

# *Railway Herald*

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*The electronic journal for the railway enthusiast*

Editor  
Richard Tuplin

Contributing Editor  
Brian Morrison

Railtour Editor  
John Whitehouse

Advertising Manager  
Ken Brunt

All editorial emails should be sent to the editor. To email a member of the team, send your message to [firstname.surname@railwayherald.com](mailto:firstname.surname@railwayherald.com)

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## Submissions

We welcome submissions from all readers, especially digital photographs. Pictures should be sent to the editor at [editor@railwayherald.com](mailto: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](http://www.railwayherald.com)

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## Rejuvenating Birmingham New Street

A quite startling vision of the future was unveiled in the unlikely location of the remains of Bordesley Yard in Birmingham last week by the partners in the Birmingham 'Gateway Project', the aim of which is to redevelop Birmingham New Street station.

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## Essentials

### 10 Railtours & Excursions

News from the charter scene, with comprehensive tour listings.

### Front Cover Caption:

In mid-March, the Carlisle-Chirk loaded timber trains were re-timed to run overnight to the Kronspan plant, returning north during daylight hours. Seen from Ty Mawr Country Park on 11th March, Colas Rail Class 66/8 No. 66843 heads north across Cefn Viaduct. **Mark Riley**

## Birmingham Gateway Project gets underway at Bordesley

**A quite startling vision of the future was unveiled in the unlikely location of the remains of Bordesley Yard in Small Heath, Birmingham, last week by Network Rail, Birmingham City Council, Advantage West Midlands and the local transport organisation Centro, which combined are the partners in the Birmingham 'Gateway Project', the aim of which is to redevelop Birmingham New Street station.**

With work on the project soon to commence, they displayed a full-scale section of the stainless steel facade, which will be a feature of the new main entrance to the station. The 200 sq. metre section, which has a self-cleaning mirror-like finish, will blend in with the surrounding area of the Bull Ring, that itself was substantially redeveloped a few years back. The new look will, at last, give the city a central station that it can be proud of. The stunning section of the facade can be seen from the Tyseley side of Small Heath Viaduct, which spans the main running lines and yard, and will remain there for the duration of the project as a 'guinea pig' to see how it fares in the intervening period.

Work at the station is due to commence at the end of this month and already the project team has occupied the two-storey car park immediately above the station. Eventually, part of the current Pallisades Shopping Centre will be removed to create the atrium, the centrepiece of the new station that will allow natural light to illuminate the refurbished and expanded concourse.

The redevelopment is aimed at improving the station's ability to handle the ever-increasing number of passengers using New Street. Currently it has a throughput of 40 million people per annum, which is nearly twice the

original design capacity of almost 22 million.

Completion dates for each project are 2012 for Phase 1, the new concourse, and 2015 for Phase 2, the re-development of the old station concourse. At platform level the most striking change will be the removal of many current structures to open out the available space. The ramps at the western end, which led to the old mail tunnel that spans the station, will be removed, but the tunnel retained for passenger use, accessed by new lifts. Also, the relatively new Navigation Street footbridge will be extended to reach Platforms 11 & 12, while it will now also be possible to directly access Platform 1, which was not previously accessible from the Navigation Street booking hall, which is situated at street level. Work will centre on each platform in turn, thus reducing the impact on rail services, as a priority in planning the project was for minimal impact on passengers and train operations. According to project manager, Andrew Skidmore of Network Rail, it will remain designated as an underground station

Behind the scenes, a new logistics centre has been set up in Bordesley Yard under the management of Stephen Brookes. The 'Gateway Project' is different to a normal rail engineering project as it is, in effect, a construction scheme, and as such requires different materials. Trains will operate from the yard to the construction site at New Street at least twice a week, ferrying in materials (either on pallets or bagged) and bring out the spoil for re-cycling. The train plan is for nocturnal operations, typically leaving the yard around midnight with a loaded train and returning with the second rake containing the spoil in the early

hours of the following morning. This means that the two rakes of wagons will alternate between the yard and the station. The consist of the two rakes of eight wagons, comprising two Salmon, three Bass, two Coalfish and one Swordfish, with haulage by a DBS Class 66 operating from Bescot.

Pathing of the trains is a little complicated as the logistics yard does not have direct access to the main lines. The plan is for the DBS Class 66 to draw the train from the yard and run round in the adjacent Caledonia Sidings, which are situated between the logistics yard and the main line, and then proceed to Small Heath, where a further run round will take place, following which the train will then continue into New Street, via Bordesley and St Andrews Junctions. On the return, just one run round at Small Heath will be involved, as the train will be propelled from Caledonia Sidings into the logistics yard.

The logistics yard is now a separate entity within the greater Bordesley Goods yard and has been extensively cleared of the undergrowth, which had virtually taken over the site since the automotive traffic ceased. An existing siding has been retained and a new one laid from materials recovered from Thornaby Yard. A new concreted hard standing has been laid to facilitate the loading and unloading of the wagons between the sidings, which although interchangeable, will generally be dedicated to loading new materials and unloading spoil. The management of the project will take place from new offices that have also recently been installed on the site.

The first train is booked off the site on 29th March, when Platform 1 at New Street will be the first to be taken out of use for refurbishment.



▲ A full-scale section of the stainless steel facade that will be a key feature of the new-look Birmingham New Street station.

▼ The new logistics yard at Bordesley. Both: John Whitehouse



## Work on £1 million overhaul of Preston continues

**Work is progressing well on two schemes at Preston station worth over £1 million that will make the station more pleasant for passengers using the lifts and subways.**

The station has two subways, one linked to the platforms by ramps, the other served by lifts. Both subways are being completely refurbished as part of the Department for Transport's National Stations Improvement Programme initiative to bring about a noticeable and lasting improvement in the environment at stations.

Linsey Robinson, Virgin Trains Station Manager for Preston said: "The subway refurbishment and renewal of the lifts will deliver a very positive improvement. The Virgin Trains team members at Preston are delighted at the prospect of welcoming passengers to a far more appealing environment, with subway access that is dry, non-slip, light and clean. We look forward to more investments transforming the station into a magnificent gateway for people arriving in the city of Preston and

interchanging for other destinations including Blackpool".

In addition, cladding is being removed from walls and ceilings, new cladding applied and brickwork cleaned. The floor is being resurfaced, as are the ramps up to platform level. New lighting is being installed and there will be 'line of route' information to show passengers about the rail network around Preston. Work in the subways is being carried out in such a way that they will always be in use and there will always be sufficient width to accommodate wheelchairs. All four lifts linking Platforms 1 to 6 and the station entrance/exit are being refurbished and converted for self-operation by users.

The lift shafts at platform level are being cleaned and either painted or clad. While the work is being carried out, a special lift operated by additional staff is being used to 'walk' wheelchairs up or down the stairs. Work on the lifts will be completed soon and the subway work, which is being delivered by Virgin Trains, will be completed in August.



▲ On 2nd March at Paddock Wood, Class 442 'Ex-Wex' No. (44)2422 is taken from Chart Leacon Works on a test run to Tonbridge, 'topped and tailed' by Class 73 EDs Nos. 73204 and 73212. **Bill Turvill**

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updated to 1<sup>st</sup> Jan (Nos. 5 - 7) and 1<sup>st</sup> Mar 2010 (Nos. 4 & 8)

## Metro and Light Rail News

### Tramway expansion for Birmingham Metro

**Plans to run trams through the streets of Birmingham city centre took an important step forward on 18th March, when initial funding approval was given by the Government for the £127 million project involving Midland Metro trams departing Snow Hill station and travelling through the heart of the shopping district, before terminating outside a rebuilt and futuristic New Street station.**

The joint project by Centro, Birmingham City and the Black Country councils will revolutionise the way people travel around the city, giving a fast link between Birmingham's two major stations. It will also provide a much needed quick and easy connection from New Street to the emerging business district at Snow Hill, the historic Jewellery Quarter and out into the Black Country on the existing Midland Metro line. The extension is forecast to boost the regional economy by £50 million a year and create up to 1,300 sustainable new jobs. Additionally, the scheme is set to have a fleet of new trams, replacing those

presently running on the line between Snow Hill and Wolverhampton, the construction of a new maintenance depot at Wednesbury and platform lengthening at existing Metro stops. The trams will follow a route from the existing Metro terminus at Snow Hill, along a £9 million viaduct already built by the developers, down Upper Bull Street and Corporation Street and on to Stephenson Street, stopping outside a new entrance at New Street station.

The Leader of Birmingham City Council, Mike Whitby, said: "Metro is the just the latest piece in the jigsaw, which when complete will see the total overhaul of how transportation works in Birmingham, making the city easier to navigate and more appealing to everyone who lives, works or plays in it. Operating alongside the £600 million New Street Gateway, the airport extension, High Speed Rail, our £2.7 billion highways Pfi, and improvements to bus services and secondary rail services, Metro will play a key role in making the city more accessible to residents and even more attractive to the global investors that are already noticing Birmingham's potential".



◀ A sight that will become commonplace in Birmingham, as the Midland Metro system is extended to New Street. In Nottingham, Tram No. 201 pauses in the City Centre on 8th March with a service to Phoenix Park.  
**Robert Jefferys**



## Newly constructed station building opens at Uckfield

**Construction of the new station building at Uckfield has been completed and was officially opened for passenger use on 16th March.**

The station was built as part of the Department for Transport's National Station Improvement Programme, and brings a noticeable improvement for the many passengers who use it each year. The sparse previous station has been replaced with a modern modular building with increased seating, more bicycle parking facilities, space for a small retail facility, additional shelters on the platform and improved access for

passengers with reduced mobility. The new building is also easier for railway staff to maintain, and provides more resistance to vandalism. The original Victorian station was

opened in October 1858, when Uckfield was the terminus of the branch line from Lewes. In 1868, the line at Uckfield was extended north to Tunbridge Wells. When the Uckfield-Lewes

section was closed in 1968, the writing was on the wall for the old station, and in 1991, it was closed, quickly falling into disrepair and becoming subject to vandalism and arson



attacks. Eventually, the building was demolished in December 2000, being replaced by a platform and portacabin-type structure on the opposite side of the road level crossing. This second station incarnation became unfit for purpose in 2008, and was replaced by a second temporary station building.

Meanwhile, plans to build a new station on the site were in place, and shortly after the installation of the second temporary building, construction of the current building began.

◀▲ **One of the six four-car Class 171/8s, No. 171803 stands at the new Uckfield station on its official opening day, 16th March, prior to working back to London Bridge.**

◀ **On 6th May 1980, Class 207 DEMU No. 1311 departs from Uckfield, forming the 13.12 service to London Victoria. The picture was taken from the footbridge over the level crossing when the station was situated on that side of the road. The new station platform and buildings are now to the right of this view, the station building being where the old shed is. The signal box still exists. Both: Brian Morrison**

## Upgrade for Bedford

**Network Rail has revealed its plans to redevelop and extend Bedford station, which it hopes to have completed in time for the introduction of longer, 12-car trains in December next year.**

The tracks and platforms at Bedford are currently being transformed as part of the £5.5 billion Thameslink upgrade, which will result in more trains travelling to or through London. As part of the redevelopment, Platform 1A is being extended to accommodate 12-car trains (currently it can only cater for four-car services).

To enable the new platform and track to be built, major changes are needed to the station building, and Network Rail has been working with Bedford Borough Council and the Bedford Station Quarter scheme to develop plans to bring about a better, more modern station building, along with other benefits to include more room within the station building, more entrances and natural light and ventilation.

Dyan Crowther, Network Rail Route Director, said: "The congestion-busting Thameslink upgrade will give passengers what they want – longer trains and more space. A new station building will complete our investment at Bedford and help make rail travel a more attractive option for everyone. Building the new station building alongside the existing one will mean minimal disruption for passengers and allow us to maintain access for the public throughout construction".

Network Rail intends to submit a full planning application for the new station building to Bedford Borough Council after Easter.

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■ Wabtec, Doncaster, is currently installing a total of 1,621 CCTV cameras at a cost of £3.8 million in all 43 trains of East Coast Mk3 and Mk4 coaching stock, and the work should be completed before the end of this year. Forward-facing cameras are also being installed in the driving cabs to help monitor and assess operational incidents from the driver's perspective.

■ Rail industry official figures have confirmed that c2c has set a new punctuality record for Britain's franchised railways of 96.6% for its Public Performance Measure train service performance over the last 12 months, as measured to the period ended 6th March. This achievement is another record-breaking effort by the c2c team, which continue to set the highest standards of train service punctuality, as recognised by the recent award by Modern Railways magazine in its inaugural 'Golden Whistle' award for the best punctuality amongst all of Britain's train operators in 2009, with c2c then averaging 96.3%.

■ £155,000 is being spent to improve the railway bridge at Carlin How, Skinningrove, this Easter. Network Rail is completing work to reinforce the concrete bridge on Wesley Terrace on behalf of Redcar & Cleveland Borough Council. Once complete, it will mean that the bridge will be able to safely accommodate the heavy vehicles, which need to access the industrial estate. The work is being funded by the council and requires a full road closure over two long weekends. A free minibus will be provided

for pedestrians during the road closures, which started on 20th March and are scheduled for completion on 19th April.

■ Nearly £500,000 is being spent to modernise three Wirral stations: a new shop and ticket office have already opened at Hooton, where a new shelter on the Liverpool-bound platform will be fitted in the next few weeks; at Rock Ferry, a new waiting room will be opened on the island platform, while the booking hall and entrance will receive improved security and lighting; and at Meols, the footbridge windows and staircase will have new glazing, and enclosed waiting shelters will be created. Merseytravel and the National Stations Improvement Programme are footing the bill.

■ Deutsche Bahn is in talks with Eurotunnel about running high-speed trains through the Channel Tunnel to link Europe's two main financial centres, Frankfurt and London. Some restrictions on train lengths would have to be amended, as the German operator wants to run shorter trains than those run by Eurostar.

■ The extensive six-month refurbishment of Ashford International was officially completed on 12th March, and opened by the local MP. The refurbishment cost £2.4 million, and included extending the entrance booking hall to include more seating and a coffee bar, two new entrance/exits incorporating automatic doors to the station front, improved lighting on the station concourse, enhanced access and a heated waiting area.



▲ On 16th March, Colas Rail's Carlisle to Chirk timber working was routed via the Settle & Carlisle line for the first time, rather than the more usual route via the WCM. With Class 66/8 No. 66843 at the helm, the train passes Wilpshire, just north of Blackburn. The routing via the S&C will become more commonplace once alterations to the sidings at Chirk have been completed and the train length increases. **Dave Dean**

## Although still no sign of use by trains, Waterloo International Terminal is now to become a theatre

**A production of The Railway Children play featuring a steam locomotive is to be staged at Waterloo's currently disused international terminal.**

The ex-Eurostar platforms will be turned into a theatre with the audience seated on two sides of the steam engine. A similar production of the play was staged at the York National Railway Museum two years ago.

The Waterloo cast will include 15 children, and some 60 local people are likely to be employed as ushers,

box office staff and PAs during the five-month run. There are also volunteering opportunities. The first preview night is on Sunday 4th July. This year is the 40th anniversary of the classic Railway Children film, and profits from the show are going to the Railway Children charity.

Meanwhile there is still uncertainty about the long-term future of the Eurostar station at Waterloo, which has been disused since November 2007. The Office of Rail Regulation had previously instructed Network Rail to make the platforms available for use

by domestic trains by the end of 2011, but recent press reports have suggested that such plans could be delayed by the creation of a new supermarket in the space below the platforms.

The Department for Transport is currently in discussion with the British Railways Board (Residualy) Limited, Network Rail and South West Trains to establish what would be the most cost-effective way to integrate the terminal into the domestic station to maximise benefits for the short, medium and long term.



◀ **Class 66 No. 66079 James Nightall GC** glides along the straight section at Garnswllt, between Pontarddulais and Pantyffynnon, with the UK Railtours organised London Paddington-Llandrindod Wells, 'The Heart of Wales' railtour on 13th March.

**Mark Thomas**

▶ **First Great Western Class 43 HST powercar No. 43053** was named *University of Worcester* at Worcester Shrub Hill on 8th March by University Chancellor, HRH The Duke of Gloucester.

**Jack Boskett**



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## The News In Pictures

◀ 3CIG units Nos. 1498 (leading) and 1497 leave Eastleigh on a 5Z98 Eastleigh to Bournemouth Depot having completed the 'turning' move from Bournemouth via Fareham. These sets are due to be withdrawn from the Lymington Branch in early summer when the service is expected to change to Class 158s.

**David Kirwin**

◀◀ Class 67 No. 67018 *Keith Heller*, with the loaded 'Binliner' to Oxwellmains from Powderhall in tow, passes St Germain's Level Crossing, near Longniddry, in East Lothian on the 11th March. **Kenny Marrs**

◀ The quarry switcher pushes a train of loaded wagons for departure later that evening past the stabling area at Whatley Quarry. Its next task will be to collect the train of empties that has recently arrived behind Class 59/0 No. 59004, which has been moved to the short siding in the foreground. In the background are classmate No. 59002 and Class 66 No. 66121, along with Class 60 No. 60051. **Roger Burfitt**



## UK Steam &amp; 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.

**21st March 2010**

NYMR tbc Grosmont-Whitby-Battersby-Whitby-Battersby-Whitby-Grosmont

**25th March 2010**

Steam Dreams **6201** London Victoria-East Croydon-Redhill-Bath Spa-Bristol TM

**26th March 2010**

VSOE 35028 London Victoria-Guildford-London Victoria

**27th March 2010**

UK Railtours 2xGBRf 73 London Waterloo-Surbiton-Basingstoke-Swanage-Southampton-Havant-Guildford-Cobham-Hampton Court Jct-London Waterloo

WCRC 70013 & 46115 Lancaster-Preston-Manchester Victoria-Huddersfield-York & return (change of destination, now to York instead of Carlisle)

Compass Tours DBS 66 Preston-Chorley-Bolton-Manchester Piccadilly-Stockport-Macclesfield-Stoke on Trent-Stafford-Craven Arms-Llandrindod Wells-Cardiff-Chepstow-Gloucester-Stafford & return

Railway Touring Co. 60019 London Euston-Watford Junction-Milton Keynes Central-Northampton-Rugby-Lichfield Trent Valley-Colwich Jct-Stoke on Trent-Macclesfield-Stockport-Manchester Piccadilly & return

**31st March 2010**

Railway Touring Co. **70013** London Victoria-Bickley-Gillingham-Whitstable-Margate-Ramsgate-Dover-Folkestone West-Ashford International-Bickley-London Victoria

**1st April 2010**

Railway Touring Co. **6201** Liverpool LS-St. Helens Central-Wigan NW-Preston-Carnforth-Shap-Carlisle-Beattock-Carstairs-Edinburgh Waverley & return

**2nd April 2010**

Pathfinder Tours tbc Salisbury-Trowbridge-Bath Spa-Bristol Pkway-Cheltenham Spa-Worcester SH-Birmingham NS-Stafford-Crewe-Shap-Mossend Yard (train splits into two portions): Train 1-Stirling-Perth-Inverness. Train 2-Crianlarich-Rannock-Fort William

UK Railtours tbc London KX-Stevenage-Peterborough-S&C-Carlisle-Dumbarton

**3rd April 2010**

Railway Touring Co. D1015 (London Paddington-Swindon-Bristol Temple Meads (D1015))-70013 & 30777 Bristol TM-Taunton-Exeter SD-Plymouth-Penzance (& return (D1015))

UK Railtours tbc Dumbarton-Oban & return  
 Railtourer 2xWCRC 47 Bedford-Wellingborough-Market Harborough-Leicester-Loughborough-Langley Mill-Chesterfield-York-Middlesborough-Whitby & return  
 Vintage Trains 5043 Solihull-Dorridge-Warwick Parkway-Banbury-Oxford-Reading West-Basingstoke-Andover-Salisbury & return

**4th April 2010**

Pathfinder Tours tbc Inverness-Dingwall-Kyle of Lochalsh & return

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

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

**GREEN** Tours postponed to a future date by the operator

**WCRC** West Coast Railway Company

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

**RED** Tours cancelled by the operator

**BLUE** Provisional excursion

## The Week Ahead

**The week begins with a pleasant surprise, due entirely to the delay in returning Battle of Britain Pacific No. 34067 Tangmere to traffic following its prolonged visit to Carnforth, which with the additional absence of 'Royal Scot' 4-6-0 No. 46115 Scots Guardsman, has created a relative shortage of available traction.**

As a consequence of this Steam Dreams has booked 'Princess Royal' Pacific No. 6201 *Princess Elizabeth* for the 25th March 'Cathedrals Express' from London Victoria to Bristol Temple Meads. By no means a stranger to Victoria, but 'Lizzie' is certainly a rare beast on the Surrey Hills circuit, which the train is booked to follow, via East Croydon, Redhill, Guildford and Wokingham, before joining the Great Western Main Line at Reading for the dash along Brunel's billiard table to Bath Spa and Temple Meads. It will be a good two days for the 'Surrey Hills circuit', as next day Merchant Navy Pacific No. 35028 *Clan Line* is also due to put in an appearance with a VSOE 'British Pullman' luncheon working.

Over the years, steam workings from London Euston have been rare, mainly due to pathing constraints, but also due to the perceived risk of arrivals setting off the fire alarms. But all this seems set to change, and this coming Saturday the second departure this month from the terminus will take place when 'A4' Pacific No. 60019 *Bittern* lifts RTC's 'The Palatine' up Camden Bank and onwards along the West Coast Main Line to Manchester Piccadilly, running via Northampton, Rugby, the Trent Valley and Crewe. The charter celebrates the express of the same name introduced by the LMS in 1938, which operated between Manchester Central and London St Pancras, via the old-Midland route through the Peak District. Note that this train is only hauled by steam on the outward trip, and the return will be diesel-hauled.

UK Railtours continues its on-going relationship with GBRf, when a pair of the

by John Whitehouse

company's Class 73 electro-diesels head 'The Purbeck Conqueror' from London Waterloo to Swanage on 27th March. Outwards, the train follows the old London & South Western metals, via Woking, Basingstoke, Eastleigh, Southampton and Bournemouth to Wareham, where it then diverges at Worgret Junction for the heritage Swanage Railway. The return is via Havant, Guildford, Cobham and Hampton Court Junction, back to Waterloo. Meanwhile, Compass Railtours employs a DBS Class 66 on the 'Heart of Wales Moorlander' from Preston, via the Central Wales line to Cardiff. The train picks up at stations via Manchester Piccadilly and Stoke-on-Trent to Stafford, before proceeding to Llandrindod Wells for a short break and then on to the capital of the principality.

Tour of the day, or the week, or even maybe the year, is the West Coast sponsored 'Help for Heroes' charter from Lancaster to York, outwards via Standedge and returning along the Calder Valley. Two specific issues raise this tour above the ordinary, the first being that it is being run to assist 'The Help for Heroes' charity, which supports our servicemen and women who have been injured in any of the conflicts in which our troops are currently fighting. This is a cause that we have regularly promoted, and details of how to make a donation can be found at [www.helpforheroes.org.uk](http://www.helpforheroes.org.uk) Secondly, what will be on the front? Originally scheduled as a double-header involving *Scots Guardsman* and 'Britannia' Pacific No. 70013 *Oliver Cromwell*, it looked all would change following the recent well published failure of the 'Royal Scot'. Other locomotives have been suggested as likely deputies, and at the time of writing the situation remains very unclear as to what will be the final traction combination. However, there are persistent stories circulating that Carnforth is pulling out all the stops to ensure that its 'Scot' will take its place at the head of this train. The answer may have to wait until about 08.00 on the day when the empty stock rolls into Lancaster!

You can view the long-term line-up of railtours by visiting the railtours section of our website - [click here](#) or visit [www.railwayherald.com](http://www.railwayherald.com)

## 48151 back in action after main line test run around Carnforth circle

▼ Although the silence from Carnforth is deafening, there are a growing number of indicators that the favoured 'Royal Scot' No. 46115 *Scots Guardsman* is heading for a swift main line return. A number of new tours have been announced by RTC for May, one of which is booked for the 'Scot' between York and King's Cross, and it appears that the locomotive is very much back in the frame for a role in 'Great Britain III'. There was much excitement last week when a Carnforth Circle operation appeared in the schedules, which many interpreted as a test run for No. 46115. In fact, it was for West Coast-operated Stanier 8F 2-8-0 No. 48151, which has been sidelined since last year when it had a problem on the Cumbrian Coast. However, there is another potential Carnforth Circle working for later this week, which could just be for a certain ex-LMS 4-6-0? And just in time for 'Help for Heroes' as well. Now we must emphasise all this is speculation, but equally, what a coincidence! LMS 8F 2-8-0 No. 48151 climbs to Houghton Summit on 18th March, with a circular loaded test run from Carnforth, via Hellfield and Blackburn. Of note is the fact that the smokebox remains unpainted and rusty, giving an unusual look to the locomotive. **Mick Langton**



## Further changes for 'Great Britain III' as loco-shortage, pathing and clearance issues come about

**Nigel Dobbing will probably have a few more grey hairs by the time RTC's 'The Great Britain III' eventually rolls into London King's Cross on 14th April with 'A4' No. 60019 *Bittern* at the helm.**

The reason for his furrowed brow is a mixture of locomotive and pathing issues that has resulted in a number of changes, commencing on day one when 'Castle' 4-6-0 No. 5029 *Nunney Castle* replaces *Princess Elizabeth* on the opening leg from London Victoria, via Salisbury, to Bristol Temple Meads, as 'Lizzie' has been repositioned to replace No. 70013 on RTC's 1st April 'Waverley' from Liverpool Lime Street to Edinburgh. These changes are due to the domino effect as a consequence of the continued unavailability of *Tangmere*.

Therefore, due to clearance issues in Cornwall, 'The Royal Duchy' positioning train on 3rd April, and the return leg of 'GBIII' from Penzance on 7th April will now be in the hands of 'King Arthur' 4-6-0 No. 30777 *Sir Lamiel* and 'Britannia' No. 70013 *Oliver Cromwell*. Class 52 No. D1015 *Western Champion* will be heading the non-steam legs of both tours.

This also marks the commencement of a very busy period for *Oliver Cromwell*, which is now positioned to haul the following day's working from Bristol Temple Meads, via the Welsh Marches to Preston, after which the 'Britannia' is scheduled

to work to Glasgow 'light engine'. On 9th April, the route to Scotland has been changed and 'GBIII' will now take the direct 'Caledonian' route, via Beattock, instead of the planned use of the Glasgow and South Western line, via Dumfries. It is understood that the required path is no longer available, having been acquired by DB Schenker for an empty coal service. The traction for this leg will be, if available, No. 46115 *Scots Guardsman* (see opposite story). If the 'Scot' is not available, RTC will have the choice of *Oliver Cromwell* or the two 'Black 5s' 4-6-0s Nos. 44871 & 45407, which will all be working north the same day for their respective 'GBIII' turns.

One of the main attractions of this year's 'GBIII' is the Glasgow Central to Stranraer working on 10th April. The original plan was to work the train by way of a combination of single and double-heading, but now it looks as though it will be double-headed throughout, chimney first south and tender first on the return. Next day, the Aberdeen and Inverness section will now commence at Springburn instead of Glasgow Central, which will save time on a gruelling schedule as it avoids a circuitous working through the southern suburbs of Glasgow.

Following the optional working to Kyle of Lochalsh on 11th April with 'K4' Mogul No. 61994 *The Great Marquess*, the southbound working on the following day is

now diverted via Dundee and the Tay Bridge to reach Edinburgh Waverley. This means that the train is still doubled-headed by Nos. 61994 & 70013 to Perth, where it will reverse with 'The Marquess' now in sole charge and running tender first to Dundee. It will leave the train here and *Oliver Cromwell* will complete the penultimate day's action to Waverley alone.

The final day is now an exclusively East Coast affair. What is certain at the moment is that *Bittern* (plus second tender, maybe) will work York to King's Cross. As for the northern leg from Waverley to York, there are options, which are No. 6201 alone, or No. 46115 alone, or an interesting 'Royal Scot/Princess Royal' double-header - potentially a very interesting scenario!

After working the main Scottish legs of 'GBIII', *Oliver Cromwell* has two Forth Circle trips booked for the SRPS on 18th April, before returning south on 23rd April on the RTC 'Auld Reekie' from Edinburgh to Manchester Victoria.

A double-bill in East Anglia is next in line for No. 70013, when on 27th April it is booked to work a daytime trip from London Liverpool Street to Bury St Edmonds, outwards via Cambridge and Newmarket, and returning via Ipswich and Colchester, followed by an evening excursion from Liverpool Street to Harwich Parkeston Quay.

A very busy engine and a very tired support crew, perhaps?



BR Standard 7P Pacific No. 70013 *Oliver Cromwell* powers the 'Lincolnshire Coast Express' past Melton Ross, bound for Cleethorpes on 13th March. The train had originated from London Liverpool Street. **James Sparks**



▲ The rebuilding of BR Standard 7P Pacific No. 70000 *Britannia* reached a major milestone at LNWR Heritage Ltd on 9th March, when the boiler was returned to the frames. Here, Crewe's resident Class 03 shunter, No. D2073, slowly moves the rolling chassis of No. 70000 under the boiler. **Keith Langston (with permission)**

## First fire lit in Toddington's 'Heavy Freight' loco for 47 years

**On 17th March, the first fire was lit in the boiler of Cotswold Steam Preservation's GWR 2800 class 2-8-0 No. 2807 since British Railways withdrew the locomotive from service in 1963.**

The boiler has been at Llangollen Railway Engineering since February 2006, and after considerable work, including replacement of firebox side

panels, new stays and new tubes, it passed its hydraulic test on 10th March. The fire was lit in the boiler by Fred Leach, the Cotswold Steam Preservation Chairman, who has been involved in the project from the beginning. The first major milestone was purchasing the locomotive and moving it to the Toddington base of the then fledgling Gloucestershire Warwickshire Railway

in 1981, so Fred's active involvement spans more than 29 years – and indeed No. 2807's association with the Gloucestershire Warwickshire Railway has lasted a similar length of time.

It is therefore fitting that the first public working of the locomotive will be at that railway, leading up to starring in the 'GWR 175' Gala, taking place there from 29th May.

## King Edward I to visit NYMR as Spring Steam Gala expands to cover three weekends

**In a North Eastern nod to the GW175 celebrations, a late opportunity for 'King' No. 6024 *King Edward I* to visit the North Yorkshire Moors Railway has caused the railway to revise its plans for its forthcoming event.**

As a result, the Spring Steam Gala will now take place over three weekends from 30th April to 3rd May, 7th-9th and 15th-16th May and the railway is hopeful of having up to 15 locomotives available. These should include GWR 'King' No. 6024 *King Edward I* (arrives late afternoon on 2nd May) and 5600 Class No. 6619, SR 'S15' No. 825 and 'Schools' No. 30926 *Repton*, LMS 'Black 5s' Nos. 44871, 45212, 45407 *The Lancashire Fusilier* and 45428 *Eric Treacy*, LNWR 'Super D' No. 49395, S&DJR 7F No. 53809, LNER 'N2' No. 1744, LNER 'A4s' Nos. 60007 *Sir Nigel Gresley* and 60019 *Bittern* and LNER 'Q6' No. 63395 and BR Standard 4MT No. 76079.

Under the banner 'Giant Gala of Giants' the plan is to have a series of different themes throughout the event. The 30th April will be 'Black 5 Friday' with all four 'Black 5s' in traffic, including the possibility of a trio or quadruple headed special between Grosmont and Goathland (to be confirmed). 1st-2nd May will be East Coast Weekend (with both 'A4s' working Esk Valley services on 2nd May) while 3rd May will be 'Giants Monday' with Nos. 6024, 60009 and 60019 at work. 'Workday Friday' follows on 7th May with the emphasis on the diversity of the 1950s working railway, freight, local, express and 8th May will be a recreation of the holiday trains of the 1950s with both A4s and the 'King' working, with 9th May following the same trend but with Nos. 825 and 30926 working on the Esk Valley line.

'Freight Friday' starts the final weekend on 14th May with Nos. 825, 49395, 53809 and 63395 expected to be sharing freight duties and finally the 15th/16th May is 'Monarch on the Moors' weekend including No. 6024 on the Esk Valley line on the Sunday. The railway hopes to operate No. 60019 on 4th-6th May and No. 6024 on 10th-13th May on ordinary timetabled trains. The appearance of No. 6024 to Whitby is being investigated but may be precluded because of the long wheelbase and curvature of the line.

Special Gala fares apply (Adults from £20.00, with multi-day rover tickets available) and tickets purchased over the 1st two weekends can be used to get a £5 discount for another ticket during the following week from Monday 10th, or the third weekend of the event (15th-16th May).



With a 'Cuffley' headboard, GNR-liveried N2 class 0-6-2T No. 1744 climbs towards Weybourne on 11th March hauling the 'Quad Art' coaches as a VIP special from Sheringham to Holt. Class N7 0-6-2T No. 69621 is on the rear. The footplateman appears to be photographing the many photographers that were photographing him!

**Brian Morrison**



Unrebuilt Battle of Britain No. 34070 *Manston* coasts into Corfe Castle station, past the castle ruins of the same name on 10th March, during a photographic charter with a set of stock bound for Swanage. **John Whitehouse**



▲ Class 57/0 Nos. 57009 and 57008 head north near Abbotswood Junction with the 13.02 Bridgwater to Crewe flask train on 16th March.

**Peter Tandy**

◀ EWS-liveried Class 66/0 No. 66102 heads away from Hellifield with the Mossend to Clitheroe cement empties on 10th March.

**David Price**

▶ Class 47/4 No. 47580 with Class 26 No. 26007, Class 45/1 No. 45133 and Class 46 No. 46045 in tow passes Sutton Bonnington on 17th March working from Tyseley to Wymondham, via Barrow Hill & Butterley. **John Illingworth**





With HRH The Queen attending engagements in Exeter, DB Schenker Class 67s Nos. 67005 *Queen's Messenger* and 67006 *Royal Sovereign* 'top and tail' the Royal Train through Twerton, near Bath. **Edward Gleed**

### 15th March 2010 Great Central Railway (Spinkhill)

The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB. 'The Fall and Rise of the Chesterfield Canal' by John Lower. Starts 19.30. Contact the Secretary, Frank Greaves on 01909 473927 for further details.

### RCTS (Chester)

The Town Crier, City Road/Station Road, Chester. 'The Fall and Rise of BR Steam 1955-2009' by Berwyn Stephens. Starts 19.45. Contact the Secretary at geoffrey.morris@tiscali.com for further details.

### RCTS (Coventry)

Maudslay Hotel, 190 Allesley Old Road, Coventry. 'The Welsh Highland' by Dave Kent. Meeting commences at 19.30.

### RCTS (Northampton)

Weston Favell Parish Hall, Booth Lane South, Weston Favell. 'On Narrow Gauge Tracks' by Tom Heavyside. Meeting starts at 14.00.

### RCTS (Oxford)

West Oxford Democrats Club, 1 North Street, Osney. 'Railways of the Isle of Man' by Geoff Brockett. Starts 19.30. Contact murraylewis@hotmail.co.uk for further details.

### RCTS (Shenfield)

Shenfield Parish Hall, 80 Hutton Road, Shenfield. 'An Insight into Route Planning' by Tim Havill. Meeting commences at 19.30.

### 16th March 2010 Permanent Way Institution (West Yorkshire)

The Pullman Room, The Cosmopolitan Hotel, 2 Low Briggate, Leeds LS1 4AE. 'Railway Surveying - Which Way Now' by Chris Preston. Starts 18.00. Contact Martin Wooff on 07747 160949 for further details.

### RCTS (Cheltenham)

Victory Club, Burlington House, Lypiatt Road, Cheltenham. 'The Wantage Tramway and the Bishop's Castle Railway' by Tony Ward. Starts 19.30. Contact the Secretary at paulandpauline@gearey.fsife.co.uk for further details.

### RCTS (Hull)

Upstairs, The Highway Public House, Willerby Road, Hull. '40 Years on the Railways' by David Barraclough. Meeting commences at 19.30. Contact the Secretary at richardh@dibroad.co.uk for further details.

### Stephenson Locomotive Society

Fox Covert Inn, High Leven, Nr Yarm. 'Charles Hesterman Merz (1874-1940), the Bringer of Electricity' by Andrew Everett. Meeting commences at 19.30. Contact the Secretary at 01642 321205 for further details.

### Tewkesbury Railway Society

YMCA, Church Street, Tewkesbury. 'The Colour Rail Collection' by Paul Chancellor. Meeting commences at 19.45.

### 17th March 2010 Permanent Way Institution (Bristol & West of England)

Arup Auditorium, 63 St Thomas Street, Bristol. 'Modular S & C - The Signalling Challenge' by Darren Wells and John Alexander. Meeting commences at 18.00. Contact the Secretary, Phil Harrison on 0117 976 5432 or at philip.harrison@arup.com for further details.

### Permanent Way Institution (Glasgow)

Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow. 'Stressing of S&C Layouts' by John McNamara. Meeting commences at 17.30. Contact the Secretary, Jack Scott on 07789 765291 or at jack.scott1@btinternet.com for further details.

### RCTS (Eastleigh)

Eastleigh Railway Institute, Romsey Road, Eastleigh. 'The Swanage Railway' by Mike Stolery. Meeting commences at 19.45.

### Severn Valley Railway (South East)

Wenlock Arms, 26 Wenlock Road, Islington, London N1 7TA. 'B & W Slides from Around the UK' by Peter Groom. Meeting starts 19.30.

### 17th - 25th March 2010 Locomotive Club of Great Britain

Overseas Study Tour - 'Copper Canyon'.

### Permanent Way Institution (Nottingham & Derby)

Hallmark Midland Hotel, adjacent to Derby Station. 'Forth Bridge Refurbishment' by Duncan Sooman. Meeting commences at 18.30. Contact the Secretary, Colin Cowey on 07946 482343 or at colin.cowey@talk21.com for further details.

### 18th March 2010 Barrow Hill Engine Shed Society

Roundhouse Lecture Theatre, Barrow Hill, Chesterfield. 'Preserved Steam on Video Mainline 2009'. Meeting commences at 19.30. Admission £1.50 members, £2 non members. Contact the Secretary at beardspaul@aol.com for details.

### Breconshire Railway Society

R.A.F.A. Club, The Struet, Brecon. 'Steam in the late 60s including the Somerset and Dorset Line' by Malcolm James. Starts 19.30. Members only. Contact Arthur Robinson on 01982 560219 for details.

**Gravesend Railway  
Enthusiasts Society**  
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 'New Zealand Railway Encounters' by Ray Puddy. Meeting starts 19.45. Contact the Secretary, Roger Hart on 01474 833320 for further details.

### Locomotive Club of Gt Britain (North West)

St. Davids Social Club, Wargrave Road, Newton-le-Willows. 'My 200 Favourite Slides' by John Field. Meeting commences at 19.30. **\*\* NOTE THE CORRECT ADDRESS \*\***

### Monmouthshire Railway Society

Room LL1, UWCN, Allt-Yr-Yn Ave, Newport, South Wales. '1960s UK Steam in Stills and Video', J.Clemmens Coll. by M.Clemmens. Starts 19.30. Admission £3.

### Permanent Way Institution (York)

Park Inn, North Street, York. 'Rail/Wheel Interface Issues' by Dr Mark Burstow. Starts 18.00. Contact Martin Fairbrother on 07802 657839 for further details.

### RCTS (Darlington)

The Scout Building, Widdowfield Street, Darlington. 'Out and About in the Past Year' by Hugh Gould. Meeting commences at 19.00. Contact the Secretary at jimbrick@fmail.net for further details.

### Stephenson Loco Society

United Reform Church Hall, Mowbray Road, New Barnet. 'Colour Derailed' by Ron White. Meeting commences at 19.30. Contact the Secretary on 0208 368 6200 for further details.

▼ **WCRC Class 37/5 No. 37516 and Class 47/0 No. 47245 pass Warrington, with Observation Saloon No. 999506 in tow, while working from Southall to Carnforth on 18th March. Richard Moxon**



### Stephenson Locomotive Society

The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'UK Railway Travelling Post Offices - A Retrospective Tribute' by Alan Clothier. Starts 19.00. Contact the Secretary on 01434 688946 for details.

### 20th March 2010 Caledonian Railway Association

Lakes Court Hotel, Carlisle. (opposite the Station entrance) AGM. Presentations are open to all with an interest. Starts 14.00. Contact the Treasurer, William S.Cooper on 01357 521540 for further details.

### Great Western Society (South West)

Parish Centre, Church End Road, Kingskerswell, Torbay. '65 Years of Railway Photography' by Philip Kelly. Starts 18.30. Contact the Secretary on 01803 336329 for further details.

### 19th March 2010 Great Western Society (Taunton)

Village Hall, Stoke St Mary, Nr Taunton. 'Narrow Gauge' by Richard Selham. Starts 19.30. Contact the Secretary on 01823 334188 for details.

### Locomotive Club of Gt. Britain (Central London)

Keen House, Calshot Street, London N1. 'Wartime Posters; Military Permanent Way & Signalling' by Mike Walshaw. Meeting starts 19.00.

### Purbeck Railway Circle

Catholic Church Hall, Rempstone Road, Swanage. 'The Didcot Story' by Michael Baker. Starts 19.30. Contact Mike Walshaw on 01929 421913.

### RCTS (Edinburgh)

Quakers Meeting House, 7 Victoria Street, Edinburgh. 'Highways and Byways of Scotland' by Douglas Blades. Starts 19.30. Contact evenwilliams@talktalk.net for details.

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

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

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

### Web Links

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

**Stephenson Locomotive Society**

The Friends Meeting House, Mount Street, Manchester.  
'The Darjeeling Himalaya Railway' by Peter Jordan. Meeting commences at 14.00. Contact the Secretary on 0161 928 2461 for further details.

**22nd March 2010****Locomotive Club of Great Britain (Brighton)**

Brighton Model Railway Club Room, BR London Road Station, Shaftsbury Place, Brighton.  
'On the Narrow Gauge Since 2000' by David Vaughan. Meeting commences at 19.30.

**RCTS (Brighton)**

Brighton Railway Model Club Room, London Road Station, Shaftsbury Place, Brighton.  
'On the Narrow Gauge since 2000' by David Vaughan. Meeting commences at 19.30.

**RCTS (Maidenhead)**

Cox Green Community Centre, Highfield Lane, Cox Green.  
'Modern Traction in the Deltic Era 1961-1981' by Hugh Ballantyne. Meeting commences at 19.30.

**RCTS (Sheffield)**

St Matthews Church Rooms, Carver Street, Sheffield.  
'The Jubilees' by R. Goodman. Meeting commences at 19.30.

**23rd March 2010****RCTS (Nottingham)**

Nottingham Mechanics, Ground Floor, 3 North Sherwood Street, Nottingham.  
'Picture Postcard Railway Rambles' by Stephen Gay. Meeting commences at 19.30.

**RCTS (Woking)**

The Wheatshaf Ember Inn, Chobham Road, Woking.  
'Docklands Light Railway - Expansions and the Challenge of 2012' by Ralph Harding. Starts 19.30.

**Tewkesbury Rly Society**

YMCA, Church Street, Tewkesbury.  
Members Slides/Digi Evening/ Meeting commences at 19.45.

**24th March 2010****RCTS (Chichester)**

Council Meeting Room 2, County Hall, West Street, Chichester.  
'An Evening with Chris Green' Meeting commences at 19.30.

**25th March 2010****Locomotive Club of Great Britain (Croydon)**

United Reform Church Hall, Addiscombe Grove, East Croydon.  
AGM & Members Photos. Meeting commences at 19.15.

**RCTS (Newcastle)**

The Brunswick Methodist Hall, Newcastle:Reedy's Railway Rambles' by Gordon Reed. Starts 13.30.  
Contact the Secretary at jimbrick@fmail.net for further details.

**RCTS (Preston)**

Claremont Hotel, Blackpool Road, Preston. 'Steam since 1968 - Main Lines, Heritage Lines and in Industrial Use' by Geoff Monks. Meeting commences at 19.30.

**RCTS (Pudsey)**

The Fulneck Room, Pudsey Civic Hall, Pudsey.  
'Branch AGM followed by Members' Slides'. Meeting commences at 19.30. Contact the Secretary at bigmal.w.br.rcts@talk21.com for further details.

**26th March 2010****Great Western Society (North West)**

St Hilda's Clubroom, Slater Street, Latchford, Warrington.  
'Narrow Gauge Railways of North & Mid Wales' by Dave Southern. Meeting commences at 19.30.

**Great Western Society (Oxford)**

Pauling Human Sciences Centre, 58 Banbury Road, Oxford.  
'1950s & 1960s Steam in Sussex & Surrey' by John Manners. Meeting commences at 19.30.

**Shropshire Railway Society**

The Gateway Arts and Education Centre, Chester Road, Shrewsbury.  
'Engine Sheds, part 6' by Chris Banks. Meeting commences at 19.30.  
Guests - minimum donation of £3 requested.

**29th March 2010****RCTS (Northampton)**

St Crispin Social Club, Berrywood Road, Duston.  
'The Basic History of the Signal Box' by Andy Grimmett. Meeting commences at 19.30.

**30th March 2010**

**RCTS (Welwyn Garden City)**  
The Methodist Church, Junction of Ludwick Way and Colegreen Lane, Welwyn Garden City.  
'Through Kirton Tunnell' by Stephen Gay. Meeting commences at 14.15.

**Tewkesbury Railway Society**

YMCA, Church Street, Tewkesbury.  
'A Further Rummage Through the Drawers' by Stuart Blencowe. Meeting commences at 19.45.

**1st April 2010****RCTS (Milton Keynes)**

The Crown Public House, Market Square, Stony Stratford.  
'That Was the Year that Was - 1973' by Geoff Plumb. Meeting commences at 19.30. Contact the Secretary at dexter-skiddaw@tiscali.co.uk for further details.

**2nd April 2010****RCTS (Camforth)**

Committee Room, Royal Station Hotel, Camforth. 'Early Miniature Railways' by Peter Van Zellar. Meeting commences at 19.30.

**5th April 2010****Gravesend Railway Enthusiasts Society**

Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB.  
'Revisiting Gravesend Central' by David Larkin. Meeting commences at 19.45. Contact the Secretary, Roger Hart on 01474 833320 for further details.

**Locomotive and Carriage Institution**

LUL Headquarters, 55 Broadway, St James's Park, London.  
TBA Meeting commences at 18.00. Contact the Secretary, Stuart Smith at smithstuart@btinternet.com for further details.

**Locomotive Club of Great Britain (Bedford)**

St John's Church Hall, St John's Street, Bedford.  
'London's Disused Stations - The Midland Railway' by Jim Connor. Meeting commences at 19.30. Contact the Secretary on 01525 750149 for further details.

**North Yorkshire Moors Railway (Northallerton)**

Northallerton Cricket Club, Farndale Avenue, Northallerton.  
'Last Steam Locomotives Around the World' by Barry Burns. Meeting commences at 19.30. Admission £1.50. Contact the Secretary, Ian McInnes on 01642 767233 for further details.

**Permanent Way Institution (Wessex)**

The Rose & Crown, Columbo Street, Waterloo, London. 'Crossrail' by Simon Bennett. Starts 18.30. Contact the Secretary, Richard Workman on 01428 645771 or at richardworkman5@tiscali.co.uk for further details.

**RCTS (Watford)**

St Thomas' Church, Langley Road, Watford. 'British Railways in the Sixties' by Hugh Gould. Meeting commences at 19.30.

**Southern Electric Group (South Hampshire)/LRTA (Southern)**

Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Freight in England' by Steve Biggley. Meeting starts at 19.30. Admission £2. Contact the SEG Secretary, John Goodrich on 023 8067 0028 for further details.

**Tewkesbury Rly Society**

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

**Weston super Mare Railway Society**

Function Room, Conservative Club, Alexandra Parade, Weston super Mare. 'Commemorations and Celebrations' by Ian Wright. Meeting commences at 20.00. Contact the Secretary, Lionel Jones on 01934 628289 or at wsm1977rlysoc@talktalk.net for further details.

**7th April 2010****Permanent Way Institution (Edinburgh)**

The Scots Guards Club, 2 Clifton Terrace, opposite Haymarket Station, Edinburgh. 'Rail Welding' by Bill Mosley. Meeting commences at 18.00. Contact the Secretary, Alan Morrison on 07834 507497 or at alan.morrison@atkinsglobal.com for further details.

**Permanent Way Institution (Thames Valley)**

Davidson House, Reading. 'High Speed Rail in the UK' by Colin Elliff. Stars 17.45. Contact, Peter Simmonds at peter181102@yahoo.co.uk for further details.

**Stephenson Locomotive Society**

Hayes Village Hall, Hayes Street, Hayes, Bromley. 'Railed Transport in Australia' by Ian Blee. Starts 19.30. Contact the Secretary on 0208 289 9935 for further details.

**8th April 2010****Continental Railway Circle(London & The Home Counties)**

St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ  
'East African Railways' by Hugh Ballantyne. Meeting commences at 19.15. Admission £2.00. Contact Adrian Palmer on 01932 850624 or at akpalmer@talktalk.net for details

**Back Issues**

All of the back issues of the magazine are available 24 hours a day, on our website [www.railwayherald.com](http://www.railwayherald.com)

**Rear Cover Caption**

Both carrying Northern Rail pictorial liveries, Class 158/9s Nos. 158908 and 158909 cross Arten Gill Viaduct on the Settle & Carlisle line on 16th March, with a Carlisle to Leeds service. **Simon Morgan**

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Small stone building on the hillside.

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# Railway Herald

World News - March 2010



*Covering railways around the globe*

All editorial emails should be sent to the editor.

## Submissions

We welcome submissions from all readers, especially digital photographs. Pictures should be sent to the editor at [editor@railwayherald.com](mailto:editor@railwayherald.com)

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## FRONT COVER:

QR National's Nos. 6006, 6007 & CLP13 take an intermodal from Perth to Sydney through Millendon Junction on 20th February. **Colin Gildersleve**

## REAR COVER:

New infrastructure at Appleton Dock has significantly changed the port area in Melbourne, Australia, with the separation of road and rail traffic. This El Zorro-operated empty mineral service from the dual-gauge Victoria Dock Sidings, which opened to broad gauge traffic last year, to Portland was the first standard gauge train to use the new facility on 7th March, and was hauled by veteran El Zorro-owned S class No. S302 and No. GM36, on long-term hire from the Seymour Rail Heritage Centre. **Chris Nutall**

## European rail travel exhibition - Royalty style

**The Dutch Railway Museum in Utrecht is organising a major international exhibition on royal trains under the title 'Royal Class, regal journeys'.**

For the first time ever, historical royal trains from all over Europe will be able to be seen in a single exhibition. All the trains provide a unique impression of the luxurious style in which European royalty once travelled. 'Royal Class, regal journeys' will be open from 15th April through to 5th September.

There will be trains, carriages and interiors on show from Britain, Ireland, Belgium, Portugal, Denmark, Germany, Finland, Austria, Bulgaria and Sweden. One of the absolute gems of the exhibition will be one of the oldest preserved royal carriages in the world, that used by Britain's Queen Adelaide, which dates from 1842. The Santarem Railway Museum

in Portugal has loaned a complete train used by Queen Maria Pia of Portugal, dating from 1858, and another railway jewel is arriving from Vienna in the shape of a panel from a carriage used by another keen royal traveller, Empress Elizabeth of Austria (better known as Sisi). It goes without saying that carriages used over the years by the Dutch royal household will also be on show. Visitors to the presentation will be received in a regal fashion. After a brief lesson in royal etiquette in the museum's Royal Waiting Room, they will be led along the red carpet past the gleaming royal carriages. One of the recurring themes of the exhibition is the stimulus given by royal families to the promotion and advancement of rail travel. Visitors will also be able to see how the way sovereigns ruled their nations gradually changed, often because of the railways.

▲ Every year the Portuguese Traction Group, an association of English railfans with an interest in Portuguese railways, organises several charter services. On 29th January, No. CP1427, one of the Class 1400 built by English Electric and based on the UK Class 20 design, departs from Alcântara-Terra station in the middle of Lisbon, with the 14.27 charter towards Lisboa-Santa Apolónia. **Carlos Loução**

## Welcome to the Railway Herald World News supplement, published with Issue 216.

Our thanks to readers who provided a positive feedback on the introduction of the World News supplement in Issue 211. We welcome contributions, both news and articles from readers, for inclusion within the title.

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

## VIA Rail passenger service derails

**A VIA passenger train travelling from Halifax to Montreal derailed early on the morning of 25th February, near Saint-Charles-de-Bellechasse, outside Quebec City, injuring four people and causing damage to nearby homes.**

About 120 people were on board service No. 15, known as 'The Ocean', when all of its cars were derailed,

leaving the loco on its side. The train extensively damaged two homes next to the tracks, and over 11,000 litres of diesel fuel were spilled, but local fire authorities said the spill didn't cause any environmental damage. It's not yet clear what caused the derailment, but the railroad switches from single to double line as it passes through Saint-Charles-de-Bellechasse.

## Amtrak upgrades its 'Acela Express'

**Amtrak has introduced its AmtrakConnect service on the high speed 'Acela Express' running between Washington DC and Boston, via Baltimore, Philadelphia and New York.**

The service provides passenger WiFi using technology provided by UK-based Nomad Digital, the market leader in broadband data connectivity solutions to transport operators. Amtrak did not want to use a single 3G network that would not be sufficient to provide the quality of connectivity that Acela passengers would expect, and decided that the capacity of multiple 3G networks would be essential. The 'Acela Express' is the only high-speed train service in the United States and this deployment represents a major milestone for Nomad in North America. The company already provides WiFi on the UTA 'Frontrunner' trains in Salt Lake City, and is providing its expertise for the 'Amtrak Cascades' service in Washington State.

## New Metrolink passenger coaches arrive

**The first two new-build Crash Energy Management (CEM)-enabled passenger vehicles for the Southern California Regional Rail Authority, Metrolink, arrived at the Port of Long Beach on 3rd March, from their manufacturing site in South Korea.**

The vehicles are the first of 117 that will be put into service later this year after a vigorous testing program. Metrolink will be the first commuter rail system in America to adopt the state-of-the-art cab and passenger cars, which feature a unique collision-absorption technology. Procurement of the cars began more than five years ago when Metrolink contacted the Volpe Institute and the Federal Railroad Administration in order to incorporate the technology into the system's fleet that was already on order.

◀▲ A fast-moving westbound CN freight passes Cobourg, Canada, on 6th February, behind CN No. 2220, BC Rail No. 4650 and CN No. 5685. **Thomas Blampied**

◀ CSX SD70AC No. 4553 stands alongside Greenville & Western (G&W) GP38-2 No. 3751 at Belton, South Carolina, on 22nd January. Earlier in the day the CSX locomotive, along with CSX CW44AC No. 210, had brought a heavily loaded train on to the line owned and operated by the G&W Railroad. **Andy Carr**





▲ Approaching the Page Street bridge in West Greenville, South Carolina, on 19th February, is a southbound manifest freight headed by a trio of Norfolk Southern power, led by D8-40CW No. 8386, D9-40CW No. 9188 and D8-40CW No. 8385. **Andy Carr**

## Alstom wins €200 million train order

**HOLLAND:** Amsterdam has placed an order with Alstom Transport for 23 six-car Metropolis trainsets, for a total amount of around €200 million.

The contract includes an option for additional sets for the North/South line, which is under construction. The trains will be produced in Alstom's sites in Valenciennes, France, and Katowice, Poland, the first scheduled to be delivered in spring 2012. They are designed to make access and getting around on board easier thanks to large doors, continuous low floors, extra wide chairs and gangways between the coaches. The units will improve passenger safety and comfort, and due to the larger length of 116 metres, the total transportation capacity will be increased by approximately 50%.

A quarter of the metro trains presently in operation around the world were constructed by Alstom, which in total has sold over 3,000 vehicles across the world in cities such as Barcelona, Warsaw, Budapest, Istanbul, Singapore, Shanghai, Nanjing, Buenos Aires, Santiago de Chile and Santo Domingo.



▲ **SWITZERLAND:** The first of three 'NINA' three-car RABe527 class EMUs, built by Bombardier in 2002 for the Transports de Martigny et Régions SA in Switzerland, No. 511 ENTREMONT in Saint-Bernard Express livery stands at Orsières on 7th March, ready to form the 13.09 Orsières to Sembrancher service. **Roland Couzens**

## New Bombardier Traxx electric locomotives ordered by Hungarian State Railway

**HUNGARY:** Bombardier Transportation has received an order from the Hungarian State Railway Company, MAV, for 25 Bombardier Traxx P 160 AC locomotives valued at approximately €80 million euros.

Delivery of the first locomotive is scheduled for spring 2011 and the contract also includes an option for a further 25 locomotives.

According to MAV, the AC locomotives are intended for passenger service in Hungary as well as for cross-border transport to Austria and Germany. The President of the Locomotives and Equipment

Division of Bombardier Transportation, said: "The Traxx locomotive is proving itself superbly in the market. There are currently around 800 in service in Europe alone. We are very pleased that MAV too, has now placed its trust in our electric locomotives, and that we can therefore contribute to the further development of passenger rail transport in Hungary". The final assembly of the locomotives for MAV will take place at the Bombardier plant in Kassel, Germany. The car bodies will be produced at Bombardier's site in Wroclaw, Poland, the bogies in Siegen, Germany and the bogie frames in the

Hungarian site of Mátranovák. The Mannheim and Hennigsdorf sites in Germany will supply the propulsion and controls technology as well as the propulsion equipment.

Bombardier Transportation is present in Hungary with the majority owned manufacturing plant in Dunakeszi and the fully-owned bogie frame factory in Mátranovák, employing together around 1,500 people. The activities in the Dunakeszi plant include the manufacturing, refurbishing, reengineering, overhauling and maintaining of passenger rail vehicles.

## SNCF companies rebranded as Captrain

**FRANCE: SNCF Geodis has re-branded all of its international rail subsidiaries under the name Captrain.**

The new group will comprise SNCF Fret Benelux, SNCF Fret Deutschland, SNCF Fret Italia, Veolia Cargo Belgium, Veolia Cargo Deutschland, Veolia Cargo Italia, Veolia Cargo Nederland, Freight Europe UK, VFLI Romania and ITL Benelux. SNCF Geodis spokesman said the decision to re-brand followed the acquisition of the companies, which had a combined turnover of €58 million over the last two years.

The decision stemmed from the need to re-name the Veolia operations because the brand is still being used by former owner Veolia Transport, and for SNCF Geodis to meet its objective of integrating its international activities.

A Captrain spokesman said: "The integration is a major step in the construction of a European-wide rail freight solution for our customers. One brand will have a single, unified management, incorporate best practice thinking and strategy and offer increased financial stability, thanks to the strength of its parent organisation".

## Latest order brings Talent 2 trains to 176

**GERMANY: Bombardier Transportation is to supply another 48 'Talent 2' trains to Deutsche Bahn AG, bringing the number of Talent 2 vehicles ordered by DB up to 176.**

The new vehicles will run on Berlin-Brandenburg's transport network and will be operated by DB Regio, which covers a large part of the Verkehrsverbund Berlin Brandenburg (VBB) transport network, from December 2011. The vehicles for VBB will operate on the routes Magdeburg-Brandenburg-Berlin-Frankfurt/Ode Eisenhüttenstad Cottbus and Dessau-Belzig-Berlin-Wunsdorf-Waldstadt and later Senftenberg.

On route RE 9 the 'Talent 2' trains will also be servicing the new airport, Berlin Brandenburg International. The new order consists of 26 three-car and 22 five-car vehicles. They will be delivered between 2011 and 2012. As station platforms within the VBB network vary, two three-car trains and 19 of five-car will have an entry platform height of 600mm. The remaining vehicles will have an entry platform height of 800 mm.

## Eurotunnel takes over Dunkirk network

**FRANCE: The port of Dunkirk, which has the largest railfreight zone in France, has awarded a contract to Eurotunnel to operate and maintain its internal rail network, which is currently run by SNCF.**

The seven-year contract, beginning

on 1st January 2011, is worth nearly €25 million and carries an option to be extended for an additional four years. Eurotunnel is already carrying out similar services at its terminal in Calais, as well as in Great Britain. The network comprises 200km of railway lines, seven sidings and five switching stations.

◀ **GERMANY: DB No. 704 003-3, a self propelled overhead maintenance vehicle, passes through Bingen heading south on 26th January. Graham Lightfoot**



▲ **SWITZERLAND: Railcar No. 52 pauses at Ospizio Bernina with a Tirano to St Moritz service, while the RhB snowblower stands opposite awaiting the signal to return to Pontresina Depot. Roy Hutchinson**



■ **FRANCE:** Overall, ECR (a subsidiary of DB Shenker) and one of three private rail operators in France has now gained 8% of the freight traffic in France. This includes the aggregates traffic from the quarries south of Thouars, near Saumur.

■ **GERMANY:** Siemens has been selected as preferred bidder for what is described as the largest automotive investment contract in the history of Deutsches Bahn, a renewal of the DB Intercity fleet with 300 new ICx trains, as well as to the succession of the ICE 1 and ICE 2 trains.

■ **EIRE:** Planning consent has been given for a new €100 million station in Dublin. The strategic infrastructure plans have been approved by the Irish planning authority, and will

include 12-storey offices and a new concourse above Tara Street in the city centre. At 50 metres high, the new building will be just nine metres shorter than Ireland's first skyscraper, Liberty Hall, which is directly across the River Liffey. The existing station is already one of Ireland's busiest, serving 25,000 passengers a day and that figure will grow as the number of services increase. All work will be phased to keep the station operational throughout.

■ **FRANCE:** SNCF has awarded one of its biggest-ever orders to a non-French train builder, in a move that is likely to fuel controversy about the company's train-ordering practices. SNCF placed the order for 860 regional electric trains, likely to be worth €8 billion, with Montreal-based Bombardier, rather than with Alstom of France.



▲ **FRANCE:** No. BB 67388 departs from Veynes with the 11.11 Lyons - Briançon train. This service is no longer loco-hauled, but now scheduled for AGC multiple-units. Only the overnight Paris-Briançon service is now regularly loco-hauled over the Haute Alpes line. **Peter Lovell**

## Iarnród Éireann considers closing Waterford to Rosslare line

**EIRE:** Iarnród Éireann has stated that it is considering closing the Waterford to Rosslare Line as revenue only covers 2% of the cost of keeping the route open.

A decision is due within the next few weeks. The line runs between the city of Waterford and Rosslare Harbour, with trains stopping at towns and villages in south Wexford. It has been in operation since 1906.

There is currently only a morning commuter service, with a return service in the evening. Iarnród Éireann is surveying remaining passengers regarding alternative arrangements and

said that workers will be offered either a transfer or a severance package.

A Wexford councillor has said that Iarnród Éireann was failing the people of south Wexford abysmally, and went on: "When they introduced a commuter service to Waterford from Wexford they made no effort to promote the service in the local media. To undermine the viability of the service, they rostered a Waterford crew on the service and as a consequence taxi bills for returning crews from Rosslare Harbour to Waterford exceeded revenues generated by the commuter service".



▲ **GERMANY:** DB CLASS 151 No. 151012-2 approaches Bingen on the west bank of the Rhine with a northbound mixed freight train on 26th January. **Graham Lightfoot**

## Seven European freight operators form operational alliance to increase efficiency of wagonload traffic

**SWITZERLAND:** In Zurich on 27th February, Xrail Alliance was founded by seven European freight railways.

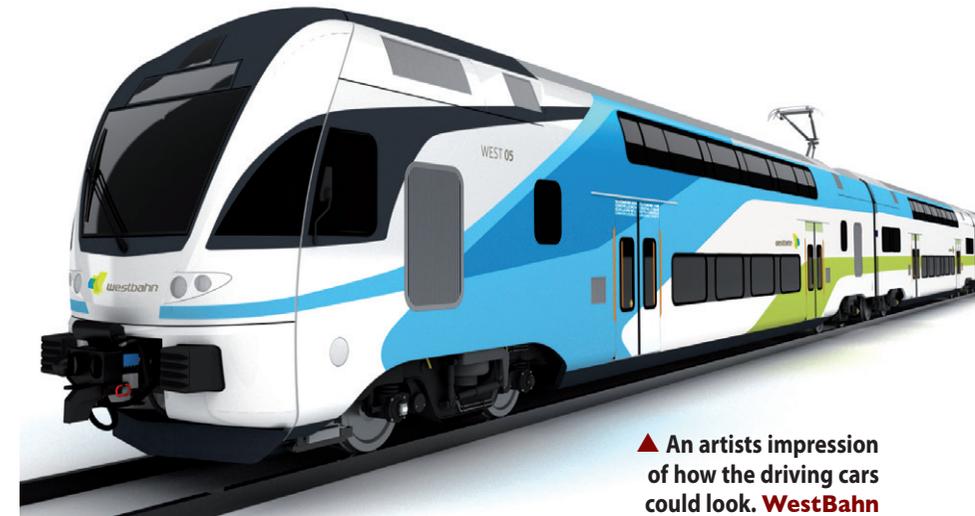
The companies involved are CD Cargo (Czechia), CFL cargo (Luxembourg), DB Schenker Rail (Germany, Netherlands, Denmark), Green Cargo (Sweden, Norway), Rail Cargo Austria (Austria, Hungary), SBB Cargo

(Switzerland), and SNCB Logistics (Belgium).

Xrail's aim is to increase customer friendliness and efficiency of international wagonload transport, and noticeably improve the competitiveness of such transport. Wagonload transport makes up about 50% of European freight transport on the railway, and studies show that it holds a

considerable international growth potential. The long-term goal of the Alliance is to establish an area-wide European quality network for wagonload transport, the fixed costs of which make up about 90% of the entire costs. Therefore, the Alliance partners want to make optimal use of their network in order to ensure the further development of wagonload movements.

▼ Train EC97 from Brussels to Zürich normally changes locomotive from a SNCB Class 20 to a SNCF Class BB15000 at Luxembourg. However, on 27th February, the loco provided for the forward journey was more unusually a CFL Class 3000 No. 3018. The Luxembourg traction awaits departure time from Luxembourg station. **Stuart Clarke**



▲ An artists impression of how the driving cars could look. **WestBahn**

## New EMU design for WestBahn service

**AUSTRIA:** From December 2011, a new company called WestBahn will provide an hourly service between Vienna and Salzburg, using a new design of EMU.

The company will offer 18 journeys a day, seven days a week, 365 days a year between the two cities. Each EMU set will be 150-meters long, comprising six double-deck coaches with only First Class accommodation, providing 560 seats. Ticket pricing is aligned with the Standard Class fare of competitors and the company aims to promote straightforward, customer-friendly ticketing that can be purchased onboard the train or via the internet.

The units have been designed by Spirit Design, based in Vienna, which was involved in the design of the ÖBB railjet service. The seats of the trains

are built by Fainsa, a Spanish company that also supplied seating to the TALGO trains. All seats are covered in genuine leather and are characterised by soft padding and extra-large folding tables offering space for laptops and drinks. In addition, each seat is fully adjustable without changing the angle of the back shell, so that the comfort of the passenger travelling in the seat behind is not hindered by any of the seating positions. Internally the trains are to be lit by a customised lighting system that will change with the seasons to give a pleasant and relaxed atmosphere.

The new coaching stock will carry a distinctive, bright design in white, blue and yellow-green. Each has four buffet counters, one per vehicle, which are to be fitted with a high quality wooden floor and comfortable benches aimed at enhancing the relaxing atmosphere.

▼ A profile of how the livery will look on the new EMUs. **WestBahn**



## Irish Rail's Mk3s farewell railtour

**EIRE:** Irish Rail is promoting the 'Farewell to Mk3s Railtour', which will run on 24th April in aid of the Railway Children Charity.

The special, using Mk3s and an 071 class locomotive, will operate a circular tour from Dublin Connolly to Limerick, via the Limerick direct curve at Limerick Junction, before returning via the reopened section of the Western rail corridor between Ennis and Athenry, to Athlone and Dublin Connolly. It will be the first loco-hauled passenger train to use the Ennis–Athenry corridor, which reopens to passenger traffic on 30th March, since the Irish Traction Groups 'Back in Black' railtour on 23rd March last year. Irish Rail is promoting the tour in conjunction with the Irish Railway Records Society (IRRS), which is acting as ticket agents. Forms for tickets can be downloaded by [clicking here](#).

The tour will mark the end of operations of Mk3 stock after 26 years in service. The first 44 Open Standards and all of the Buffets and Generator Vans were built at BRELs Litchurch Lane workshops in Derby, with the remainder built under licence in Inchicore. Introduced to traffic between 1984 and 1989, they formed the backbone of the intercity fleet until the arrival of the South Korean Rotem-built 22000 intercity DMUs in 2007. The final service operated by the Mk3s was the 13.45 Dublin-Cork relief on 21st September, since when all remaining sets have been put in storage pending a decision on their final disposal.

The tour will depart from Dublin Connolly at 09.20 with pick-ups at Kildare at 10.10, Portarlinton 10.27, and arriving at Limerick at 11.05. It will depart Limerick forming the regular 12.40 Limerick-Ennis service, arriving at Ennis 13.26, where there will be a break for lunch. Departure from Ennis will be at 15.53 with stops at all the reopened stations on the Ennis-Athenry section before arriving at Athenry at 17.29. Departure for Dublin will be at 17.50, calling at Ballinasloe at 18.11, Athlone 18.37, Portarlinton 19.38, and arriving in Connolly at 20.43. Fares are £48 for adults and £26 for children.



▲ **PORTUGAL:** CP Class 1550s Nos. 1559 and 1552 power the 10.37 cereal train from Entroncamento to Badajoz, as it passes Atalaia, close to its originating point. **Carlos Loução**

► **EIRE:** Two Class 141s, Nos. B141 and B142 are pictured at Dublin Connolly on 21st February, awaiting departure with the Railway Preservation Society of Ireland's first charter of 2010 from Dublin to Lonford and back. **George Norman**

## Internal training exercise causes embarrassment

**FRANCE:** SNCF accidentally put out a dramatic statement on its website on 15th March, saying that **than 102 people had died in a train explosion in a TGV at Macon, in the Burgundy region, and 380 had been injured.**

The false announcement was part of a training exercise, and it was only when journalists began flooding the railway operator's phone lines that the company realised there had been an enormous error.

A SNCF statement later firmly said that the accident had never happened.

What had happened was that during an in-house training exercise in which staff were asked to respond to a massive rail accident, a staff member had accidentally posted details of the pretend scenario on the official website. In a statement about the misunderstanding, SNCF explained that it was obliged to practice its emergency procedures for the safety of its passengers!

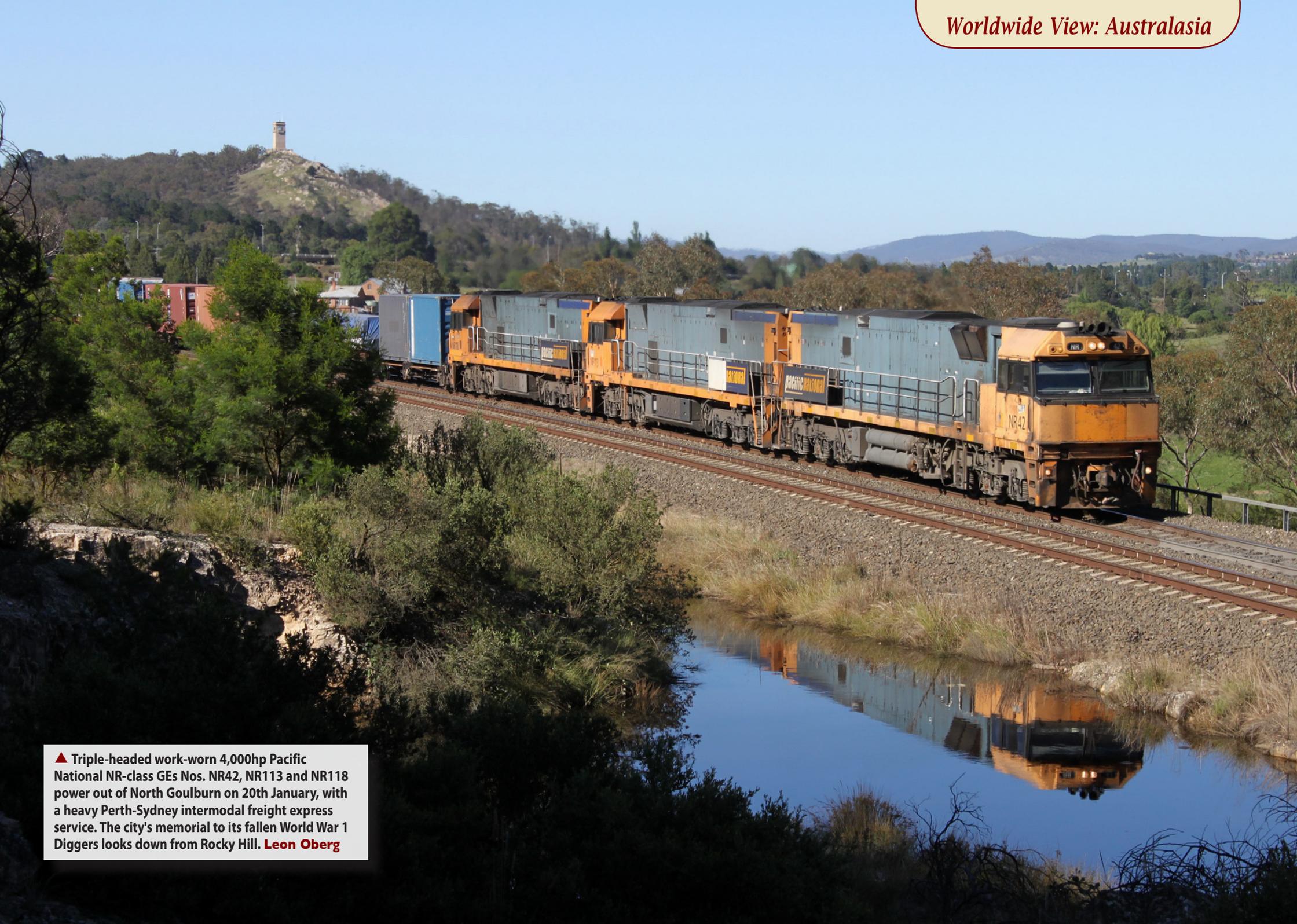




▲ AGC (Autorail Grande Capacité) multiple units are being introduced in France, rapidly replacing loco-hauled services. The DMU/EMU variants are being funded by the 22 Regions and are in regional livery or SNCF blue with regional branding/decals. A pair of electric AGC units in Languedoc-Roussillon regional livery head north from Cerbere on a Cerbere to Nimes working. **Peter Lovell**



▲ On 7th March, Thalys PBKA No. 4305 on train 9436 from Cologne to Paris Gare du Nord, passes Nothberg at speed on the Cologne to Aachen line, in Germany. **François Pobež**



▲ Triple-headed work-worn 4,000hp Pacific National NR-class GEs Nos. NR42, NR113 and NR118 power out of North Goulburn on 20th January, with a heavy Perth-Sydney intermodal freight express service. The city's memorial to its fallen World War 1 Diggers looks down from Rocky Hill. **Leon Oberg**

## Heavy rain washes away railway in Alice Springs

Passengers on Australia's luxury express, 'The Ghan', had their trip cut short in Alice Springs after a section of railway to the north of the town was washed away by flood waters.

About 150 passengers on board the train arrived in the town from Adelaide on 1st March, and were not able to continue their trip to Darwin because of extensive damage to some 100 metres of track caused by monsoonal rains.

Some of the stranded passengers were taken by bus to Darwin, while another group was flown out the following day.

The Freightlink chief executive said the damaged line (about 250 kilometres north of Alice Springs) was prone to flooding. The track sustained damage at the same location in January this year. The line, which also carries daily Intermodal freight and some ore traffic, was expected to be closed for a week.



▲ Locomotive No. D51, operated by South Spur Rail waits for the road from the loop at Midland, in the suburbs of Perth on 18th January, with a train of loaded ballast hoppers for track works around the Toodyay area, to the north west of the city. South Spur Rail has a number of contracts for hauling ballast, rail and sleeper trains in the area. **Colin Gildersleve**

## Steam race is highlight of Australian Steamfest

In a spectacle never before seen in the southern hemisphere, three steam-hauled trains will line up to take on three Tiger Moth aircraft as part of this year's Hunter Valley Steamfest on 17th/18th April.

The triple run on 18th April will involve former NSW 4-6-0 Government Railways passenger engines Nos. 3265, 3526 and 3642 and will be the centrepiece of Steamfest's 25th anniversary year, and organisers are predicting that steam enthusiasts will be in attendance from across Australia. The program includes a few return trips to Dungog, a Steamfest Ball in the Heritage Mall and a dinner train to Newcastle on the Saturday night.

In addition, a 35-ton Kitson-built 0-6-0ST originally imported by rail building contractor J. B. Watt in 1870, will be on display at Steamfest. The tiny locomotive,

which subsequently was in service hauling coal in the Hunter Valley as No. 20N, before passing into the ownership of J & A Brown in 1891 for use at the Richmond Vale colliery railway near Maitland, survived several scrap attempts and was snapped up by the NSW Rail Transport Museum in 1973. The veteran was forwarded to East Greta (Maitland) workshops on 16th February for cosmetic restoration to original condition, and renumbering back to 20N, for expected display at the Newcastle Regional Museum Honeysuckle.

The results of one of Australia's richest rail photography competitions' 'Trainspotting' will also be announced at Steamfest. This quest, underwritten by Sydney Powerhouse Museum (which owns restored locomotive No. 3265) will result in the overall winner walking away with A\$5,000 and six sectional winners each vying for A\$2,000.

▼ On the West Coast Wilderness Railway, Mount Leyell No. 5 has turned and changed trains and is pictured bringing its coaches into the north end of the platform at Dubbill Barrill, high in the Tasmanian Wilderness, ready for its return journey to Queenstown. **Colin Gildersleve**



