Railway Herald
Issue 187 - 27th July 2009
DB SCHENKER
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EWS
The electronic journal for the railway enthusiast

Railway Herald

Issue 187
27th July 2009

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Agility Trains

Two electrification projects announced

The Government has announced a £1.1 billion electrification programme for the Great Western Main Line to Newbury, Oxford, Bristol and Swansea and between Liverpool and Manchester, the latter costing an estimated £100 million.

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Front Cover Caption:

Class 37 No. 37670 leads classmate 37401 towards Connel Ferry on 26th July with the 'Northern Belle' to Oban. Paul Armitage

Government announces £1.1 billion electrification for GWML and Liverpool to Manchester routes

The Government has announced a £1.1 billion electrification programme for the Great Western Main Line to Newbury, Oxford, Bristol and Swansea and between Liverpool and Manchester, the latter costing an estimated £100 million.

ATOC said: "The Great Western Main Line has the strongest call on investment in electric trains and we are pleased also to see investment committed to a strategic infill scheme. The inclusion of Liverpool to Manchester will deliver more capacity, including newer and faster trains to an already busy corridor linking two of our largest cities. We also believe there is a powerful case for electrifying other main lines and investing in a number of smaller infill schemes. Our longer term aspiration is to provide electric trains for 80% of passengers".

The Government announcement marks major progress in its position on electrification since October 2007, when ATOC and Network Rail jointly asked the Department for Transport (DfT) to reconsider its position of playing down the case for such investment. A new fleet of EMUs will allow shorter journey times of about 30 minutes, provide more regular services, and obviously will be cleaner and cut CO^2 emissions.

It is hoped that the new electrification programme will stimulate further Intercity and regional transport improvements across the country. For example, it will enable electric train services to run from Manchester and its airport to Glasgow and Edinburgh and open up the option of extending Crossrail to Reading.

Completing work on the first two lines will increase the proportion of electric train journeys in Britain from 60% to 67% - currently only 33% of Britain's rail network is electrified. There were about 21 million passenger journeys on the Great Western line alone in the last financial year and over one million passenger journeys on the Liverpool-Manchester railway.

The 32-mile line, which runs from Liverpool Lime Street to Manchester Victoria via Huyton and Newton-le-Willows, is currently served by diesel trains. Electrification, combined with other improvements to track and signalling on the line, will mean that minimum journey times between Liverpool and Manchester will be reduced from 44 to 30 minutes. Work will start immediately on both schemes, with Liverpool-Manchesyer to be completed within four years, and London-Swansea completed within eight years, although stages in between will be completed earlier.

The Great Western electrification will include the lines to Oxford and Newbury, making possible the direct replacement of the current HST fleet by electric and hybrid diesel/electric Super Express trains to serve destinations across and beyond the electrified network. This, and other replacements of diesels by electric trains, will yield significant savings in train leasing and operating costs, as well as benefiting passengers with more reliable and quieter trains. It is also expected that introducing the new 'Super Express' trains on the London to Swansea line will increase capacity on Intercity services during the morning peak hour by at least 15%, and also means more space on trains generally during the day and evening peak.

Network Rail is to use newly developed construction techniques that minimise the inconvenience to passengers of work on the Great Western line through utilising high-tech factory trains and extensively using overnight closures of less than eight hours.

Following the announcement, the South Yorkshire Passenger Transport Executive (SYPTE) said that it was surprised and disappointed that the Midland Main Line had not been selected for this first round of electrification, and that Yorkshire now looks set to lose out, Sheffield and Nottingham being the only two major cities that do not benefit from an electrified line. SYPTE Director General, David Brown, said: "We are at a loss to understand this decision, given the much higher benefits of electrifying Midland Main Line compared to Great Western. We are now seeking a meeting with the DfT to understand the reason for this decision and be clear on how we can help Midland Main Line be included in future electrification plans. Electrification of the line to Sheffield and then on to Leeds is vital to improve Yorkshire's link to London and we will be working with the DfT to ensure that there is a good business case for this project". The DfT and Network Rail are said to be discussing funding the programme, which is expected to be carried out in phases over the next decade.

Over the coming months, the Government will consider the case for further electrification, particularly in respect of the Midland Main Line between London, Derby, Nottingham and Sheffield, and routes between Manchester and Preston and Liverpool and Preston. A new rolling stock deployment plan, taking into account the new electrification projects, will be published in the autumn.

▼ **The new Hitachi SuperExpress that will be deployed onto an electrified Great Western Main Line. Agility Trains**

▲ **Services such as this Glasgow Central to Manchester Piccadilly First TransPennine Express service, formed of Class 185 No. 185128 and seen passing Greenholme on 9th April, could be re-routed between Manchester and Preston and operated with electric traction in the future. Richard Tuplin**

DB Schenker modernises the look of Class 37 fleet - as more locos are to return

DB Schenker held a press roll-out for the new look of its Class 37 fleet at Toton TMD on 23rd July.

The first two members of a new pool of six locomotives have received the latest red and grey DB Schenker colours at the company's paintshop at Toton.

The inaugural two members of the fleet being ETS-fitted Class 37/4 No. 37419 and 'Heavyweight' Class 37/5 No. 37670. It is pleasing to note that DB Schenker has allowed the latter locomotive to retain its *St. Blazey T&RS Depot* nameplates.

The company classes the work as a Class 3 repaint, with some items such as the underframe not having been dealt with on this occasion. Nevertheless, the company should be congratulated for improving the external condition of the locomotives, especially given their increasing use on charter trains, putting them firmly in the public eye and giving the opportunity to extend the reach of the new branding.

A pool of six Class 37s is to be created for use on autumnal work, according to a DB Schenker spokesperson, which is expected to include charter and RHTT duties. It is understood that No. 37422 (likely to gain DB Schnker livery) and No. 37425 are the next locos to join the fleet, with the latter retaining its large-logo livery. The final two members are yet to be decided.

▶ Class 37/4 No. 37419 stands in front of classmate No. 37670 in the sun outside the paintshop at Toton TMD on 24th July.

▼ The livery creates a striking side profile on the Type 3s.

Both: Richard Tuplin

▲ Typical S&C weather welcomes walkers to Ribblehead Viaduct! In spite of the torrential rain however, over 3,224 walkers took advantage of the rare opportunity to cross the historic viaduct on 26th July, escorted by Settle & Carlisle Line Trust volunteers, who in turn were under the supervision of Network Rail officials. **Chris Dixon**

New First Class lounge for King's Cross

A new First Class ticket holders' lounge has opened at King's Cross station. Accessed from the York Way entrance to the station close to Platform 1, it offers what is said to be a 'peaceful oasis from the hustle and bustle of the capital'.

Passengers can enjoy a choice of daily newspapers and a range of complimentary refreshments, including tea, coffee, mineral water and orange juice, the menu offers a selection of snacks, and the bar serves a full drinks menu, including fine wines.

Lounge users can also take advantage of complimentary wireless internet, providing a seamless mobile office when used with free WiFi on board National Express East Coast trains. Fax and photocopier facilities are also available, and electronic display screens provide latest train arrival and departure information, without the distractions of public address announcements.

Stobart in talks over freight terminals

Transport and logistics group Eddie Stobart is holding talks with Network Rail about its plans to find redundant land or lines where it could build freight terminals, the first target being a site on the Midland Main Line.

The move is part of Stobart's plan to shift 10% of its freight to rail by next year, the company saying that moving freight from road to rail reduces road congestion and produces huge fuel savings, its current rail service between Daventry, Northamptonshire, and Livingston, West Lothian, cutting a trip of 19,600 road miles to 700 miles by rail because one train carries the load of 28 lorries.

UK's highest-capacity intermodal terminal planned for Port Salford in Greater Manchester

Details of plans for a £400 million multimodal freight exchange at Port Salford, Greater Manchester, have been published following the go-ahead being received from Salford Council.

It will be the country's highest-capacity intermodal rail terminal, expected to handle 5% of the country's container movements and create more than 2,000 jobs in the area. It will double the capacity of existing multi-modal terminals in Greater Manchester and will be the only distribution park served by inland water in Great Britain. The terminal is to be constructed on a 339-acre site on the bank of the Manchester Ship Canal between Barton Bridge and Irlam in Eccles.

It will enable the large-scale transfer of freight between rail, road and sea, including two new container ship berths on the Manchester Ship Canal and 1.6 million sq ft of rail-linked warehouses. Port Salford will have a capacity to handle 300,000 container units in its intermodal terminal and an estimated 37 million pallets per annum through its distribution buildings. It will be able to accept two container ships simultaneously and 200,000 pallets of cargo at any one time, with 16 freight trains expected daily. The plans also include significant rail and road infrastructure improvements in the surrounding area. The developers, Peel Land & Property, will now be working with the Council, Highways Authority and other stakeholders to agree the strategy for implementing the scheme.

▶ How the new intermodal terminal at Port Salford, in Manchester, will look with the new container ship berths clearly shown and the dockside rail connections **Peel Land & Property**

Metro and Light Rail News

Tube Lines completes modernisation of its 68th London Underground station

The nine-month modernisation of London Underground's Covent Garden station has been completed by Tube Lines.

This takes the total number of stations it has upgraded to 68, with just over a year remaining to complete the remaining 31 on the list. The majority of work took place overnight, between 00.40 and 04.30, but to speed up the work the station was shut slightly earlier and opened slightly later on a few select days between July 2008 and March of this year. This accelerated the project by two months.

In order to bring a fresh look to the station, 24,000 tiles were replaced, maintaining the original white, orange and yellow colour scheme, together with the integrated signage system. This work was undertaken in association with LUL and English Heritage, as when the station was originally tiled back in the 1900s, the tiles were 'cooked' in a clay oven, resulting in their brown hue effect. Finding an exact match was difficult, and Tube Lines had to turn to a traditional kiln in Stoke to replicate an exact match of this unique colouring using a special dye. The team also completely removed the 'modern' cream tiles in the lift lobbies and restored the original pattern and colour to be consistent with the rest of the station. There were similar issues with the terracotta facade as it was completely refurbished utilising specialist in-situ repairs and colour to improve the external look of the station. Also new indicator boards in the ticket hall have been provided, informing about the times of the next trains before going down to the platform to help ensure no one misses that last train home following a night at the theatre.

London Waterloo underground station refurbishment completed

The 13-week modernisation of the London Underground station at Waterloo has been completed by Tube Lines, the 1898-built complex being the 69th to have been completed by the company since 2003. A further 30 stations are due to be finished by mid-2010.

To upgrade any of the stations on the Jubilee, Northern and Piccadilly lines is a significant undertaking, but for one of the busiest stations on the Tube network, there were management challenges to be overcome, the sheer size of the station being one of them. Waterloo has four Underground lines running through it, as well as the interchanges to the national rail services above ground.

During the upgrade 150km of new fire, power and communications system cabling was installed and the station also benefited from new lighting and tiling throughout. Minimising the impact of the work on the millions of passengers who use the station was another challenge. Through extensive joint planning with London Underground, Tube Lines was able to maximise the use of partial station closures in order to increase productivity, minimise project timescales and ensure there was minimal inconvenience. The size of the station in this respect was an advantage, as by sectioning off certain areas and diverting passengers, this allowed more than the standard three-and-a-half hours of working time available at night.

Installing the fire and communications systems required weeks of preparation and a dual running period to allow the final switch over. A 52-hour weekend closure was used to install, test and commission the new system and the station was successfully opened with everything up and running on the Monday morning.

Ensuring the continued safety of passengers as they travel through the station was a key focus of the upgrade, and 45 new Help Points were installed, directly linked to the British Transport Police and the station supervisor's office - and no less that 202 new cameras!

▼ **Recently out-shopped from Blackpool Transport Services at Rigby Road Depot, the Western train No. 733 has undergone an extensive lottery-funded rebuild, and made a welcome sight at the Fleetwood Tram Sunday event on 19th July. The train was constructed in 1962 from EE Rail coach number 209 and is permanently attached to unit number 734 that was built from pantograph car number 174 in 1962. The combined unit now operates single-ended. Chris Dixon**

New study shows major benefits in new Cheshire passenger service

A study has been completed to assess the potential for upgrading the Sandbach to Northwich freight line for passenger services and to provide a new station to serve the Cheshire market town of Middlewich.

The consultants were asked to investigate different options, and the one that provided for a service from Northwich to Crewe via Middlewich far exceeded expectations, providing a benefit/cost ratio that was substantially higher than the industry threshold required to take the project further.

With a population of 13,600, Middlewich is the largest town in Cheshire without a railway station, resulting in a considerable volume of commuting by car in the area and also poor public transport connections to Manchester and Chester. The next step is to liaise with Network Rail and Northern Trains to determine figures such as costs, passenger benefits and timescales.

▲ **With a number of special trains being operated by NXEA in connection with the two day Lowestoft Air Show, DRS Class 47/4 No. 47501** *Craftsman* **powers through Cantley with the 11.55 Norwich to Lowestoft service on 23rd July. Paul Townsend**

UK News In Brief

■ The Association of Train Operating Companies (ATOC) has welcomed the Government's announcement of funding for feasibility work into re-opening the rail link to Bordon, Hampshire, the line being one of 14 schemes identified by ATOC as having the potential to restore rail services to thousands of passengers. The link would use the formation of the former Bentley to Bordon branch line and part of the track of the former Longmoor Military Railway, and is estimated to cost £50 million, including the cost of the new station.

■ DB Schenker moved six long-stored Class 56 locos, Nos. 56107, 56083, 56067, 56120, 56109 and 56054, from Ferrybridge Depot to Crewe TMD on 24th July.

■ Three years prior to the opening ceremony of the Olympics, a time trial with a Class 395 'Javelin' was completed on 27th July, with atheletes and Mayor of London, Boris Johnson, on board. The train departed St Pancras at 09.42, arriving at Stratford International 6 minutes and 42 seconds later. During the Olympics, 12 shuttles per hour will run between the two stations.

■ National Express East Anglia teamed up with The Cromer Pier summer seaside special this year, when the cast of the famous end-of-the-pier show visited Norwich station on 10th July to help introduce a new all-inclusive ticket deal and to name Bittern Line Class 156 No 156409 *Cromer Pier Seaside Special*, plates it will carry for a limited period.

■ Plans to build a new station in Ilkeston are being considered, following a feasibility study showing that the station would make a profit. It is thought that it would generate about 120,000 passengers a year, and on this basis the revenue would be more than enough to offset the cost estimated at £5 million. The site identified for the station is on the existing Erewash Valley line, close to the site of the former Ilkeston Junction & Cossall station. If the plan goes ahead, the station will be the fifth in the town, the first closing to passengers in 1870, Ilkeston Town closing in 1947, Ilkeston North in 1964 and Ilkeston Junction in 1967!

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 21st-27th July

Last weeks Issue 186 was downloaded **31,064** times (+3.1%) and a total of **3,782** copies of previous issues were also downloaded. The *RH* website has provided **164,726** (+18%) web pages to users, an average of **16.3** pages every minute, seven days a week! *Railway Herald* now has a monthly average download of **118,184**, the figures in brackets being the percentage change from last week.

Medge Hall engineering work 'on target'

Work on the line between Scunthorpe and Doncaster is said to be progressing well despite a complex schedule involving several improvement schemes over just 11 weeks.

The main job is at Medge Hall, where ground conditions have previously limited trains to just 10mph on one stretch of track. Engineers are now building a £10 million buried structure to carry the rail clear of the affected area, the 450 metre-long concrete structure being cast in 13 sections, which are supported on piles that have been driven into the ground below the peat that caused the problem in the first place. Each slab contains 16 metres of binding (approx. 32 tonnes), 140metres of concrete (336 tonnes) and 15 tonnes of reinforcing steel bars. The steel required for piles and reinforcing is being delivered by canal in order to keep construction traffic to a minimum. Around 45 piles are being completed each day and work was reported to be on schedule for completion by 24th July.

Elsewhere on the line, track improvements and maintenance worth a further £10 million is also progressing on schedule. Some track works have already been completed at Crowle and Thorne with further works planned over the coming weeks. The Route Director for Network Trail said: "The worksite at Medge Hall is very impressive. Despite the worst that the weather has thrown at us in the past few weeks, work progresses on schedule and we intend to re-open the line on time on 7th September".

Currently, trains are unable to run between Scunthorpe and Cleethorpes during the project because of operating restrictions, and for the final nine days of the scheme from 29th August to 6th September, there will be replacement buses between Goole and Doncaster, while Thorne Junction renewal is completed. Freight traffic is being diverted along the Brigg line, which was upgraded in 2008.

New South Wales control room opens in Cardiff

A new £3.8 million purpose-built control room centre, designed to enable operational control, fleet management and passenger information to work as one unit, has opened in Cardiff, bringing Network Rail and Arriva Train Wales under one roof.

The new 'nerve-centre' will not only give people more relevant information about their journeys, but will encourage cohesion among the industry to make the best possible decisions and deliver the best to passengers. The Arriva Trains Wales Operations & Safety Director said: "The purpose-built modern facility will build on the efficiencies we have achieved in service delivery over the past four years."

The complete South Wales signalling and control building will open early next year after the £150 million upgrade of the signalling in Newport is completed. The building is one of the greenest railway facilities in Wales with eco-friendly designs including solar panels on the roof to heat water, rainwater harvesting from external drainage to provide water for flushing toilets, and solar reflective glass to reduce solar heat gain and reduce the need for air-conditioning

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More seats for West Coast passengers from Birmingham during the summer

From Saturday 25th July to Saturday 5th September, passengers on Virgin Trains travelling between Birmingham and Edinburgh will have the benefit of extra seats.

Trains with more coaches will run between the two cities six days a week, and more will follow on Fridays from 14th August on Birmingham services to Edinburgh and Glasgow. More than 200 extra seats will be added to selected trains to cope with summer peak demand, particularly during the Edinburgh International Festival and Edinburgh Festival Fringe in August. On two trains in each direction, five-car Class 221 'Super Voyagers' with 226 seats each will be replaced by nine-car Class 390 Pendolinos with 439 seats, and on some other trains on Fridays-only from 14th August, an extra Class 221 will be coupled on to make a combined train of eight or nine cars, offering between 412 and 452 seats.

▼ **Making the first run in passenger service of the new Victoria Line stock, driving motor No. 11003 arrives at Seven Sisters on 21st July to form the 23.55 service to Brixton. Kim Rennie**

▲ A footbridge that will be used by the many anticipated spectators to the 2012 Olympic Games has been successfully constructed and pushed over 11 live railway lines at Stratford station. The 1,600 tonne Town Centre Link Bridge, will join the existing town centre to Westfield's £1.45 billion Stratford City Project. **Bill Turvill**

▼ Class 67 No. 67029 with the DB Schenker Management Train made a rare visit to Tavistock Junction on 21st July. Here Mk.3 DVT No. 82146 makes a rare sight of a DVT at work in Devon, as it heads north through Totnes. **Nathan Williamson**

Route upgrade work carried out for 'Javelin' service

Maintenance and improvements are being carried out on the line between Folkestone and Dover to help improve reliability of services and enable the new Southeastern 'Javelin' high-speed services to operate on the line from December.

The majority of the work is to take place in Shakespeare, Abbottscliffe and Harbour tunnels. In the twin-bore Shakespeare Tunnel, new walkways will be installed to provide an emergency escape or access route prior to the introduction of Class 395s, as the trains do not have front or rear-end escape facilities. In Abbottscliffe and Harbour tunnels, brickwork is being replaced, drainage improved and the concrete tunnel linings reinforced to minimise the risk of serious infrastructure problems in the future. In addition to the tunnel works, Network Rail will also take the opportunity to clear vegetation where required and install new fencing to prevent trespass onto the railway and protect the line from rock falls. The work has required the line to be closed between Dover Priory and Folkestone East from 25th July to 30th August.

Sarah Boundy, from Southeastern's customer services said: "The current work is essential to allow us to introduce the new timetable in December and in particular start running the high speed services to Folkestone and Dover. The work will help substantially improve the service going forward but we appreciate that there will be some inconvenience to passengers. We are working closely with Network Rail to keep disruptions to a minimum and information about the work and replacement bus services are available on our website and at National Rail Enquiries. We hope that passengers will see the long-term benefits for this and thank them for their patience during this period".

A rail replacement bus service will be in operation between Folkestone East and Dover Priory for the duration of the works.

The News In Pictures

◀ During a 'West Highlander' weekend charter, DRS Class 20/3, complete with 'Scottie Dog' motif stands at Crianlarich on 18th July, having just arrived from Fort William. On the other end of the train was Class 37/0 No. 37069, which would take the charter on to Oban. **Michael Dalgleish**

◀▼ First GBRf Class 66/7 No. 66723 *Chinnock* took First Great Western Mk3 Buffet No. 40803 to Kilmarnock for refurbishment on 23rd July. The 09.00 Laira to Kilmarnock stock move, with Mk1 barriers Nos. 6330 & 6336, is seen heading north past the site of Aller Junction, near Newton Abbot.
Nathan Williamson

▼The next pair of Class 58 locomotives to be exported, Nos. 58013 in EFT Livery and 58004 in TSO livery, both in ex-works condition, are stabled at Dollands Moor awaiting transfer to Europe. Class 92 No. 92037 *Sullivan* is stabled in the yard behind.
Andrew Wood

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.

29th July

Statesman Rail	5690	Lancaster-Preston-Clitheroe- Hellifield-Appleby-Carlisle & return

30th July

Steam Dreams	70013	London Victoria- Brighton-Chichester-Goodwood & return

31st July

Railway Touring Company	6233	Crewe-Warrington BQ-Manchester Victoria-Huddersfield-Wakefield Kirkgate-Castleford-York-Scarborough (break/rev) & return

1st August

Chiltern Trains	5043	London Marylebone- Beaconsfield-Warwick-Stratford upon Avon & return
Compass Tours	2xRiveria 47	Nantwich-Shrewsbury-Telford Central-Wolves-Tame Bridge Parkway-Birmingham New St-Totnes-Bodmin Parkway-Penzance & return
Railway Touring Company	6201	Liverpool LS-Preston-Shap-Carlisle-S&C-Hellifield-Wigan NW & return
Spitfire Railtours	Various DRS	Wolves-Birmingham New St-Burton on Trent-Derby-Chesterfield-Sheffield-Leeds (DRS 66)- Leeds-S&C-Carlisle (DRS 20 & 37)-Carlisle-Shap-Preston-Leeds (2 x DRS 37s)-& return (DRS Class 57)
UK Railtours	2xGBRf 73	London Waterloo-Reading-Basingstoke-Weymouth-Southampton-Fareham-Havant-Arundel-Horsham-Leatherhead-Epsom-London Victoria
VSOE	35028	London Victoria- Clapham Jct-Richmond-Staines-Virginia Water-Woking-Guildford-Redhill-East Croydon-Clapham Jct-London Victoria

2nd August

Compass Tours	2xDRS 37	Holyhead-Bangor-Llandudno Jct-Rhyl-Flint-Chester-Warrington BQ-Preston-Shap-Carlisle-S&C-Hellifield-Warrington Bank Quay & return
Railway Touring Company	6233	Liverpool Lime Street-Broad Green-Warrington Bank Quay-Frodsham-Chester-Colwyn Bay-Llandudno Juncyion-Bangor-Holyhead & return
Railway Touring Company	46115	York-Leeds-Shipley-Keighley-Skipton-S&C-Appleby-Carlisle (break/rev)-Carlisle-Appleby-S&C-Skipton & return
Torbay Express Ltd	60163	Bristol TM-Taunton-Exeter SD-Torquay-Paignton-Kingswear & return
Vintage Trains	5043	Birmingham SH-Stratford upon Avon-Birmingham SH (twice)

5th August

Railway Touring Company	tbc	Crewe-Chester-Llandudno Town-Blaenau Ffestiniog-Llandudno-Crewe
Statesman Rail	46115	Lancaster-Blackburn-Clitheroe-Hellifield-Appleby-Carlisle & return

6th August

Steam Dreams	70013	London Waterloo- Salisbury-Bath Spa-Bristol TM (break/rev) & return

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

Mon, Wed & Fri	WCRC	The Cambrian	Machynlleth-Porthmadog-Pwllheli	76079
Tues & Thurs	WCRC	The Cambrian	Machynlleth-Porthmadog	76079
Daily	WCRC	The Jacobite	Fort William-Mallaig-Fort William	45407 or 62005
Tues-Thurs	WCRC	Scarborough Spa	York-Harrogate-Leeds-Scarborough & return	45231
Mon-Thurs/Sat	NYMR	Whitby	Pickering - Whitby	75029, 828

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

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

The Week Ahead

The remaining high-season repeat itinerary trains begin their programmes this week, making it a busy week ahead for railtours.

West Coast's Cambrian operations begin on 27th July featuring BR Standard 4MT Mogul No. 76079 from Machynlleth to Porthmadog each weekday until 28th August, with the Monday, Wednesday and Friday trains reaching Pwllheli.

On 31st July, No. 6233 *Duchess of Sutherland* heads RTC's 'Scarborough Flyer' from Crewe to Scarborough, via the Standedge route, and on Sunday 2nd August, the same locomotive will head the inaugural 'North Wales Coast Express' from Liverpool Lime Street to Holyhead. These trains are booked to run each Friday and Sunday respectively throughout August. On 1st August there will be the first of RTC's 'Cumbrian Mountain Expresses' that on this day originates at Liverpool Lime Street and runs to Carlisle, outwards via Shap and returning over the S&C, with No. 6201 *Princess Elizabeth*. Also on 2nd August is the first of the Sunday 'CME's' from York to Carlisle, which are routed both ways over the Settle & Carlisle, with the inaugural trip being booked for haulage by 'Royal Scot' 4-6-0 No. 46115 *Scots Guardsman*. Earlier in the week, Statesman Railtours ' inaugural 'Fellsman' is booked to run on 29th July with 'Jubilee' 4-6-0 No. 5690 *Leander* heading the train throughout between Lancaster and Carlisle, via Preston, Blackburn and the S&C.

There are also two departures from London termini on 1st August, the most notable being a rare chance to see steam out of London Marylebone. Chiltern Railways are sponsoring 'The Bekoning Bard' to Beckonsfield and Stratford-upon-Avon, with 'Castle' class 4-6-0 No. 5043 *Earl of Mount Edgcumbe*, which is booked to work the train throughout. A little later in the day, Merchant Navy Pacific No. 35028 *Clan Line* is booked for a VSOE British Pullman luncheon train on the Surrey Hills circuit. Another London departure is UK Railtours' 'Weymouth Seaside Express', which is booked for a pair of GBRf Class 73s throughout from Waterloo to Weymouth, outwards via the South West mainline and returning via Epsom to Victoria.

Meanwhile, Spitfire has a variety of DRS traction on its 'Cumbrian Crusader' from Wolverhampton to Carlisle, which runs outwards via Leeds and the S&C, returning over Shap to Leeds and then home as outwards.

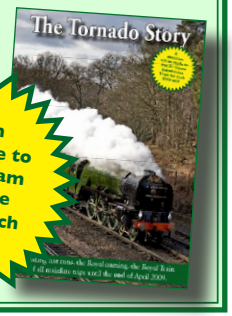
Compass Railtours has 'back to back' charters, commencing on 1st August with the 'Devon & Cornwall Explorer' to Plymouth and Penzance from Nantwich and Birmingham New Street. For many, the 'North Wales Fellsman' the next day will be the tour of the weekend, as it is likely to feature the DB Schenker liveried Class 37s Nos. 37419 & 37670 throughout. The train starts from Holyhead, picking up along the North Wales coast before heading via Shap to Carlisle and returning via the S&C.

Last, but by no means least, is Steam Dreams' 'Cathedrals Express' on 30th July with 'Britannia' Pacific No. 70013 *Oliver Cromwell* from London Victoria to Portsmouth Harbour.

The Tornado Story - £10.95 plus p&p

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

A donation will be made to The A1 Steam Locomotive Trust for each DVD sold



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Rebuilt 'Royal Scot' No. 46115 *Scots Guardsman* **passes Hall Royd Junction,Todmorden, with a private circular charter on 14th July from Manchester to mark the retirement of Stephen Cornish. Anthony Roberts**

'Whistlers' and 'Growlers' to feature in the autumn programmes

Pathfinder has 'The Donnington Deviator & Oldham Looper' booked for 3rd October, featuring Class 40 No. 40145 *East Lancashire Railway* **throughout, with DBS Class 66 assistance where required.**

Originating at Stockport, it runs via Walsall and the Cannock Chase line to visit both the recently opened Donnington Railfreight Terminal and the Ironbridge Branch to the Network Rail limit. As an additional bonus (for an extra £10) there is an optional mini-tour around the Oldham Loop, which will cease to be in Network Rail ownership at 00.01 the following day. This will be the last loco-hauled run over the loop, which will then be converted to become part of the Manchester Metro tram system.

Spitfire will feature Class 37s on its newly announced autumn tours, commencing with a pair from the West Coast stable on 'The Jorvic Growler' from Taunton to York, which offers an add-on mini-tour around the Harrogate Loop.

On 21st November 'The Lowland Growler' from Preston to Edinburgh is scheduled for DRS & West Coast 37s, and this tour has a 'Lowland' mini tour option from Edinburgh running via Falkirk, Polmont and Gartcosh.

One week later, and it is a similar DRS and West Coast 37 arrangement on the 'Yuletide York' from Birmingham International, which also features an add-on, this time from York to Newcastle, which is northbound via Durham and returning via Sunderland and the Durham Coast line.

Finally, the'Christmas Cracker II' on 5th December is scheduled to feature two West Coast Class 37s throughout from Eastleigh to Lincoln and return.

Pocket Rocket heads for the coast

▶ Amid the current speculation concerning the future of BR Standard Class 4MT Mogul No. 76079, there is one certainty, the engine is off to the seaside for a month for West Coast's 'Cambrian' working from 27th July until 28th August. The 'Pocket Rocket' is seen heading the ECS (with a West Coast Class 33 at the rear) through the outskirts of Shrewsbury on 24th July en route to Machynlleth. Rumours of the locomotive being sold by Ian Riley have been circulating for some time, culminating in stories of it actually being sold last week. In fact No. 76079 is still a Riley engine, but he has commented on a website that "we are seriously considering a mutually beneficial business transaction which would see the transfer of No. 76079 to one of our customers". adding that "the change in market trends, the current recession and 'the state of play' with ERTMS have all had a bearing on our considerations". John Whitehouse

Virgin promotes refurbished Mk3 charter set

Virgin Trains has produced a brochure to promote the use of its recently refurbished Mk3 set for charter train use, or for hire to other train operating companies.

The set comprises of nine Mk3 coaches plus DVT, with motive power supplied by an EWS Class 90 or VT Class 57 'Thunderbird', and can seat 374 Standard Class passengers, with a further 162 First Class seats. The train has at-seat power sockets in all coaches (except the RFM) and will shortly be equipped with Wi-Fi.

For hire enquiries contact Mike Craddock on 0121 654 7254 or Elizabeth Mells on 0121 654 7431.

▼ **With its spare water tender in place, Class A4 Pacific No. 60019** *Bittern* **approaches Harringay on 25th July, hauling the 09.18 charter from King's Cross to York and return, and carrying a headboard for 'The Brighton Belle'. The train was a fund-raising charter for the Brighton Belle project and was also the first time that** *Bittern* **had operated a charter with its second tender, allowing a non-stop run from London to York, arriving in the Viking city more than 40 minutes early! Brian Morrison**

Ups & Downs by John Whitehouse

There is a change of traction on Shepherd Neames' 'Spitfire' specials on 6th September, which celebrate the end of the hop-picking season.

Both the London Victoria to Faversham and return main train, and the afternoon add-on to Sheerness-on-Sea will now be hauled by Battle of Britain Pacific No. 34067 *Tangmere* in place of No. 70013 *Oliver Cromwell*.

Following highly successful tours in the south-east and to Nottingham this year, Hastings Diesels Ltd has a provisional plan to take its DEMU to Worcester on 3rd October.

Expect to hear plans of a further steam-hauled tour over the Penistone to Huddersfield route in the autumn. 'Black 5s' Nos. 45231 & 45407 are reported to be in charge of a Railway Touring Company charter from Manchester Victoria on 18th October that also includes Copy Pit in the itinerary.

Steam Dreams plan to celebrate 'Great Western 175' next year with a 'Coronation' type weekend charter from London (Paddington?) to Penzance featuring "plenty of Great Western locomotive power", scheduled to run between 26th-28th June 2010. Full details are due towards the end of this year. 'The Coronation' is also booked for 8th-10th May 2010. Likely locomotive allocations will be 'A4s' London to Edinburgh, with *Tornado* doing something in Scotland on the middle day.

AC/DC power to Brighton and back .... with a bit of diesel thrown in!

▲ With First Capital Connect Class 313/0 No. 313060 restarting from the Harringay stop on 25th July and forming the 07.58 service from Welwyn Garden City to King's Cross, Class 87 No. 87002 *Royal Sovereign* passes at speed with the 06.03 charter from Doncaster to Brighton, which Class 73 'Electro-Diesels' took over at Willesden. **Brian Morrison**

▶ From Willesden, a pair of First GBRf Class 73/2s took over the train for the final run to Brighton and back. Formed completely of blue & grey Mk2 stock from Cargo-D, the train departs from Brighton on its return working, with Nos. 73209 *Alison* and 73205 *Jeanette* at the helm. West Coast Railway Class 47/7 No. 47786 *Roy Castle OBE* was attached to the rear to assist with the ECS movements at Brighton. **Phil Marshall**

Contents Page

BR Standard 7P 'Britannia' Pacific No. 70013 *Oliver Cromwell* **storms up Dainton Bank with steam to spare, hauling the 'The Devonian' charter from Birmingham International to Plymouth on 25th July.** **Paul Maycock**

◀ **LMS 'Princess Coronation' class Pacific No. 6233** *Duchess of Sutherland* **at Shap summit with the 'Cumbrian Mountain Express' on 18th July. John Woolley**

▼ **Having worked a 'Hogwarts Express' charter from London Paddington to Oxford the previous day (see last issue), Carnforth-based GWR 'Hall' 4-6-0 No. 5972** *Olton Hall* **was employed on the 'Shakespere Express' service from Birmingham Snow Hill to Stratford-upon-Avon on 19th July. With the return leg of the morning trip well in hand, No. 5972 nears Tyseley that afternoon. Graham Gifford**

'Scarborough Spa Express' season starts for 2009

▲ The 2009 'Scarborough Spa Express' season has commenced, with initial services being hauled by LMS 'Black 5' No. 45407 *The Lancashire Fusilier*, pictured crossing the River Nidd shortly after deaparture from Knaresborough on 22nd July. **Paul Braybrook**

▶ As in previous years, the services depart York and complete an anti-clockwise circuit of the Harrogate Loop before heading for Scarborough. On 23rd July, No. 45407 catches the low evening sun at Headingley with the return working. **Paul Hatton**

GCR announces two gala weekends with *Black Prince* and *Oliver Cromwell* headlining its October 'Heavy Metal' event

The Great Central Railway (GCR) is to mark the 60th anniversary of National Service with a veteran's weekend on 8th/9th August.

There will be a selection of post-war vehicles in attendance and people in period costume. All services will be steam hauled for the weekend. Coming into effect on 1st January 1949, the National Service Act was designed to meet Britain's post war military manpower needs and made every male British subject aged 17 to 26 (30 for Medical and Dental professionals) and normally resident in the UK, liable to serve in the Armed Forces for a period of 12 months, later extended to two years. All veterans wearing their Government issued HM Armed Forces Veterans' Lapel Badge will be given free train travel on the day, with accompanying party members all travelling for a flat fare of £5 each. All arms and all ranks will be made welcome, as long as the uniforms or outfits are appropriate to the 1948-1962 period.

A three-day event on the GCR on 9th-11th October has what is described as a 'heavy metal' theme. BR 9F 2-10-0 No. 92203 *Black Prince* is the first visiting engine, and will haul the line's ' 'Windcutter' mineral wagon train, recreating a familiar GCR 1960s scene. Making its first visit to another heritage line, WD 2-8-0 No. 90733 will also feature on freight services, complementing two 'home fleet' engines, Class O4 2-8-0 No. 63601 and LMS 8F 2-8-0 No. 48305. Also in attendance will be BR Standard 7MT 'Britannia' Pacific No. 70013 *Oliver Cromwell* and LMS 4MT Fairburn 2-6-4T No. 42085 on a rare visit away from the Lakeside and Haverthwaite Railway. A seventh engine is likely to take part rounding off the 'heavy metal' theme. The timetable will make full use of the double-track, featuring freight and passenger trains and non-stop postal drops.

Frames arrive at Llangollen for *The Unknown Warrior*

The newly-drilled frame plates for the LMS Patriot Project's No. 45551 *The Unknown Warrior* were delivered to the Llangollen Railway Works on 3rd July from the Boro Foundry, at Lye in the West Midlands.

Their assembly will soon begin, new drawings having been produced for the drag boxes and frame stretchers.

A £50,000 appeal for the wheels was launched in June. The Project team is looking for new supporters and members to contribute towards the wheel-sets, which will enable a rolling chassis to be built. An appeal form and gift aid form (for UK Taxpayers), can be downloaded from: www.lms-patriot.org.uk Cheques should be made payable to: The LMS-Patriot Co. Ltd and send to: The LMS-Patriot Co. Ltd., PO Box 3118, Hixon, Stafford, ST16 9JL.

▲ The newly drilled frames for the newest 'Patriot' are positioned in the shed at Llangollen. LMS Patriot Project

Britain's newest steam locomotive to help celebrate 50 years of the Bluebell

New A1 class Pacific No. 60163 *Tornado* is to take a pause from main line charters and is to visit the Bluebell Railway for two weeks to take part in the celebrations on the line for 50 years of standard gauge railway preservation from 6th-8th August next year, the event being sponsored by Steam Railway magazine.

After an initial approach and site visit by A1 Trust Operations Director, Graeme Bunker, he said: "The Bluebell Railway is hugely important to preservation as a whole. Had it not succeeded in 1960 it could be argued that the heritage railway movement would be a lot smaller. It will be an honour to attend".

The Bluebell Railway was equally positive about the attendance of *Tornado*, Chairman Roy Watts emphasising the importance of celebrating the 50th anniversary of the Bluebell Railway in a fitting way. He said: "The visit of Tornado will do just that. It will also be a huge attraction and a privilege to have on the railway, This really gives the year's run up to the gala weekend a real sense of excitement".

Six loco line-up for Bodmin & Wenford steam gala

The highlight of the Steam Gala & Real Ale Festival on the Bodmin & Wenford Railway over the weekend of 4th – 6th September will be a visit from GWR 5600 class 0-6-2T No. 5619, which is owned by the Telford Horsehay Steam Trust and is currently operating on the Gloucestershire Warwickshire Railway.

The 'Taffy Tank' will be joined by five other engines, 6400 class 0-6-0PT No. 6435, 4200 class 2-8-0T No. 4247, '4575' 2-6-2T No. 5552 and '0298' Beattie 2-4-0 well tank No. 30587, providing an impressive locomotive line-up over the three-day event. The fleet of six engines will work an intensive timetable of trains over the six-mile line, which will include heritage goods trains and two special evening trains, a 'Brake Van Special' on the Friday and 'Steam Beer & Jazz' on the Saturday.

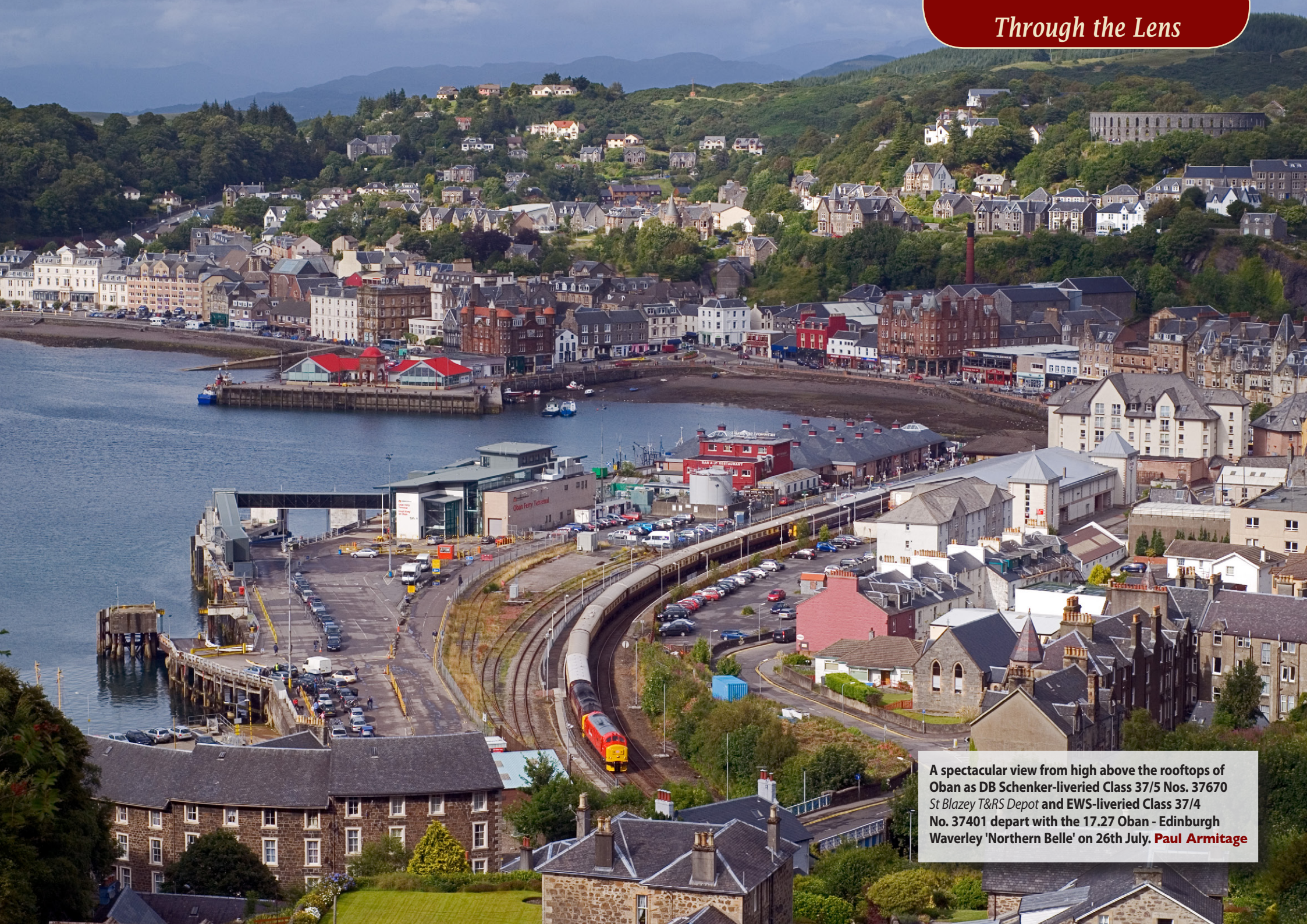
Rover tickets can be booked in advance, either by telephone or via the website, although pre-booking is required for the two evening trains.

In addition, the unique pair of Bagnall 0-4-0ST engines *Alfred* and *Judy* will be in light steam and on display at Bodmin General station, and there will also be a Real Ale Festival at the station throughout the weekend, organised by the Cornish Branch of the Campaign for Real Ale. Over 10 different real ales, plus cider, will be on sale, with the bar open from 11.00-Midnight on Friday & Saturday and 11.00-16.00 on the Sunday.

On all three days of the Steam Gala, both the refreshment room at Bodmin General and the café in the old signalbox at Bodmin Parkway will be open to serve a range of home made food, snacks and non-alcoholic drinks.

Summer Steam returns to the Wensleydale line

◀ **On 19th July, the 12.55 service from Leyburn is pictured shortly after arrival at Redmire behind visiting BR Standard 4MT 2-6-4T No. 80105, on loan from the Bo'ness & Kinneil Railway. This was the second day of the Wensleydale Railway's summer steam services, which run daily until 31st August (excluding 10th-12th August). As in previous years, the steam loco works the first train of the day from Leeming Bar to Redmire and the last train back, working shuttle services during the day between Burton Loop (no boarding or alighting), Leyburn and Redmire. A DMU shuttle operates a feeder service between Leeming Bar and Leyburn. Nick Wise**



A spectacular view from high above the rooftops of Oban as DB Schenker-liveried Class 37/5 Nos. 37670 *St Blazey T&RS Depot* and EWS-liveried Class 37/4 No. 37401 depart with the 17.27 Oban - Edinburgh Waverley 'Northern Belle' on 26th July. **Paul Armitage**

A denamed Class 60 No. 60091 (previously *An Teallach*) climbs through Chapel-en-le-Frith towards Dove Holes Tunnel with the Manchester Hope Street to Peak Forest empty bogie hoppers on 20th July. Nigel Capelle

▲ One of only two Class 92 locomotives in the EWS colour scheme, No. 92001 *Victor Hugo* powers north through Frinkley Lane on 14th July, with the 12.00 Dollands Moor to Scunthorpe steel empties, which it will work as far as Doncaster Belmont Yard. **Steve Philpott**

▼ The 08.18 charter from King's Cross to Bridlington approaches Harringay on 25th July, powered by DB Schenker Class 92 No 92017 *Shakespeare*, which took the train as far as Doncaster, from where it was powered by a Class 66. **Brian Morrison**

Under a threatening sky, Class 57/3 No. 57307 *Lady Penelope* **heads the delivery run of the newly refurbished Virgin Trains Mk3 set from Wabtec, Doncaster, to Wembley Depot, south through Retford on 21st July. Mike Kynaston**

Having been resident at Carlisle Kingmoor for several weeks, Colas Rail Class 47/7 No. 47739 *Robin of Templecombe* **worked south on 24th July, piloting Arriva-liveried Class 57/3 No. 57314, observed passing Brock, on the Carlisle Yard -Chirk timber train. The '47' was removed at Warrington and worked 'light engine' south to Rugby. Kevin Truby**

▲ Looking particularly smart in newly-applied First Capital Connect colours, Class 321/4s Nos. 321403 & 321401 pass non-stop through Welwyn Garden City on 21st July, forming the 18.04 service from Huntingdon to King's Cross. **Brian Morrison**

▼ While some of London Midland's Class 321s have transferred to FCC, others have remained. The 13.56 London Midland service from Tring to Euston passes near South Kenton on 27th July, formed of newly-liveried Class 321/4 No. 321412 and Silverlink-liveried No. 321433. **Ken Brunt**

Bombardier to build bi-level coaches for British Columbia

Canada: Bombardier Transportation has received an order from the South Coast British Columbia Transportation Authority (TransLink) for seven BiLevel commuter rail vehicles.

The order will add to the West Coast Express existing fleet of 37 BiLevel cars, providing commuter rail service in the Metro Vancouver region. The estimated value of the contract is ☐3 million. Deliveries of the new vehicles are expected to be made between July and September 2010.

Bombardier reports that more than 950 BiLevel cars are in operation or on order with transit authorities in 13 cities across Canada and the United States. The Canadian-developed rail technology is utilised in major North American urban centres such as Toronto, Vancouver, Montreal, Los Angeles, San Diego, Miami, Dallas/Fort Worth, San Francisco, Salt Lake City, Seattle and New Mexico. The new vehicles will be built by Bombardier at its Thunder Bay, Ontario, facility.

First driverless transit system for Arizona to be built in Phoenix under $255 million contract.

USA: In a separate move, Bombardier Transportation has also announced that it has signed a $255 million contract to supply, operate and maintain for 10 years an Innovia automated people mover system in Phoenix, Arizona, starting in 2012.

It will be the first driverless transit system in the State and will operate at Phoenix Sky Harbor International Airport. Bombardier's facility, located in Pittsburgh, Pennsylvania, will be responsible for the design and supply of the 18 driverless vehicles.

▲ The Union Pacific Historical Society operated a special charter from Cheyenne to Yoder, Wyoming, on 10th July. The train powered by UP E9s Nos. 951, 963B and 949 climb Archer Hill, east of Cheyenne. **Mike Pannell**

New Norfolk Southern intermodal terminal to be built in Tennessee

USA: Norfolk Southern has announced that it is to construct a new intermodal terminal in Rossville, Tennessee, to serve the Memphis region, as part of the railroad's Crescent Corridor initiative to establish a high-speed intermodal rail route between the Mid-south and Gulf Coast and the North-east.

The $129 million facility, in which freight is transferred between truck and rail, will occupy a 570-acre site and is expected to open in January 2012. Norfolk Southern's Crescent Corridor initiative is a multi-state network of infrastructure improvements and other facilities intended to enhance its 2,500-mile rail network that supports the supply chain from the Gulf Coast, Birmingham and Memphis to Philadelphia and the New York metropolitan area, and enable it to handle more freight traffic faster and more reliably.

The railroad is in the process of implementing Corridor projects, including straightening curves, adding passing tracks, improving signal systems and building new terminals.

Jointly with Union Pacific Railroad, Norfolk Southern has also announced that it has started a new faster intermodal service specifically designed for refrigerated trailer shippers between Los Angeles and Atlanta. This gives customers the option to have their refrigeration units serviced during the stop in El Paso, Texas, significantly reducing the risk of protective service failure during transit.

▲ Norfolk Southern D9-40CWs Nos. 9628 and 9477 are pictured leaving Greenville, South Carolina, with a northbound mixed freight on 11th July.

▼ Greenville & Western GP-9 No. 3751 passes over the short bridge in Mineral Springs Park in Williamston, South Carolina, heading towards the line's interchange point with CSX at Pelzer on 1st June. **Both: Andy Carr**

New automotive terminal for Houston

Kansas City Southern (KCS) and Wallenius Wilhelmsen Logistics have reached an agreement to establish a finished vehicle distribution centre adjacent to a Houston-area intermodal hub.

Wallenius will open the distribution center at CenterPoint Intermodal Centre-Houston Metro, an 800-acre intermodal and automotive logistics park located 35 miles southwest of Houston. The facility, which will provide new vehicle distribution services to three states, is situated on the new KCS Victoria-to-Rosenberg, Texas, mainline.

Jointly developed by CenterPoint Properties and KCS, the facilitity will provide direct access to Nissan's manufacturing facility in Aguascalientes, Mexico, and the Port of Lazaro Cardenas, Mexico.

Amtrak returns stored coaches to service

Amtrak has shown the first of 81 passenger rail cars to be removed from storage, restored to good condition, and returned to service as part of a programme to add seating capacity to trains across its national system, using funds provided by the American Recovery and Reinvestment Act (ARRA).

The first vehicle completed under the programme is one of 60 Amfleet passenger rail cars to be rehabilitated at the Amtrak maintenance facility in Bear, Delaware, using $58.5 million in ARRA funds. Funding from ARRA is also supporting similar work at the Amtrak maintenance facility in Beech Grove, Indiana, including $19.3 million to restore and return to service 20 Superliner cars and one Viewliner car, plus $13 million for 15 P-40 locomotives. To perform the work, Amtrak has hired 55 employees at the Delaware facility and 108 at the Indiana location. In addition, it has added more than 200 other jobs to work on numerous other ARRA funded projects across its system. The first vehicle displayed, Amfleet II Coach Car No. 25103, was damaged in a yard collision and has been out of service since April 2005. Following repair of the damage it underwent a major overhaul to bring it up-to-date in standard design, colours, amenities, and federal safety requirements. This overhaul included a complete update of the car's interior, exterior, mechanical systems, electrical systems, trucks and restrooms, the total of which cost some $687,000.

204 new light rail vehicles for Tornoto

The Toronto Transit Commission (TTC) has ordered 204 low-floor Flexity streetcars to replace the city's ageing fleet of vehicles.

The contract is valued at approximately $851 million (Canadian), and deliveries are scheduled to take place between 2012 and 2018, with the first prototype vehicles arriving in 2011. Under the agreement, up to an additional 400 vehicles could be ordered at a later date as part of the city's plan to expand the existing streetcar network.

The new vehicles are based on 100% low-floor, light rail technology, modified to TTC specifications and the special requirements of Toronto's streetcar network with capacity for 240 passengers. The vehicles will be built by Bombardier in Ontario.

▲ Mecklenburgische Baderbahn Molli is a 15.4km, 900mm gauge steam railway in Germany. Here, 2-8-2T No. 99 323 (built in 1932) stands with 2-8-2T No. 99 234-4 (built this year) at Kuhlungsborn West on 11th July. **Alexander Simpson**

Final Prima electric delivered to Veolia Cargo

FRENCH: Delivery of the final contracted Prima electric locomotive (3U15) from Alstom Transport to private freight operator, Veolia Cargo, has been made, Alstom fulfilling the agreement made in 2005 for the supply of 31 such locomotives.

As well as supplying the motive power, Alstom is also responsible for all preventive and corrective maintenance, including upkeep on the French and German onboard security systems, which the company is authorised to carry out in both countries.

All the fleet have been specially designed for use on both rail networks, and as such are fitted with all necessary equipment, including a tri-current power supply system and safety systems that meet both German and French standards.

Europe is not the only purchaser of electric locomotives from Alstom however. The first of the new Prima II type locos for Morroccan Railways, carrying an orange and grey livery was noted at the Belford factory on 26th July, while also on site was a 9,600kW Prima I for the Chinese State Railways.

More 'Talent 2' trains for Deutsche Bahn

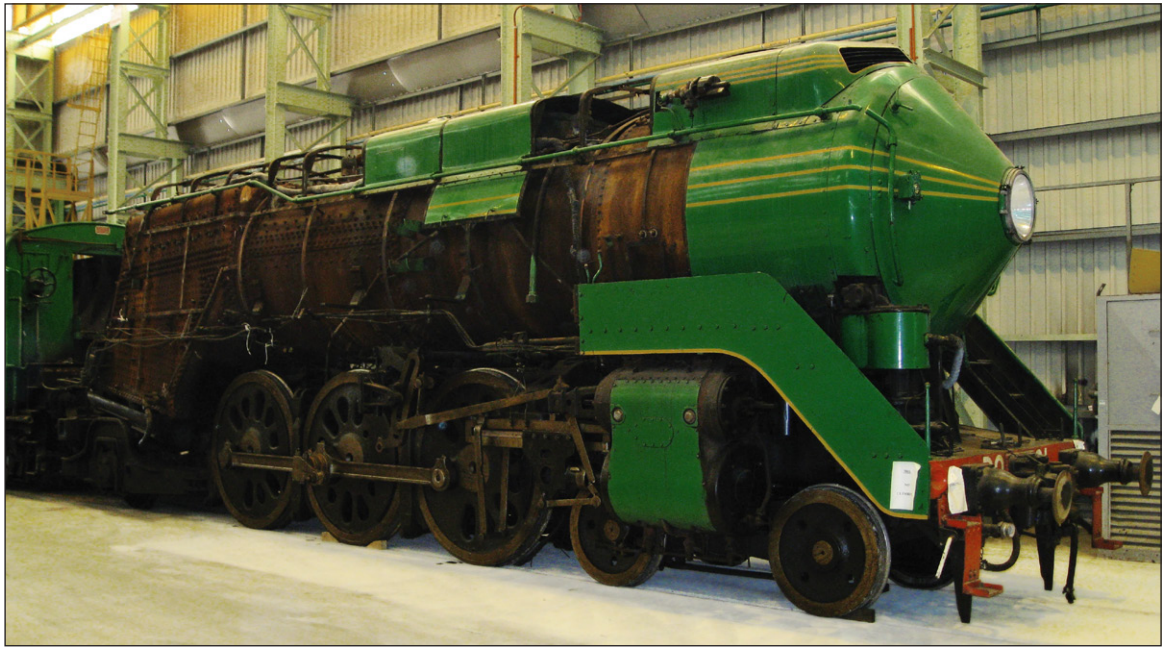
GERMANY: Bombardier is to supply another 22 'Talent 2' trains to Deutsche Bahn AG, valued around £100 million.

The total number of these trains ordered by DB now comes to 98. The new build will be deployed on the E-Netz (electrical network) of the Franconia region from 2011 onwards. This network covers the tracks between Nuremberg, Bamberg and Wurzburg, as well as the towns of Sonneberg, Saalfeld and Jena in South Thuringia. The DB Regio subsidiary, Regional- und Stadtverkehr Bayern, is due to commence the network's operations at the end of 2011, and will use the stock on both regional express and regional suburban services. Passengers with impaired mobility, sight or hearing, benefit from tactile lettering on all controls, along with audio and visual passenger information apparent throughout the train. All entrances have sliding steps for bridging the platform gap, making entering and exiting easier for passengers at stations with a lower platform height, despite the normal 800mm entrances. In all train configurations, a special entry is available for wheelchair users that has a height of 598mm and leads into a spacious multipurpose area. The toilets onboard are also designed to accommodate people with special needs. The fleet is comprised of five three-car, nine four-car and eight five-car trains.

In February 2007, Deutsche Bahn and Bombardier signed a framework agreement for the supply of up to 321 vehicles. To date four 'call-offs' have been made, including 76 EMUs that are intended for service on the Nuremberg suburban rail network, the Moselbahn between Koblenz and Trier/Perl, the Cottbus-Leipzig route and the Rhein-Sieg Express operating between Aachen and Siegen,

▼ OBB Class 1016 No. 1016 025, carrying the Portugal football livery, arrives at St Anton-am-Arlberg, in Austria, on 12th July with a Vienna to Zurich service, the 'Vorarlberg'. **Paul Braybrook**

Daily steam in Poland. Ol49 Class No. Ol49-7 makes a spectacular dawn departure from Wolsztyn on 14th June, working the 05.05 Wolsztyn-Poznan service.The loco was being driven and fired by participants on the Wolsztyn Experience footplate course under the supervision of Polish crews. **Jeff Nicholls**



▲ No. 3801 seen being dismantled at Chullora.

Overhaul of Australian 3801 begins in Sydney

AUSTRALIA: Historic steam locomotive No. 3801, the flagship of the New South Wales State Government heritage fleet and the last remaining example of the streamlined Class C38s, is to have a major overhaul at the Bogie Maintenance Centre at Chullora, Sydney.

The work will be the most extensive mechanical overhaul the locomotive has had in over 20 years, and includes a brand new boiler. Its overhaul is being managed by the locomotive's custodian and operator, the New South Wales Rail Transport Museum (RTM) with an RTM member and a professional engineer as Project Manager. The work will draw on the skills of a number of apprentices, volunteers and paid staff, as well as providing opportunities for local engineering firms to provide services such as fabrication and machining work.

The new all-welded boiler is being designed and manufactured in Germany by Dampflokwerk Meiningen, a division of Deutsche Bahn AG, and will replace the existing one of 1940s-era design using the original NSW Government Railways (NSWGR) riveted boiler drawings, along with hundreds of high-resolution images of the existing boiler, to assist with design work.

No. 3801 was introduced to service in 1943, and is the sole surviving example of the five streamlined Pacifics that were followed by 25 'non-streamlined' examples, of which No. 3820, also in RTM's custody, and the Powerhouse Museum's No. 3830 are the only other remaining intact examples. The C38s were the ultimate development of express steam locomotion on the NSWGR and became the principal motive power for most major express passenger trains across the State.

They worked under the highest operating pressure of any steam locomotive in the country and allowed for the introduction of heavy air-conditioned expresses, leading to new levels of service and comfort after World War II. No. 3801 itself travelled over 2,090,000km until it was withdrawn from service in 1962.

▲ Proudly displaying the new KiwiRail livery, No. DX 5039 stands on shed at Christchurch, New Zealand, on 22nd April. A total of 49 of these 3ft 6in gauge locomotives, based on the GE U23C design, were built by General Electric in the early to mid 1970s.

▼ One of the Hunter railcar sets, lead by Driving Trailer No. 2753 with Driving Power Car No. 2703, approaching East Maitland with a service on the Hunter Valley Line in Australia. Seven of these sets were built between November 2006 and September 2007 by United Goninan, now part of the United Group. **Both: Alan Thompson**

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.

Locomotive Club of Great Britain (Dorking Branch)
Pethick-Lawrence House, 85 South Street, Dorking. 'On and Off the Footplate' by Bill Davies. Meeting commences at 19.30.

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.

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 commences at 14.15.

29th July 2009
Basingstoke & District Railway Society
Wote St Club, New Road, Basingstoke. 'The Lickey Incline' by Dave Besley. Meeting commences at 20.00. Contact the secretary on 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 the secretary, 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. Meeting commences at 19.30. £1.50 non members. Contact the secretary, 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.

9th August 2009
Aeron Valley Railway Society
Primary School Aberaeron. West Wales Model Railway Exhibiition. Open 10.30 - 16.30.

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. Starts 14.00. Contact Mike Hartley on 01724 341358.

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 details.

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

Locomotive Club of Great Britain (Dorking Branch)
Pethick-Lawrence House, 85 South Street, Dorking. 'European Trams and Trolleybuses' by John Zebedee. Meeting commences at 19.30.

RCTS (Northampton Branch)
'Visit to the SVR'. Contact the society secretary, 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
Aeron Valley Railway Society Prince of Wales Inn, Aberaeron. 'A Cambrian Journey' by Alan Williams and Brian Duke. Meeting commences at 19.45.

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

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 365 No. 365506, with an unidentified classmate carrying a pictorial livery, pulls away from Shelford Junction heading towards Cambridge in First Capital Connect livery on 23rd July. Jack Boskett**

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

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

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.

Locomotive Club of Great Britain (Central London Branch)
Keen House, Calshot Street, London N1. Members Slides Evening. Meeting commences at 19.00

23rd August 2009
RCTS (West Riding Branch)
'Crewe Basford Hall at 12.00 hrs'. Contact Malcolm Riley on 07887 908501 for further details.

25th August 2009
RCTS (Mersey & N.Wales Branch)
'Lancashire Day Ranger'. Contact Geoff Morris on 01244 376808 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.

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

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

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

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

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

2nd September 2009
Burton Railway Society
Marston's Social Club, Shobnall Road, Burton upon Trent. 'All Trains Great & Small' by Dennis Lovatt. Meeting commences at 19.30. Admission £1.50 non members, 50p members. Contact Mark Ratcliffe on 01283 221537 for further details.

3rd September 2009
RCTS (Milton Keynes Branch)
CIU Workingmen's Club, London Road, Stony Stratford. '30 Years of the Rail Atlas of Britain and Ireland. Meeting commences at 19.30. Contact the Secretary at dexter-skiddaw@tiscali.co.uk for further details.

4th September 2009
RCTS (Bristol Branch)
St Peters Church Hall, Church Road, Wilton. 'From Blue and Grey to Black and Green' by Paul Chancellor. Meeting commences at 19.30. Contact the Secretary at paul.udey@talktalk.net for further details.

4th-11th September 2009
LCGB Overseas Tours
'IGE Benelux Express' LCGB membership is compulsory.

7th September 2009
RCTS (Ashford Branch)
The Elwick Club, Church Road, Ashford. 'American Wanderings' by Gordon Davies. Meeting commences at 19.30. Contact the Secretary at southeast@rcts.org.uk for further details.

RCTS (Northampton Branch)
'Lineside Observation at Rugby Station from 17.00hrs' Contact D.Pick on 01604 810613 for further details.

8th September 2009
Abergavenny and District Steam Society
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny 'Update on the WHR' by John Stretton. Meeting commences at 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ntlworld.com for further details.

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

RCTS (Merseyside, Chester & North Wales Branch)
'Observation at Doncaster 07.30 - 19.00hrs'. Contact Geoff Morris on 01244 376808 for further detail

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

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

9th September 2009
Permanent Way Institution (Thames Valley Branch)
Davidson House, Reading. 'Design Reality or Maintenance Nightmare on Light Rail' by David Bateman. Doors open at 17.15 for 17.45 start. Contact the Secretary, Peter Simmons at peter191102@yahoo.co.uk for further details.

RCTS (Scottish Branch)
'Visit to Edinburgh Waverley IECC 19.00hrs' Contact E.Williams on 07710 266696 for further details.

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

RCTS (Radyr Branch)
Old Church Rooms, Park Road, Radyr. 'A Diesel Scrapbook in Colour' by Derek Short. Meeting commences ar 19.30. Contact the Secretary at noelinda@noel65.fsnet.co.uk for further details.

Grimsby & Cleethorpes Railway Group
Royal Air Force Club, 5 Alexandra Road, Cleethorpes DN35 8LQ. 'Forty Five Years of Railway Photography' by Les Nixon. 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). TBC by George Howe. Meeting commences at 19.00. A £2 donation is requested. Contact Ron Dawes on 020 8660 3532 for further details

10th September 2009
Continental Railway Circle (London & The Home Counties Branch)
St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ 'Railways of Taiwan Today' by Michael Reilly. Meeting commences at 19.15. Admission £2.00. Contact Adrian Palmer on 01932 850624 or by e-mail at akpalmer@talktalk.net 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

An unidentified Hull Trains Class 180 overtakes LNER 'A4' Pacific No. 60019 on 'The White Rose' charter to King's Cross at Welham Green on 4th July.
Peter Watson

Magazine Information

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