Railway Herald

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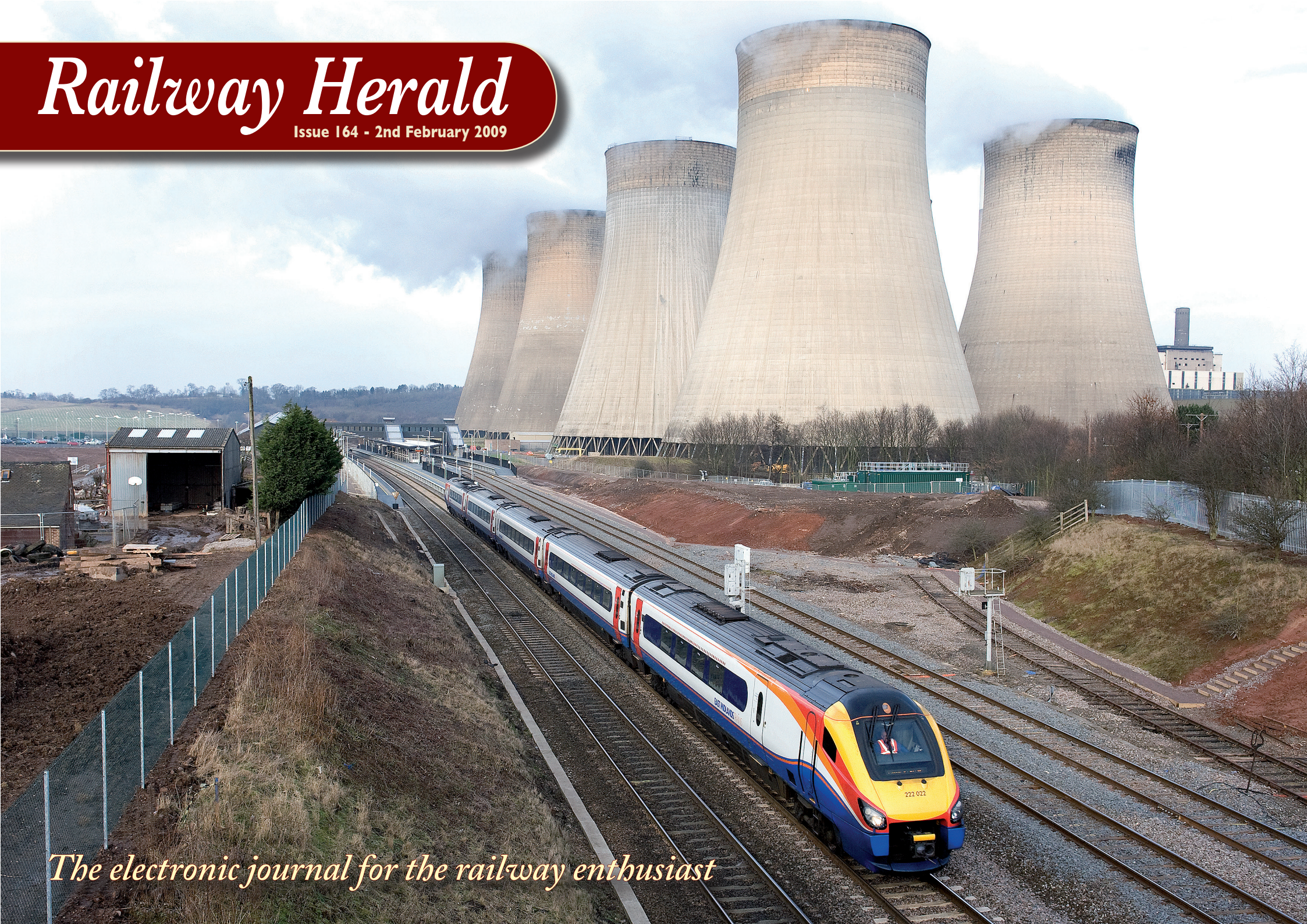

The electronic journal for the railway enthusiast

Railway Herald

Issue 164
2nd February 2009

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Jack Boskett

The day of the Phoenix ...

EuroPhoenix, the leasing arm of the AC Locomotive Group, has officially shown off its first Class 86 locomotive for export, as well as its own demonstrator locomotive, with several modifications, which present a radical change in how the class looks.

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The new station at East Midlands Parkway officially opened on 26th January and aims to tempt road users off the nearby M1
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Front Cover Caption:

Class 222 No. 222022 passes East Midlands Parkway and Ratcliffe Power Station at speed on 31st January. Brian Morrison

East Midlands Parkway officially opens

East Midlands Trains' (EMT) new East Midlands Parkway station, adjacent to Ratcliffe-on-Soar Power Station, was officially opened on 26th January by Transport Secretary, Geoff Hoon.

The multi million pound four-platform station, owned by Network Rail and managed by EMT, will give many people across the area easier and better access to train services. It is said to be one of the 'greenest' ever built, using new technology to minimise impact on the local environment. It uses a ground-heat heating system as well as locally sourced and recycled materials.

It is served by over 100 trains per day, with trains to and from St Pancras International every 15-20 minutes at peak times. The journey time to London is around 1 hour and 30 minutes, and it will serve as a 850 space 'park and ride' facility for Leicester, Derby and Nottingham, reducing car use into the major cities and hopefully taking traffic off the M1.

Forming the 12.28 East Midlands service from Nottingham to St Pancras International, Class 43 powercar, No. 43073 heads into East Midlands Parkway on the station's official opening day, 26th January, No. 43045 being on the rear. Brian Morrison

▲ Work to replace the catenary in the tunnel is underway, prior to reopening on 9th February. Brian Stephenson

Channel Tunnel to reinstate full operation in February

Eurostar will be operating a full Channel Tunnel service again from 23rd February with faster and more frequent trains.

The announcement follows Eurotunnel completing the repairs to the tunnel section known as 'Interval-6' following the fire on a freight shuttle in September last.

From 23rd February, all services will again operate at full speed, with the fastest non-stop journey times of London – Paris 2hrs 15mins, London – Brussels 1hr 51mins and London – Lille 1hr 20mins. Also, there will be more trains, with up to 19 services per day on the London – Paris route and up to 10 on the London – Brussels route. In addition, new direct Ashford – Brussels services will begin on 23rd February, having been delayed since last December by the tunnel incident.

The task of restoring 'Interval-6' to full operational condition has taken a little over three-and-a-half months. Preparatory works for the repair began on 18th October, with the biggest task, the replacement of fire-damaged concrete taking place from early December to early January, at which point the renewal of equipment such as overhead line commenced. Over 4,000 tonnes of dry concrete have been sprayed onto 650 metres of lining during the repair work, following which 1,800 metres of Modar (a fire, smoke and toxicity-proof plastic) has been fitted to hold the electrical cables and 120 cantenary brackets bolted to the tunnel roof every 27 metres.

Other high voltage cables include a 21,000 volt main supply to power the electrical equipment (except the catenary), which was conveyed into the tunnel on three 8-tonne reels and unwound over a 2km distance!

A 620 metres long section of the trackbed, which had been laid to enable automated construction vehicles to access the tunnel, was then cleared of 2,500 wooden sleepers and 3,200 tonnes of ballast, the latter of which was cleared using a vacuum train, before the track in the tunnel was changed on 29th/30th January.

From 10th February, the passenger shuttles will return to two departures per hour in each direction, increasing to four three days later, while the freight shuttles will increase to six per hour in both directions.

The return of the Croxley Green branch?

Two schemes undertaken by Hertfordshire County Council, including the extension of London Underground's Metropolitan Line to Watford Junction, have been supported by the Regional Planning Panel of the East of England Regional Assembly, which will now ask the Department for Transport to fund the plans.

The two schemes are for the £168 million Croxley Link and a new £38 million interchange at Watford Junction.

The Croxley project would divert the Watford branch of the Metropolitan via a new bridge on to the disused Croxley Green branch. This would allow trains to run to Watford High Street and then on to Watford Junction, via the present DC lines, currently used by London Overground services.

The County Council is hoping that the link can open by 2017.

A better future for Maxwell Park station

Maxwell Park station was built in 1894 by the Caledonian Railway as one of the original 10 stations on the Cathcart Circle.

Electrification of the line was completed in 1962 and between 1966 and 1971 there was a small railway museum in the stationmaster's office.

The station was unstaffed in 1987, 'B' Listed in 1990 and was in a very dilapidated state by 1996, by which time British Rail had applied to demolish it – the fate that had befallen its twin at Pollokshields West. However, Pollokshields Heritage, a local conservation and amenity society was formed in 1992, by which time the building was on the register of 'Buildings At Risk'. In spite of the interest generated by an Open Day in the run up to its centenary, no occupant was secured. Finally, under Railtrack's Station Regeneration Programme it was repaired, in fact largely rebuilt, by 2000, but the building itself remained empty, neither re-used nor refurbished.

Pollokshields Heritage commissioned a Condition Survey in 2006 and was granted further funding from the Architectural Heritage Fund and the Railway Heritage Trust for the Glasgow Building Preservation Trust to carry out an 'Options Appraisal', which included a local public meeting and survey in 2007. This demonstrated that widespread support for the sympathetic regeneration of the building continued, but that major and costly obstacles were outstanding.

As a stop-gap measure, and to provide a watching brief, Pollokshields Heritage has undertaken to bring the former booking office back to life – in the first instance as a small community venue for meetings and heritage displays under First ScotRail's 'Adopt a Station' Scheme. Glasgow City Council's local Area Committee, the Railway Heritage Trust and Pollokshields Heritage have funded the rehabilitation work involved.

John Yellowlees, First ScotRail External Relations Manager, said: "Our Adopt A Station policy seeks to put stations at the heart of their communities. We are delighted that Pollokshields Heritage is bringing the former ticket-office into community use and also restoring a floral presence to the platform".

Mobile ticketing from CrossCountry

CrossCountry has announced a trial for an easy way for passengers to buy CrossCountry Advance Purchase tickets on-line and have them sent directly to their mobile phone.

The new 'm-ticket' is said to be a convenient, cost effective and eco-friendly way to journey between York and Edinburgh, including intermediate journeys. To purchase a ticket, a passenger can visit crosscountrytrains.co.uk, sign up via the 'm-ticket' icon and the train ticket, which will include a security barcode, journey details and the customer name, will be sent immediately to your mobile phone as an MMS message.

CrossCountry also offers a special version of its website for mobile browsing, making it simpler to get needed information while using mobile phones, PDA, Blackberry® smartphone or Apple iPhone. The mobile site m.crosscountrytrains.co.uk includes live travel updates, ticket booking, a timetable download application and latest news, all in short, simple formats making it easy to read and browse while travelling.

Network Rail pushes RCS project forward with GSM-R system

Network Rail is investing £24 million over the next three years to fit state-of-the-art in-cab Railway Communications System (RCS) radios in the majority of the British train fleets across the whole British network, replacing the current analogue system with a high-specification, digital one.

RCS allows the driver to contact a signaller within seconds, which could prove vital in emergencies. Better communications will also enable train operators to recover from delays more quickly, while keeping passengers better informed.

Consistent on-time performance benefits have been demonstrated during extensive testing in Strathclyde, which has been running since October 2007, with over 200 cabs fitted as part of a trial that will run until Autumn this year. The first batch of the new radios, which have been designed and manufactured in the UK, will be delivered to Network Rail in July this year with DB Schenker, First Great Western, London Midland and Virgin Trains being some of the first train operating companies to benefit from the new technology.

Network Rail, the Association of Train Operating Companies and Siemens have worked together for the last three years developing the equipment to meet the demands of the train operators and passengers. The entire network is scheduled to be operational by 2013 with the system working in London and the south-east and south-west by 2012.

Eastleigh opens its doors in May

As most readers will know, Eastleigh Works celebrates the centenary of its opening this year.

To mark the event, Knight Rail Services, in association with *The Railway Magazine* is promoting a special 'one-off' open weekend. The event, which is being held on the last Bank Holiday weekend on 23rd-25th May will see a number of visiting steam and diesel locomotives.

With numerous rumours currently on 'the rumour mill' as to what may or may not there, together with some rogue reports in the railway press, *The Railway Magazine* has provided *Railway Herald* with a complete list of currently confirmed attendees. Obviously, the Southern contingent features strongly for the event, with the confirmed visitors being 'West Country' Pacifics Nos. 34007 *Wadebridge* and 34070 *Manston*, 'Merchant Navy' No. 35005 *Canadian Pacific*, 'King Arthur' No. 30777 *Sir Lamiel*, 'Lord Nelson' No. 850 *Lord Nelson*, M7 No. 30053, B4 tank 0-4-0T No. 96 *Normandy* and Beattie Well Tank No. 30587.

On the modern traction front, resident Class 07 No. 07007, Class 73 No. 73119, 4CIG EMU No. 1881 and 4VEP EMU No. 3417 *Gordon Pettitt* will be on show. An EWS Class 60 will be provided, with at least one DRS Class 37, GBRf Class 73 and one of the stored Class 442 and 508 units. From the preserved ranks, Class 33/0 No. 33012, two Class 50s, Class 37/0 No. 37308 and Class 47/4 No. 47580 will be on display. All are subject to availability on the day.

Additionally, a SWT Class 73 and heritage 3CIG, Freightliner Class 66, GBRf Class 66 and a Colas Rail Class 47 have all been requested, but are not yet confirmed. It is hoped to be able to provide a line-up of Class 33s, 73s and Bulleid Pacifics during the weekend.

For further details, visit the dedicated website, **click here** to visit now!

It will be possible to purchase advance tickets for the event online shortly, so stay tuned!

New look for Warrington

▶ **Warrington Bank Quay station frontage has been refurbished to provide a more modern, more welcoming entry to the station. Chris Dixon**

The day of the phoenix arrives....

Following several months of modification work, Europhoenix unveiled its demonstrator locomotive at Long Marston on 30th January.

The locomotive, previously No. 86248, has been modified from a standard BR Class 86 to demonstrate the types of alteration possible for export locomotives. Fitted with modern-standard light-clusters and roof-mounted headlights to comply with European standards, in place of the original headcode-mounted marker lights and central headlight, the loco will also be fitted with twin Faiveley pantrographs in due course as another example of the available modifications under the Europhoenix programme. Modifications to traction and internal equipment will be carried out according to customers' requirements.

At the same event, Europhoenix also displayed the first locomotive for export No. 0450 001-7 (previously Class 86 No. 86247) destined for open-access operator Floyd in Hungary. This locomotive features an alternative modified headlight arrangement to comply with Hungarian standards, and has been given a comprehensive examination at Long Marston. The loco is due to move to Crewe for live testing shortly and handover for export. A second locomotive is undergoing modification for Floyd and will follow the first to Hungary in March.

▲ The new look Class 86s stand at Long Marston on 30th January.
▶ Close up of the new Floyd livery on No. 450 001 (ex-86247). **Both: Jack Boskett**

Pioneer First Capital Connect Class 377 delivered

▲ **The first of the fleet of new-build Class 377/5 EMUs for Southern, that have been hired to First Capital Connect in the short term, arrived at Selhurst Depot on 31st January. The unit, No. 377501, was moved from Bombardier Transportation's Derby Litchurch Lane works overnight on 30th/31st January, by First GBRf Class 66/7 No. 66729. The unit will undergo acceptance testing before entering traffic later this year. The unit is pictured at Selhurst Depot, shortly after arrival. Ken Parker (with permission)**

Unique opportunity to see the Midland route tunnels on the Monsal Trail walk

With the recent media coverage given to the ongoing debate over the re-opening of the former Midland Railway main line through the Peak District of Derbyshire, a repeat opportunity is being arranged for two privately sponsored Monsal Trail walks between Bakewell and Chee Dale including passage through the normally closed tunnels.

The walks, to be operated on 11th April and 12th September, are operated with agreement and licence of the Peak District National Park Authority and will commence from the former station at Bakewell and conclude at Wye Dale, north of the former Blackwell Mill Halt, and include passage through the normally closed tunnels.

The walk will commence at 10.30 and terminate at Wye Dale around 16.00 with return to Bakewell by private coach.

There will be a charge for participants to include licence agreement with the Park authority and coach hire, and conditions will require carrying a hard hat, torch and wearing stout footwear and suitable clothing. Convenience stops will be made at Hassop, between Cressbrook and Litton tunnels and at Millers Dale.

Space on these walks will be limited and applications will be administered on a first come first served basis for the respective two dates.

Further details can be obtained, only in writing, by sending a stamped addressed envelope to Stuart Smith, 5 Sedgebrook Close, Oakwood, Derby. DE21 2DX

UK News In Brief

■ Reopening of Chard Junction station could become a reality as the town's regeneration plan is developed. The station platform is still there and trains from Crewkerne and Axminster still stop there because it is a passing loop, but nobody can board at present. The station was closed in 1966 because it was not well used, though residents say it is something they would like to see back and would make use of.

■ The takeover of Babbacombe Cliff Railway is about to get the go-ahead from the Secretary of State, according to the tourist attraction's supporters. Since 2005 the Friends of Babbacombe Cliff Railway have been campaigning to take over running of the site from Torbay Council. It will mean new railway prices and the railway staying open 60% longer to generate 30% more income. The new company will also be able to apply for Lottery funds. Councillors voted last November in favour of the handover and the matter is now in the hands of the Secretary of State. The council has set aside £35,000 from the cliff railway budget to pay for the changeover, and will fund the remaining £6,000 costs from its repair and maintenance budget.

■ A long-awaited £1million refurbishment of 162-year-old Whitby station starts on 26th January. Network Rail is delivering a wide-ranging programme of work including the replacement of the platform barrier and a new portico roof to the north-facing entrance. The Esk Valley Railway Development Company has pushed for action after highlighting the plight of the Grade II listed building and the need for repairs. The Esk Valley service will operate as usual during the work.

■ The disused railway track between Gosport and Fareham is set to be approved by Hampshire County Council for use as a high-speed bus route. The £20 million project is aimed to reduce congestion on the busy A32 road.

■ Class 395 'Javelin' No. 395005 arrived at Southampton Docks on 28th January, from where reports indicate that it moved overnight to the Hitachi base at Ashford, Kent.

■ A graffiti vandal who defaced trains, trams and railway buildings in South London and Surrey has been given an eight-month suspended prison sentence and an Asbo to prevent him carrying spray cans. Unemployed Sean Kinsella, 22, inflicted £17,000 damage in a 10-month spray paint campaign between May 2007 and March 2008. British Transport Police targeted him in an operation over Christmas when the rail network was closed down. At Southwark Crown Court, he pleaded guilty to seven charges of criminal damage at Streatham Hill depot, Coombe Way Tram depot, Norwood Junction, East Croydon and South Croydon stations, Fairfield Road bridge and Selhurst rail depot. The judge also imposed a 12-month supervision order, a six-month curfew between midnight and 6am and another Asbo preventing him going on any part of the railways not open to the public.

■ Archaeologists have been unearthing some of the secrets behind the construction of the Settle & Carlisle Railway. Members of Channel 4's Time Team, have been excavating the site north of Dent station of a construction camp set up to house workers who built the line. The programme, broadcast on 1st February and is repeated on Channel 4 on 7th February.

LUL abandons legal appeal over noise

London Underground Ltd (LUL) has been ordered to pay £115,000 in legal costs after backing down from an appeal against a noise abatement notice served regarding Earls Court station.

Kensington and Chelsea Council served the notice in April 2007 after LUL refused to deal with excessive noise from a new public address system installed three years earlier. Residents living nearby had made repeated complaints about loud and intrusive announcements, and in March last year an investigating Environmental Health Officer found that 72 announcements, all clearly audible within local homes, were made within one hour. LUL appealed against the notice, claiming there was no nuisance and that it had done everything practicable to prevent excessive noise.

The appeal took place over six days and magistrates heard from local residents, council officers and transport engineers. Witnesses for LUL admitted that no environmental impact assessment of the new PA had been carried out and that it did not operate within its designed parameters. The company abandoned its appeal and agreed to pay the council's legal costs.

The problem of loudspeaker announcements has been getting worse in recent years as older systems are being upgraded. A review of complaints carried out by the London Assembly's environment committee last year found some 70 stations were causing problems. The frequency of announcements has also gone up at many stations due to requirements to give seemingly incessant security messages.

▲ The new look carriage sits in Glasgow Depot prior to entering service. SPT

New Metrolink depot gets underway at Old Trafford

Engineers have finished clearing the site for a new tram depot at Old Trafford, ahead of the first of a fleet of new trams arriving in the summer. Greater Manchester Passenger Transport Executive (GMPTE) is overseeing the construction of the depot as part of a £600 million project to double the size of the Metrolink network.

The new depot will have room for 32 trams and will cover more than 67,000 square metres - about the size of 10 football pitches. The site of the depot is said to be ideal as it is between the tram line to Altrincham and the new line to Chorlton, in south Manchester. It is also planned to expand the original depot in north Manchester to house some of the new trams. The new Metrolink lines to Oldham and Rochdale, Droylsden, Chorlton and MediaCityUK in Salford Quays will cover nearly 20 miles and include 27 stops. The new routes are due to open in stages between 2010 and 2012.

Edgware station step-free access upgrade complete

Tube Lines has completed the modernisation of Edgware Tube station, which has included major access works.

The completion means that the company has finished 64 station upgrades, including all the stations on the Edgware branch of the Northern line. The scope of work undertaken at Edgware was extensive as the station modernisation work was combined with the major step free access project to install two new lifts. The lifts, although finished, will not be available for public use until April, when all the safety checks have been finalised. Under the PPP contract, Tube Lines is required to install lifts at Acton Town, Edgware, Golders Green, Morden, High Barnet and Oakwood. Of the six stations, four have now been completed, one is under construction, and one is in design. Tube Lines has also installed two additional lifts at Hendon Central and Finchley Central.

Robbie Burns takes to the subway

Strathclyde Partnership for Transport (SPT) has 'decorated' a Glasgow Subway train carriage with an image of Robbie Burns, to commemorate the 250th anniversary of his birth and to join the celebrations to mark Homecoming Scotland 2009.

The carriage is vinyl-wrapped with an Andy Warhol-style design created by artist Sheilagh Tennant, curator of Inspired, a Burns-based exhibition that will be at the Mitchell Library from April. SPT Director of Subway Operations, David Wallace, said: "The new Robert Burns carriage looks brilliant and it will certainly catch the attention of all our passengers. It seemed fitting that we did something to mark this momentous occasion and it's great that so many passengers will get to enjoy the image".

The £6,000 wrapped carriage is just one of a number of Burns birthday celebrations that SPT has lined up; posters and wall plaques displaying the Bard's verses will be on show at major subway and bus stations in the west of Scotland, SPT's poet-in-residence John Rice will manage Bang On Bard! a poetry competition for Glasgow children launched this week, and subway passengers will receive a free, specially designed tartan wallet for their subway ticket.

SPT has also commissioned a Burns tartan. Staff will wear Burns tartan ties and cravats throughout 2009. The national year of Homecoming 2009 is a Scottish Government initiative celebrating Scotland's contribution to the world and is expected to be a big tourist draw for the nation.

Grand Central gains fourth path

Grand Central has welcomed the decision by the Office of Rail Regulation to grant a fourth path for its services between King's Cross and Sunderland.

Tom Clift, Managing Director of Grand Central Railway, said: "The people of the North East and North Yorkshire have campaigned long and hard in support of an additional direct daily service to the Capital. Today that path was granted by the Office of Rail Regulation. Now the hard work begins in getting the processes and resources in place to enable this new daily return service between Sunderland and London to operate, we anticipate from June of this year".

Grand Central also confirmed that it has agreed a lease with Angel Trains for two Class 180 units for the additional services.

DfT agrees to replace controversial ghost bus service, but with what?

Trains are to be re-introduced on the West London Line to replace a controversial ghost bus service.

The Department for Transport (DfT) has agreed that the weekly bus service that is currently running between Ealing Broadway, Kensington Olympia and Wandsworth will be replaced by a train service, following pressure from London TravelWatch and Passenger Focus, the national rail watchdog. In December 2007, the Arriva CrossCountry train service between Birmingham and Brighton via Kensington Olympia was withdrawn and replaced by an unadvertised weekly bus service.

London TravelWatch argued that a proper closure procedure, with full consultation, should be implemented before a bus service could replace an existing rail service. Sharon Grant, chair of London TravelWatch, said: "We were always unhappy with the solution to run a weekly bus and received complaints from passengers. After months of pressing the DfT, we are delighted that there is agreement that a bus service is not an adequate replacement for a train service, and that a full, legal closure process would have to be undertaken before this arrangement could be made permanent".

However, the DfT has yet to confirm the details of the replacement service including whether it will follow the full Birmingham to Brighton route that was withdrawn. Sharon Grant continued: "The devil, of course, is in the detail, and we will be looking very closely at any solutions the DfT provide, to ensure that it provides passengers with a useful service, as well as being cost-effective."

Stalybridge bar back on track

The new conservatory that forms part of the famous buffet bar on Stalybridge station and replaces the original 123-year-old structure was formally opened on 30th January.

With the support of Lord Pendry and the Railway Heritage Trust, Network Rail has replaced the old structure with a like-for-like facility incorporating many of the original features, during the £50,000 project. The buffet bar is famous throughout the north-west and regularly has 50 people a night sampling the wide range of real ales available. It was voted the best bar in Tameside in the 2008 Tameside Food & Drink Festival and got a special recognition award in 2008 from the Campaign for Real Ale (CAMRA).

Petroleum derailment at Stewarton

The Rail Accident Investigation Bureau (RAIB) is carrying out an investigation into the derailment of a freight train at Stewarton, near Kilmarnock at approximately 06:15 on 27th January.

The train was the 05.20 from Mossend Down Yard to Riccarton and consisted of a Class 66 locomotive and 10 tank wagons, eight of which contained diesel fuel, and two kerosene. The locomotive and the leading four wagons remained on the track, but the rear six wagons derailed. There was substantial damage to the track and an underbridge, and localised fires as a result of leakage of fuel from some of the wagons.

The fires were extinguished, and steps are being taken to recover the fuel that remains in the tank wagons so as to minimise any environmental risk. There were no casualties as a result of the derailment, but the railway between Kilmarnock and Barrhead had to be closed while recovery of the train and repairs to the infrastructure took place.

The RAIB will publish a report, including any recommendations to improve safety, at the conclusion of its investigation.

Thameslink names 'colour-card' EMUs

The two First Capital Connect (FCC) Class 319/4 EMUs that have been distinctively reliveried into a 'colour-card' style livery to promote the Thameslink Programme were named at London Blackfriars station on 22nd January, No. 319364 being *Transforming Blackfriars* **and No. 319365** *Transforming Farringdon*.

FCC staff chose the names to highlight two current pieces of work of the Thameslink Programme, which will introduce 12-coach trains on the route to increase capacity on the line between Brighton and Bedford.

Blackfriars station is being rebuilt to accommodate the longer trains and will be the first station to span the River Thames and have both a North Bank and South Bank entrance. Farringdon station is being remodelled to accommodate the longer trains and to provide improved access for London Underground.

As well as a new station entrance, concourse and platform footbridge, there will be provision for Crossrail.

◀ **The distinctive livery and stick-on style nameplate attached to FCC's Class 319/3 No. 319364. FCC**

◀ Pathfinder Tours ran a Cardiff - Manchester railtour on 24th January and operated a mini-tour from there to Bootle Docks via a number of freight lines using Freightliner Class 66/5 No. 66596 and DBS Class 66/0 No. 66007 in 'top and tail' mode. The train is pictured arriving at Bootle Regent Road Crossing. **Fred Kerr**

◀▼ Class 67 No. 67017 leads with classmate No. 67016 trailing on the 14.00 Cardiff-Taunton First Great Western service past Bishton Flyover, on 30th January. All vehicles in this formation are now Inter-City blue and grey liveried, after a spell of a maroon BSO being used. It is thought that the set will utilise all DBS maroon liveried vehicles from March. **Mark Thomas**

▼ The Lindsey - Kingsbury oil train operated by DB Schenker usually loads up to 28 bogie tank wagons, but on 28th January the consist numbered 30 vehicles grossing over 3,000 tons. The heavy load eases into Elford Loop behind by Class 60 No. 60048 *Eastern*. **Fred Kerr**

The News In Pictures

◀ A further 20 members of the Class 60 fleet have been stored, although not all have been stopped as yet. The latest victims being No. 60012, 60013, 60018, 60019, 60020, 60021, 60024, 60026, 60027, 60040, 60048, 60059, 60061, 60062, 60063, 60066, 60068, 60091, 60099 and 60100. The latest cull brings the number of locomotives in active pools to just 17. One of the stored locomotives, No. 60020, powers an Ely to Peak Forest empty rake of Cemex bogie hoppers through Cossington on 30th January. **Stuart Chapman**

▼ Class 92s Nos. 92009 *Elgar* and 92015 *D.H. Lawrence* top and tail a damaged intermodal wagon, No. 609044, at Stafford on 23rd January, running as 8Z10 Stafford to Crewe IEMD. The wagon had sustained wheel problems on an intermodal working the previous day and the 92s were employed to haul the wagon to Crewe with a maximum speed of just 20 mph.
Brad Joyce

UK Steam & Modern Traction Railtour Listings

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

6th February		
Pathfinder Tours	DBS 67	Swansea-Cardiff Central-Hereford-Crewe- Edinburgh Waverley
7th February		
A1 Steam Loco Trust	60163	Darlington- York-London KX (break/rev) (& return) *Limited Tickets : Contact Steam Dreams for bookings*
Past Time Rail	46115	(Manchester Victoria-Skipton-Hellifield)-Hellifield-S&C-Carlisle (break)-S&C-Hellifield-(Hellifield-Skipton-Manchester Victoria)
Spitfire Railtours	2xDRS 20/3	Birmingham International-Birmingham New St-Wolverhampton-Warrington BQ- Blackburn-Hellifield-S&C-Carlisle (break) & return
8th February		
Pathfinder Tours	2x DBS 66	Edinburgh Waverley-North Berwick- Monktonhall Colliery (rev)-Leith Docks (rev)-Powderhall Branch-Mossend-Grangemouth Docks Branch (rev)-Larbert-Stirling-Alloa-Dunfermline Town-Forth Bridge-Edinburgh Waverley
9th February		
Pathfinder Tours	DBS 67	Edinburgh Waverley-Crewe-Hereford-Cardiff Central-Swansea
13th February		
VSOE	2xDBS 67	London Victoria-London Victoria
VSOE (Northern Belle)	2xDBS 67	Harrogate-Leeds-York-Luncheon Circular Tour & return
VSOE (Northern Belle)	2xDBS 67	Chester-Manchester Victoria-Evening Circluar Tour & return
14th February		
Past Time Rail	tbc	**The Cotton Mill Express:** Manchester Victoria-Stalybridge-Huddersfield-Copy Pit-Blackburn (break)-Darwen-Manchester Victoria
Railtourer	2xWCRC 47	Huntingdon-Peterborough-Grantham-Newark Northgate-Retford-Doncaster-Leeds-Skipton-S&C-Carlisle (break/rev) & return
Railway Touring Company	34067	London Paddington-Slough-Reading-Newbury-Westbury-Castle Cary-Yeovil Junction-Salisbury (break)-Basingstoke-Reading & return
Steam Dreams	60163	London Waterloo-Staines-Basingstoke-Eastleigh-Basingstoke-Waterloo (lunch)
Steam Dreams	60163	London Victoria-Redhill-Guildford-Woking-Staines-Victoria (evening)
UK Railtours	2xDBS 67	London KX-Stevenage-Sheffield-Hope (break/rev) & return
VSOE	35028	London Victoria-Clapham Jct-Richmond-Staines-Virginia Water-Woking-Guildford-Dorking-East Croydon-London Victoria (Luncheon)
VSOE	2x DBS 67	London Victoria-tbc-London Victoria (Evening)
15th February		
VSOE (Northern Belle)	2xDBS 67	Coventry-Birmingham International-tbc-Birmingham Int-Coventry
18th February		
UK Railtours	2xDBS 67	London Euston-Watford Junction-Northampton-Nuneaton- Crewe-Preston-Shap-Carlisle (break/rev)-Carlisle-Workington-Sellafield-Ravenglass-Ulverston-Carnforth-Preston & return

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

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

The Week Ahead

Although *Tornado* is in action again this weekend, working into London for the first time, there is some serious competition for tour of the day.

The 'A1' is in action with The A1 Steam Trust's 'Talisman' from Darlington to London King's Cross, which has *Tornado* southbound only, returning diesel-hauled. Meanwhile, back in the north, No. 46115 *Scots Guardsman* will be at Hellifield awaiting Past Time's 'Cumbrian Fellsman' from Manchester Victoria, which the 'Scot' will proceed to take over the 'Drag' to Carlisle and back.

Now, *Tornado* is quite rightly big news, but in this instance, a 'Scot' both ways over the S&C has to be the tour of the day?

Also heading for the S&C is Spitfire Railtours with a pair of DRS Class 20s for the 'Fellsman Chopper' from Birmingham International. The tour runs via Crewe and Blackburn and will feature the Class 20s both ways over the S&C.

Pathfinder busy themselves north of the border, commencing with a weekend trip from Swansea to Edinburgh, conveying rugby fans for the Scotland v. Wales Six Nations International. This will be Class 67-hauled, working north on 6th February and returning on 9th February. The layover period will be utilised on 8th February with 'The Forth McFreighter' which will visit a number of freight locations around Edinburgh and the River Forth. Starting from Edinburgh Waverley, the train should visit, during the course of the day, North Berwick, Monktonhall Colliery, Leith Docks, the Powderhall branch, Mossend, Grangemouth Docks, Larbert, Stirling, Alloa, Dunfirmline Town and the Forth Bridge. Traction should be pair of DBS Class 66s.

▼ **Ian Riley's LMS 'Black 5' No. 45407** *The Lancashire Fusilier* **passes Stalybridge hauling Past Time Rail's 'Cotton Mill Express' from Manchester Victoria to Blackburn on 31st January. Brad Joyce**

▲ Another member on the DB Schenker 'hit-list' is Class 60 No. 60026. Here, the locomotive is pictured powering through the 's' bends as it climbs to the summit at Eldroth on the 'Little North Western' line with the 07.17 King's Cross - Preston Pathfinder Tours charter on 31st January. **Mick Langton**

▼ The tour originated from London King's Cross and was powered by Class 92 No. 92012 as far as Doncaster RMT, where Class 60 No. 60026 took over. Here the '92' passes Offord, Cambidgeshire. **Paul Townsend**

Northern Railtours announces its inaugural charter and spins off to Ayr

Following the announcement of Statesman Rail, as reported last issue, a further railtour company has entered the charter market.

Northern Railtours has been created by a group of railway employees to offer a small number of high-quality days out each year, one of the unique features being the availability of a 5% discount to rail staff.

The company's first charter, 'The Ayr Brush', will run on 6th June from Crewe, the provisional departure time being 07.30, then picking up at Warrington Bank Quay, Wigan North Western, Preston and Carlisle, and providing around four hours in Glasgow.

Passengers have the option of either spending time in the Scottish city or remaining on the train for a trip to Ayr, providing the first visit by a pair of AC locomotives on the line for many years. Motive power for the trip will be provided by a pair of AC Locomotive Group AC electrics throughout, running in 'top and tail' mode. The train will use the recently introduced Cargo-D Mk2 blue & grey set, normally based at Barrow Hill.

Fares are priced at £74 Adult, £69 Child in First Class, or £59 Adult, £49 Child in Standard Class. For passengers joining in Standard Class at Carlisle, there is a slightly lower fare of £49. Rail staff qualify for a 5% discount on the ticket price, but must present a valid staff ID card with their ticket on the train. Tables for two can be reserved in First Class for a payment of £15 per table.

For further details on the tour and the company, please visit the website at http://www.users.globalnet.co.uk/~realw/NorthernCharters/, email northerncharters@ymail.com or call 01925 813182.

News In Brief

■ The Railway Touring Company's 'Great Britain 2' mega-railtour, which operates from 6th to 13th April, has some interesting changes. Day two of the trip, on 7th April, will now start with the non-steam hauled outward leg from Bristol Temple Meads to Penzance powered by Class 52 No. D1015 *Western Champion*. The return from Penzance remains as advertised in the hands of No. 5029 *Nunney Castle* and 'Britannia' No. 70013 *Oliver Cromwell*. There is a change of traction also on the following day's Bristol Temple Meads to Preston leg, via Hereford, Shrewsbury and Crewe, which will now be operated by No. 6201 *Princess Elizabeth*. Also mentioned is that the optional day out on 11th April from Inverness to Kyle of Lochalsh will now be hauled by either 'Black 5' No. 45231 or 'K4' Mogul No. 61994 *The Great Marquess*.

■ The A1 Steam Trust's 'Yorkshire Pullman', which was due to feature No. 60163 *Tornado* and the VSOE 'British Pullmans' from London King's Cross to York on 26th February, has been postponed due to operational reasons. It has been re-dated to operate on 18th April, again with VSOE's 'British Pullman' stock, and with the added bonus that it will now be steam-hauled both ways.

Battle of Britian No. 34067 *Tangmere* **works hard as it climbs the steep gradient from Folkestone Harbour to Folkestone East, before continuing to London Victoria via Canterbury West on 24th January.**
Andrew Crampton

Vale of Glamorgan Railway evicted from Barry Island

The Vale of Glamorgan Railway (VGR) was served a 'one month' eviction notice by the Vale of Glamorgan Council to vacate its site at Barry Island by 15th January.

This has resulted in Class 14 No. D9521, Hunslet 0-4-0DH No. 6688 and a VDA van having to depart for the Dean Forest Railway over the weekend of 17th/18th January.

Class 20 No. D8137 returned to the Gloucestershire and Warwickshire Railway at Toddington on 19th January, and Hunslet 0-6-0 ST *Pamela* left for a hire period at the Lincolnshire Wolds Railway.

The eviction followed the awarding of a bid by the council to operate the railway to Cambrian Transport. It should be emphasised, however, that the Vale of Glamorgan Railway has not closed down; it has been evicted and is now in effect, a railway 'in exile' and hopes that through discussions with a number of railways, it will continue as sub-groups at various sites.

The identity of the VGR will also be retained as a group. It has been resident at Barry Island for 14 years following the move from Bute Road, Cardiff, and the current board would like to thank all the visitors who have come to visit the line over the years.

Railmotor power bogie moves to Llangollen

The power bogie and boiler for the Steam Railmotor project, which had been on display at Didcot, have moved to Llangollen, to be united with the rest of the vehicle.

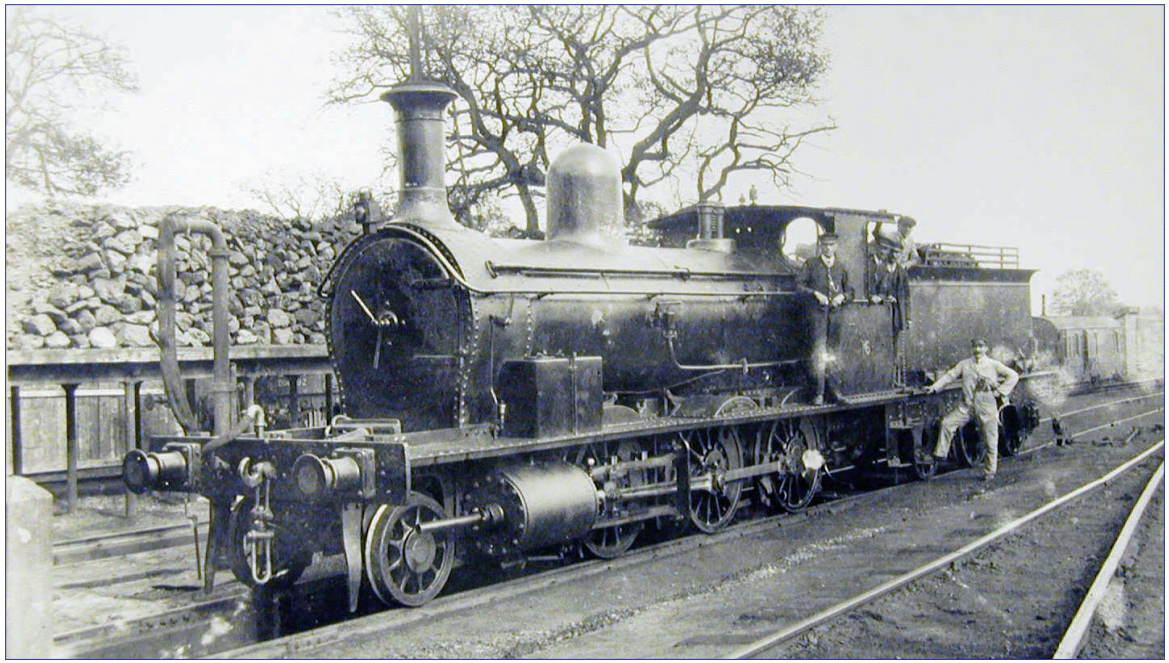
The boiler and power bogie will be on display in the Locomotive Works at Llangollen during the line's forthcoming gala event (18th-29th April) and the body and underframe (which will by then have been reunited) will be on display at Pentrefelyn Carriage and Wagon Workshop.

Swindon & Cricklade announce major project to build a brand new signature locomotive for the owning trust

The Swindon & Cricklade Railway Trust has announced a project called the 'Galloping Gertie' to build a full size replica of Midland & South Western Junction Railway (MSWJ) locomotive No. 16.

The aim is to provide a signature locomotive for the railway, owned by the Trust, which will compliment both the development of the line and the increasing vintage carriage fleet. Additionally, it is hoped that the locomotive will be seen as a celebration to the memory of the former MSWJ and Beyer Peacock companies.

It is also hoped that links can be made with Australian preservation groups, as two similar locomotives still exist in New South Wales. It is recognised that this is a long-term project, but members and enthusiasts have already shown significant interest. Considerable preparatory research and engineering activity has taken place and an inaugural meeting was held on 31st January at Blunsdon station to formally start the project.



▲ **The original Midland & South Western Junction Railway No. 16. The project aims to build an identical replica for use on the Swindon & Cricklade Railway. Swindon & Cricklade Railway Archives**

MSWJ No.16 was a Beyer Peacock 2-6-0 tender locomotive known as 'Galloping Alice', delivered in 1897 to a similar but modified design of locomotives for the New South Wales Government Railway. It was built to provide reliable freight workings between Cheltenham and Southampton Docks, being based mainly at Andover Junction. The nickname 'Galloping Alice' apparently came about on account of the speed at which its small 4ft diameter driving wheels had to make to gain progress and the motion it had when moving.

Unlike No. 14, which was sold in 1914, 'Alice' made it into Great Western service in 1923, seemingly acquiring the new nickname 'Galloping Gertie' at this time. It was rebuilt with a GWR No. 9 boiler, new chimney and a standard 2,500 gallon tender, was given the number 24 and put back to work, mainly operating pick-up goods trains between Swindon and Stoke Gifford yard.

Legend has it that in 1930, it was once pressed into service to haul an express from Bristol to Swindon after the failure of 'King' class 4-6-0 No.6003 *King George IV*. This it apparently did to the best of its abilities, but it probably proved too much for the old girl as it was taken out of service, and disposed of a few months later.

Although the locomotive never carried a name, being merely MSWJ No. 16, the Project will take the name of 'Galloping Gertie' as its working title.

Anyone interested in providing help, please contact Paul Ricks either by email at Paul@PaulRicks.com, telephone on 07738475317 or by post at 8, West Highland Road, Swindon. SN25 4FP.

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▲ Class 04 2-8-0 No. 63601 passes Woodthorpe, bound for Rothley, during the GCRs Winter Gala on 31st January. **Jack Boskett**

▶ NER 'Q6' No. 63395 departs from Loughborough with a mineral train on 29th January. **Fred Kerr**

Easter Tank Engines for GCR gala

The Great Central Railway is planning an 'Easter Tank Engine Extravaganza', a very different event from 'The Year of Express Engines' held over the same period last year.

Class N7 0-6-2T No. 69621 is being hired in from the North Norfolk Railway, and the engine will be joined at the event by the N2 0-6-2T No.69523 and Fairburn 4MT class 2-6-4T No. 42085 from the Lakeside and Haverthwaite Railway.

The 'N2' is approaching the end of a 10-year overhaul. The boiler has been repaired at Tyseley and subject to passing the necessary tests will return to Loughborough in the next few days.

Bill Ford, President of the Great Central Railway said: "This is a very different line-up for us and we're certainly excited about it. We'll be running a 45-minute departure timetable with the tank engines passing on the double track. The 'N7' is only visiting for a short while and it's very unlikely we'll be able to repeat this line up - so catch the tank engine gala while you can!" This will be the 'N7s' first visit to the GCR, and it is thought that the 'N7' and the 'N2' have not appeared in steam together before.

Oliver Cromwell, Duke of Gloucester and *Sir Nigel Gresley* form SVR gala headlines

Newly-restored BR Class 7MT Pacific No.70013 *Oliver Cromwell* **makes its first-ever appearance on the Severn Valley Railway at the line's three-day 'Festival of Steam' from 6th-8th March.**

BR Class 8P Pacific No.71000 *Duke of Gloucester* - also in the motive power line-up for the gala - is being touted as a 'first time visitor' too. But did the 'Duke' actually turn its wheels on the SVR line back in 1961, as one source has suggested? SVR staff have been delving into the archives and seeking the advice of some of the railway's longer-serving members in an attempt to substantiate a claim that the 'Duke' used the Kidderminster-Bewdley-Hartlebury Junction triangle to turn after working a train to Kidderminster in 1961.

But the railway has now ascertained that although *Duke of Gloucester* did arrive at Kidderminster on 19th December, somewhat unusually on a local train from Wolverhampton, it never actually came onto the SVR 'branch'. Explains SVR Marketing Manager John Leach: "We've spent some time looking into this. The balancing working we understand was a parcels train to, I think, Crewe. It was a normal turn for a 'Castle', a 'Britannia' or similar, and these would, as a matter of course, turn on the triangle. However, when No. 71000 turned up, the signalman apparently nearly had a heart attack, called 'Control', who initially didn't believe him. It was ultimately decided not to turn it on the Bewdley triangle as it was considered to be too heavy, and it was sent back on the parcels tender-first."

"It looks as if the 'Duke' never actually came onto SVR metals, although trying to discover what happened on a specific day almost 50 years ago isn't all that easy. In the absence of any other proof, we're saying that both Cromwell and 'the Duke' are both making their SVR debut. But if anyone knows differently, we'd love to hear from them." continued Mr Leach.

Not in dispute is the fact that the third 'Pacific' in the line-up - LNER Class A4 No.60007 *Sir Nigel Gresley* - has visited the railway during the preservation era - although only previously in LNER livery, as the Garter Blue No.4498. The fourth 'big engine' in the line-up, GWR 4-6-0 No. 5029 *Nunney Castle*, was at the SVR in the mid-1990s.

The 'Festival of Steam' can be accessed by one, two and three-day 'Rover' tickets at £20, £30 and £40 respectively (adults) £10, £15 and £20 (children 4-15) and £17, £26 and £35 (senior citizens). All tickets can be bought in advance by credit card, either online at www.svr.co.uk or by telephone to 01299-403816. Similarly, copies of the working timetable detailing every train, light engine, empty stock and shunt movement (there are almost 130 of them over the three days), both in timetable format and by individual locomotives, are also available at £5 each.

The Festival is essentially a 'big engines' event, and is a marked departure from the 'Branch Line Weekend' format of recent Spring Galas on the SVR. Striving for maximum authenticity, the railway will attempt to match locomotives with 'correct' rolling stock; 'Britannia' will haul a rake of BR maroon-liveried Mk1 coaches, the 'Duke' will have charge of a 'blood and custard' rake, and Sir Nigel Gresley will run with the LNER Gresley teak set. *Nunney Castle* will haul the Great Western set and, unavoidably, GWR 'Manor' No.7812 *Erlestoke Manor* will run with the LMS set! Additionally, a three-coach 'local train' will ply between Kidderminster and Bewdley, with 'Prairie' tank No.5164 in charge.

▲ The East Lancashire Railway held its first gala of the 2009 season with Standard 4MT 2-6-4T No. 80098 as the guest engine. Although the gala produced a mix of traction it was the 'big' engines that drew many visitors, including Standard Class 8P Pacific No. 71000 *Duke of Gloucester,* seen approaching Summerseat with the 12.25 Heywood - Rawtenstall service. **Fred Kerr**

◀▲ Stanier 8F 2-8-0 No. 48305, temporarily renumbered as No. 48773, approaches Woodthorpe Bridge during the Great Central Railway's Winter Gala on 30th January. **Stuart Chapman**

◀ The Churnet Valley Railway turned the clock back on 1st February, when the line's DMU delivered 10 barrels of various ales from the Peakstones Rock Brewery to The Black Lion public house at Consall, ready for its first ever Winter Beer Festival that runs in conjunction with the CVR's Winter Steam Gala on 7th/8th February. This was the scene as the kegs were unloaded at Consall. **David Gibson**

◀ The latest DB Schenker-liveried locomotive, and the first Class 66 to gain the new colours, No. 66152 stands on Peterborough TMD on 31st January. **Robert Jefferys**

◀▼ Toton No. 1 (Class 08 No. 08480) stands in the yard at Toton Depot on 28th January. **David Wragg**

▼ Class 08 No. 08738 is seen in the yard at Toton with Fastline Freight Class 66 No. 66301 passing the yard 'light engine' on 28th January. The Class 08 locomotive carries base Euro Cargo Rail livery and branding with EWS logos in on the cabside. **David Wragg**

Direct Rail Services' Class 47/7 No. 47712 *Pride Of Carlisle* **was entrusted to work the 18.35 Carlisle Kingmoor to Coatbridge wagon maintenance trip on 26th January. The vehicles had been under maintenance at Haverton Hill and had previously been moved to Carlisle. The train is seen looped at Carstairs. Kenny Marrs**

◀ On what is thought to be the locomotive's first revenue-earning working, the first EWS locomotive to carry DB Schenker colours, Class 59/2 No. 59206 *John F. Yeoman Rail Pioneer* heads the 07.12 Merehead-Acton Yard 'Jumbo' aggregates service through a foggy Newbury Racecourse on 27th January. **Ken Brunt**

◀▼ On 30th January, Class 66/0 No. 66108 leads fellow classmates Nos. 66227, 66034, 66122 and 66200 on an Eastleigh to Hoo Junction engineers service, approaching its destination. **Ian Cuthbertson**

▼ Advenza Freight Class 57/0 No. 57005 powers up-grade from the Seven Tunnel on 30th January, while working a steel scrap service. **Alastair Wood**

A loco-hauled service made a rare appearance on the Uckfield branch on 27th January, when Class 31/1 No. 31285 powered a network rail test train on two trips over the line. The train is pictured on the Kent / Sussex border between Ashhurst and Cowden, returning from Uckfield. **Andrew Wood**

In the latest part of Blue & Grey Years, Ken Brunt gives us an insight into his photo collection, with a look at the railway scene around London in 1988.

As ever, readers contributions for this section are always welcomed.

◀▲ Class 47 No. 47545, renumbered as Departmental Class 97 No. 97545, stands at St Pancras on 18th November 1988, awaiting departure time with the 18.20 service to Derby.

▲ Class 33/0s Nos. 33040 and 33056 stand at Angerstein Wharf on 14th June 1988, having arrived from Park Royal with aggregate hoppers.

◀ Class 81 No. 81004 and Class 85 No. 85015 are seen stabled at Dagenham Dock, as Class 302 No. 302215 passes with a Shoeburyness - Fencurch Street service on 23rd November 1988.

All pictures by Ken Brunt

Heat causes problems for Australian Railways

An increase in train maintenance and earlier cooling of trains are both part of a package of measures in place as V/Line in Australia gears up for one of Victoria's hottest weeks on record.

With temperatures over 40 degrees in Melbourne (and hotter in some parts of the state), a fleet of over 50 coaches were based at Southern Cross station on stand-by to back-up trains affected by the extreme heat. More coaches will be on hand in the hottest part of the state at Swan Hill and Shepparton, with further coaches deployed to other locations as needed.

To help passengers cope with sweltering temperatures, air conditioning on the older locomotive-hauled trains is being run well before departures to help ensure cooler carriages as people board. All this means little or no relief for train maintenance crews until there is a break in the weather conditions.

On the Noarlunga line in Adelaide's south, services are now running as normal again following the tracks buckling in extreme heat, leaving passengers stranded. Workers had to wait until the line cooled down overnight before it could be straightened.

In addition, a fleet of up to 80 road coaches was deployed across regional Victoria on 29th January to keep commuters moving in the extreme heat and provide some guarantee of services.

▲ On 21st January, one of the BLS Cargo-liviered Bombardier Traxx Class 486 locomotives, No. 486508, stands at Brig station, having just run around a private charter of one coach! Given the power of the Traxx design, this combination could be somewhat termed as overkill! **Roy Hutchinson**

New China Electric loco

China South Locomotive & Rolling Stock Company, the country's largest manufacturer of rail vehicles, has recently produced high-powered, AC drive, six-axis, 9,600 kilowatt electric locomotives.

The new model, HXD1, is one of the most advanced types of such motive power, and will become the main haulage for the country's heavy-haul railway lines. CSR Zhuzhou Electric Locomotive was responsible for the design and development of the new model.

SBB Cargo extends contract for intermodal services

Swiss Rail now runs some 70 freight trains a week to Italy for Belgium Railways (SNCB) subsidiary TRW (Wagon Train Road) and is expanding its international network of destinations.

Also, SBB Cargo is extending its services to TRW by signing a new three-year contract with the operator. In co-operation with SNCB, Swiss Rail transports nearly 70 TRW container trains a week from the North Sea to Italy. SNCB also transports freight trains in France towards Basel and Belgium through Aix-la-Chapelle.

From that point, SBB Cargo now takes overall responsibility for all transport and routes to Turin, Milan, Novara, and to the new destinations added in the North-South network at Piacenza and Tavazzano.

TRW specialises in continental intermodal traffic and has its own terminals in several cities in Belgium.

The international economic slowdown means that the new contracts are important to offset a portion of the resultant decrease in traffic.

MTA railroads collaborate on their largest-ever joint procurement costing over $256 million

The Metropolitan Transportation Authority has announced that MTA Metro-North and MTA Long Island Railroads are presenting five-year joint purchase agreements with manufacturers of train parts that the railways have in common totaling $256.7 million – the largest joint procurement of this type ever executed by both railroads.

The procurement is the latest step in the their efforts to work together to improve efficiency and customer service and reduce costs. Metro-North and Long Island anticipate administrative and economic benefits including better pricing and volume discounts that may result in overall savings of 2% to 3%.

Seven manufacturers are participating in the long-term joint agreement, providing both railroads with parts for heating and air-conditioning systems, electrical systems, toilets, couplers, wheel assemblies, brakes and doors.

All seven are sole source, original equipment manufacturers. The parts they manufacture were specified as part of the original railcar design, and were rigorously tested for reliability and durability during that process.

To ensure that the railroads have enough parts available for both their scheduled and unscheduled maintenance needs, the agreement also allows them to reallocate funds to support any change in the needs of the operation. The agreement provides for off-site storage with a 'just in time' delivery requirement.

The dollar amounts allocated to individual agreements can be varied by 15% as long as the $256.7 million total is not exceeded.

▼ One of the three-coach 'Sounder' commuter trains operated by Sound Transit, heads north past milepost 10 on BNSF's Scenic Subdivision, moving commuters in the State of Washington from Seattle to Everett, hauled by FP59PHI No. SDRX910 on 19th January. **Stephen De Vight**

New GenSet locomotive arrives at Vancouver grain terminal

A new low-emission locomotive that is designed to improve air quality in Vancouver and the Lower Fraser Valley in Canada has been introduced at the company's Pacific grain terminal of Viterra Inc.

It should significantly reduce emissions of greenhouse gases and other air pollutants, and speed up terminal traffic. The company's Chief Operating Officer said: " We are committed to environmental initiatives that have a positive impact on the communities where we work and live, and society at large. Our new low-emission locomotive is a way for us to reduce greenhouse gas emissions while creating logistical efficiencies at the terminal."

Viterra purchased the locomotive with the assistance of Transport Canada's Freight Technology Incentives Programme. The N-ViroMotive(TM) GenSet locomotive acquired from National Railway Equipmen. has two engines, generating a total of 1,400hp and is powerful enough to pull 28 loaded grain cars at a time, using only one engine, decreasing the number of trips required to completely unload a shipment. This allows for fewer trips over crossings at the terminal, resulting in less disruption of traffic. This is a dramatic improvement over the previous locomotive, which had a 1,200hp capability and could move only 12 cars. No. 2010, the new GenSet loco, makes use of the latest micro-processor-based controls and modular mechanical platforms, which lower maintenance requirements by around 50%.

▶ **The new locomotive is pictured in the terminal in Vancouver. Viterra**

News In Brief

■ The performance by BNSF for the United Parcel Service (UPS) is reported to have been nearly perfect in the 25-day peak season concluding on 23rd December, registering 99.77% for on-time deliveries. During the period BNSF delivered 26,397 trailers containing about 39.6 million UPS packages. Just one incident prevented the achievement of a totally failure-free peak season, when a train derailed in Montana.

■ Honolulu's planned $5.3 billion elevated commuter train will connect to Honolulu International Airport under a resolution passed by the Honolulu City Council. The bill, which is expected to be approved by the Mayor, changes the route that previously went through the Salt Lake community. The change adds about $220 million to the cost of the project, but is expected to be a popular innovation and generate higher passenger use.

■ Burlington Northern Santa Fe Railway (BNSF) has announced that is to reduce its work force by 2,500 during the first quarter of this year, but they will be subject to recall in the future when freight traffic levels recover. The company attributed the move to the slowed economy, saying the redundancies would reduce the company's 41,000 employees by 5% percent in the coming months. Traffic volumes generally have declined recently and are not anticipated to improve in the short term.

■ Kiski Junction Railroad has made a 'nominal offer' of $10 to purchase a 1.8-mile line in Somerset County, Pennsylvania, from Norfolk Southern to transport coal. The Railroad is an affiliate of Rosebud Mining, the only company that ships traffic on the line. NS owns the line and wants to abandon it and turn it over to Rosebud to operate as a private line. The line returned to service recently after lying dormant for more than six years. It must now be abandoned before it can be sold as a private track. Norfolk Southern acquired the line in 1998 when it purchased part of the Conrail system.

■ Nearly 5,500 public votes were cast to rename the Missouri Department of Transportation's (MoDOT) Amtrak Trains, and 'Missouri River Runner'' is the new name selected for the state-supported services between St. Louis and Kansas City. The name evokes the river that parallels much of the route, plus the Mississippi River at the eastern terminus and the Kansas River at the western end. The winner was presented with two round-trip sleeping car tickets to any Amtrak destination in the United States. MoDOT and Amtrak sponsored the 'Name the Train' contest in celebration of 30 years of state-supported passenger rail across Missouri, as well as major service improvements in the works. The four losing final names were 'Missouri Rail Blazer', 'ShowMeMO', 'Truman Service' and 'River Cities Corridor'.

▲ DB Class 111 No. 111053 stands at Augsburg Hbf on an Regional Express service to Munich Hbf on 14th December 2008.

◀▲ Carrying a special silver livery to commemorate the 850th anniversary of Munich Class 111 No. 111027 stands at Ulm Hbf on 14th December 2008, awaiting its next duty.

◀ Proving that it's not all electrics, 13th December 2008 finds a pair of Class 218s at Memmingen. On the left is No. 218460 on the 11.03 Augsburg Hbf to Lindau Hbf, while on the right is No. 218493 on the 12.40 Memmingen to Munich Hbf

All: Janet Cottrell

Romanian Traction

◀ Class 60 No. 60-0795 is one of an original fleet of 115 locomotives, built from 1959 onwards. It is pictured leaving Podu Olt station with a train from Sibiu to Brasov on 18th November 2008.

▼◀ Another member of the Class 60 No. 60-1038 is observed on the stabling point at Bucharesti Nord taken on 20th November 2008.

▼ The Class 62 was built by Electroputere from 1966 onwards and is basically a passenger version of the Class 60. Here, No. 62-1194 is stabled outside Sibiu roundhouse complete with DB sticker on the cab door on 18th November 2008.

All: Ian Thurman

Cuban Style!

▲ ALCO 4-6-0 No. 1552 arrives at Iznaga with the 09.30 Trinidad - Iznaga - Guachinango service. This was the first train for around four months! **All: Martin Miller**

▼ On 7th January, former DB railbuses are seen dumped outside Cienaga Works, Cuba.

▼ Co-Co Diesel No. 71021 awaits departure time at San Antonio with the 1355 to Havana.

AMERICAN RAILROADING

Kentucky - Louisville Division

By John Day

A look at a USA map will show the state of Kentucky as being situated towards the east of the USA, although it is generally regarded as a southern state.

The Commonwealth of Kentucky as it is known, shares its borders with seven other US states. This article covers the CSX main line from Louisville to Cincinnati (Ohio) through La Grange, Worthville and Glencoe. The author has so far concentrated on the more scenic and accessible sections between Louisville and Glencoe plus a visit to the southern extremities of Cincinnati's Queensgate Yard. The length of the line between Louisville and Cincinnati is approximately 110 miles, not counting the distance into the yards at each end.

The line is generally single track with passing sidings set at strategic intervals (see accompanying chart). Traffic is moderate, generally some 18 – 24 trains over a 24-hour period, although this can vary for any number of reasons. The largest amount of traffic is generated by the automotive business with Autorack and Autopart trains serving the various Louisville area car and truck plants, although at present the automotive trade in the USA is, like a number of other operations, in recession.

Other traffic seen at regular intervals are through workings, grain trains (CSX Grain Express service), general merchandise (manifest) and steel trains originating from the Ohio steel mills north of Cincinnati. Weekends can see a spread of trains throughout the day, while during weekday work windows anytime between about 07.00 and 15.00 can reduce daytime operations.

Trains on the main line are despatched centrally through the CSX Dispatchers at Jacksonville (Florida) with local dispatchers controlling the movements around the yards and onto the main lines. From Louisville, trains to Cincinnati are called 'northbounds' with 'southbounds' obviously coming in the opposite direction. The Road Channel for the line on is frequency 161.370.

◀ **Central Avenue-Louisville CSX MP15ACs 1,500hp switchers Nos. 1134 and 1136 bring the return local switch from Louisville's Industry and inter-yard transfers toward Osborn Yard on 10th April 2008.**
All images by the author

As could be expected, the mainstay of power on this route is CSX, but it is not unusual to see run-through/engine hours power from Union Pacific, BNSF and occasionally other class one and Regional Railroads, As more and more of the new build CSX ES44CW locomotives are delivered, the need for lease power has reduced and the railroad has all but divested itself of rental power.

As far as CSX power is concerned SD40/SD60/SD70/AC4400CW/ES44 and the still Conrail-painted GE C40-Dash 8s predominate, with the occasional smaller power unit added to heavy trains. Locals are generally powered by GP40-2s coupled to a 'road mate' (slug).

Louisville (Osborn & Mapother Yards) to HK Tower (Anchorage)

Trains heading north from the Louisville Yards pass under Central Avenue (Louisville), which is by far the best location in that city. As well as traffic for Cincinnati, it is here that trains heading for the Ohio River Crossing to the Louisville & Indiana RR and CSX lines in Indiana branch off.

Locals also pass this point to serve Louisville Industry (usually one each way per day) and Norfolk Southern's (NS) Youngtown Yard. The line is also shared as far as HK Tower by the R J Corman RR with Aluminum (Aluminium) traffic and from Water Street lead the daily sand train to Lexington. At Floyd Street (MP 0.9) the line crosses NS on a flat crossing and is double track as far as Frankfort Avenue (MP 2.8). From here to Hubbards Lane (MP 6.4) the line is single track passing through some very picturesque tree-lined communities, with the railway generally alongside the highway. Double track is regained as far as HK Tower (MP 12.5), and beyond. The RJ Corman railroad branches off at HK Tower onto the CSX 'Old Road' towards Frankfort and Lexington.

▼ **At Frankfort Avenue, Louisville, a rare shot of two R J Corman trains, as RJC No. 5353 heads empty aluminum cars while RJC No. 3944 is looped to follow it towards Lexington on 30th June 2008.**

▲ **CSX No. 2217 is the roadmate for No. 6494 as it switches autopart traffic at Louisville O'Bannon Yard on 18th June 2008. The yellow lights on top of the cabs flash when the loco is being remotely operated.**

Transit Area of River City (TARC) buses serve the Louisville area, and from Downtown Louisville (Market Street) service 4 will transport the observer to Central Avenue, where the overpass by Louisville Cardinals Stadium provides a good vantage point. Service 15 operates along Frankfort Avenue and La Grange Road and gives access to the grade crossings and lineside locations as far as Lyndon and the outskirts of Anchorage.

Beyond this point there are no public transport services, so a car is essential and with the road running parallel to the railway for several miles there are a number of accessible grade crossings as well as strip malls (shopping, restaurant and gas station areas) where parking is easy alongside the track.

From Lyndon (MP 9.0) to Pendleton (MP 32.9) Kentucky Highway 146 (Old La Grange Road/La Grange Road) and other local roads through Peewee Valley, Crestwood, Buckner and La Grange runs parallel to the train tracks.

HK Tower (Anchorage) - South La Grange (MP 26.5)

Double track continues to O'Bannon (MP 14.9) where the Williams Holdout connection from O'Bannon Yard joins the main line. The small yard at O'Bannon switches truck traffic from the Ford plants and other auto traffic that has come in by road from various central Kentucky plants. This is also the originating point for the Buckner/La Grange local. The single line then passes through the small townships of Peewee Valley, Crestwood and Buckner, where the daily local switches box car and tank car traffic (across Highway 146) to the food processing plant. While this (usually mid-morning) operation takes place, the single line is blocked to other traffic. If there is lumber traffic for La Grange, then the train will continue to La Grange siding to run round, otherwise the power will return 'light engine' to O'Bannon Yard. It is often the case that lumber traffic is delivered on Monday and the empties collected on Friday, which will be when the loaded traffic from Buckner is collected, thus reducing the need to go to La Grange on every trip.

La Grange Main Street

The outstanding feature of the line is undoubtedly at La Grange, where the train shares Main Street with road traffic, only for

a short quarter-mile distance, but nevertheless the attraction for the historic downtown La Grange business district.

It is a known fact that CSX would wish to by-pass this slow-order section of the line. However, the La Grange City Council object to this as it brings visitors and the associated business to the area. Operationally the rules are; '10mph until the engine blocks the street, 20mph after the engine blocks the street'. Added to this is, a little short of a mile from the outskirts, and through La Grange there are six crossings, of which (since early 2008) only two have barriers. There were seven but one closed when barriers were installed at 6th Street crossing. For the record and benefit of visitors there are plenty of places along Main Street to eat and shop (Mondays – Saturdays) and Oldham County (in which La Grange is situated) is a dry county. A couple of restaurants are licensed to sell alcohol for consumption on the premises, but purchasing such beverages anywhere locally is not an option.

The chart below indicates a selection of maximum allowed speed limits at various points once outside yard limits, and also the length of passing sidings where these exist. A signal is situated at the north end of Main Street indicating northbounds, and when lit gives an indication of what the train will be doing; a straight green over red will mean the northbound is running through the main. A yellow/white over red would suggest the train will take the main, but could be meeting a southbound that is either in or approaching the siding. A red over white/yellow or just a white/yellow indication in the lower light means that the train will go into the siding to meet with a southbound. Multiple meetings can happen when a train will be put on hold for more than one train to come in the opposite direction. Very occasionally a train will overtake one going in the same direction, and the author has also observed crew changes at this point especially when crews run out of hours after a particularly eventful and difficult journey.

The north end of La Grange siding to MP 28.8 is not accessible, but a few miles along Highway 146 the line crosses the road, and a left turn immediately after the crossing onto Webb Town Road brings the road alongside the railway for a few miles towards Pendleton.

Pendleton (MP32.9) – Sulphur (MP 36.1) – Campellsburg (39.5) - Worthville (54.6)

Following the railway through this section is not as simple, with local roads taking a different course

RJ Corman steam locomotive No. 2008 (former Chinese QJ No. 7040) is pictured at St Matthews, Louisville, in revenue service. The loco was working a special Louisville - Lexington sand train launching new gondolas on 24th May 2008.

to that of the railway. There is a stretch of parallel road at Sulphur and then the passing siding at Campbellsburg with the overpass on Highway 421 at the north end of the siding. The road then runs alongside the railway for about a mile before going away from the line and further into a forested area from Turners Station (MP 43.9) to South Worthville. Campbellsburg is best reached by using Interstate 71 and taking the junction to Highway 421. The Campbellsburg to Worthville section is remote in most places as it twists and turns through some hilly and mainly inaccessible forested areas. Where there is access it is only for very short distances.

Worthville (MP 54.6) - Sparta (MP 67.8) - Glencoe (MP 71.5)

Worthville is a small community midway between Louisville and Cincinnati that in the past had major railway connections. It still boasts a small but active yard alongside the branch line to Carrolton as well as passing sidings and a maintenance of way yard in the former station area.

Manifest trains from both Cincinnati and Louisville use the yard to stage traffic that doesn't need classification at either end, and services for destinations further afield will attach or detach traffic as required. Worthville is also host to a pair of switching locos that shunt the yard and work the Carrolton branch as required.

The route from Worthville to Glencoe is paralleled by Route 467, a twisty hilly narrow road that offers some good vantage points, especially through Sparta and through Glencoe. Although there are some long straight stretches, the line can look like a roller coaster at times as it takes the contours of the terrain.

Glencoe (MP 71.5) – Latonia (MP 104.2) - Cincinnati NX Cabin (MP108.6)

As mentioned earlier, the author has yet to have the opportunity to explore this section of line with any great vigour. Historically there are passing sidings at Verona (MP 83.7), Banklick (MP 91.1) and Nichols (MP102.3) before reaching Latonia and the Ohio River crossing at Covington to reach CSX's Queenstown Yard in Cincinnati. CSX passes under the Norfolk Southern main line at Walton (MP 89.0) and is then met at Latonia with the Winchester/Paris line at KC Junction with the River Line, where all combine to cross the Ohio River from Kentucky into Ohio.

Getting Around

With no public passenger train service into or out of Louisville use of a car is essential and the preferred way of covering the best vantage points, although local transit services in Louisville and Cincinnati allow access to vantage points within city limits.

In Louisville O'Bannon Yard a line up of power for the locals, autorack and autopart trains is pictured on 18th June 2008 . In evidence is 'Road Slug' No. 2217 and GP40-2 No. 6494, with ES44DCs Nos. 5323 and 5300 and GP40-2 No. 6493, plus an unidentified classmate.

CSX No. 2414 with cut down 'Slug' No. 1054, switch cars of woodchip at Cincinnati Queensgate Yard on 9th October 2006. Note the remote control beacon on top of No. 2414.

As has been said, roads parallel the railway for a number of sections of the route and it is not difficult to get in front of trains especially as some of the railway speed restrictions are at the lower end of the scale. (Expect a train to take close on six hours between the two major terminals). For arguments sake it is easy to photograph trains in the suburbs and take an easy drive to places where passing sidings exist.

As well as the local road network, Interstate 71 is never far away and does have to be used in some places to avoid long detours where the line and local roads are further apart.

In Cincinnati local transit service routes 32 and 33 will give access to the 8th street overpass, although this is not too great a distance to walk from downtown.

Listening in

If using a scanner, then tune to CSX Road Channel Frequency 160.370 and listen to despatcher/crew and crew/crew conversations as well as being able to follow a train's progress. This may help to identify where meetings will take place.

Crews generally report each aspect as they approach a signal, but it must be said that the untrained ear may find some of the railway talk and accents difficult to understand at first. As well as crew chatter, if you are in range of a hot axle detector, then you will pick up voice activated reports and axle count.

Sources of Information:

- CSX Louisville Division Timetable (1st January 2005)
- De Lormes Topographical Atlas – Kentucky
- Louisville Large Scale City Map Book
- Kentucky State Maps
- APV Railroad Atlas of North America by Mike Walker - Appalachia and Piedmont

▼ CSX SD70MAC No. 4562 and C40-8W No. 7353 head a northbound grain train through Glencoe, Kentucky, on 19th June 2008.

▲ This busy La Grange Main Street scene brings traffic to a standstill as CSX AC4400-CW No. 205 and C40-8W No. 7341 head north with autoracks on 31st May 2008.

◀▲ Run-through power in the shape of Ferromex ES44AC No. 4641 is paired with leased SD40 HLCX 6081 with train Q286, a northbound autorack service from Louisville on 9th April 2007, pictured passing La Grange.

◀ In La Grange, Kentucky, CSX SD50 No. 8532 leads FURX 7286, an SD40 leased from First Union Rail, with a southbound autoparts train on 3rd October 2006. The front three flats have over 300 chassis' stacked on them.

3rd February 2009

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB TBA by Andrew Munden, Network Rail. Meeting commences at 19.45. Contact Roger Hart on 01474 8333320 for details

Locomotive & Carriage Insitution
London Underground Limited, Broadway, St James Park Station, London.
'Crossrail Project' by Simon Bennett. Meeting commences at 18.00. Contact Stuart Smith at smithstuart@btinternet.com for further details.

Locomotive Club of Great Britain (Bedford)
St John's Church Hall, St John's Street, Bedford.
'The History & Upgrading of the Victoria Line' by Peter Neal. Meeting commences at 19.30.

Locomotive Club of Great Britain (North London)
Wood Green Labour Club, 3 Stuart Crescent, Wood Green, London N22 5NJ. 'The Committee Entertains'. Meeting commences at 19.30.

Southern Electric Group (South Hampshire Branch)
Eastleigh Railway Institute, Romsey Road, Eastleigh.
' The Isle of Man in the 1970s and 1980s' by David Mead. Meeting commences at 19.30. Admission charge of £2. Contact the society secretary, John Goodrich on 02380 670028 for further details.

Weston super Mare Railway Society
The Function Room, The Conservative Club, Alexandra Parade, Weston super Mare. 'Diesels in Scotland' by Ian Chancellor. Meeting commences at 20.00. Contact the society secretary Lionel Jones on 01934 628289, or e-mail fotophile69@talktalk.net for further details.

4th February 2009

Burton Railway Society
Marston's Social Club, Shobnall Road, Burton upon Trent. 'Preserved Steam on Video' by Karl Jauncey and Dave Richards. Meeting commences at 19.30. Admission £1.50 non members, 50p members. Contact the society sectretary Mark Ratcliffe on 01283 221537 for further details.

5th February 2009

Great Central Society (Rotherham Branch)
The Three Horseshoes, Bawtry Road, Wickersley, Rotherham, S66 2BW. 'Out Through the Hope Valley and back over Woodhead' by Ted Hancock. Meeting commences at 19.30. Contact the society secretary Mick Hayes on 01709 820544 for further details.

Stephenson Locomotive Society
St John Ambulance Centre,, Kendal. 'By Midland to Morecambe - a Last Glimpse of the 'Little North Western' by Noel Machell. Meeting commences at 19.15. Contact 01539 720706 for details.

6th February 2009

Gloucestershire Warwickshire Railway (Birmingham Area)
Northfield Library, Church Road, Northfield, Birmingham. 'Flavours of the Past' by Les Plews. Doors open at 19.00 for 19.30 start.

Severn Valley Railway (Wolverhampton)
Old Wulfrunians Club, 253A Castlecroft Road, Castlecroft, Wolverhampton. 'The Corris Railway, Beginnings to Rebirth' by Rosie and John Guest. Meeting commences at 19.30. Contact the society secretary, Alan Davies, on 01902 758882 for further details.

Stephenson Locomotive Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'Mixed Traffic Locomotives' by David Stewart-David. Meeting starts 19.00. Contact 01434 688946 for further details.

8th February 2009

Stephenson Locomotive Society
Settlement Centre, Union Street, Middlesbrough. AGM followed by 'The Emerald Isle' by Ian Armstrong. Meeting commences at 19.00. Contact the society secretary on 01642 321205 for further details.

9th February 2009

Southern Electric Group (Sussex Branch)
The Deall Room, Southwick Community Centre. AGM followed by quiz. Meeting commences at 19.30. Contact the society secretary on 01273 462094 for further details.

Stephenson Locomotive Society
New Trinity Parish Hall, Saltcoats, Ayrshire. 'Irish Railways in the Years 1996-2006' by Arthur Wilson. Meeting commences at 19.30. Contact the Secretary on 01294 822303 for further details.

York Railway Society
Archbishop Holgate's School, Drama Studio, Hull Road, York.
'On shed, behind the scenes of Britain's Railways' by David Birtle. Meeting commences at 19.30. Contact Robin Patrick on 01904 412232 for further details. Visitors £2 entrance fee.

10th February 2009

Abergavenny and District Steam Society
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny 'Railway Performance Society' by Martin Barrett. Meeting commences at 20.00. Contact the society secretary, Ken Mumford, at ken.mumford@ntlworld.com for details.

Great Western Society (Bristol Group)
NAWA, 589 Southmead Road, Filton. Group AGM followed by 'Narrow Gauge Railways in the Dresden Area' by Andrew & Vivienne Hook. Meeting commences at 19.45. Contact the society secretary on 01454 324230 for further details.

The 8E Railway Association (Northwich Branch)
The Gladstone Club, Station Road, Northwich CW9 5RB. 'Archive Video' with Colin White. Starts 19.45. Contact the secretary Michael Lenz on 01606 44959 for further details

11th February 2009

Basingstoke & District Railway Society
Wote St.Club, New Road, Basingstoke. 'Southern Steam on London Sheds' by P.H.Groom. Starts 20.00. Visitor welcome. Contact 01256 326096 for further details.

Grimsby & Cleethorpes Railway Group
Royal Air Force Club, 5 Alexandra Road, Cleethorpes DN35 8LQ. 'New England in the Fall' by Bob Gellatly. Starts 19.30. Contact 01724 341358 for further details

Stephenson Locomotive Society
YMCA, Bridge Street, Guildford. 'Reminiscences of Steam Days' by John Snell. Starts 19.30. Contact 01372 379216 for details.

Swiss Railways Society (London Branch)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross station) 'Switzerland in 1988' by Nick Freezer. Starts 19.00. Refreshments available. £2 donation. Contact Ron Dawes on 0208 660 3532 for details.

12th February 2009

Continental Railway Circle
St Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ 'Steam in France and Italy' a DVD show by Nick Lera. Starts 19.15. Contact Adrian Palmer on 01932 850624 for further details.

Friends of the West Highland Lines
Room 10, Partick Burgh Halls, Burgh Hall Street, Glasgow. 'The Stranraer to Ayr Line Suport Association' by Richard Carr. Meeting starts at 19.30.

Locomotive Club of Gt. Britain (St Albans)
United Reform Church Hall, Watford Road, Chiswell Green. 'More British Transport Films of the 50s & 60s' by Alan Willmot. Meeting starts 19.30.

13th February 2009

Altrincham Electric Railway Preservation Society
Altrincham Methodist Church Hall, Barrington Road, Altrincham, Cheshire. 'Scottish Branch Line Steam in the 1960s' an illustrated presentation by John Ryan. Admission £3 for non-members Starts 19.30. Call Andrew Macfarlane on 0161 928 9394 for details.

Should your society information be listed on this page?

If so, then please email the details to the editor, remembering to include the date, starting time and location, together with details of the event, speaker and entrance charges if applicable.

It is not necessary, but helpful to people, if you can also include a contact name and phone number/ email address for the organisation that can be published.

Railway Herald reserves the right to edit details entered in this section, which may also be displayed on our online events diary.

Internet Links
Links to the various society websites can be found in our links section on the website, or by clicking here.

▼ **At Carlisle on 29th January, Class 37/6 No. 37604 gets ready to attach to Class 86/9 No. 86902, the latter of which had arrived 'light engine' from Crewe. The '37' was required to drag the electric onto Kingmoor TMD due to lack of overhead wires on the depot. Michael Dalgleish**

Great Western Society (Swindon Group)
Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon SN3 1JE. Group AGM followed by A Railway Quiz by Jim Turner. Meeting commences at 19.00. Contact the Secretary on 01793 495976 for further details.

Scarborough Railway Society
The Public Library, Vernon Road, Scarborough. 'A Trainspotter's Dream' by Nick Bielby. Meeting commences at 19.30. Contact the Secretary, Adrian Scales at email@scarboroughrailwaysociety.org.uk for further details

Shropshire Railway Society
The Gateway, Chester Road, Shrewsbury. 'PSOV on Video' by Karl Jauncey and Dave Richards. Start at 19.30. Minimum donation of £3 requested for non members. Contact Colin Hatch on 01691 650985 or by e-mail at colin.hatch531@btinternet.com for further details.

14th February 2009
Cornwall Railway Society
The Community Centre, Foundry Row, Redruth. 'Welsh Narrow Gauge, including the Welsh Highland Railway' by Peter Johnson. Meeting commences at 18.30. Contact the club secretary Derek Buttivant on 01637 860627 for further details.

Stephenson Locomotive Society
Kidderminster Railway Station, Kidderminster.
Midlands AGM followed by Members' Presentations. Meeting commences at 14.15. Contact the Secretary on 01242 582152 for further details.

16th February 2009
Great Central Railway (Spinkhill Branch)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB
'Nottingham Victoria' by Ken Grainger. Meeting commences at 19.30. Contact the society secretary, Frank Greaves, on 01909 473927 for further details.

17th February 2009
Monmouthshire Railway Society
Room LL1, UWCN, Allt-Yr-Yn Avenue, Newport.
'Stills and DVD from the Late J.Clemmens archive' by M.Clemmens. Meeting commences at 19.30. Non-members £3. Further details at www.mrsoc.co.uk.

RCTS (Scunthorpe Branch)
The Star Public House, Rochdale Road, Ashby, Scunthorpe.
'Roaming around the Railways of Lincolnshire' by Dave Smith. Meeting commences at 19.30.

Stephenson Locomotive Society
Fox Covert Inn, High Leven, Nr Yarm, Teeside.
'Transpennine Express Class 185s' by Paul Staples. Meeting commences at 19.30. For further details, please contact the society secretary on 01642 321205.

18th February 2009
Aeron Valley Railway Society
Prince of Wales Public House, Aberaeron.
'The Trans Siberian Express in 1990' by Denis Bates. Meeting commences at 19.30. Contact the society secretary, John Hughes on 01974 298513 or by e-mail at caronprom@aol.com for further details.

19th February 2009
Breconshire Railway Society
R.A.F.A. Club, The Struet, Brecon.
'A Journey Through Time and Space' by Stuart Warr. Meeting commences at 19.30. Contact the society secretary, Arthur Robinson, on 01982 560219 for further details.

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB
'Branch Lines' by Dave Soggee, Retired Railwayman. Meeting commences at 19.45. Contact Roger Hart on 01474 8333320 for details.

Locomotive Club of Great Britain (Merseyside)
The Kirkfield Hotel, Church Street Newton-le-Willows, Merseyside.
'Welsh Highland Revival - a before and after presentation of the route' by George Jones. Meeting commences at 19.30.

Marlow & District Railway Society
British Red Cross Society, Victoria Road, Marlow. AGM and Members' Photographic Evening. Meeting commences at 20.00. Admission £2 for non members.

RCTS (West Riding)
Saltaire Methodist Chapel, Saltaire Road, Shipley.
'Leeds Box 1963-2003' by Keith Lond. Meeting commences 19.30.

Stephenson Locomotive Society
United Reform Church Hall, Mowbray Road, New Barnet, Hertfordshire. 'Temples and Trains of India' by David Eatwell. Meeting comences at 19.30. Contact 0208 368 6200 for further details.

20th February 2009
Great Western Society (Taunton Group)
The Village Hall, Stoke St. Mary, Nr Taunton. Group AGM followed by Members' Slides. Meeting starts at 19.30. Contact the Secretary on 01823 334188 for details.

Purbeck Railway Circle
Catholic Church Hall, Rempstone Road, Swanage. 'Repatriating Coaches to the Swanage Railway' by Steve Doughty. Meeting starts 19.30.

Stephenson Locomotive Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. Centre AGM & Members' Evening. Starts 19.00. Contact 01434 688946 for details.

21st February 2009
Great Western Society (South West Group)
The Parish Centre, Church End Road, Kingskerswell, Torbay.
Group AGM followed by Members' Slides. Meeting commences at 18.30. Contact 01803 336329 for details.

Stephenson Locomotive Society
The Friends Meeting House, Mount Street, Manchester
'Where the Canal Ends, the Railway Begins' by David Frith. Meeting commences at 14.00. Contact the Secretary on 0161 928 2461 for further details.

25th February 2009
Basingstoke & District Railway Society
Wote St.Club, New Road, Basingstoke. 'Cable's Railway Year' by David Cable. Meeting commences at 20.00. Visitors welcome. Contact 01256 326096 for further details.

20th-26th February 2009
LCGB Overseas Tours
AUSTRIA: 'ICE Winterdampf'
LCGB membership is compulsory for participants on these tours due to insurance reasons.

27th February 2009
Scarborough Railway Society
The Public Library, Vernon Road, Scarborough.
'Missed Loco's and Lost Locations' by Ted Parker. Meeting commences at 19.30. Contact the Secretary, Adrian Scales at email@scarboroughrailwaysociety.org.uk for further details

Great Central Railway (London Branch)
The Exmouth Arms, 1 Starcross Street, Euston, London NW1 2HR. TBA. Meeting commences at 19.30. Contact Richard Butler on 01525 372487 for further details.

Great Western Society (North West Group)
St Hilda's Clubroom, Slater Street, Latchford, Warrington;
Group AGM followed by 'Cheshire Lines Committee'. Meeting commences at 19.30.

Great Western Society (Oxford Group)
Pauling Human Sciences Centre, 58 Banbury Road, Oxford.
Group AGM. Meeting commences at 19.30.

Shropshire Railway Society
The Gateway, Chester Road, Shrewsbury. 'China - The Dragons Last Roar' by Tony Harrison. Meeting commences at 19.30 .Minimum donation of £3 requested for non members Contact Colin Hatch on 01691 650985 or by e-mail at colin.hatch531@btinternet.com for details.

2nd March 2009
RCTS (Ashford Branch)
The Elwick Club, Church Road, Ashford. 'Narrow Gauge Railways of France' by Mike Bunn. Meeting commences at 19.30.

RCTS (Croydon Branch)
Small Hall, Croydon Reformed Church Hall, Addiscombe Grove, Croydon.
Branch AGM followed by Photographic Competition and Members' Slides. Meeting commences at 19.30.

RCTS (Northampton Branch)
St Crispin Social Club, Berrywood Road, Duston.
'The Emerald Isle' by Bob Hunt. Meeting commences at 19.30.

RCTS (Port Sunlight Branch)
The Lever Club, Greendale Road, Port Sunlight.
'Southern, Central and Eastern Divisions' by Edgar Richards. Meeting commences at 19.45.

Back Issues

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

Rear Cover Caption

The 11.07 Southeastern service from Charing Cross to Hayes, formed of a four-car Class 465 Networker EMU, passing between Waterloo East and Borough Market Junction.
Brian Morrison

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