin in the Valenciennois region, while Areva TA will supply the IT security and data transmission systems.

# Loetschberg Base Tunnel opens to passenger traffic in December

**SWITZERLAND: The new 22-mile long Loetschberg Base Tunnel under the Alps will cut travel time by 45-75 minutes within Switzerland and between Switzerland and Italy when it opens for passenger traffic on 10th December, according to an announcement by Rail Europe.**

Built at a cost of 4.3 billion Swiss francs (€2.62 billion), the new bore, which will be the longest land based tunnel, was opened to freight traffic this summer, and will eventually carry 42 passenger trains daily in addition to freight trains. The Sai-kan tunnel in Japan and UK/French Channel Tunnel are both longer, but are underwater. All three will be exceeded by the new Gotthard tunnel when it opens in 2016 however - at 35 miles in length, it will be the longest tunnel in the world!

All InterCity trains from Basel/Bern/Zurich to Brig and on to Italy will use the new tunnel. Services will be able to run at speeds up to 124 mph, and gauging within the tunnel means that it is also accessible to double-decker trains working to Brig. Travel times between Zurich or Basel to Zermatt will shrink from 4 hours 24 minutes, to 3 hours 12 minutes, while services between Bern and Milan will save 32 minutes, taking just 2 hours 44 minutes.

Currently, passenger trains on these routes use the original Loetschberg tunnel, built at the beginning of the 20th century and 1,300 ft. above the new base tunnel. The older mountain rail line and tunnel will be used by hourly regional trains, and the historic line will become one of the country's official 'scenic rail routes'.

# Norfolk Southern begins work to transform the Heartland Corridor into a double-stack container route

**US railroad company Norfolk Southern (NS) has begun a major three year engineering project to accomodate a rapidly growing increase in intermodal freight by raising the height clearance in no less than 28 tunnels between the port of Hampton Roads, Virginia, and Chicago, known as the Heartland Corridor.**

The work began in October, and when completed in early 2010, will see containerised double-stack freight trains traversing a route which will take around 200 miles and up to a day's transit time off the East Coast to the Midwest regions. Currently, double-stack trains must take longer routes by way of Harrisburg, Pennsylvania, or Knoxville, Tennessee. The Heartland Corridor goes across Virginia, through southern West Virginia and north through Columbus, Ohio.

"The Heartland Corridor is one of the most significant railroad engineering projects of modern times," said Tim Drake, NS Vice President of Engineering. "We're excited to get started. We're at the beginning of something big – a true partnership that will benefit the nation's economy and create a competitive advantage for railroad shippers and receivers, our public partners and our communities."

Stack trains require a minimum vertical clearance of 20ft 9ins. The methods of increasing clearances vary from lowering track and notching corners into an arched roof to digging out and installing a new roof. In one case, the top of the tunnel may be removed altogether, turning the 174-feet long tunnel at Big Four, in West Virginia, into a cutting. Tunnel lengths on the route range from 174 feet to the Cowan Tunnel's 3,302 feet.

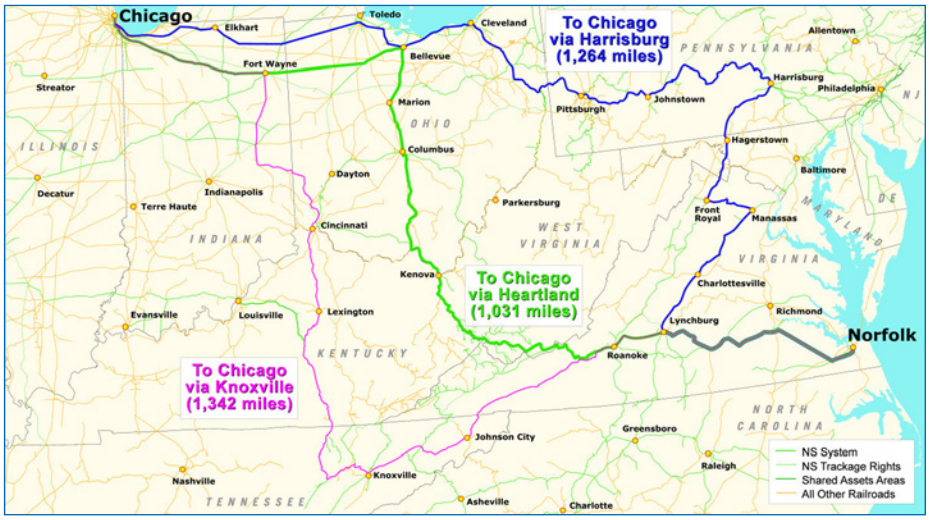
In early 2008, work will have begun on three other tunnels in Virginia, near Eggleston and Pembroke, and eight tunnels along 11 miles of track in southern West Virginia between Antler and Gordon. The remaining tunnels, all in West Virginia (except for one in Kentucky), will be modified in two more phases. In addition, overhead clearances will be increased on a total of 10 bridges and three sets of overhead wires.

Meanwhile, Norfolk Southern trains continue to run through the corridor, serving coal and other customers in the region. Where practical, trains have been re-routed, permitting sections of track to be closed for 10 hours at a time, five days a week, for the next three years. The railroad company has formulated plans to minimise the impact on coal customers.

Norfolk Southern, the states of Virginia, Ohio and West Virginia, and the federal government formed a public-private partnership to fund the project, which also includes new intermodal terminals in Columbus, Ohio, Prichard, West Virginia, and the Roanoke region in Virgina. The federal government has authorized $95 million (around £46 million GBP) toward the $151 million (£101.5 million GBP) cost, as estimated in 2005, of the tunnel clearances, while Virginia has authorised $22.35 million for terminal construction and clearances for the four tunnels within the state. Earlier this year, West Virginia enacted new legislation to provide funding for rail intermodal projects, which will first be applied to the development of the terminal in Prichard. Ohio is contributing $836,355 for up to 95% of the costs of raising overhead obstruction clearances within the state.

Public funding has been made available because of the public benefits of the project. Norfolk Southern says that the double-stack container service will create economic development opportunities in the regions served by the corridor and provide economical access to world markets. Improved intermodal capacity and service will divert freight from trucks off highways serving the corridor, with associated savings in highway construction and maintenance costs and reduced exhaust emissions and fuel consumption.

▼ ***Currently double-stack trains between Chicago and the Midwest have to travel via Knoxville (1,342 mile journey shown in pink) or Harrisburg (1,264 mile journey shown in blue). The more direct route, via the Heartland Corridor will remove at least 200 miles from the journey.*** **Norfolk Southern**



## Getting the hump with shunting!

◀ ***A sight that used to be a common feature across the United Kingdom, especially at Carlisle Kingmoor, Toton and Temple Mills yards was hump shunting, whereby vehicles are propelled over the hump and are then sorted into different roads while coasting under gravity, the speed of the vehicles being controlled by manual, pneumatic or electronic retarders. Here, Norfolk Southern-operated, Electro Motive-designed SD40 No. 1582 is shown with 'slug' units Nos. 991 and 993 propelling a rake of wagons over the hump at Bellevue in Ohio on a sunny October day. On the right of the scene can be glimpsed the large NS motive power depot with at least 25 locomotives stabled.*** **Roger Durfee**

▶ Norfolk Southern (NS) made railroad history in early October when it operated the USA's first revenue service train equipped exclusively with electronically controlled pneumatic (ECP) brakes. The train, consisting of three new locos and 115 new hybrid coal gondolas, will be used in regular service between coal mines in south-western Pennsylvania and the Keystone Generating Station in Shelocta, Pennsylvania. ECP brakes have the potential to reduce train stopping distances by as much as 60% over conventional air brake systems, as they utilise electronic signals to simultaneously apply and release throughout the length of a freight train. This differs from conventional brake systems in which each car brakes individually as air pressure moves in series from wagon to wagon. Over the coming months, NS will equip 30 locomotives, 210 quick-drop coal hoppers and 230 hybrid gondolas with ECP brakes for use in dedicated coal train service. Working with NS are General Electric, New York Air Brake and Freightcar America.

▶ A seven-day tour of the Canadian Rockies from Vancouver to Calgary is being promoted by UK tour operator Steam Dreams in association with specialist overseas railtour operator GW Travel. The tour starts on 27th September next year and will be steam-hauled throughout by restored 'Hudson' No. 2816 *Empress*. It will travel via the Crowsnest Pass, the Fraser and Thompson River canyons and the mile-long 314ft high Lethbridge trestle bridge. Also included are private trips to the Canadian Museum of Rail Travel and the historic Kamloops Railway. Tickets for this Canadian trip are priced at £1,995 GBP per person, excluding flights, plus a £500 GBP per person supplement for travel in the train's 'Dome' car. For further details go to www.steamdreams.co.uk or telephone +44 (0)1483 209888.

▶ Norfolk Southern commemorated the 60th anniversary of the U.S. Marine Corps' 'Toys for Tots' programme on 2nd November with a special train from Bluefield, West Virginia, to Tazewell, Virginia. The train delivered toys to local children and carried Marines, local supporters and employees. Daytime talk show host Dr. Phil and his wife Robin, national spokespeople for Toys for Tots, were aboard. As part of the anniversary commemoration, Norfolk Southern made a financial contribution to the Wade Centre, a Bluefield organization that helps disadvantaged children and is supported by a number of Pocahontas Division staff.

▲ *The penultimate locomotive to be delivered to Kansas City Southern Railroad (KCS), as part of an order of 60 locomotives, SD70ACe No. 4058, is seen carrying the latest KCS livery while stopped in East Rochester, New York, on 18th November with a Selkirk, New York, to Chicago freight, after an emergency brake application after a brake hose split. The order for locomotives was later followed by an add-on order for another 50 SD70ACe engines.* **Nick Wilson**

## Bombardier wins maintenance deal

**Bombardier Transportation has obtained a contract to supply fleet operations services for the Greater Toronto Transit Authority (GO Transit) commuter rail system.**

The five-year contract, valued at an estimated CAN$140 million, includes options for up to 15 additional years.

The company has provided maintenance services to GO Transit's fleet of coaches and locomotives for more than a decade. Bombardier also supplied more than 400 Bi-Level commuter rail coaches that make up the transit authority's commuter rail fleet. Under the contract, Bombardier will be responsible for train operations as well as management of train crews on six of GO Transit's seven commuter rail lines. Bombardier is scheduled to assume train operations in June 2008 and will begin preparations for the transition immediately.

Bombardier will be recruiting for more than 100 train operator positions and several supervisory jobs.

## Track investment from Union Pacific

**Union Pacific has announced that it is to spend US$8.8 million on track improvements between Jefferson City and Morrison, Missouri.**

Upon completion of the projects, over 67,600 ties will have been removed and installed, rail in various curves will have been replaced, over 16,000 tons of rock ballast will have been laid to ensure a stable trackbed and the surfaces at 72 road crossings replaced.

Work on this project began on 20th October and is scheduled to be completed by mid-December.

These improvements are part of the US$1.5 billion that Union Pacific is spending throughout 2007 to maintain track across its network of more than 32,300-mile system.

## Routing deal for Canadian operators

**Canadian National (CN) and Canadian Pacific (CP) have announced that the two companies have reached an agreement on a routing protocol to expedite the exchange of interline freight traffic at key gateways.**

Under the protocol, both operators have established a structured plan to direct flows of interline traffic through the most efficient interchange locations. Implementation of the agreement is well underway.

The routing protocol will result in a number of changes. Fourteen gateways, principally Montreal (St-Luc), Milwaukee, and Winnipeg (Paddington), will experience an increase in volume of interline traffic, while fifteen gateways, including Chicago, Minneapolis, Superior, Wisconsin, Calgary and several southern Ontario locations, will see lesser volumes of interline traffic.

With the CN-CP agreement, CN now has routing protocol agreements with six Class 1 North American railways. CP has similar agreements with three Class 1s.

## Elgin, Joliet & Eastern Railroad take over?

**On 30th October, Canadian National filed an application with the United States Surface Transportation Board (STB) for regulatory authorisation to acquire the principal rail lines of the Elgin, Joliet & Eastern Railway Company (EJ&E).**

CN and United States Steel Corporation announced an agreement in September under which CN will acquire most of the EJ&E for US$300 million, subject to regulatory approval. The railroad operations to be acquired by CN will become the EJ&E West Company (EJ&EW). CN is asking the board to consider this acquisition as a minor transaction, which would permit the Company to assume control in mid-2008.

The EJ&EW would provide the 'missing link' to connect CN's five existing lines entering Chicago, filling a void in its network that has caused the company delays and higher costs. The acquisition would result in improved reliability and service to both CN and EJ&EW customers.

In addition, the transaction would reduce rail traffic congestion in Chicago's inner core and increase rail capacity for carriers operating in the city by dispersing CN trains along the EJ&E arc on the edge of the Chicago metropolitan area. The company plans to spend approximately US$100 million to upgrade the EJ&EW's infrastructure.

# China builds 16 new lines

**CHINA: Work has begun to build no less than 16 new express rail routes, including a 115km line that will cut the Tianjin to Beijing travel time by 50% in time for the 2008 Beijing Olympics.**

Work began several days ago on the line and trains with a maximum speed of 300kph will shorten the journey from 70 minutes to around 30 minutes.

Reports say that China aims to have 12,000km of express rail lines by 2020, linking both provincial capitals and large and medium-sized cities, including those in the booming Bohai Sea, Pearl River and Yangtze regions.

China's State Council has also approved a feasibility study on a planned 1,318km high-speed railway to link Shanghai and Beijing, a plan that has been under consideration for nearly 10 years. If agreed, it would be the longest high-speed rail line in the world and would cut travel time between the two cities from the current 10 hours to about five hours.

▲ *Jalainur Coal Mine, Inner Mongolia, close to the China border with Russia has 25 'SY' type 2-8-2 locomotives working around the site. The locomotives, such as 'SY' No. 1371 pictured here, within the mine complex during autumn this year, are used on internal services between the coal loading points and the reloading station on the northern edge of the open cast mine and on spoil trains. However, the use of all steam locomotives will cease from 2010 when the opencast mines are discontinued and operations go underground.* **Sunny Wong**

# Queensland Rail order locos

**AUSTRALIA: Siemens Transportation Systems Group (TS) has received an order for 25 heavy haul electric locomotives from Queensland Rail.**

With the order, which is worth AUS$183 million, Queensland Rail intends to expand its locomotive fleet in the Goonyella Coal Systems.

The new locomotives will be built at Siemens plant in Allach, Germany, a suburb of Munich and delivery is expected to begin in 2009.

This is not the first time that Queensland Rail has ordered locomotives from the German constructor, as the company is already operating locomotives upgraded by Siemens, and next year will begin operating a further 20 locomotives ordered in 2006.

# Rotem Mitsui multiple units for New Zealand

**NEW ZEALAND: Under a deal signed recently with the Korean and Japanese consortium Rotem Mitsui, Wellington will purchase 35 two-car multiple units, with an option to buy a further 13 sets within the NZ$210 million budget.**

The Korean-built trains will be comfortable, air conditioned modern units, able to run on all parts of Wellington's electrified rail network. The extent of the level of patronage of the new service will act as the basis for exercising the 12-month add-on option for the extra 13 units. Each of the two-car trains will have wider doors, better lighting and seating, and part of each train will have lower floors providing easier access for people with wheelchairs and pushchairs.

Funding for the improvements to the rail network is being provided by the country's Government, which is also funding 90% of the cost of the new Rotem Mitsui trains, the aim being to reduce congestion and carbon usage and encourage people to leave their cars at home by providing an efficient, safe and comfortable alternative.

The first of the new trains is expected to be delivered and running by January 2010 and additional units are scheduled to be introduced at the rate of three a month thereafter, at which point the existing English Electric-built units, which will be 70-years-old, will be phased out as the new trains come into service. The fleet of Ganz Mavag units, which currently operate alongside the English Electric sets will be upgraded to extend their life.

# Moving iron ore in Australia

▶ *In recent weeks the Pilbara region (in the northern section of Western Australia) has seen large amounts of iron ore being moved, fuelled by the spiralling resources boom. The area produces more than 150 million tonnes of iron ore annually and has a network of 11 mines, three shipping terminals and the largest privately owned heavy rail network in Australia. GE Dash-9 Nos. 9433 and 7044 work through the S-curves at Swan.* **Simon Barber**

# Stockholm Interlude

▲ *Veolia Transport Rc6 No. 1334 stands at Stockholm Central station, having arrived with the 15.25 from Narvik on 10th November.*

◀ *Sweden State Railway (SJ) 'X2' No. 2019 departs Stockholm Central on the 14.25 to Göteborg Central on 9th November.*

▼ *Stockholm State Railway's new double-deck 'X40' EMUs Nos. 3705 and 3735 stand at at Stockholm Central with the 16.40 to Linköping Central on 9th November.*

**All: Chris Wilson**

▲ *One of the new Stockholm Lokaltrafik 'X60' type EMUs, with No. 6039 leading, crosses the new Årstabron viaduct with the 11.48 Södertälje Centrum-Märsta pendeltåg service on 10th November. This new viaduct has increased capacity from two to four tracks over this busy section to the south of Stockholm.*

▼ *With snow on the ground, another of the Stockholm Lokaltrafik 'X60' type EMUs, this time No. 6031 departs Västerhaninge with the 14.52 Pendeltåg service to Kungsängen on 10th November.* **Both: Chris Wilson**

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