# Railway Herald

Issue 183 - 29th June 2009

*The electronic journal for the railway enthusiast*

# Railway Herald

**Issue 183**
**29th June 2009**

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## Publication
*Railway Herald* is published weekly, 47 times a year.

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

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

## Website
Our website contains all back issues of the magazine and is available at **www.railwayherald.com**



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ISSN 1751-8091

# A Worth Valley Summer of Steam

The Keighley & Worth Valley Railway held its first Summer Steam Gala on 26th-28th June with a wide range of motive power in action both from the home-based fleet and from the two visiting engines in the form of '04' No. 63601 and 'Jubilee' No. 5690 *Leander*


**Full story on Page 16**



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## Next Week's Issue

As a result of Editorial commitments, the next issue of *Railway Herald*, Issue 184, will be published slightly later next week, being released on

# Tuesday 7th July

Apologies for any inconvenience caused and our publication date will be back to the normal Monday from Issue 185.

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### Worldwide Pictorial
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## Essentials


**10 Railtours & Excursions**
News from the charter scene, with comprehensive tour listings.

**20 Diary**
The dates of slide shows and information presentations.


## Front Cover Caption:

**GWR Pannier No. 7714 heads into Highley station on 20th June, with the 11.00 departure from Bridgnorth to Kidderminster. John Stretton**

# National Express East Anglia becomes first train operator to reach agreement with DfT over additional capacity

**As previously reported, the Department for Transport (DfT) has announced a major boost to rail capacity on National Express East Anglia (NXEA) services to and from London Liverpool Street, to be achieved by the construction of 120 new carriages and the transfer of 68 additional modern refurbished carriages to provide a total of 188 extra vehicles for East Anglia services.**

NXEA is the first train operator to reach an agreement with the DfT on the introduction of additional capacity on its network under the High Level Output Statement as outlined in the Government's July 2007 White Paper 'Delivering a Sustainable Railway.' These plans will deliver major improvements for passengers with the additional coaching stock representing a 17% increase in the NXEA train fleet.

In the first stage towards the implementation of the project, NXEA has begun consultation with key stakeholders, including local authorities and rail passenger groups, to put forward proposals for the deployment of the extra trains, which are to be delivered between December 2010 and December 2012. The options include deployment of the additional stock on services to Stansted Airport and some between Cambridge and Liverpool Street, as well as introducing 68 additional carriages on services to Chelmsford, Colchester, Clacton, Harwich, Braintree and Southend, and additional stops at some intermediate stations between Colchester and London, including Marks Tey and Kelvedon. Also, more trains will stop at Stratford and there will be the potential for a faster journey on a key morning peak train from Norwich.

Other benefits include the option to extend all Stansted Express services from eight to 12-car trains, and provide additional carriages at peak times on the lines to Enfield, Chingford, Hertford and Bishop's Stortford. Among other improvements, the consultation is to consider the introduction of extra capacity on some peak Norwich to London inter-city and off-peak Ipswich/Colchester to London trains, as well as extending most Norwich-Cambridge services from two to three carriages and Ipswich-Cambridge trains to two.

The proposed changes to the existing service pattern on the Ipswich to Peterborough and Ipswich to Lowestoft lines will help provide increased overall capacity on the Great Eastern route into Liverpool Street, and will also form part of the consultation, which will include proposals to introduce additional trains between Ipswich and Saxmundham, and then an hourly Ipswich to Lowestoft service from December 2012, subject to the installation of the Beccles passing loop. The proposals also provide for an extra morning and evening peak service between Norwich and Great Yarmouth, and improved connections at Norwich for those travelling between Great Yarmouth and London.

▲ **With the EWS Class 60 fleet now down to single figures, with just nine examples remaining in traffic, the locos are spread thinly across the country. On 26th June, Nos. 60011 and 60091 were working out of Peak Forest, Nos. 60013 and 60061 were working around South Wales, Nos. 60019, 60059 and 60085 were operating from Immingham, and finally Nos. 60063 and 60087 were in service around Warrington Arpley. Here, still retaining its red background nameplates, No. 60013** *Robert Boyle* **passes the picturesque location of Pwll with the Robeston to Westerleigh loaded tanks on 19th June. Mark Thomas**

# Modern engineering apprenticeships offered at Wimbledon with South West Trains

**South West Trains is looking out for three new engineering apprentices on its Advanced Modern Engineering apprenticeship programme, based at Wimbledon Traincare Depot.**

The four-year programme starts in September, and offers a comprehensive training opportunity, combining both theory and practical elements. During the first year, apprentices attend a full-time college course based on mechanical and electrical engineering. That is followed by two years of hands-on, practical training and development within South West Trains depots around the area. The final year is spent on a project culminating in a presentation to senior managers.

Managing Director of South West Trains, Stewart Palmer, said: "Our apprentices are the future of the company. We are looking for people who are prepared to work hard and show a willingness to learn. In return, we will provide valuable expertise and a great foundation on which to build a successful career within the rail industry.

Despite the difficult economic climate, we remain committed to our apprenticeship programme, which we believe is a vital way of ensuring continued success for our business". The SWT engineering apprenticeship programme was started when Stagecoach Group was originally awarded the franchise in 1996.

Further details about apprenticeship opportunities are available at http://www.swtrainsjobs.co.uk/default.asp

# DB Schenker offers reward after vandalism attack on freight train

**DB Schenker is offering a reward of £10,000 to anyone who provides information leading to a conviction, following a paving slab being thrown through the window of the locomotive hauling a freight train on 7th June, when the freight was passing Weaverham.**

Officers from British Transport Police have since conducted extensive enquiries, but have so far been unable to locate those responsible. Detective Chief Inspector Malcolm McKinnon said: "We have had officers working around the clock investigating this case, but it has proved problematic as the location of the offence, a public footpath running through farmland, is extremely rural. However, I am convinced that the offender will be known to someone and possibly may have boasted about his or her actions. I am appealing to the conscience of anyone with information about this incident. When the paving slab struck the train it shattered the driver's window, which collapsed into the cab and pinned the driver to the seat. He was also showered with broken glass which caused cuts to his face and hands Clearly this was extremely serious, but it is through good fortune that we are not now dealing with an incident which had fatal consequences. If you know who is responsible, or have information you think might assist the investigation, please come forward and speak to us – the driver in this case is making a good recovery, the next may not be as fortunate".

If you have information about the incident, contact British Transport Police on 0800 40 50 40.

# Cemex invests in Sheffield terminal

**Cemex UK, the building materials provider, has opened a new rail siding in Sheffield to handle over 200,000 tonnes of aggregates per year. This represents a five times increase over last year in the amount of Cemex limestone being transported to the city from the company's biggest quarry at Dove Holes, Buxton.**

The company has invested in a new weighbridge, storage bays and cabins on the site at Attercliffe to handle the three trains a week that will travel from Dove Holes. The aggregates transported will go to ready-mixed concrete and asphalt plants in Sheffield and the surrounding area.

Limestone is transported from Dove Holes to 12 different rail sidings throughout the country, from Manchester in the north to Crawley in the south. As well as taking it from Dove Holes, the new facility will enable hardstone to be transported from Shap Quarry in Cumbria. DB Schenker handles all the rail transportation under a six-year contract.

# New £5 million station planned for Gourock

**Network Rail has provided Inverclyde Council with its plans for a new £5 million station at Gourock.**

Under the proposals, a new station building will be constructed, the road layout redesigned to improve access, and several redundant buildings demolished. Network Rail's Director Scotland, said: "In the current economic climate, with many organisations scaling back on investment projects and development plans, Network Rail is committed to continuing to improve the country's rail network and will be spending nearly £3 billion across Scotland's railway in the next five years".

The project will also see the renovation of the existing platforms and the installation of a new platform canopy, the creation of a new covered walkway to the ferry terminal and the refurbishment of the north wall to include glazed sections offering unobstructed sea views. Completion of the project is set for 2011.

Nearby Wemyss Bay station has also been earmarked for more than £4 million worth of renovation work.

▶ **Network Rail-liveried Class 73/2 No. 73212 leads classmate No. 73205** *Jeanette* **in GB Railfreight colours, during an engineering possession at Hawkesbury Street Curve, Dover, on 27th June. Dover Western Docks in the background, is due to be developed to become a second ferry terminal in the future. Andrew Wood**

# National Express recycling trial success

**National Express East Coast (NXEC) reports that a recycling trial aimed at helping the company cut the amount of waste it generates by half has proved a success, the news coming during Recycle Week, a National initiative aimed at encouraging everyone to try something new to reduce the mountain of waste sent to landfill sites across Great Britain every year.**

Dedicated recycling trolleys were trialled on board selected trains across key routes for 10 weeks between mid-February and April. The results showed an impressive 11.5 tonnes of waste saved from going to landfill sites and 1,700 sacks of recycled products collected, 50% per cent of which was paper and 35% of all waste collected was recycled.

NXEC will now use the lessons learned from the trial as it works towards its commitment to cut non-hazardous waste from its trains by 50% by March next year. During the trials, a mobile trolley was taken along the train's nine carriages, with staff on hand to separate waste into colour-coded bags. Passengers were also encouraged to separate waste, such as newspapers, aluminium cans and plastic and glass bottles, and place them in the trolley as it moved through the train. Announcements were made on board and the travellers appeared to enthusiastically support the collections.

▲ **First ScotRail Class 90 No. 90024 on Belstead Bank, Ipswich, on 23rd June with the 11.00 Norwich - Liverpool Street service. The loco replaced classmate No. 90039 on hire to National Express from 19th June. Keith Partlow**

# Second trial for DB Schenker Class 59/2s on Fiddlers coal workings

**A further trial of a Class 59/2 on the Liverpool Bulk Terminal to Fiddlers Ferry Power Station circuit took place last week, involving Class 59/2 No. 59204** *Vale of Glamorgan***.**

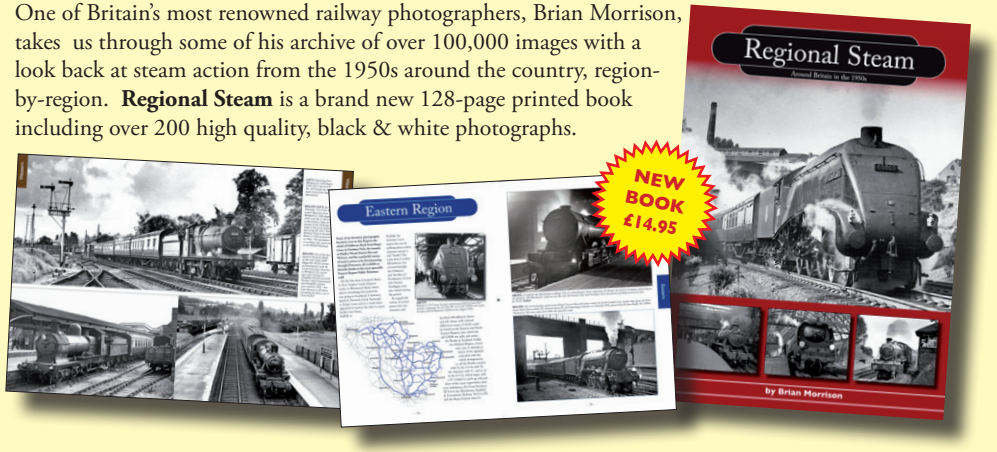
The 59/2 was able to cope with the severe gradient on the climb out of the docks, albeit not as well as the standard Class 60 by all reports and it equally has to be noted that the railhead conditions were, perhaps, the best they could have been given the immense amounts of sunshine experienced recently!

The flow conveys imported coal from Liverpool to the power station at Fiddlers Ferry and is normally Class 60-hauled due to the train weight. Until recently this flow was using the ex-National Power bogie hoppers, although HTA vehicles (with buffer fitted outer wagons) are now the norm.

▶ **Class 59/2 No. 59204** *Vale of Glamorgan* **propels its train of 23 HTA wagons under the rapid loader at Liverpool Bulk Terminal on 24th June. Ian Tunstall**

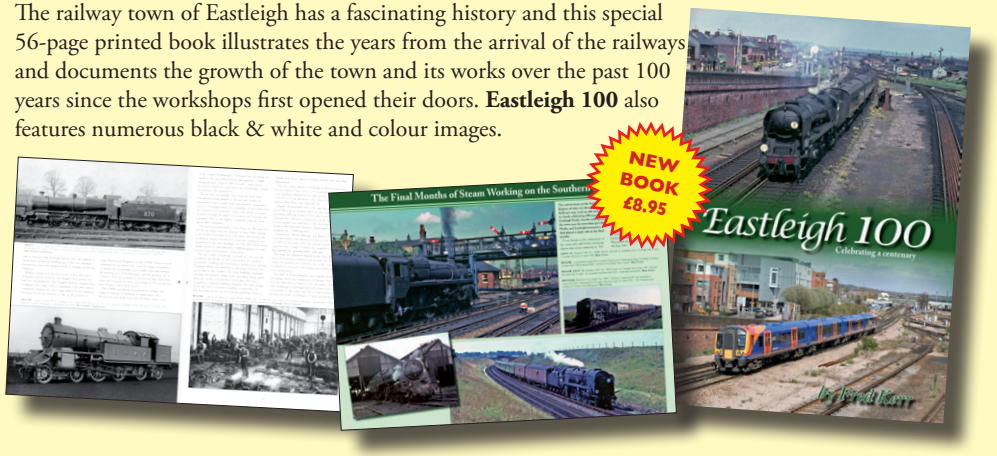
## From the days when steam was king and diesels were just a thought on the horizon...

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




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

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

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## Metro and Light Rail News

# Air conditioning the underground

**London Underground Metropolitan Line passengers will become the first in the Capital to be able to use air-conditioned trains.**

The first S Stock vehicles, built by Bombardier Transportation at Derby, are currently undergoing major testing on the Asfordby test track, and a full-size mock-up was displayed for the public in September last year. They are due to enter service next summer, and the new trains will also be introduced on the Circle, District and Hammersmith & City sub-service lines over the next three-four years.

The Tube is the oldest metro system in the world and the vast majority of the network was built long before air-conditioning systems were developed for train use. However, much of the system consists of deep and narrow tunnels built with insufficient space for air conditioning, and finding cooling solutions for such as the Bakerloo, Central, Northern and Piccadilly Lines is one of the many challenges being addressed by the Underground's 'Cooling the Tube' project team. A team of engineers are concentrating on the Victoria line in particular where the capacity of cooling fans is being doubled at all of the main ventilation shafts serving the line, as well as adding cooling systems to four major stations.' The first phase of the ventilation shaft upgrade (that will double air-flow capacity) will be completed this year, and preparation for the next phase of work has begun. In 2003, only 38 fans were in operation, whereas today 83 fans are working. Later this year works will start at Old Street, Angel and Notting Hill Gate to bring more fans back into operation.

# Heritage stock on the underground

**▶ London Transport 1938 Tube Stock approaches Edgware on the Northern Line on 21st June, running empty stock from Northfields Depot for the first of two special trips, which were in conjunction with a pageant taking place at the nearby Hendon RAF Museum. The excursion started from Edgware and traversed the Kennington Loop to Colindale, where passengers would alight for the pageant. This could be the last time the 1938 tube stock can run on the Northern Line as an imminent programme to modernise the signalling looks likely to make such running impossible.**
**Andrew Crampton**

◀ The first Advenza Freight Class 66/8 No. 66841 approaches Norton Junction, Worcestershire, on 26th June with a rake of six Mk2 coaches bound for store at Long Marston. The vehicles had originated from Bristol. This locomotive has now been joined by the next member of the Advenza Type 5 pool, in the form of classmate No. 66842 (previously No. 66407), which was dispatched from Springburn Works on 26th June, running 'light engine' to Marcroft Engineering at Stoke. **Stephen Tucker**

## UK News In Brief

■ The European Union is being asked to support a major project to improve freight rail links, which will take thousands of lorries off the A14 road through Suffolk. Network Rail has made a bid for £69 million of European Union funding towards a £100 million project for the improvements to the Felixstowe to Nuneaton cross-country route. Work has already been completed to upgrade the line to ensure the new 9ft 6in high cube containers can be transported without the need for special wagons, but the largest slice of the budget is needed to carry out track work which will enable more boxes to be sent on the route, which provides access to distribution centres in the Midlands and north of England. As part of the works, the Port of Felixstowe will spend £40 million to dual four-and-a-half miles of the Felixstowe to Ipswich line, which will increase the number of daily trains at the port from 26 to 40.

■ South Yorkshire Passenger Transport Executive (SYPTE), in partnership with Stagecoach Supertram, is proposing to expand its fleet of trams by purchasing four new vehicles, and throughout June and into July is consulting the public on their views, particularly on seating. A bid was submitted by SYPTE to the Regional Transport Board last year, and this has now been endorsed. A business case will now be submitted to the Department for Transport for funding, and the new trams could be operating in Sheffield in four years time. They would bring the total number of vehicles on the system to 29, and allow more trams to be deployed to deal with rising demand and ensure a more comfortable ride for all users of the system.

■ Plans for a new 'park-and-ride' station close to Milton Malsor, south of Northampton, are 'resting, not dead', says Network Rail. It was proposed two years ago, to improve rail access for the Daventry area and to serve a planned major housing estate but it has not materialised.

## RH Statistical Information

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

**Covering the period 20th-26th June**

Last weeks Issue 182 was downloaded **27,414** times and a total of **3,184** copies of previous issues were also downloaded. The *RH* website has provided **114,111** web pages to users, an average of **11** pages every minute, seven days a week, and users have transferred over **435GB** of data from our servers!

◀ Devoid of the usual Freightliner bodyside markings, Class 90 No .90046 passes by the Carpenders Park suburban platforms on 24th June, powering the 10.40 Crewe Basford Hall to Felixstowe container service.

▼ Class 66/0 No. 66122 hauls the 04.45 Intermodal from Ipswich Griffin Wharf to Birch Coppice past the suburban platforms of South Kenton, on the West Coast Main Line, on 24th June with the classmate No. 66048 on the rear, having been diverted over the Barking-Gospel Oak route due to closure of the North London Line.
Both: Brian Morrison

## 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.

| | | | |
|---|---|---|---|
| **3rd July** | | | |
| Past Time Rail | 60163 | Tyseley- Bristol | **Cancelled** |
| **4th July** | | | |
| Flamboyant Trains | 2xDRS 37s | Barrow Hill-Doncaster-Leeds-York-Newcastle & Edinburgh & return | |
| Hastings Diesels Limited | Hastings DEMU | Hastings-Tunbridge Wells-Tonbridge-Bromley South-Clapham Jct-Kettering-Corby-Loughborough-Nottingham (break/rev)-Loughborough-Stamford-Peterborough-Clapham Jct & return | |
| Railway Touring Company | 60019 | London KX-Stevenage-Peterborough- Doncaster-York and return | |
| Railway Touring Company | 6201 | Liverpool Lime Street-Huddersfield- York-Scarborough and return | |
| SRPS | 60009 | (Polmont-Larbert-)Perth-Aviemore-Inverness (break/rev) & return | |
| **5th July** | | | |
| Steam Dreams | 34067 | London- Salisbury-Exeter & return | |
| Torbay Express Ltd | 60163 | Bristol TM-Taunton-Exeter SD-Paignton-Kingswear & return | |
| Vintage Trains | 5043 | B'ham SH-Henley-Stratford upon Avon-Dorridge-B'ham SH (twice) | |
| **9th July** | | | |
| Steam Dreams | 34067 | London- Weymouth & return | |
| **10th July** | | | |
| VSOE | 35028 | London Victoria-Staines-Guildford-Redhill-London Victoria | |
| **11th July** | | | |
| Past Time Rail | 60163 | (Basingstoke-)Bristol TM-Totnes-Plymouth & return | **Cancelled** |
| Railtourer | 2xWCRC 47 | Barrow in Furness-Lancaster-Llandudno Jn-Blaenau Ffestiniog & return | |
| Railway Touring Company | 70013 | Mill Hill Broadway-Melton Mowbray-Barrow Hill-York (& return) | |
| Spitfire Railtours | 87002 | Birmingham International-Crewe-Glasgow Central & return | |
| Spitfire Railtours | 87002 | Glasgow Central- Ayr-Glasgow Central | |
| **12th July** | | | |
| Past Time Rail | 45407&76079 | Manchester Victoria- Peak Forest-Buxton & return | **Cancelled** |
| Torbay Express Ltd | 60163 | Bristol TM-Taunton-Exeter SD-Paignton-Kingswear & return | |
| Vintage Trains | 5043 | B'ham SH-Henley-Stratford upon Avon-Dorridge-B'ham SH (twice) | |
| **16th July** | | | |
| Steam Dreams | 70013 | London-Cheltenham Spa-Worcester Shrub Hill & return | |
| **17th July** | | | |
| Compass Tours | 2xRiveria 47 | Crewe-Manchester Piccadilly-Bolton-Preston-Lancaster-Oxenholme-Pitlochry-Aviemore (break/rev) & return | |
| Spitfire Railtours | DRS Class 37 | *The West Highlander: Day 1:* Preston-Carlisle-Motherwell-Fort William-Mallaig-Fort William | |

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

| | | | | |
|---|---|---|---|---|
| Daily | WCRC | The Jacobite | Fort William-Mallaig-Fort William | 45231 or 62005 |
| Mon-Thurs/Sat | NYMR | Whitby | Pickering - Whitby | 75029, 76079, 828 |

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

**BLACK** Charters expected to operate as booked.
**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

**There is plenty of steam action to enjoy this coming weekend, with a number of big engines in action.**

Class A4s feature with both No. 60009 *Union of South Africa* and No. 60019 *Bittern* due to perform on 4th July, this being *Bittern's* first mainline public working of the year at the head of Railway Touring Company's 'White Rose' from London King's Cross. It was originally due to run through to York, but is now believed to come off the train at Doncaster RMT on the outward run, and then work the return back from Doncaster to King's Cross. Doncaster to York and return will be diesel-hauled.

Meanwhile, *Union of South Africa* has probably the toughest job of the day working the SRPS Highland mainline charter from Perth to Inverness and back. With Druimuachdar and Slochd summits to be attacked, this charter has much to offer. It originates at Polmont, with diesel-haulage through to Perth.

'The Coast to Coast' is another RTC train scheduled for 4th July, which was originally booked for No. 6100 *Royal Scot*, but RTC had the foresight to have No. 6201 *Princess Elizabeth* lined up in case of need, and indeed, it will be 'Lizzie' which will head the train from Liverpool Lime Street to Scarborough and back, via Manchester Victoria, Standedge and York.

The Torbay and Shakespeare Express seasons both get underway on 5th July. 'The Torbay Express' has survived the demise of Past Time Rail, and under the new management of Torbay Express Limited will be operating the full planned programme of trains each Sunday until 27th September between Bristol Temple Meads and Kingswear. For added spice, No. 60163 *Tornado* is booked to haul the first six trains, by which time No. 6024 *King Edward I* should be ready to take over the mantle. Advance booking for these trains is considered essential and Pathfinder Tours is the booking agent.

The new season for the Vintage Trains 'Shakespeare Express' also gets underway and will operate each Sunday until 13th September. As in previous years there will be two return trips between Birmingham Snow Hill and Stratford-upon-Avon, working outwards through Shirley and Henley-in-Arden, with the return being along the mainline through Dorridge and Solihull. Again, advance booking is recommended. The season starts on 5th July with motive power scheduled to be provided by Tyseley's 'Castle' 4-6-0 No. 5043 *Earl of Mount Edgcumbe*.

A 'Spam Can' on the South West mainline is always something of an event, and so Steam Dreams 'Cathedral Express' on 5th July should tick all the right boxes with No. 34067 *Tangmere* at the head from London via Salisbury through to Exeter St Davids, with the small matter of the ascent of Honiton Bank to add to the occasion. As is usual with these trains, the return from Exeter St Davids to Yeovil Junction will be diesel-hauled, from where *Tangmere* will then take over for the run back to London. So, with two steam-hauled specials booked to call, Exeter St Davids is the place to be next Sunday. Another foray along the South West mainline follows on 9th July, when *Tangmere* heads a Steam Dreams 'Sunny South Special' to Weymouth, running via Basingstoke, Southampton and Bournemouth.

There is no question of the diesel tour of the day, as Hastings Diesels 'Midland Forester' will bring its fabulous DEMU to the East Midland's, with Loughborough and Nottingham the joint destinations on 4th July. The tour is reported to be (another) sell-out for them, and is scheduled to run via Kettering, Corby, Harringworth Viaduct and Melton Mowbray.

Flamboyant Tours' first charter of the year, the 'Yorkshire Independence Day' to Whitby booked for 4th July, behind a pair of DRS Class 37s has met with change and is now believed to be heading for Newcastle-upon-Tyne and Edinburgh Waverley instead. Lack of available pathing to Whitby is cited as the problem.

**Please remember to mention *Railway Herald* when speaking to advertisers**

# How can we build on the Tornado effect to promote steam specials to the general public?

**By John Whitehouse**

**So The Jaguar won! If you don't know what that statement is all about, where have you been over the last few days?**

The reference is, of course, to the '1949 Race' between No. 60163 *Tornado*, a 1949 vintage Jaguar XK120 and a classic Vincent Black Shadow motorcycle in last week's BBC2 'Top Gear' programme. Jeremy Clarkson rode (fired, got very sooty and looked as if he enjoyed every minute!) *Tornado*, James May drove the XK120, and Richard Hammond got very wet on the motorcycle, which broke down!

It was an excellent programme, with *Tornado* receiving heaps of praise, and 'Top Gear' did a superb job in promoting mainline steam. The filming was of the highest quality, with some stunning sequences shot from the helicopter that accompanied the train throughout its journey from King's Cross to Edinburgh, and Clarkson particularly, was fulsome in his praise of what the A1 Trust has achieved. The fact that the 'Great Train Race' was used in the opening programme of the new series gives some indication that the BBC was also very pleased with the item.

The question now is where do we go from here? A couple of years ago in his 'Down Main' column, David Wilcock raised the issue of how do we get the message to the millions of people who are unaware that mainline steam is operating throughout the country virtually every weekend. He quite rightly said that the percentage of the population that travel on mainline steam excursions is very small, and the main reason more do not join in to enjoy the experience is simply that they do not know it is available. Well, after the stunning sequences of *King Edward I* along the sea wall at Dawlish and Teignmouth for BBC 2's 'The Coast' programme and now *Tornado* on 'Top Gear' (which pulls an audience of over 7 million weekly) we do seem to have part of the solution. And do not forget, all this is on the back of the very positive media reaction to the launch of *Tornado* over the past few months. Essentially, what 'Top Gear' and 'Coast' have given to the movement is a huge amount of free publicity, which if it had to be bought would have cost millions. Let us not forget too, the column inches the national and regional media have given to the Tornado Project, itself of incalculable value to both *Tornado* and the movement in general.

Also, it is important to realise that this is not all about *Tornado*, but *Tornado* is the catalyst to bring mainline steam, and heritage steam for that matter, to the attention of the masses so that a strong and vibrant steam movement can continue well into the future. The difficulty is how to tap this rich seam of opportunity that has presented itself. Part of the answer has to be a coherent marketing strategy that tells people what is available and when, which not only provides details of trains but also has an effective marketing role so that the media can be fully exploited. Talk to somebody such as the SVR marketing manager, John Leach, and he will explain the importance of using the local media to promote the railway - and he is successful in getting the SVR regular mentions throughout the railway's catchment area, which is essentially free advertising. Imagine this on a national scale? The proof is always in the figures, and just look at the SVR's performance over recent years if you need any persuasion.

▲ **Can the railtour industry and the steam-hauled charter train movement specifically afford to ignore the Tornado effect? A1 Pacific No. 60163 passes Wandsworth Road on 21st June on its way from London Victoria to the Garden of England with a 'Cathedrals Express' headboard - its first visit to Kent. Ian McDonald**

The industry also needs to get its act together, as too often we see tours competing with other for patronage, when they should in fact be competing with the rest of the leisure market. The quality of the rolling stock is of vital importance, because people need to feel that they are taking part in something special which is difficult to deliver if the seating or toilets are dirty or simply do not work. Schedules need to be realistic for the type of charter being operated. An 05.00 start may be alright for a long distance enthusiast charter, but not for a wine and dine special. The five essential points identified by Steam Dreams' Marcus Robertson's wife are in no particular order of importance, an interesting destination, reasonable start time, a reasonable return time, good food and clean loos: our ladies will then be happy, and willing to accompany us again!

Network Rail has an important role to play, and it could be crucial, because it is in the best position to pull everyone together and set about working out a future industry code of practice that will put charter operations onto a sounder footing. And this must go back to basics, so that when a train is advertised, it will run. No gauging issues, no timing issues, the advertised traction should be mainline certified when the tour is advertised, and perhaps most important of all, no last minute cancellations except for only the most exceptional reasons.

The Tornado Effect has given us an opportunity: Lets not miss the benefits it can provide.

# Final mainline trips for *Duchess of Sutherland*

**This autumn could be the last chance to savour No. 6233 *Duchess of Sutherland* on the mainline for a while, as a major overhaul is now just around the corner.**

PMR's autumn season, just announced, consists of three trains commencing on 19th September, with a run from York via Durham and Hexham to Carlisle. 'The Tyne Valley Tourer' will then return south via the Settle & Carlisle as far as Hellifield, where diesel traction will take over for the return to York and then onwards to Peterborough, the starting point of the tour. Grantham, Newark Northgate, Retford and Doncaster are the other pick-up points.

Holyhead always features in PMR's itinerary, the reason being that it is always a popular destination and sells well, and that is where it will be going on 3rd October. The steam section is the classic Crewe–Holyhead–Crewe, with Leicester, Loughborough, East Midlands Parkway, Uttoxeter, Stoke-on-Trent and Crewe the pick-up points.

The Railway Touring Company will also be using the 'Duchess' for its 'Royal Scot' on 10th October, which is an 'out and back' Crewe to Carlisle via Shap, which originates at London Euston (watch out for a Class 86 on the non-steam legs of this tour). Finally, for what could be *Duchess of Sutherland's* last mainline outing under the current ticket, London King's Cross is the destination. Starting diesel hauled from Sheffield on 17th October, picking up at Chesterfield, Alfreton, and Derby where No. 6233 will take over for further pick-ups at Nottingham and Grantham before the run to King's Cross.

In early November there will once again be an opportunity to drive and fire *Duchess of Sutherland* on the Midland Railway. The dates are 2nd to 6th November, and will be limited to six people each day. A light breakfast, hot dinner and afternoon tea and biscuits will be provided, plus guided tours to both the Midland Railway and PRCLT facilities. The cost per person is £500, and for further details contact Kate on 01773 743986 or go to www.prclt.co.uk. Another date for the diary is August Bank Holiday weekend, when No. 6233 will be operating on the Midland Railway as part of its 'Works Open Day' weekend.

## Ups & Downs by John Whitehouse

**Chiltern Railways is running a special on 1st August from London Marylebone to Stratford-upon-Avon, hauled throughout by No. 5043** *Earl of Mount Edgcumbe*.

The train will call at Beaconsfield to celebrate the 80th anniversary of the Bekonscot Model Village. There is also an opportunity to 'name the train', which Chiltern says is already proving very popular, especially as the best entry will receive two First Class tickets on the steam special bearing their chosen name. For more information about the train and how to enter the competition, go to www.chilternrailways.co.uk.

Railway Touring Company has delayed its 'Welsh Mountaineer' by one week from 9th August and will now run on 16th August. Stanier '8F' 2-8-0 No. 48151 is pencilled in for the run to Blaenau Ffestiniog from Crewe, which also calls at Llandudno Town. The first working booked for 5th August is unaffected.

Also, its 'Cumbrian Mountain Express' on 18th July, originally booked for No. 60007 *Sir Nigel Gresley* both ways over the S&C will now be No. 6233 *Duchess of Sutherland* both ways over Shap. 'K1' No. 62005, which returned to Carnforth from 'Jacobite' duties a few weeks back for attention to its firebox, returned north overnight on 18th June and is confirmed as working the Fort William to Mallaig and return operation this week.

*Tornado* watchers may be interested to know that No. 60163 is due to move from Tyseley to Bristol on 4th July, to be in position for the inaugural 'Torbay Express' of the 2009 season on 5th July.

▼ **LMS Rebuilt 'Royal Scot' 4-6-0 No. 46115** *Scots Guardsman* **approaches Long Preston on 23rd June with an ECS working from Carnforth to Scarborough. The run was operated in connection with publicity and promotional filming for the forthcoming summer season of steam between York, Harrogate and Scarborough. John Robinson**

◀ Still carrying its 'Scarborough Spa Express' promotional brandings, Class 47/4 No. 47826 powers the 06.15 Sheffield to Salisbury Green Express charter through Claydon Level Crossing, north of Banbury, on 23rd June. **Peter Smith.**

◀▼ Deputising, following a short notice request from DB Schenker, for the company's only operational pair of Class 37s, the CFPS Class 40 No. 40145 *East Lancashire Railway* heads along the sea wall at Dawlish on 27th June, working Pathfinders Tours' 05.47 Portsmouth Harbour to Penzance. The train was worked by Class 37/4 No. 37401 as far as Westbury. **Nathan Williamson**

▼ Also on 27th June, Spitfire Railtours took DRS Class 37/0s Nos. 37194 and 37087 to Penzance with a special from Birmingham International. Here, the Type 3s depart Bristol Temple Meads on the outward run. **Roy Hutchinson**

A rare sight at Keighley, but one which will hopefully become more common place in the future. With the electrified lines to Leeds on the left, Tyseley-based LMS 'Jubilee' No. 5690 *Leander* departs from the KWVR platforms bound for Settle Junction, with one of the steam special trips, during the heritage line's steam gala. **Phil Sanderson**

## The next 10 years for ELR

**The East Lancashire Railway Trust, comprising three local authorities, Bury Council, Rossendale Borough Council, and Rochdale Metropolitan Borough Council, plus the East Lancashire Light Railway Company has announced a 10-year development plan for the line.**

The key features include replacement of the existing temporary Heywood station with a permanent building, an extension of the line from Heywood to Castleton linking up with the Rochdale Canal, re-opening an enhanced Transport Museum, working with Rossendale Borough Council to offer improved café facilities, a platform canopy and improved links to the town centre at Rawtenstall, a new stop built on Burrs Country Park to link the railway with the Park's caravan site and activity centre, development of a heritage railway visitor centre at Buckley Wells Heritage Centre, and raising the profile of Ramsbottom as a destination.

# All change for Llangollen Diesel Group as locos arrive and depart

**Following the successful conclusion of discussions and negotiations with various parties, the Llangollen Diesel Group (LDG) has announced three significant changes to its fleet.**

These changes aim to leave the Group with a more manageable and fully operational fleet of three ex-BR mainline diesel locomotives.

The extensive corrosion discovered on both cabs of Class 25 No. 25313 when they were stripped meant that the original timescale for overhaul was no longer feasible. The Railway now require the provision of a Type 2 stand-by locomotive in a timescale far shorter than it would take the Group to complete cab replacement and the other parts of the extensive bodywork and mechanical overhaul with its current resources and facilities. This has led to the overhaul being stopped and reluctantly offering the Sulzer Type 2 for sale. This was a difficult decision given the loco was one of the first diesel locomotives at Llangollen and a most appropriate machine to be seen at work on a North Wales branch line. However, it has been sold to a professional railwayman, who will fully overhaul the bodywork and complete the turbo and other mechanical repairs. The LDG is retaining the opportunity to buy the locomotive back at a later date should the opportunity present itself. Following completion of the overhaul, the Group is also hopeful that the locomotive will return to Llangollen for a future diesel event.

To provide a replacement for No. 25313, and offer the Llangollen Railway an appropriate and reliable standby locomotive, the Group has purchased BRCW Type 2 No. D5310 (previously TOPS No. 26010) from Matt Stoddon. The locomotive received a high quality bodywork overhaul to original 1960's condition in 2006, and is in full working order. The ability to provide motive power that can be put into traffic immediately is of vital importance to both the Group and the Railway. No. D5310 operated a farewell run at its current home on the Bo'ness & Kinneil Railway on 21st June, and should move to Llangollen during July. It is hoped to introduce it into traffic at the railway on 26th September, although an earlier additional running day is subject to confirmation. Further details will be made available on the Group's website in due course.

▲ **The new arrival for Llangollen. Class 26 No. D5310 is pictured on shed at Bo'ness, prior to its move south to Wales. The '26' will enter service on 26th September, although it is hoped to operate an additional running day prior to that date. Llangollen Diesel Group**

Finally, following extensive discussions with the Board and within the Group, the Llangollen Railway plc has served the LDG notice to remove Class 46 No. 46010 from the railway by 30th June. The LDG says that finding a new home for it was not something it would have chosen to do, and the decision has split the membership in two. However, putting personal feelings to one side, the Group says it has to move forward and offer the best future for the locomotive. To this end, the 'Peak' will be leaving the Llangollen Railway and its new home will be announced at the end of July. Several long-established members of the Group will also be leaving the LDG at the same time to form a dedicated new group that will provide care and support for the locomotive. Ownership will be transferred to this new group. The LDG also says that the decision was not taken lightly and is not without a great deal of regret, as it now sees the departure of trusted friends who have invested a lot of time and effort in the fleet.

The LDG hopes to retain close links with the new 46010 group and wishes them every success with its future.

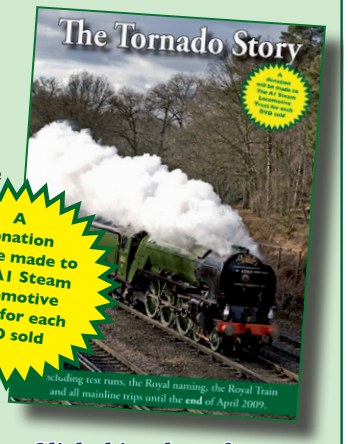
Charting the story of Britain's newest steam loco

The Tornado Story

**This 60-minute DVD tells the story of the project and the construction of 'Tornado'.**

Produced in co-operation with The A1 Steam Locomotive Trust, the DVD shows the construction, testing (both on the Great Central & National Network) together with all of the loco's mainline runs until the May 2009.

Also included is the unveiling at the NRM, the Royal naming at York, and *Tornado*'s appearances at Barrow Hill & the NYMR steam gala.

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# North Yorkshire Moors goes online with live pictures

**Hull-based Solwise Ltd is helping to showcase the North Yorkshire Moors Railway to the world at large.**

The company has generously donated an IP security camera at Pickering station, to allow internet users to see real-time images of the station, including the work on Platform 2, where a new £1.7 million 'Train of Thought' Visitor and Education Centre is being built. The 'Train of Thought' project will result in a new two-storey building to the rear of Platform 2, which will include a reception area, classroom, archive and interpretation zone, complemented by a picnic area.

The project was successful in attracting £1 million from the Heritage Lottery Fund towards the costs, and when complete in two years time, will open up new opportunities for the Railway, particularly in developing its educational work with schools and community groups.

Anyone wishing to view images of the project can go to www.thetrainofthought.co.uk

▼ **Class 40 No. D212** *Aureol* **crosses Butterley reservoir on an Ironville Junction to Hammersmith working during the Midland Railway's 'English Electric' weekend on 27th June. This unusual view was taken from the cab of Class 37/0 No. 37248. Peter Smith**

# Full steam ahead for Keighley's first Summer Steam Gala weekend

**The Keighley & Worth Valley Railway held its first Summer Steam Gala over 26th-28th June with a wide range of locomotives in action.**

Most of the resident fleet were in service alongside visiting LNER '04' 2-8-0 No. 63601 from the Great Central Railway and LMS 'Jubilee' No. 5690 *Leander* from Tyseley, the latter locomotive being used on the Saturday and Sunday to operate the KWVR's mainline trips from Keighley to Settle Junction, together with a Saturday evening special to Ribblehead. The usual busy Worth Valley timetable was in operation, with a fast and frequent passenger service, supplemented by both passenger and freight shuttles between Keighley and Ingrow West during the day.

▶ **WD 2-8-0 No. 90733 climbs the grade through Mytholmes curve towards the tunnel with the 11.50 Keighley to Oxenhope train on 26th June, during the Keighley & Worth Valley Railway's Summer Steam Gala.**

▼ **LNER Class O4 2-8-0 No. 63601 approaches Haworth with the 11.00 service from Keighley on the same day. Both: Paul Braybrook**

▲ LMS 'Jinty' 0-6-0T No. 47279 climbs away from Haworth past the loop line with a pick-up goods train on 26th June. **Paul Braybrook**

▼ Lancashire & Yorkshire Railway 0-6-0 No. 957 departs from Keighley on the same morning with the 10:15 shuttle from Keighley to Ingrow, comprising two Lancashire & Yorkshire Railway coaches. **Nick Wise**

▶ L&Y 0-6-0 No. 957 and Taff Vale Railway 0-6-2T No. 85 arrive at Oxenhope with the 14.30 from Keighley that afternoon. **Keith Long**

# Successful open weekend for Tyseley

**The Birmingham Railway Museum at Tyseley held a successful open weekend on 27th/28th June, following on from the hugely successful Tyseley 100 event last year.**

If a line up of two Great Western 'Halls' and a pair of Great Western 'Castles' was not enough, the newest and one of the oldest working steam locomotives were also present in the form of 'A1' Pacific No. 60163 *Tornado* and *Locomotion No. 1*. Shuttles on the demonstration line were also available, with motive power being provided by GWR 'Pannier' 5700 class No. 9600.

▶ **'A1' No. 60163** *Tornado* **stands proudly on shed at Tyseley. Mick Rogers**

▼ **GWR 'Hall' No. 4953** *Pitchford Hall* **reverses off the turntable, alongside GWR 'Castles' No. 5043** *Earl of Mount Edgcumbe* **and 7029** *Clun Castle*, **plus 'Hall' No. 4936** *Kinlet Hall*. **Oliver Reading**

After its failure the previous weekend, Class 37/5 No. 37670 was quickly back in action as it was required for ballast work on the Kyle line. It is seen here climbing slowly to Druimuachdar summit on 23rd June, with a heavy load of nine autoballasters forming the 06.35 Carlisle Yard to Achnasheen working. **Paul Armitage**

◀ After operating the official press trip, Southeastern commenced ghost operating to its proposed 'preview' timetable to allow any glitches and problems to be corrected, as well as continuing to undertake mileage accumulation on the Class 395 fleet. Here, Class 395 No. 395002 is stabled in the domestic 'up' platform at Ebbsfleet International, while classmate No. 395005 awaits departure time with the 13.35 Ebbsfleet International - St Pancras International service on 24th June.

▼ If it wasn't for the liveries, this view could have been London King's Cross two decades ago! On 24th June, National Express Class 43 powercars Nos. 43238, 43318 and 43316 are joined by Grand Central powercar No. 43068. Both: **Paul Colbeck**

# Infrabel launch new cross-border high-speed line with latest technology

**Infrabel inaugurated the Liège-German border high-speed line, Line 3, on 12th June, the last link of the Belgian HSL network.**

The journey time from Liège to Cologne will be cut to 1 hour, instead of the usual 1 hour 23 minutes, and is a key phase in the High Speed Line network project, making Belgium the first European country to have a complete network of such lines from border to border. The new infrastructure is situated on the strategic axis between Brussels and Frankfurt, meaning journey time will be cut from the current five hours.

Construction work on Line 3, which was carried out by Infrabel's subsidiary TUC RAIL, started in 2001. The certification of the tracks and of the overhead lines was carried out successfully in October 2007, and was followed by signal tests and safety equipment tests in the Soumagne Tunnel. The Railway Security and Interoperability Committee certified the line on 9th June and as a result it was available to operators from 14th June onwards. It is the first European cross-border high-speed line equipped with the Level 2 ERTMS Atlas control and signalling system.

Alstom has installed the Atlas system on the route and also aboard four ICE3 trains in use on the line and will equip the fleet's six other trains, which will come into service in 2012. After winning this contract in 2008, Alstom handled the new signalling system's design, manufacture, installation, testing and approval, and says that equipping the line and fleet presented a true technical-integration challenge due to the ICE3 trains already being fitted with nine national signalling systems!

Due to Atlas, travel time between Brussels and Frankfurt has been reduced by 26 minutes, which means that Cologne is now 1 hour 51 minutes from Brussels and Frankfurt can be reached in 3 hours, 8 minutes. This system facilitates border crossings, making it possible to increase the trains' average operational speed and the line's capacity without compromising safety.

The system has also been installed on the L4 high-speed line linking Antwerp and the Dutch border. This line went into partial commercial service on 14th June using Alstom-Bombardier M6 regional trains equipped with Atlas technology, a contract Alstom won in December 2003.

▲ A six-car train, formed of two-car and four-car TER EMUs, from Monaco to Nice rounds the harbour at Villefranche-sur-mer on 5th June, and approaches the local station. **Sue Simpson**

# Overnight to Lapland with Hector Rail

**Veolia Transport has contracted Hector Rail to provide the motive power for its new overnight 2,147 km Lapland service between Malmö/ Göteborg and Narvik.**

Veolia Transport says it is taking advantage of new opportunities that are opening up on the increasingly deregulated passenger rail market, and among other things is providing on-board DVD film rentals and a classic restaurant car where the food is served on china plates! The first contract between the two companies started in winter 2007, with the provision of similar locomotive power for Veolia's winter sports rail service to the Swedish ski resort of Åre.

The new service started on 22nd June and will run until 23rd August.

# UK rail factory helps renovation of Corsica railways with metal sleepers

**The Scunthorpe factory of Corus Rail has completed delivery of 130,000 metal track sleepers for the renovation of the railway in Corsica.**

Corsican Railways has, over the last five years, undertaken major work to upgrade its railway network, consisting of the 158km main line from Bastia to Ajaccia and the 74km branch line between Calvi and Ponte Leccia.

The reduced weight of metal sleepers was particularly appropriate, as many parts of the network are difficult to reach.

Metal sleepers give a good stability on the curved track that common in the Corsican mountains.

# Bombardier promotes Flexity light rail vehicles in Canada

**Bombardier Transportation and Brussels Public Transport Company, Societe des Transports Intercommunaux de Bruxelles (STIB) are teaming up with the City of Vancouver in British Columbia, Canada, to give North America an insight into European light rail technology with the Bombardier Flexity trams.**

The partners continue preparations for a streetcar demonstration project that is designed to help the city provide public transit services during the Vancouver 2010 Olympic and Paralympic Winter Games.

Two trams are being shipped to the city later this year, and will operate seven days a week on a demonstration line near Vancouver's Olympic and Paralympic Village between 21st January and 21st March 2010. The streetcars will run on an existing track that the city is now upgrading to accommodate both the project and a possible future streetcar line. The line will be operated and maintained by Bombardier as a service for the city.

For Bombardier, the project complements an ongoing commitment to introduce 100% light rail low-floor technology to new markets. North America is a good example where increasing urbanisation and congestion have many cities considering modern streetcar or tram technology as an important component of public transit planning and sustainable transportation.

In the late 1800s and early 1900s, streetcars were an important part of urban public transit in both Canada and the United States, but passenger use declined in following years, with the emergence of cars and population migration to the suburbs. Eventually, most streetcar systems were shutdown and dismantled.

▲ Union Pacific's 4-8-4 locomotive No. 844 returns to Cheyenne, pictured just east of the town, on 25th June having taken part in community railroad days in Omaha, Nebraska, and Council Bluffs in Iowa. **Michael Pannell**

# UPRR No. 844 steams into Omaha to celebrate railroad heritage

**Union Pacific Railroad steam locomotive No. 844 went to Omaha and Council Bluffs, Iowa, this month to celebrate the Railroad's history and heritage as part of the community's Railroad Days celebration.**

"Union Pacific's historical ties run so deep in Omaha and Council Bluffs that it is only fitting we display such a historically significant steam locomotive during Railroad Days," said Brenda Mainwaring, Union Pacific's director of public affairs for Nebraska and Iowa. The locomotive was on public display at the Durham Museum for Railroad Days on 20th/21st June, and guests had the opportunity to look inside the cab from a viewing platform alongside. It was moved for display at Golden Spike Park in Council Bluffs on 22nd/23rd June, before heading back to its home base in Cheyenne, Wyoming, on 24th June.

No. 844, also known as Union Pacific's 'Living Legend', returned to service in 2005 after one of the most extensive steam locomotive overhauls in the United States since the 1950s. The overhaul began in 2000 and included extensive overhauls of its running gear, pumps, piping, valves and springs, along with replacement of its firebox and extensive boiler work. Even the cab interior was refurbished. It was the last steam locomotive built for Union Pacific Railroad and was delivered in 1944.

A high-speed passenger engine, it pulled such widely known trains as the 'Overland Limited', 'Los Angeles Limited', 'Portland Rose' and 'Challenger'. When diesels took over all passenger train duties, it was put into freight service in Nebraska between 1957 and 1959, and was saved from being scrapped in 1960 and held for special service.

# There's 'snow' business like show business!

**Disney is taking its show on the railroad with a spectacular and interactive 40-city train tour including a 3D preview of film footage from the upcoming Disney movie 'A Christmas Carol', which is set amid a snowy backdrop, complete with all of the sights and sounds of Christmas, including carol singers, decorations, giveaways and many more surprises in each city.**

The family event is free to enter and is aimed at promoting the new movie which opens on 6th November. Among the highlights of the tour are authentic artifacts on loan from the Charles Dickens Museum in London, artwork, costumes and props from the film, and a chance to morph your face into one of the film's characters using HP TouchSmart Pcs!

At each stop along the way, a state-of-the-art Disney Digital 3D Theatre will be erected, where guests can get a sneak preview of the film. The latest details about tour stops and scheduled events are available at www.christmascaroltraintour.com.

Featuring four custom-designed vintage railcars full of behind-the-scenes attractions, entertaining demonstrations and fun activities, the tour had its inaugural stop at Los Angeles' Union Station on 22nd/25th May, on its first of 40 stops in 36 states, as it travels its way across more than 16,000 miles of track. The tour will finish at New York's Grand Central Terminal over the weekend of 30thOctober to 1st November.

Amtrak locomotives and crew are leading the four-car tour (plus a private car), across the USA, with stops ranging from 1-3 days along the way. Each station will be themed with holiday decorations and feature artwork from the film - and snow!

**▲ Only Disney could take to the rails with a special train to promote a new Christmas film, start in California in summer, and have snow at each stop! The 'Christmas Carol' special, lead by Amtrak No. 157 passes through Colfax, California, having negotiated the Donner Pass on route from Salt Lake City to Sacramento, where it will go on display.**

**▼ The train climbs the east grade of the Donner Pass running alongside the Truckee River on 18th June. Both: Graham Lightfoot**

## Additional electric locos for NJ Transit

**New Jersey Transit has agreed the $72 million purchase of nine additional ALP-46A electric locomotives, bringing the order to a total of 36.**

In December 2007, the railway signed a $245 million contract with Bombardier Transit Corporation of Bensalem, Pennsylvania, for the purchase of 27 such locomotives, including spare parts, with the option to purchase additional motive power of the same type in the future. The total order of ALP-46A locos will enable NJ Transit to replace all or a portion of its aging ALP-44 fleet, which will improve both reliability and performance. The first of the new fleet is expected to arrive early next year, with full delivery anticipated in mid-2011.

## KCS takes delivery of its first EMD 710ECO loco

**Electro-Motive Diesel Inc has announced that Kansas City Southern (KCS) has taken receipt of the first of its 27 710ECO™ Repower locomotives.**

This allows KCS to convert a group of tired GP40 and SD40 locomotives into EMD GP22ECO and SD22ECO repower units as well as GP22ECO-M mother & slug combinations, providing ultimate operating flexibility for the locomotives, which will be used on both the Kansas City Southern Railway and the Kansas City Southern de Mexico systems.

The 710ECO™ Repower solution provides what is said to be a unique combination of emissions reduction, fuel savings, and locomotive reliability, which are termed as key factors in the decision, allowing KCS to meet its commitment to continuously improve railroad operations while simultaneously addressing future environmental concerns. The locomotives minimise fuel consumption while maintaining emissions compliance. 25% fuel savings and 50% lube oil reductions are especially important for American railroads facing rapidly escalating costs, and up to 70% reduction in emissions makes them eligible for both state and federal funding, as clean air projects, meeting all relevant criteria with a cost effective solution.

**29th June 2009**
**Locomotive Club of Great Britain (Brighton Branch)**
Brighton Model Railway Club Room, BR London Road Station, Shaftesbury Place, Brighton. 'Kemp Town Junction Memories' by Derek Osborne. Meeting starts 19.30.

**RCTS (Northampton Branch)**
West Midland Day Ranger. Contact D. Pick on 01604 810613 or email northampton@rcts.org for details.

**1st July 2009**
**Burton Railway Society**
Marston's Social Club, Shobnall Road, Burton upon Trent. 'Preserved Locomotives of the LMS and The North Briton Rail Tour' by Alan Price. Starts 19.30. Admission £1.50 non members. Contact Mark Ratcliffe on 01283 221537 for details.

**2nd July 2009**
**GCR Society (Rotherham Branch)**
The Three Horseshoes, Bawtry Road, Wickersley, Rotherham S66 2BW. 'Classic Film Night' with Mick Hayes. Meeting commences at 19.30. Contact Mick Hayes on 01709 820544 for further information.

**6th July 2009**
**RCTS (Ashford Branch)**
The Elwick Club, Church Road, Ashford. 'Cairnryan Military Port and Diesel Locos of WW2' by Mike Walshaw. Meeting starts at 19.30.

**Swanage Railway (Bath Area)**
St John's Church Hall, St John's Road, Bathwick, Bath. 'Isle of Wight Transport Roundup' by Malcolm Tong. Meeting commences at 19.30. Admission £1. Contact John Lakey on 01225 315918 for further details.

**7th July 2009**
**Gravesend Railway Enthusiasts Society**
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. 'The Art of Railway Photography' by Alan Crotty. Meeting starts at 19.45. Contact Roger Hart on 01474 833320 for further details.

**Locomotive Club of Great Britain (Bedford Branch)**
St John's Church Hall, St John's Street, Bedford. 'Robert Stephenson (Part3)' by Dr Michael Bailey. Meeting commences at 19.30.

**8th July 2009**
RCTS (Hitchin Branch)
Hitchin Christian Centre, Bedford Park. 'Rebuilding the Welsh Highland Railway' by Andy Savage. Meeting commences at 19.30.

**Swiss Railways Society (London Branch)**
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross Station). 'Countries Bordering Switzerland. Members Slides. Meeting commences at 19.00. A £2 donation is requested. Contact Ron Dawes on 020 8660 3532 for further details.

**9th July 2009**
**Continental Railway Circle**
St.Paul's Church Centre, Rossmore Road, Marylebone, London nW1 6NJ. 'White Pass and Yukon Railway' by Philip Wormald. Meeting commences at 19.15. Admission £2.00. Contact Adrian Palmer on 01932 850624 for details.

**10th July 2009**
**RCTS (West Riding Branch)**
Peterborough, Nene Valley Railway - March by Mini Bus. Contact Malcolm Riley on 01274 589488 or by e-mail at bigmal.w.b.r.rcts@talk21.com for further details.

**11th July 2009**
**Bournemouth Rly Club**
All Purpose Room, Winton Methodist Community Centre, junction of Alma Road and Heron Court Road, Bournemouth. 'Colour-Rail in Person' by Ron White. Meeting commences at 14.30. Admission charge £2.

**RCTS (Northampton Branch)**
Visit to the Battlefield Line by Mini Bus. Contact D. Pick on 01604 810613 or by e-mail at northampton@rcts.org for further details.

**RCTS (West Riding Branch)**
Colne Valley Railway, Ipswich by Mini Bus. Contact Malcolm Riley on 01274 589488 or bigmal.w.b.r.rcts@talk21.com for details.

**12th July 2009**
**RCTS (West Riding Branch)**
Norwich Crown Point and Mid Norfolk Railway by Mini Bus. Contact Malcolm Riley as above for details.

**13th July 2009**
**RCTS (Northampton Branch)**
Line-side Observation at Kings Sutton Station from 17.00 hours. Contact D. Pick on 01604 810613 or by e-mail at northampton@rcts.org for further details.

**Southern Electric Group (Sussex Branch)**
The Deall Room, Southwick Community Centre. 'Southern Steam in the 60s' by Terry Cole. Meeting commences at 19.30. Donation of £2 requested. Contact the Secretary, Bruce Cakebread on 01273 462094 or by e-mail at b.cakebread@ntlworld.com for details.

**14th July 2009**
**Abergavenny and District Steam Society**
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny 'More Travels of a Ferroequinologist' by Terry McCarthy. Meeting commences at 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ntlworld.com for details.

**RCTS (Merseyside Branch)**
Observation at Chesterfield (optional visit to Barrow Hill). Contact Geoff Morris on 01244 376808 or by e-mail at geoffreymorris@tiscali.com for further details.

**15th July 2009**
**Basingstoke & District Railway Society**
Wote St Club, New Road, Basingstoke. 'The Railways of Czechoslovakia' by Jeremy Harrison. Starts 20.00. Contact the Secretary on 01256 326096 for further details.

**16th July 2009**
**Barrow Hill Engine Shed Society**
Barrow Hill Roundhouse. 'Grand Central - The Story So Far' by Giles Fearnley. Doors open 19.00 for 19.30 start. Admission: members £1.50, non members £2.00

**Breconshire Railway Society**
R.A.F.A.Club, The Struet, Brecon AGM. Meeting commences at 19.30. Contact the Secretary, Arthur Robinson on 01982 560219 for further details

**Marlow & District Railway Society**
British Red Cross Society, Victoria Road, Marlow. 'London Tramways - the story to 1952' by David Buerger. Doors open 19.45 for 20.00. Non-members £2.

**17th July 2009**
**Great Western Society (Taunton Branch)**
The Village Hall, Stoke ST. Mary, Nr Taunton. 'An Audience with our Chairman' by Richard Croucher. Meeting commences at 19.30.

**Locomotive Club of Great Britain (Central London Branch)**
Keen House, Calshot Street, London N1. 'Industrial Steam' by Geoff King. Meeting commences at 19.00.

**20th July 2009**
**Great Central Railway Society (Spinkhill Branch)**
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB. 'Old and New Doncaster' by Bryan Longbone. Meeting commences at 19.30. Contact Frank Greaves on 01909 473927 for further details.

**RCTS(South Essex Branch)**
Annual visit to the Mangapps Farm Railway Museum. Contact John Stone on 01245 464756 for details.

**RCTS (Thames Valley Branch)**
Observation & Photography at Didcot Station. Contact Murray Lewis on 01189 426681 for further details.

**22nd July 2009**
**RCTS (Bristol Branch)**
Afternoon Observation at Oxford and Evening at Didcot Stations. Contact Paul Udey on 01225 427779 for further details.

**24th - 27 July 2009**
**Locomotive Club of Great Britain - UK Tour, Dawlish.**
Train Watch.

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

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

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

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

## Internet Links

Links to the various society websites can be found on the website, or by clicking here.

▼ Class 377/5 Electrostar No. 377502 in full First Capital Connect livery departs from Blackfriars on 26th June, forming the 11.40 Thameslink service from Bedford to Brighton. **Brian Morrison**

**25th July 2009**
**RCTS (West Riding Branch)**
Visit Rhyl Miniature Railway by Rail. Contact Malcolm Riley on 01274 589488 for further details.

**26 July 2009**
**RCTS (Merseyside Branch)**
Car Trip to Ribble Steam and Lakeside and Haverthwaite Railways. Contact Geoff Morris on 01244 376808 or by e-mail at geoffreymorris@tiscali.com for details.

**28th July 2009**
**RCTS (Welwyn Garden City Branch)**
The Methodist Church, Junction of Ludwick Way and Colegreen Lane. '38 Years a Railwayman - North London and Herefordshire' by Dave Cockle. Meeting starts at 14.15.

**29th July 2009**
**Basingstoke & District Railway Society**
Wote St Club, New Road, Basingstoke. 'The Lickey Incline' by Dave Besley. Starts 20.00. Contact 01256 326096 for further details.

**RCTS (West Riding Branch)**
Day out to Bletchley for Observation. Contact Malcolm Riley on 01274 589488 or by e-mail at bigmal.w.b.r.rcts@talk21.com for further details.

**3rd August 2009**
**RCTS (Ashford Branch)**
The Elwick Club, Church Road, Ashford. 'South Eastern Railways and the Class 395's' by Mike Gibson. Meeting commences at 19.30.

**RCTS (Northampton Branch)**
'Southern Day Ranger'. Contact D. Pick on 01604 810613 or by e-mail at northampton@rcts.org for details.

**4th August 2009**
**Weston super Mare Railway Society**
The Function Room, The Conservative Club, Alexandra Parade, Weston super Mare. Members' slides. Meeting commences 20.00. Contact Lionel Jones on 01934 628289 for details.

**5th August 2009**
**Burton Railway Society**
Marston's Social Club, Shobnall Road, Burton upon Trent. 'Lost Railways of Derbyshire' by Geoffrey Kingscott. Starts 19.30. £1.50 non members. Contact Mark Ratcliffe on 01283 221537 for details.

**6th August 2009**
**Great Central Railway Society (Rotherham Branch)**
The Three Horseshoes, Bawtry Road, Wickersley, Rotherham S66 2BW. 'Reedie's Railway Rambles' by Gordon Reed. Starts 19.30. Contact Mick Hayes on 01709 820544 for details.

**RCTS (Northampton Branch)**
'Visit to the Kent and East Sussex Railway by Mini Bus'. Contact D.Pick on 01604 810613 or by e-mail at northampton@rcts.org for details.

**10th August 2009**
**Southern Electric Group (Sussex Branch)**
The Deall Room, Southwick Community Centre. 'CTR: Section 2' by Phil Bassett. Meeting commences at 19.30. Donation of £2 requested. For details contact the Secretary, Bruce Cakebread on 01273 462094.

**11th August 2009**
**Abergavenny and District Steam Society**
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny 'The Mumbles Railway' by Royston Kneath. Starts 20.00. For details email ken.mumford@ntlworld.com.

**RCTS (Merseyside & N. Wales Branch)**
'Observation at Rugby (Joint with MRS) &/or Nuneaton'. Contact Geoff Morris on 01244 375808 for details.

**12th August 2009**
**Basingstoke & District Railway Society**
Wote St Club, New Road, Basingstoke. 'The West Somerset Railway' by Keith Smith. Starts 20.00. Visitors welcome. Contact 01256 326096 for further details.

**Grimsby & Cleethorpes Railway Group,**
Royal Air Force Club, 5 Alexandra Road, Cleethorpes DN35 8LQ. 'Isle of Man Vintage Transport' by Howard Turner. Meeting commences at 14.00. Contact Mike Hartley on 01724 341358 for further information.

**Swiss Railways Society (London Branch)**
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT (near Kings Cross Station). 'Switzerland 1977-2007' by Alan Pike. Meeting commences at 19.00. A £2 donation is requested. Contact Ron Dawes on 020 8660 3532 for further details.

**13th August 2009**
**RCTS (West Riding Branch)**
'3 Day Observation in South Wales including Newport, Cardiff & Bristol Temple Meads'. Contact Malcolm Riley on 07887 908501 or by e-mail at bigmal.w.b.r.rcts@talk21.com for further details.

**17th August 2009**
**Great Central Railway Society (Spinkhill Branch)**
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB. 'The Buses of Booth & Fisher' by Andy Firth. Meeting commences at 19.30. Contact Frank Greaves on 01909 473927 for further details.

**RCTS (Northampton Branch)**
'Visit to the SVR'. Contact D.Pick on 01604 810613 or by e-mail at northampton@rcts.org for details.

**RCTS (Thames Valley Branch)**
'Observation & Photography at Didcot Station'. Contact Murray Lewis on 01189 426681 for details.

**19th August 2009**
**RCTS (Humberside Branch)**
'Evening at Barnetby'. Contact R. Hall on 01482 501058 or by e-mail at richardh@djbraody.co.uk for details.

**20th August 2009**
**Breconshire Rly Society**
R.A.F.A.Club, The Struet, Brecon 'The Daffodil Line' by David Postle. Meeting commences at 19.30. Contact Arthur Robinson on 01982 560219 for further details

**Gravesend Railway Enthusiasts Society**
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. Bring a Thing. Meeting commences at 19.45. Contact the secretary Roger Hart on 01474 833320 for further details.

**20th - 25th August 2009**
**LCGB Overseas Tours.**
Germany ' Chemnitz Rail Fest' LCGB Membership is compulsory for these tours.

**21st August 2009**
**Great Western Society (Taunton Branch)**
Village Hall, Stoke St. Mary, Nr Taunton. 'Then Till Now' by Philip Kelly. Meeting commences at 19.30.

**23rd August 2009**
**RCTS (West Riding Branch)**
'Crewe Basford Hall at 12.00 hrs'. Contact Malcolm Riley on 07887 908501 or by e-mail at bigmal.w.b.r.rcts@talk21.com for further details.

**25th August 2009**
**RCTS (Mersey & N.Wales Branch)**
'Lancashire Day Ranger'. Contact Geoff Morris on 01244 376808 or by e-mail at geoffreymorris@tiscali.com for further details.

**26th August 2009**
**Basingstoke & District Railway Society**
Wote St Club, New Road, Basingstoke. 'F.W.Webb of the London and North Western Railway' by Martin Bloxom. Meeting commences at 20.00. Visitors welcome. Contact the branch secretary on 01256 326096 for further details.

**27th August 2009**
**Great Central Railway Society (Rotherham Branch)**
The Three Horseshoes, Bawtry Road, Wickersley, Rotherham S66 2BW. 'Coming up with the Goods' by Steward Donohoe. Meeting commences at 19.30. Contact Mick Hayes on 01709 820544 for details.

**1st September 2009**
**Gravesend Railway Enthusiasts Society**
Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB. 'Transport options at Walt Disney World' by Dekota Dibben. Meeting commences at 19.45. Contact Roger Hart on 01474 833320 for details.

**Locomotive Club of Great Britain (Bedford Branch)**
St John's Church Hall, St John's Streeet, Bedford MK42 0DL 'The Dick Schaeffer and Ian Hall Collection' by Ken Dickens. Meeting starts at 19.30. Contact the Secretary on 01525 750149 for details.

**Southern Electric Group (South Hampshire Branch)**
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Varied Railway Interest - both old and new' by Martyn Davies. Meeting starts at 19.30. Admission charge £2. Contact the Secretary, John Goodrich on 023 8067 0028 for further details.

## Back Issues

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

## Rear Cover Caption

**The Gloucestershire Warwickshre Railway's Class 20 No. 20137 has been joined by visiting classmate No. 20154. The pair are pictured passing Hailes Abbey on 25th June. Jack Boskett**

## Magazine Information

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Railway Herald is produced by Railway Herald Ltd (Registered as company number 05837609 in England).
VAT Registration: 942 6509 14
*Registered office: Hobarn House, 12 Brompton Road, Northallerton, North Yorkshire, DL6 1DY*

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