Railway Herald

Issue 304 29th February 2012 FREE

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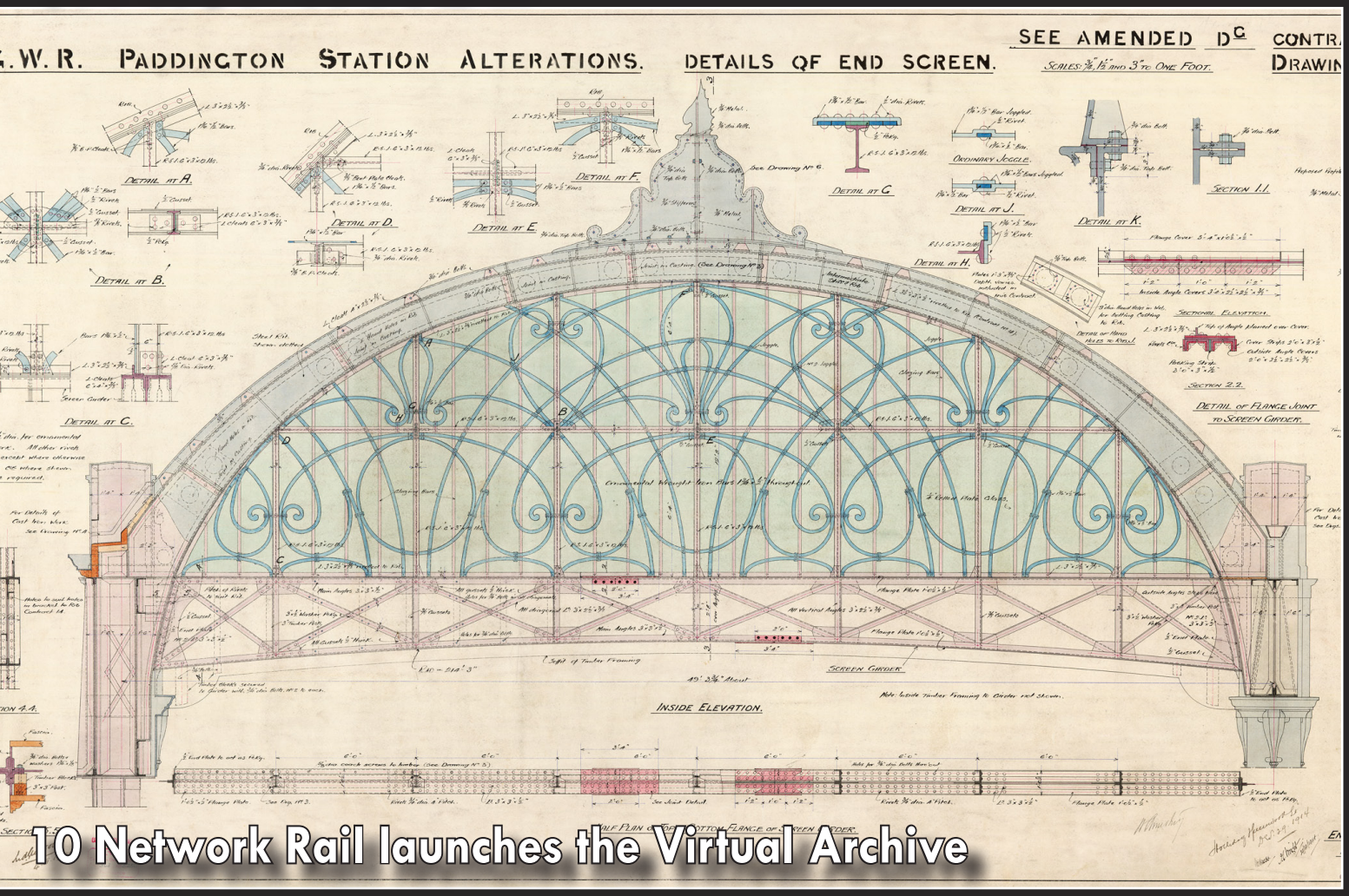

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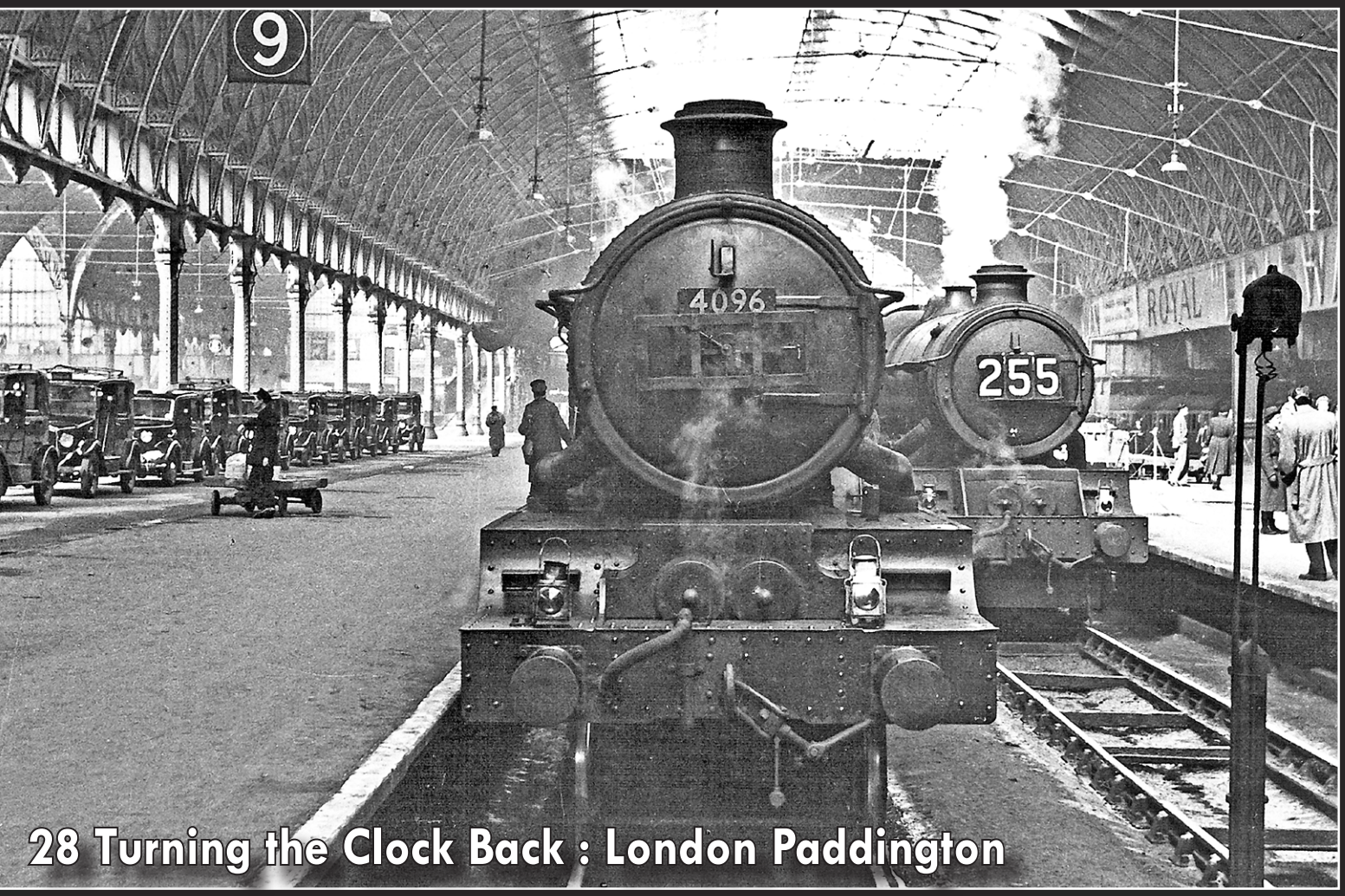

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Front Cover:

TOP: Colas Rail Class 66/8 No. 66848 was provided for the Boston steel working on 21st February. Here, it passes Aslockton heading for Grantham and Boston. **Glyn Fuller**

BOTTOM LEFT: A sight not seen in many years! LSWR 'Beattie Well Tank' No. 30587 stands at Edgward Road on the Circle Line during the early hours of 26th February while testing prior to the steam operations in 2013. **Kim Rennie**

BOTTOM RIGHT: Newly refurbished Tyne and Wear Metrocars Nos. 4072 and 4041 *Harry Cowans* approach Gateshead Stadium Station on 22nd February during their first week in traffic, working a late afternoon Pelaw to Regent Centre service. **Allan McKever**

Railway Herald

Issue 304 — 29th February 2012

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Letters to the Editor
We welcome comments, please send them to letters@railwayherald.com. Due to the volume received we cannot respond to all. We reserve the right to edit all submissions.

Back Issues
All editions of Railway Herald prior to Issue 300 are available to download free of charge in PDF format from our website at www.railwayherald.com/backissues. From Issue 300 onwards, they can be purchased through the same website.

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Moving the magazine forward

With the first five issues of the new style magazine now under our belt, things are starting to settle into a normal routine.

A number of readers have enquired as to how we see the title developing over the coming months. While not wishing to give our gameplan away, we do expect the magazine to continue to expand in a number of areas, one of which is preservation.

We will be aiming to publish around 40-pages each issue, although the advantage of digital publishing gives us flexibility to increase the number of pages on busy weeks, but the nature of a weekly railway title is that some weeks will see more news content than others. This is especially true in the area of the heritage railways, specifically in the quieter, out of season months.

Elsewhere, we will be looking to bring together various parts of news coverage, allowing the magazine to present a more detailed viewpoint and provide an informed opinion.

In addition, there will be new in-depth news sections launching on the Railway Herald website shortly, that will be covered by the subscriptions from 29th March (see below), through which we aim to bring together the different aspects of the magazine and the current web technology.

A number of readers have suggested the introduction of a web forum to allow subscribers to discuss the news stories of the day, or within the latest issue, on the *RH* website, see the Letters page in this issue - what are the readers opinions? Would you use it? Are there too many rail based forums around already?

Trial Period Extended

Those readers who downloaded, or accessed, their copy of this issue through the website will already know, we have extended the free period for the magazine.

Why? Well we wanted to ensure that we could deliver the high-quality service that we aim to, before starting subscriptions. With some faults still remaining on the back-end systems we want to spend further time testing, checking and where necessary, updating before activating subscriptions, so that we can continue to deliver that same quality of service, both in the magazine and through the website.

Because of this, we have decided to extend the free trial period until the publication of Issue 308 on Wednesday 28th March, to allow additional time to check, test and double-check our systems and website, and ensure that the change over to subscriptions goes as smoothly as possible.

As a result all existing subscriptions will commence from 28th March, and will now expire with Issue 311 (one month subscriptions), Issue 319 (three month subscriptions), Issue 331 (six month subscriptions) or Issue 359 (13-month subscriptions).

Online Payments

While we continue to accept card payments over the phone, and by using Paypal over the web, the *Railway Herald* website will shortly offer Google Checkout as an alternative online payment system for those who do not wish to use the Paypal system.

Video Update

The response from readers on the inclusion of video content has been very positive and is an area we are looking to slowly expand. To answer a few questions, we can accept a variety of formats (see our new Help section on the website) and yes video footage filmed on Digital SLR camera's can be accepted. To submit video footage, please contact the Editor.

Website Developments

We are continuing to make progress with solving and testing the outstanding issues on the website. The past week has seen initial pages of our new 'Help' section go live, and this will be developed as we continue to move forward. The section does provide a quick and easy way for all readers to retrieve their username and/or reset their password if these details become lost or forgotten.

Richard Tuplin

Richard Tuplin, Editor

Below: Having been diverted via Chester, DRS Class 47/7 No. 47790 *Galloway Princess* **powers south through Tamworth on 26th February, with a 'Northern Belle' excursion from Liverpool to Wembley. Class 47/4 No. 47832 was on the rear.** *Jack Boskett*

Don't miss the April issue of *Railways Illustrated*!

On sale March 2nd

To subscribe to *Railways Illustrated* telephone 0844 2456934 or visit www.railwaysillustrated.com

Above: Now privately owned, denamed and carrying debranded Fastline Freight livery, Class 56/3 No. 56302 passes Acton Yard on 27th February with a rake of scrap wagons in tow, en route from Wembley to Cardiff. This was believed to be the first visit of one of the ex-Fastline Class 56/3 locomotives to the Welsh capital. *Ken Brunt*

Thunderbird fleet to be further reduced

Virgin Trains has confirmed that its Class 57 fleet will be reduced to just seven locomotives from the beginning of April.

The three locomotives that are no longer required by the operator are to go off-lease to Porterbrook.

Wi-Fi trial to take place on ScotRail services

Scottish Transport Minister, Keith Brown, has awarded a £250,000 contract to ScotRail to carry out a pilot scheme to trial two systems on trains running primarily between Glasgow and Edinburgh.

The move is the first step towards the Scottish Government's long-term aspiration to roll out Wi-Fi throughout Scotland, allowing passengers online access during their journey.

In addition, it is intended that the next rail franchise will require access to the internet, emails, media and voice communications for rail passengers travelling between Edinburgh, Glasgow and from the central belt to Aberdeen and Inverness.

"No charter trains for London during the Olympic Games" says Network Rail

It has emerged that Network Rail has placed a blanket ban on all special trains and charter workings to and from London termini during the course of the Olympic Games, which are due to be held from Friday 27th July through to Sunday 12th August.

The company says that the decision has been taken to minimise the potential for incidents and disruption during a period when the railway network will be intensively used. While the position of trains passing through the London area remains to be clarified, the London termini will become 'out of bounds' areas.

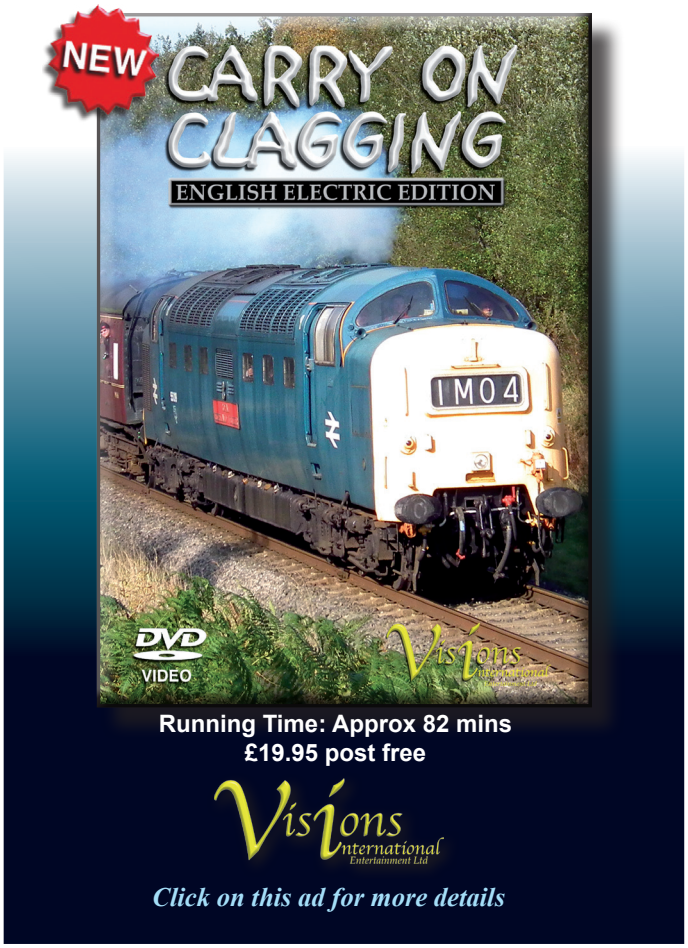
A spokesperson for Network Rail said: "To protect the resilience and performance of the rail network during the Olympic and Paralympic games there will be restrictions on chartered and special trains in certain locations. London termini won't be accessible to special and chartered services, which aren't already included in the working timetable, and there will be restrictions around Weymouth as it will host Olympic sailing events. There is also the issue of capacity, as extra services will be running throughout the Olympic and Paralympic games to ensure the thousands of extra passengers are able to travel to and from Olympic venues".

In November last year, Southeastern published details of its Olympic timetable, which because of the additional dwell times at some stations, meant that some stations would see a reduced service, while Woolwich Dockyard would be closed for the duration of the Games. The main charter operator affected by the closure of the termini to charter workings is Steam Dreams, which has had to postpone four workings booked to operate during the period of the Games. Graeme Bunker of Steam Dreams has said that while he thinks the decision to impose the ban is sound given the importance of the event taking place, he is disappointed at the lateness of it being implemented, given that marketing material promoting the trains has been published for some time, and bookings have been taken. It is understood that the original position of Network Rail was to advise charter operators to avoid venue locations, and particularly Stratford and Weymouth. Steam Dreams workings affected are as follows: London Euston to Chester on 28th July will now operate on 22nd September, London Victoria to Bristol is re-dated from 2nd August to 13th August, the 9th August train to Gloucester, Lydney and Cardiff, again from London Victoria, is now booked for 20th August, and finally, the London King's Cross to York and Scarborough is re-scheduled from 11th to 18th August.

The Railway Touring Company has two booked workings out of London during the same period, both being 'West Somerset Steam Expresses' from Paddington to Minehead, booked for 4th and 11th August. The fate of these remains to be advised, but both look set to be axed. Network Rail has confirmed that the VSOE British Pullman departures from London during the period occupied by the Olympic Games will operate as planned. This is because the VSOE trains being regular departures over regular routes are WTT timetabled services, rather than STP services of normal charters.

Freightliner exports Class 66/4 to Poland

Above: One of Freightliner's recently acquired Class 66/4s, No. 66417, has been exported to the company's Polish division. The locomotive was dragged from Leeds Midland Road to Immingham Docks on 27th February by Class 66/6 No. 66617, seen here passing Althorpe. *George Tuplin*



Final spaces remain on 2012 'Three Peaks Challenge' charter

The Railway Children charity are looking to finalise details of this year's 'Three Peaks Challenge' event that will see the operation of a special charter train, the 10th since its inception in 2004.

Operating 21st-23rd June, the train will depart from London Euston, travelling via Bangor (for Snowdon), Ravenglass (for Scafell, via the Ravenglass and Eskdale railway) & Fort William (for Ben Nevis) arriving back into Euston just before midnight on 23rd June. On board will be 200 walkers hoping to conquer Britain's three highest mountains in a little over 36 hours! Its a unique event that relies on support from within the industry to make it happen.

This year sees DRS as the train operator, taking over from GBRF who in partnership with Chiltern, Wrexham and Shropshire and Rail Blue Charters successfully operated the special in 2010 & 2011.

The rolling stock for 2012 will be coming from the Rivera Trains pool, and the current hope is for the Great Briton set to be utilised. Traction will be DRS Class 47s from Euston to Carlisle and return, with Class 37s being utilised on the Cumbrian Coast & West Highland legs. This will signal a welcome to the 'three peaks' train for the Type 3s, recalling memories of when it all started nine years ago.

The event also receives support from other parts of the railway industry including Network Rail, First Group, Rail Gourmet & the Ravenglass and Eskdale Railway to name but a few, without the help of these organisations the event would probably not be possible.

When combined, previous years have raised well in excess of £1 million pounds for vulnerable street children around the world including in the UK, India and Africa.

Places on the train are strictly reserved for those taking part in the 'Three Peaks Challenge', and a few spaces still remain for 2012. Details of the event and the work of the charity can be found on the Railway Children website.

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Above: HRH The Prince of Wales tries his hand at driving one of the latest S-stock trains for London Underground to roll off the production line, during his visit to Bombardier Derby. *Bombardier*

HRH The Prince of Wales visits Bombardier Derby works

His Royal Highness The Prince of Wales visited Bombardier's Litchurch Lane Works in Derby on 24th February as part of a tour of the Region to show his support for British manufacturing.

The site is the only remaining rolling stock manufacturing facility in the UK, and The Prince spent more than an hour there, where he met key members of staff, including engineers and project and manufacturing team members, as well as local officials. He was hosted by Sir Neville Simms, Non-Executive Chairman of Bombardier Transportation UK, and given a tour of the site by Dr Francis Paonessa, President of UK Rolling Stock, to view the the manufacturing process, including the design, construction and test areas.

In addition to meeting engineers, The Prince was introduced to young apprentices who are part of the Bombardier Apprentice Scheme, and on the site's test track, he had the opportunity to drive one of the new London Underground S8 class trains being delivered for the Sub-Surface Circle, District, Hammersmith & City, and Metropolitan Lines.

£500,000 Revival for Rewley Road bridge

One of the oldest parts of Oxford's railway history, the old Buckinghamshire Railway swing bridge, is set to be the centrepiece of a landscaped area forming part of a new rail link to London, and the Oxford Preservation Trust has already raised £400,000 to restore it to its former glory.

Built in 1851 to a design by Robert Stephenson, the engineer behind the pioneering locomotive *Rocket*, the bridge has fallen into disrepair since it was last used by freight to the coal yard at the former Rewley Road station in 1985.

Chiltern Railways is now set to help create a landscaped space worthy of a scheduled monument, next to a new bridge carrying tracks for the planned Oxford to London Marylebone service, via Bicester. The plans, expected to cost about £500,000, envisage footpaths, wrought iron fencing and low-growing plants to open up views of the old bridge.

Below: Caught in the early morning light of the Bedfordshire countryside, Freightliner Class 90/0 No. 90044 provides the motive power for a Felixstowe to Ditton intermodal service on 25th February, as it passes Chelmscote, near Milton Keynes. *Roger Brown*

Work starts at Romsey on 'hi-cube' rail expansion

To enable 9ft 6in high-cube freight containers to be transported by rail, a three-month project to replace the bridge in Romsey that carries the A27 Southampton road over the railway is scheduled to start on 31st March.

The work, which will require the road to be closed, was originally scheduled to start in December last year, but after concerns were raised about the impact this would have on the busy Christmas trading period, Network Rail agreed to defer the work until the spring. A diversionary route is to be provided.

The bridge at Romsey is part of a project to upgrade the route between Southampton and Basingstoke, via Romsey and Andover, and requires 17 bridges to be demolished and rebuilt, the track to be altered at 11 locations, and the station canopies at Andover, Romsey and Whitchurch to be adjusted. Two redundant bridges will be demolished without being replaced and three further bridges will be modified without having to rebuild them.

Improved view at Great Yarmouth

Great Yarmouth station is benefiting from a recent facelift thanks to the attention of the local station team.

Greater Anglia's Ann Kirkham and Jane McLeman, of the Great Yarmouth Customer Service team, together with colleagues from the Customer Service North team have worked to plant a vast array of seasonal flowers in hanging baskets and tubs to bring some late-winter cheer to the station. The colourful plants and flowers were provided by local Norfolk firm Moulton Nurseries. The new plants and flowers are just one element of a broader programme of planned activity to improve the environment at the station for the benefit of passengers. This work includes a thorough deep clean of the station area, weeding, re-signage, re-marking of the car park and new display boards featuring local visitor information produced in association with the Royal Society for the Protection of Birds. Key local visitor attractions such as 'Pleasurewood Hills' and 'Sealife' will also feature in new displays at the station from the spring.

Above: **Colas Rail Class 47/7 No. 47749** *Demelza* **is pictured in 'top and tail' mode with Class 66/8 No. 66847 on the approaches to Poole on 24th February, working the 14:30 Weymouth to Eastleigh loaded scrap rail train.** *Justin Saunders*

Plans approved for demolition of iconic Cambrian Coast line bridge

The green light has been given to demolish the iconic Grade II-listed wooden viaduct at Pont Briwet, near Penrhyndeudraeth on the Barmouth branch.

The bridge, which has become too expensive to repair and provides a single track for both rail and road vehicles, is to be replaced within two years by a new concrete structure that is 18-metres wide instead of the current 8.5-metres structurethat will also include cycle paths.

The plans were agreed after Snowdonia National Park approved the demolition of the 1867-built bridge.

The new crossing is a joint project between Network Rail, Gwynedd council, Snowdonia National Park and the Countryside Council for Wales, and will for the first time, allow lorries and buses to cross the river at this point, instead of having to take an eight-mile long detour.

Below: **If we were not the nice people that we are, this could so easily be a super caption competition photograph, building on the "how many railwaymen does it take to change a light bulb" joke! In fact, the crew of Class 08 No. 08483 attempt to get the locomotive's headlight working shortly after mid-day on 22nd February, before hauling the 'Night Riviera' sleeper stock out of London Paddington. The original FGW Class 57/6 for the working, had already run light back to Old Oak and the 08 was a hastily summoned replacement.** *Ian Hall*

New Virtual Archive from Network Rail provides an insight into the past history of Britain's railways

Network Rail's National Records Centre in York is home to 65 members of staff, all looking after day-to-day operational plans, drawings and documents as well as the archive material that was inherited by Railtrack, and subsequently Network Rail, following privatisation in 1996.

The full railway archives are actually split between the National Records Centre, the National Railway Museum in York, and the National Archives in Kew. Back in the 1960s as part of the 'clean sweep' that took place, documents that were, in the main, deemed not to be required for operational purposes were handed over to the Kew archives as public records. Those that were operationally required, such as constructional drawings for bridges and viaducts were retained.

As part of plans to streamline processes for its operational records, as well as more efficiently managing access to the archive for the various internal departments, the National Records Centre was created in 2008, bringing together the previous 11 records offices (in Birmingham, Croydon, Gillingham, Glasgow, Manchester, Swindon, Waterloo and York) that were dotted around the country into one centralised location and for the first time, the company gained an official archivist.

Requests for documents covering a wide variety of aspects, from signalling diagrams through to station drawings, are received on a daily basis at York, from where staff will endeavour to search out the relevant documents. The centre is home to over five million individual items that form Network Rail's records, some of which date back to the start of the Railway Age in the early 1800s. The vast nature of the collection means that much of the information is digitally scanned on an as-required, as-requested basis. Specialist scanning equipment provides high quality images of the documents that can then be emailed out to the customer, in this case a Network Rail department or one of its contractors, quickly and easily. There is also the opportunity for engineers to visit the centre to check versions of the original documents.

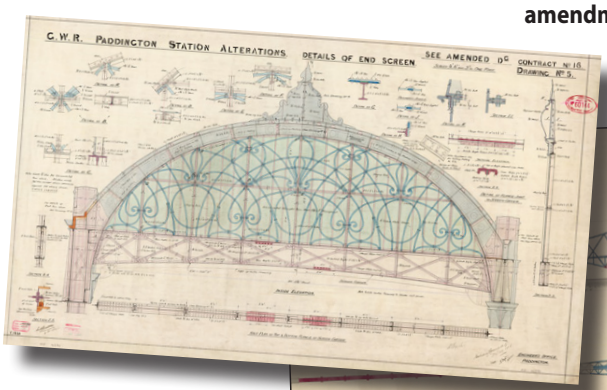
Left: **Network Rail Archivist, Vicky Stretch, reviews one of the drawings for London Paddington station, in the archive at York.** *Richard Tuplin*

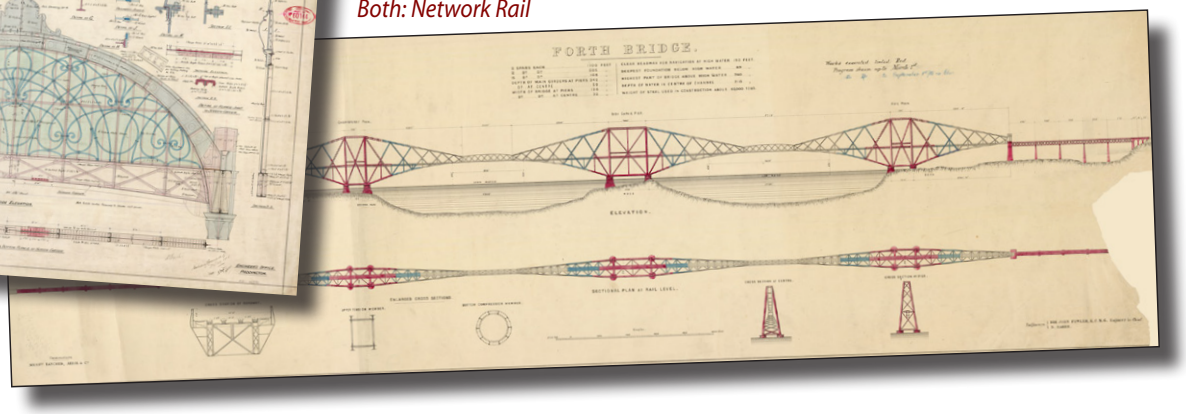
In the case of many of the older documents, the originals are very brittle or easily damaged. Where possible these are sent to an outside conservationist whose aim and skill is to carefully conserve and repair the original item so that it remains useable, while being preserved for future generations.

The archivist's job is to preserve

Left: **The variety of archive drawings that are contained within the Network Rail National Records Office is immense, many of them such as drawings for the Maidenhead Bridge for example, are still in day-to-day use. This drawing depicts amendments to the ends of the glass screens at Paddington.**

Below: **One of the original scale drawings depicting the Forth Bridge, prior to construction. The level of accuracy and detail is unbelievable.** *Both: Network Rail*





Above: The archives at York are not just all about diagrams and structural drawings, hidden among the treasures are several gems of illustrations, such as this drawing of the frontage of Bristol Temple Meads station. While the date of origin is not known, it was produced for the Great Western Railway. The new Virtual Archive website includes an entire section on Temple Meads, the drawings, its history and related projects. *Network Rail*

The online Virtual Archive has now been opened to the public and can be found by clicking here.

the collection, which not only dates back to the dawn of the railway age and is used on a day-to-day basis, but also includes many more modern items, such as financial reports, timetables and the latest operational diagrams for signalling and electrification, access to both of which are strictly controlled. The current archivist, Vicky Stretch, explains: "The history of the railway is so fascinating with some of the oldest records dating back to the 1680s and Charing Cross station with Sir Christopher Wren's signature. The drawings and documents we hold are by some of the world's greatest engineers, and are still important for engineers working today. While the drawings date from the earliest days of the railway they are still useful operational records today, as many show information such as foundations and original construction details. The drawings signed by Brunel of Box Tunnel tell us exactly how that tunnel was constructed and this is still important to the running of the railway today".

Network Rail is currently looking at ways in which they can make the archive more accessible to the public. Because of the volume of work that is undertaken at the site, public visits cannot be undertaken. Instead, the archive is slowly being made available online through a new 'Virtual Archive' website, which celebrates the heritage of today's railway infrastructure. The site will allow visitors to explore drawings and background information relating to some of the key structures throughout the network, such as the Forth Bridge and Paddington station, as well as information relating to projects of various engineers such as William Barlow, Robert Stephenson and Isambard Kingdom Brunel. Users are also encouraged to share topics and images with friends and family, and the site contains buttons for the most popular social media sites.

The website will start with a selection of drawings but additional items will be added over the coming months, and the site includes the ability to not only download a low resolution version of the images, but also to purchase prints or gifts displaying a specific drawing.

Below: A very small section of the many thousands of boxes that make up the records in York National Records Centre. *Richard Tuplin*

NEWS IN BRIEF

❖ Crossrail has shortlisted Laing O'Rourke, Hochtief UK Construction/Hochtief Solutions JV, Costain and Geoffrey Osborne for the £35 million contract to build the new Custom House station, the only above ground station within Crossrail's central section. Work on the former North London Line station site will commence early next year, with completion scheduled for 2018.

❖ ScotRail has announced a £75,000 project to install a wind turbine in the car park at Montrose, in order to generate eco-friendly power for the premises. The turbine mast will be 10 metres tall. The station will become the first staffed one in Scotland to produce its own wind-generated electricity when the 5kW turbine is erected this spring. The scheme is expected to create up to 9,000kWh of energy annually to help power heating, lighting and information signs at the premises. The project has been made possible with support from Transport Scotland. ScotRail worked with the Scottish Wildlife Trust last summer to install permanent bird-watching equipment at Corrour, allowing passengers to view rare birdlife, including pink-footed geese and red knot.

❖ c2c is looking for any would-be artists who want the chance to show off their talents on a very unusual 'canvas'. The TOC wants to update three large murals at Rainham station, and is inviting people to send in their designs. The top three creations will be chosen by a panel of judges and will be seen by thousands of passengers every year. The three murals are landscape and on both sides of the platform at the station. The winning designs do not need to be to scale and will be fitted to the walls on vinyls. The three winners will each receive a Kindle as their prize. Full details can be found by clicking here.

Network Rail proving run to the Harbour Branch

Above: As part of its network commitment, Network Rail is required to operate a minimum number of trains over routes, in essence to prove that the line remains open and usable by traffic. One such working occurred on the closed Folkestone Harbour branch on 24th February. Here, Intercity-liveried Class 73/1 No. 73205 *Jeanette* **climbs away from the Harbour.** *Patrick Seale*

Crossrail issues rolling stock tender

Four companies bidding for the Crossrail rolling stock and depot procurement have been issued with tender documents.

The four shortlisted companies are Bombardier Transportation (UK) Limited, Construcciones y Auxiliar de Ferrocarriles SA (CAF), Hitachi Rail Europe Limited and Siemens plc. All four have previously provided rolling stock to the UK rail network, and the contract will require around 60 trains to be constructed, able to carry up to 1,500 passengers with air-conditioning fitted as standard. The contract will be awarded in 2014.

The tender documents set out Crossrail's requirements for new high-capacity rolling stock and the associated depot at Old Oak Common.

Last summer, Crossrail announced that significant savings could be realised by introducing rolling stock to the rail network over a shorter period. Crossrail will now introduce rolling stock to the Great Eastern Main Line from May 2017, with the fleet progressively introduced to the existing rail network well in advance of services commencing through Crossrail's central section.

Tenders are due to be returned during this summer.

GBRailfreight wins Crossrail spoil contract

The Crossrail tunnelling contractor, BFK, has awarded GB Railfreight (GBRf) a major contract to move over one million tonnes of excavated material from the tunnel portal at Westbourne Park in West London to Northfleet in Kent.

The two-year contract, which starts this spring, will involve the company operating more than 860 trains between the two locations, and is also said to remove at least 50,000 lorry movements from the roads. GBRf plans to use up to two rakes of 27 JNA wagons hired from VTG, with two Class 66/7 locomotives dedicated to the Crossrail contract.

The first trial train is scheduled to run imminently, and will use the recently reinstated freight link from the North Kent Line for the first time, which has been reinstated specifically to assist with the removal of excavated material from Crossrail's western tunnels. The project to reinstate the freight line was overseen by Lafarge, which owns the Northfleet site. Excavated material from the Crossrail western running tunnels will be stockpiled at Northfleet, pending transfer by ship to regeneration sites, including a new 1,500-acre RSPB nature reserve at Wallasea Island in Essex.

When removal begins, excavated material from the tunnels will be loaded into wagons by conveyor belt at Westbourne Park, prior t o being moved to Northfleet.

New interchange planned for Wythenshaw

Transport for Greater Manchester has proposed a new £6.7 million interchange between local buses and the new Metrolink lines in Wythenshawe.

The plan would see the existing bus station moved to a new site outside Wythenshawe Forum, allowing a link-up with the new light rail line, as well as improved facilities.

A planning application is expected to be submitted to the council in the spring, and work could start early next year with the new facility opening by 2015, although the Metrolink line, which will run through to Manchester Airport, will not open until 2016.

A video clip and fly-thru of how the new Wythenshaw interchange could look, if permission is granted, is available from the TfGM website, by clicking here.

First steam to LUL Lille Bridge Depot in 41 years

A sight that, it is understood, has not been seen at Lille Bridge Depot or on the top half of the Circle Line since steam on London Underground ended in 1971, occurred overnight on 25th February.

In preparation for the 150th anniversary of the Underground next year, the company used LSWR Beattie Well Tank 2-4-0 No. 30587 from the Bodmin & Wenford Railway on a test working along parts of the District and Circle lines after the final passenger working of the day on the route.

The trial was in preparation for a series of special workings next year, and allowed LUL staff to test fire detection systems and gain knowledge of some of the issues involved in operating steam through sub-surface stations. The train operated from Lille Bridge Depot, through Earls Court and Edgware Road to Baker Street, with the 'Beattie' propelling the train between the latter two stations. The formation comprised a Battery Electric locomotive, *Sarah Siddons* (as a passenger carrying vehicle), No. 30587, a flat wagon (providing emergency water supplies) and a further Battery-Electric locomotive.

Top: After arrival from Bodmin, LSWR 2-4-0WT No. 30587 stands in Lille Bridge Depot alongside Battery-Electric No. 26.

Middle: With the sun-shining, the 'Beattie' is pictured outside the depot at Lille Bridge, believed to be the first locomotive in steam at this location since 1971. *Christopher George*

Left: In the middle of the formation, No. 30587 and Metropolitan Railway *Sarah Siddons* **pass Edgware Road in the early hours of 26th February, during the text run.** *Kim Rennie*

HRH Prince Charles visits Great Yarmouth

Below: Class 67s Nos. 67005 *Queen's Messenger* **and 67006** *Royal Sovereign* **arrive at Great Yarmouth with HRH The Prince of Wales onboard. This was the first the Royal Train into East Anglia for six years and believed to be only the second ever visit of a Class 67 to the resort.** *Antony Guppy*

New Freightliner Class 70 Powerhaul locomotives enter traffic

Below: Having moved to Freightliner's workshops in York for commissioning, the final two Class 70s of the current build, Nos. 70019 and 70020, were transferred back to Leeds Stourton, before being moved to Crewe within the consist of a Leeds to Crewe Basford Hall intermodal on 25th February, powered by Class 66/5 No. 66516, pictured passing Mirfield. Having worked a 'route learning' trip the previous day, No. 70019 entered revenue earning service on 28th February on Crewe to Ditton intermodal workings, while classmate No. 70020 was light engine to Garston the same day, prior to working an intermodal service back to Basford Hall at Crewe. *Gavin Morrison*

Refurbished Rotherham Central opens

Passenger facilities at Rotherham Central station opened to the public on 24th February as part of an £8.5 million redevelopment, including a new ticketing office, waiting room and entrance, new lifts and stairs providing better access for passengers in general.

Contractors are remaining on site until about Easter to complete works to Platform 1 and rebuild the station car park, after which point further landscaping works will take place between the car park and the canal before an official station opening ceremony will take place in the summer.

Investment in the redevelopment has come from a number of sources, including SYPTE, Network Rail, the Department for Transport and the European Regional Development Fund.

£3.5 million project at Crystal Palace

Work to completely refurbish London Overground's Crystal Palace station and make it fully accessible is to begin within the next few weeks at a cost of £3.5 million.

When completed during the coming summer, the 11,000 passengers using the station each day will benefit from three new lifts from ticket hall to platform level, improved CCTV, customer information screens, a PA system, and new signage. The Grade II listed ticket hall will also be refurbished with the remainder of the work completed in 2013.

The station was originally built in 1854 to serve visitors to the nearby spectacular Crystal Palace building, relocated from the Hyde Park Great Exhibition of 1851.

New Freight Flow starts

IWT (International Warehousing and Transport) company have now introduced an extra intermodal service from Dublin to Ballina and the same in the other direction.

The new service runs on Wednesdays Only as the 11:05 Ballina to North Wall, returning as the 12:00 North Wall to Ballina on a Thursday. The new train uses the DFDS wagon set, which would otherwise be idle on these days.

The flow is in addition to the existing IWT workings which operate Monday to Friday 08:15 Ballina to North Wall and 09:30 North Wall to Ballina.

There are expected to be further new intermodal services introduced in the coming months.

New Intercity services

Following approval of changes by the National Transport Authority, a new morning direct Intercity service from Nenagh to Dublin, starts on 5th March.

The train will make use of the connecting track at Ballybrophy, although it is only available in the 'up' direction. The new service is one of a number of changes that will benefit users of the Nenagh branch line, serving Castleconnell, Birdhill, Nenagh, Roscrea and Cloughjordan, and there will also be improvements to Limerick/Dublin services and Kildare commuter services.

The additional service on the Nenagh branch starts from Limerick at 05.15 and will be formed of a three-car 22000 class set.

News Breif

■ The 19:43 Great Victoria Street to Londonderry service was involved with a fatality at Coldagh L.C, a mile north of Ballymoney, involving newly delivered 4000 Class No. 4001.

Main line locomotive failure hits RPSI

Above: GSR 2-6-0 No. 461 ran light from Whitehead RPSI to Dublin Connolly, ready to be in position for next week's steam special to Maynooth followed by a two-day excursion to Wexford at the end of March. Unfortunately, No. 461 failed at Dundalk, apparently with problems with the 'big end' and as *Railway Herald* went to press had not yet been recovered. GSWR 0-6-0 No. 186 is expected to run south on 29th February as a replacement locomotive for the shuttles to Maynooth. *Gordon Hawkins*

Below: Following a shortage of Class 3000 and Class 4000 DMUs, NIRailways were forced to return one of its 'Thumper' DEMU sets, No. 455 back to the Portrush branch, allowing the Class 3000 that was being used on the branch to be redeployed elsewhere. The 'Thumper' ran empty stock from leaving York Road on on 24th February. It is pictured nearing Coleraine on the six-mile branch with the 13:33 serivce from Portrush. *Chris Playfair*

Princess Elizabeth to star in Thames Pageant for HM The Queen

Very appropriately, it has been announced that Stanier 'Princess Royal' Pacific No. 6201 *Princess Elizabeth* **will be one of the stars of the Thames Diamond Jubilee Pageant, which is due to take place on Sunday 3rd June to celebrate the 60th anniversary of the accession to the throne of HM Queen Elizabeth II.**

Before imaginations become too challenged, however, we need to state that the LMS Pacific will not be seen floating down the Thames, but instead positioned on Battersea Railway Bridge, adjacent to Chelsea Bridge, which is the point where the flotilla of around 1,000 vessels led by the Royal Barge carrying HM The Queen will set off for their triumphant procession down river to Greenwich Royal Naval College. A number of blasts of No. 6201's whistle will herald the commencement of the pageant, which will be unquestionably one of the highlights of the Diamond Jubilee celebrations.

The opportunity for No. 6201 to take part in this high profile event is down to serendipity; firstly the locomotive was named *Princess Elizabeth* when first built, 12 years prior to the then Princess ascending to the throne following the death of King George VI. Secondly, the locomotive will be available this year only by virtue of an extension to its boiler certificate, which will allow continued main line operations, and in turn permitted Vintage Trains to operate a charter to the pageant from Solihull to Kensington Olympia on 3rd June. Finally, the train times have created a situation whereby the Stanier Pacific will conveniently be in the process of being turned by way of the triangle where the West London line meets the main lines to Victoria and Waterloo at Clapham Junction. With the co-operation of Network Rail, Ben Mason of Vintage Trains told *RH* that it has been possible to create an opportunity for 'Lizzie' to be positioned on Battersea Bridge for a short period of time to coincide with the planned start of the pageant, which is officially set at 14:30.

Vintage Trains contacted the organisers of the pageant to sound out the possibility of including No. 6201 in the event, which resulted in its role as 'starter' being agreed. With the world's media focusing on the event it should prove to be a major marketing coup for both Vintage Trains and more importantly, the 6201 Princess Elizabeth Locomotive Society (6201PELS).

Without doubt, the acquisition of the boiler certificate extension will ensure that 2012 will be a year to remember for the 6201PELS. The extension allows for up 30 steamings from a cold start or until the end of the year, whichever is sooner, and has presented an opportunity to earn some significant cash towards the next overhaul. The society's Chairman, Clive Mojonnier has said that they had not agreed to any main line work until such time that the boiler extension had been secured, and have since taken on jobs with Vintage Trains, whose Tyseley-base is now the home of No. 6201, and Steam Dreams. He added that it was also not a case of withdrawing from the RTC Crewe-based pool, as due to awaiting the outcome of the boiler certificate extension application, it was more a case of never being part of the pool in the first place. It is believed that John Cameron's 'A4' No. 60009 *Union of South Africa* will now be positioned at Crewe, and will join No. 46233 *Duchess of Sutherland*, No. 70013 *Oliver Cromwell* and 'Black 5' 4-6-0 No. 45305.

Looking ahead, Vintage Trains has said that there remains availability on its 24th March 'Double Lickey Banker' from Solihull to Bristol Temple Meads, which features No. 6201 being 'banked' on the ascent of the Lickey Incline by Tyseley's Pannier's Nos. L94 (7752) and 9600. Later in the year *Princess Elizabeth* is expected to feature for Steam Dreams, but the only confirmed date at present is 26th July from Northampton to Winchester. The locomotive is also due to make a first-ever visit to Swanage on Thursday 19th April, also for Steam Dreams, on a charter from Banbury, while two days later there will be some serious hill-climbing over Standedge and Copy Pit on Vintage Trains' 'Red Rose'. One for the diary, which may be the locomotive's valedictory working, is an outing for Vintage Trains on 27th October, and one week after, an appearance at Tyseley's Autumn Open Day.

UK Railtours heads to the North West with electric traction

Below: DB Schenker Class 90 No. 90035 crosses the River Weaver on Dutton Viaduct, near Acton Bridge, with UK Railtours' 'Grand Cumbrian Panorama' charter on 25th February. Class 67 No. 67026 was on the rear and took charge from Preston, where the train reversed in order to gain access to the Settle & Carlisle line, via Blackburn and Hellifield. *Nigel Capelle*

A full round-up of all known forthcoming charter and excursion trains can be found on our website at www.railwayherald.com/railtours

Forthcoming Charter Workings

The details shown in the following table were believed to be correct at the time of going to press. Not all pick-up and set-down points are shown, please contact the tour operator concerned for fare and ticket information.

Thursday 1st March 2012		
Steam Dreams	6024	London Paddington-Maidenhead-Reading-Cardiff & return
VSOE	2xDRS 47	Cardiff Central-Swansea Loop West-Kidwelly-Clarbeston Road-Bridgend-Barry-Cardiff Central
Friday 2nd March 2012		
VSOE (Northern Belle)	2xDRS 47	Cardiff Central-Swansea-Llanelli-Carmarthen-Fishguard Harbour and return
Saturday 3rd March 2012		
Pathfinder Tours	DBS 67	Birmingham Intl-Stourbridge Jn-Kidderminster-Cheltenham Spa-Bristol Parkway-Bristol TM-
	6024	Bristol TM-Swindon-Reading-London Paddington-Reading-Swindon-Bristol TM
	DBS 67	Bristol TM-Bristol Parkway-Cheltenham Spa-Worcester Shrub Hill-Kidderminster-Birmingham Intl
Railway Touring Co.	70013	London King's Cross-Retford-Whisker Hill Jn-Worksop-Dinnington Jn-Scunthorpe-Cleethorpes
	WCRC 47	Cleethorpes-Grimsby-Ulceby-New Holland
	70013	New Holland-Ulceby-Barnetby-Market Rasen-Lincoln-Newark Northgate-Grantham-Peterborough
	2xWCRC 47	Peterborough-Huntingdon-Potters Bar-London King's Cross
Statesman Rail	2xWCRC 47	Hereford-Craven Arms-Whitchurch-Crewe-Carlisle-Beattock-Crianlarich-Rannoch-Fort William
UK Railtours	DBS 67	London King's Cross-Potters Bar-Peterborough- York
	70000	York-Leeds-Skipton-S&C-Carlisle
	DBS 67	Carlisle-Hexham-Durham-York -Peterborough & return as outwards
VSOE	35028	London Victoria-Staines-Virginia Water-Guildford-Shalford-Redhill-East Croydon-London Victoria
VSOE (Northern Belle)	2xDRS 47	Bristol TM-Bath Spa-Swindon-Didcot Parkway-Reading-Kensington Olympia and return
Sunday 4th March 2012		
Statesman Rail	To be confirmed	Fort William-Crianlarich-Carlisle-Preston-Crewe-Whitchurch-Craven Arms-Hereford
VSOE (Northern Belle)	2xDRS 47	Birmingham Intl-Gloucester-Lydney-Abergavenny-Craven Arms-Cosford-Bescot Stadium-Birmingham Intl
Saturday 10th March 2012		
Pathfinder Tours	DBS 67	Bristol TM-Cheltenham Spa-Wolverhampton-Stafford-Crewe- Preston-Shap-Carlisle
	70000	Carlisle-S&C-Blackburn-Wigan North Western-Warrington Bank Quay-Crewe
	DBS 67	Crewe-Stafford-Birmingham New St-Barnt Green-Cheltenham Spa-Bristol Parkway-Bristol TM
Railtourer	2xWCRC 47	Doncaster-Retford-Newark Northgate-Grantham-Peterborough-Bath Spa-Bristol TM & return
Railway Touring Co.	2xWCRC 47	Cleethorpes-Scunthorpe-Wakefield Kirkgate-York-Newcastle-Blyth & Tyne-Morpeth-Newcastle-York
	To be confirmed	York-Hatfield & Stainforth-Crowle-Scunthorpe-Barnetby-Grimsby-Cleethorpes
Statesman Rail	2xWCRC 47	Nottingham-Alfreton-Chesterfield-Chinley-Stockport-Bolton-Preston-Carstairs-Crianlarich-Fort William
Steam Dreams	60163 & 6024	London Paddington-Newbury-Taunton-Exeter St.Davids-Totnes-Plymouth-Exeter St. Davids-Taunton
	60163	Taunton-Newbury-Reading-London Paddington
Steam Dreams	To be confirmed	London Paddington-Reading-Newbury- Taunton then to Minehead **CANCELLED**
Vintage Trains	47773	Tyseley WR-Birmingham NS-Wolverhampton-Stafford-Crewe- Preston-Carnforth
	5043 & 6201	Carnforth-Shap-Carlisle-Carlisle-S&C-Blackburn-Crewe
	47773+5043 & 6201	Crewe-Stafford-Wolverhampton-Birmingham NS-Tyseley WR & return as outwards

Please mention** Railway Herald **when speaking to train operators, and remember charter operators need your support

Railtour Spotlight *by John Whitehouse*

The Spotlight this week falls not so much on a specific tour, but more on a specific locomotive, the ever-popular 'King' No. 6024 *King Edward I*, **which will shortly be retired from main line action upon the expiry of its main line ticket.**

However the 'King' will be bowing out in style, and in the coming few days features on two high profile tours, which either run from, or to London Paddington. First away, on St David's Day, 1st March, is Steam Dreams 'St David's Day Cathedrals Express', which works from Paddington to Cardiff, via Reading and Bath Spa, on the outward leg, and returns via Lydney, Gloucester and the Sapperton route. A worthy itinerary for a 'King' indeed, and for the 'Help for Heroes' charity, which will be benefitting from the proceeds of the train in lieu of the sadly cancelled working from Hereford to Birmingham and Paddington with Nos. 6024 and 60163 *Tornado*, which would have celebrated the 40th anniversary of the breaching of BR's steam ban.

While the 'Cathedrals Express' skirts Bristol by way of North Somerset and Dr Days Junctions, Pathfinder's 'Bristolian' on 3rd March has No. 6024 steaming out of Temple Meads for a direct run to London Paddington, via Bath Spa, Chippenham and Swindon, which has the potential for a fast approach to the Capital. The return is similarly routed, while the tour itself originates diesel-hauled at Birmingham International.

Meanwhile, also on 3rd March, the bracing (or, at this time of year, very bracing) North Sea resort of Cleethorpes is the destination of the Railway Touring Company's 'Lincolnshire Poacher' from London King's Cross. After the customary dash along the East Coast Main Line, this train takes an interesting route to Retford, where it diverts via Worksop at the delightfully named Whisker Hill Junction. Some rare track follows a water stop in Worksop Yard, as the train is booked to take the old South Yorkshire Joint Line from Dinnington to Kirk Sandal Junctions, via Maltby Colliery, which avoids Doncaster, and then runs through Hatfield and Stainforth, Scunthorpe, Barnetby and Grimsby to Cleethorpes.

The normal procedure on the return, due to lack of steam locomotive turning facilities at or near Cleethorpes, is to diesel-haul the train as far as Ulceby, to use the triangle there, to again place the steam locomotive at the helm. Plans to proceed further down the branch from Ulceby to New Holland Town have been cancelled, so with 'Britannia' Pacific No. 70013 *Oliver Cromwell* again in charge, the return back to Newark is via Lincoln, with steam giving way to diesel-traction at Peterborough for the final miles back to King's Cross.

Last of the Winter 'CME's

Above: BR Standard 7MT Class Pacific No. 70013 *Oliver Cromwell* **approaches Ais Gill summit in poor light conditions, with return leg of RTCs last 'Winter Cumbrian Mountain Express' railtour of the season on 25th February.** *John Woolley*

Great Eastern Freighter is good prospect for September

Charity Railtours proposed 'Great Eastern Freighter' looks as if it will now be rearranged for a Saturday in September.

The organiser expects to be able to confirm a date shortly with the good news that tour should visit all the places that attracted so much positive attention when first announced. In order to meet a tight timing schedule, the plan is to leave Eastleigh around 05:50, and pick up outwards at Basingstoke, Acton, Stratford, Colchester and Ipswich, before proceeding to Ely, where the train will reverse ahead of a visit to the Mid-Norfolk Railway through to its northern terminus at Dereham for a break before returning to the main line and heading to Norwich, where a break of an hour has been requested. The train will then head south to Ipswich, and then via Felixstowe Beach, to visit the Port Of Felixstowe, for which special dispensation from the Port Authority has been granted. On the return, the highlights include a diversion to Griffin Wharf terminal at Ipswich, together with visits to Parkeston Carriage Sidings and Harwich Town, before returning to Eastleigh. DRS Class 37s should feature throughout with DBS Class 60 and 66 traction also being employed where reversals are required. Tickets are competitively priced at £85 First Class and £65 Standard, with a £10 reduction for passengers joining at Stratford and beyond.

The tour is being organised by DBS driver, Dennis Barnes, and all proceeds will be donated to the Alzheimer's Society. We wish Dennis every success in raising a significant amount of money for this very worthy cause.

Below: Class 86/2 No. 86259 *Les Ross* **speeds through Tamworth Low Level on 25th February, with the 'Winter Cumbrian Mountain Express' heading for Carnforth, where BR Standard 7MT No. 70013** *Oliver Cromwell* **would take over.** *John Edkins*

VIDEO FOOTAGE

GWR Prairie Tank to visit Mid-Norfolk for 2012 summer steam season

GWR 4500 Class 2-6-2T No. 5526, normally based on the South Devon Railway, is to visit the Mid-Norfolk Railway for the summer.

Owned by 5526 Ltd, the locomotive will be heading to Norfolk to work the summer steam service from late May until the end of August, joining previous resident GWR 9400 Class 0-6-0PT No. 9466.

Steam services commence on 2nd June and operate until 27th August. Five trips will operate each day on weekends during the school holidays in the high summer season, as well as Wednesdays between 18th July and 22nd August.

Elsewhere, the railway has announced that its 'Stratford Depot Weekend' will take place on 5th-7th May, followed by a 'Southern Gala' on 19th/20th May, with a 'Steam Gala' on 13th-15th July and the 'Class 47 Golden Jubilee' on 21st-23rd September. The enthusiasts programme concludes with a 'Multiple Matters' weekend on 20th/21st October.

All steam 1960s event for Great Central

The Great Central Railway special 1960s event this year, takes place between 30th March and 1st April, and is set to have up to seven steam locomotives in action, the first time the gala has been all-steam.

All the motive power will be appearing in authentic 1960s livery, and there will be no less that 71 movements from Loughborough on the Saturday, featuring a mix of freight, parcels, mail and passenger trains.

Unique to the GCR, the always-popular 'pick-up goods' can be experienced on both Saturday and Sunday, recreating the way freight was delivered around Britain's railways in the 1960s. The railway's popular 'twilight show' is set to be the highlight of Saturday evening as dusk falls at Quorn, with freight trains, passenger trains, double headers and turntable demonstrations.

Topping the list of motive power is Hunslet Austerity 0-6-0ST No. 22, visiting from the Nene Valley Railway, while newly restored Ivatt 2MT 2-6-2T No. 46521 also forms part of the line-up.

The weekend will be one of the last opportunities to see GCR O4 class 2-8-0 No. 63601 in action, as the 100-year-old National Railway Museum-owned loco is to be withdrawn from service during the summer pending an overhaul.

Among the other motive power to feature at the event are LMS 3F 0-6-0 No. 47406, BR Standard 2MT Mogul No. 78019 and SR 'King Arthur' 4-6-0 No. 30777 *Sir Lamiel*. This will also be the last major gala for GWR 'Hall' 4-6-0 No. 4953 *Pitchford Hall*, which will soon be moving to the Epping & Ongar Railway.

A limited number of footplate passes are available between Loughborough and Leicester for £45 (excluding gala ticket), and applicants are asked to register their interest by calling 01509 632315. Passengers arriving in style via vintage car or bike can enjoy discounted travel tickets, and should call 01509 632315 to book a place.

Below: Having recently returned to steam and now carrying unlined BR black livery, LNWR 'Coal Tank' No. 58926 is turned on the table at Keighley while taking part in a photographic charter on the Keighley & Worth Valley Railway on 22nd February. *John Whitehouse*

NEWS IN BRIEF

■ The Heaton Park Tramway in Manchester has relaunched an appeal to raise £30,000 to fund the construction of a dedicated tram shed. Planning permission for the structure has already been granted and initial ground clearance work has started, but further developments cannot continue without additional funding. Click here for further details.

■ The Paignton & Dartmouth Steam Railway has been given planning permission to construct a new halt near the village of Galmpton. Construction work on the new stop, to be called Greenway Halt, will start immediately and the halt is aimed at passengers wishing to visit Greenway House and Garden, Dame Agatha Christie's former home, situated less than a mile along the road from the halt. A woodland walk will lead visitors to the house and garden, and the walk has views across the River Dart.

■ The North British Locomotive Preservation Group project to construct a Class B17 'Footballer' 4-6-0 No. 61662 *Manchester United* first mooted in 2008, is back underway after Manchester United FC featured the project in its match programme and on its website. Rather than building a new locomotive, the group has decided to build a new copy, selecting No. 61662 *Manchester United*. The choice may come as a surprise to some, as the original engine, LNER No. 2862, was built by Robert Stephenson & Co in Darlington in 1937. However, its construction was based on the original NBL design and North British also had a very close direct connection with Manchester via Sharp Stewart. This company built more than 3,000 steam locomotives at its Atlas Works in Manchester over a 50-year period, before moving north to Glasgow and becoming a major constituent of the North British combine. Further details are available here.

Restoration of Aln Valley Railway moves forward

A major milestone in the revitalisation of the Aln Valley Railway (AVR), between Alnmouth and Alnwick, took place at Alnwick Castle on 22nd February, with the signing of the lease between the Aln Valley Railway Trust and the Duke of Northumberland.

The lease allows the first construction elements of the railway to begin almost immediately, with a view to having some limited running of short trains by the end of this coming summer. Access to the original Alnwick station is no longer possible, as part of the trackbed was breached for the construction of the A1 Alnwick by-pass, and a supermarket has been built on another part of the former line. The AVR will, therefore, be building a new station at a site known as Lloyd's Field, close to the A1 and adjacent to both the original line and the Lionheart Trading Estate. A curved track will link the new station to the former alignment, allowing trains to reach a terminus adjacent to the East Coast Main Line at Alnmouth for Alnwick station. This, however, lies well in the future, and initial works will concentrate on the new operating base and station site, which will be called Alnwick (Lionheart).

Meanwhile over the winter, AVR members carried out vital remedial work on the former trackbed, which has involved improvement to the drainage and the cutting back of vegetation. The Northumberland Estates granted a special licence for this and for the digging of some test pits to determine the underlying ground conditions. The results helped create an accurate assessment for the main tender of levelling the station site, and work has also continued at two other locations. At Wooler, considerable progress has been made with the repair and refurbishment of rolling stock, and the locomotive shed there is a 'kit of parts' ready for erection at Lionheart, as is the water tower.

Meanwhile at Longhoughton, track panels are being assembled for transport to Lionheart as soon as vehicle access is possible. Some panels, purchased from Network Rail, and other rail items donated by the National Railway Museum at York, will move north shortly.

Restoration of the railway line was first mooted in the mid-1990s, and as already stated, it is hoped that the railway will be able to start running trains later this year, albeit on a short length of track, and join the list of Britain's Heritage Railways. In doing so it will also add to the attractions of the Alnwick area. Potential volunteers or donors should contact the Aln Valley Railway's Secretary, Mark Hayton, via secretary@alnvalleyrailway.co.uk or via the Railway website.

Duke of Gloucester damaged in shunting incident

It has been confirmed that BR Standard 8P Pacific No. 71000 *Duke of Gloucester* **was damaged during an incident at the East Lancashire Railway on 26th February.**

Although the ELR declined to comment due to the ongoing investigation into the incident, *Railway Herald* believes that the locomotive sustained front-end damage when it was involved in a low-speed shunt with LMS 'Black 5' No. 45231 *Sherwood Forester,* while in the yard at Bury. Phoenix Heritage Rail Ltd has confirmed that it has withdrawn *Duke of Gloucester* from Steam Dreams London-Plymouth-London charter on 10th March, and in a statement on its website added that until investigations have been conducted regarding damage sustained it is not possible to say how the rest of the locomotive's 2012 programme will be affected. It is understood that GWR 'King' No. 6024 *King Edward I* is the likely replacement for the 'Duke' on the 10th March trip with 'A1' Pacific No. 60163 *Tornado*.

Below: At a murky Irwell Vale, SR 'Lord Nelson' 4-6-0 No. 850 *Lord Nelson* **and LMS 'Black 5' No. 45231 head the 10:53 service towards Rawtenstall during the Steam Gala Weekend on 26th February.** *Gerald Nicholl*

Above: **GWR 'Large Prairie' 2-6-2T No. 5199 gets to grips with the steep climb to Ipstones Summit on the Cauldon Lowe line. This was the first train of the Churnet Valley Railway's steam weekend. The event marked the locomotive's last appearances at the line before its return to Llangollen.** *Andrew Fowler*

Successful gala for Churnet Valley despite loco issues

The Churnet Valley Railway's Cauldon Lowe Steam Weekend took place on 25th/26th February, with a 90-minute interval passenger service in operation over the 13.5 mile stretch between Kingsley & Froghall and Cauldon Lowe.

The route between the latter and the CVR's normal operating terminus at Cheddleton is currently little used, and only sees passenger trains during special events. However, its steep gradients - as severe as 1-in-40 between Leekbrook Junction and the summit of the line at Ipstones - make it a popular attraction on gala days.

Following the withdrawal of previously-announced visiting Stanier 'Black 5' No. 44767 with firebox defects (as detailed in last week's issue of *Railway Herald*), the roster was reduced to two locomotives, namely GWR 5101 Class 2-6-2T No. 5199 and LMS 'Black 5' 4-6-0 No. 45379. The locomotives were the first to work passenger trains to Cauldon Lowe without the need of a diesel on the Cheddleton end of the train, as the event also marked the opening of the newly-installed run-round loop at the terminus. With trains no longer double-headed, loadings were limited to four or five coaches on the tortuous route, but all workings were well patronised and the lineside was well populated as well. The performances of the 'Prairie', which was undertaking its last outings on the CVR prior to returning to its home base at Llangollen, were perhaps the most notable, notwithstanding its theoretically inferior power in comparison with the Stanier machine.

Below: **Stanier 'Black 5' No. 45379 passes beneath the attractive sandstone bridge by Lower Lady Meadows, near Bradnop, en route from Cheddleton to Cauldon Lowe on 25th February.** *Andrew Fowler*

Open Day for Keith & Dufftown Railway

The Keith & Dufftown Railway (K&DR) will be holding an Open Day on 31st March at the Dufftown centre to show what has been achieved to date and to attract more members to enable the line to achieve more.

As part of the event the railway will run a train along its 11-mile route to Keith to show what the line has to offer, as well as showing its proximity to Keith station on the ScotRail's line between Aberdeen and Inverness.

The Keith & Dufftown Railway site at Dufftown has ample parking available, and visitors can check the website at www.keith-dufftown-railway.co.uk for further details of what will be on offer during the Open Day. The Railbus group is expected to be in attendance, as it details progress of its restoration of the 'Pacer' prototype No. 140001, which has been in open store at Dufftown since its arrival in the 1990s.

The support group already has a complete engine and an engine block in store, but examination has confirmed that the braking system needs a complete rebuild, for which some parts have been secured. Also the airtanks need further examination, and the condensation effects from open storage mean that the cabs will need refurbishment and seating replaced. The problem of open storage is expected to be eased once the Shed Appeal succeeds in raising the outstanding £8,000 to purchase a building that will allow the current stock to be fully serviced, as well as providing facilities for undertaking body repairs and a repaint to the unit.

The 140 was the forerunner of the Class 141s.

Above: GNR 0-6-2T No. 1744 stands at a rather deserted platform at Loughborough on 25th February, awaiting departure with the 10:00 service to Leicester North. It would appear however, from the destination board, that the train has already arrived at its destination before it has left! *Peter Sikes*

Foxfield launches appeal for *Lewisham*

The Foxfield Steam Railway (FSR) has initiated an appeal to help fund the restoration of its popular Bagnall 0-6-0ST *Lewisham* **in the hope of steaming it in 2015 as part of the FSR's 50th anniversary celebrations.**

The locomotive was built by the local firm of W.G. Bagnall of Stafford in 1927 to works number 2221 and delivered new to the Shropshire Beet Sugar Company at Alscott (near Wellington) in Shropshire. It was named after Lord Lewisham, Director of the company until the creation of the British Sugar Company in June 1936, and continued in service until replaced by Class 04 No. D2302 which was purchased from British Railways in 1969.

The locomotive is unusual in that it has a low running plate, small diameter driving wheels and Bagnall Price valve gear – an unusual feature on Bagnall standard gauge locomotives hence the reluctance of the company to scrap it and their original thought to have it plinthed for display in Shrewsbury. Fortunately, this idea was dropped and the company donated it to the FSR, where it arrived in November 1970.

Since its arrival it has operated in a variety of guises and liveries and the FSR is now seeking to return it to traffic in time to celebrate the FSR's 50th anniversary and is appealing for funds to complete the task.

Details of the appeal can be found at the FSR website.

Chicken curve stablisation work continues

The Gloucestershire Warwickshire Railway (GWR) issued a progress report on February 24 to outline the current progress on the operation to stabilise the landslip at Chicken Curve which has effectively split the line into two sections.

Despite the inclement weather the project team has been able to set up the site and begin the drainage works on both the Chicken Farm (Down) side and the Ireley Grounds side of the embankment; once installed the deep dig can start on the major repair.

Work to remove the top of the formation has already revealed copious amounts of poor quality slag and ash (including furnace slag) which was frequently used in the days of steam and mixed with currently available materials to provide infill. In addition, areas of concrete that had been poured on the top of the embankment to stabilise earlier slippages have also been found.

A progress meeting was held on site on 23rd February, when a trial hole was dug in the top of the main slip to reveal three to four metres of ash and slag infill that had been used to repair previous slips. The trial hole quickly filled with water but this was trapped in the ash because previous subsidences had created a dish shape in the clay centre of the embankment. An on-the-spot decision was made to ask the contractors to dig a small drainage trench into the centre of the embankment to drain this water once the Chicken Farm toe drainage had been completed. Completion of the drainage will also allow the main slip dig to commence and preparations to begin for the soil nailing.

Exposure

A selection of the best photography from across the country

Old Colours, New Operators

Above: Now working for GBRf, Class 66/7 No. 66743 in de-branded Colas livery passes Basingstoke with a Mountfield to Southampton Western Docks empty gypsum working on 21st February. This was the last run of the locomotive, prior to entering Eastleigh Works for repainting into GBRf colours. *Chris Wilson*

Below: Still carrying DRS livery, but now operated by Freightliner Intermodal, Class 66/4 No. 66418 has charge of a Southampton to Cardiff Wentlog intermodal service as it passes Newport on 18th February. *Rob Jefferys*

Multiple Variety

Above: Class 507 No. 507027 arrives at Cressington with the 09:58 Southport to Hunts Cross service on 24th February. *John Balaam*

Below: The attractively painted signal box at Beckingham, just north of Gainsborough on the line to Doncaster, contrasts nicely with the brightly coloured East Midlands Trains Class 153 No. 153321 as it passes with a Lincoln to Doncaster service. *Brian Hall*

Class 90 on the 'Royal Scot'

Above: EWS-liveried Class 90 No. 90035, now operated by DB Schenker, powers the 'Great Cumbrian Explorer' UK Railtours trip north through Rugeley Trent Valley on 25th February. The s-bend on the West Coast Main Line at this point being clearly visible, and the length of the train means that while the the '90' is leaning into the left hand bend, Class 67 No. 67026 on the rear is still leaning in the opposite direction as a result of the cant on the track to allow higher speeds to be attained. *John Whitehouse*

Multiple Variety

Above: Still showing signs of its Anglia Railways heritage, Greater Anglia-branded Class 170/2 No. 170272 heads west out of March, working the 11:55 Ipswich to Peterborough service on 26th February. *Kev Gregory*

Below: Now in service with Northern Rail after transfer from Scotrail, Class 322/4 No. 322481 arrives at Leeds with an all-stations service from Doncaster on 23rd February. *Martin Coles*

ECML Diversions

Above: **With the leading powercar carrying the latest East Coast silver colour scheme, and the set in the previous National Express livery with East Coast branding, Class 43/2 No. 43311 approaches Beckingham level crossing, between Doncaster and Gainsborough, with a early-evening diverted service on 25th February.** *Brian Hall*

Below: **DB Schenker Class 67 No. 67019 arrives at Doncaster on 25th February hauling a Class 91 and Mk4 set. The train was one of several diverted as a result of weekend engineering work.** *Peter Lovell*

TURNING THE CLOCK BACK

London Paddington

In the latest installment of this continuing series, Brian Morrison looks back to the 1950s around Brunel's Paddington terminus.

Paddington station first opened for passengers in 1841 and consisted of just four platforms, previously having handled goods traffic from September 1839.

As the Great Western Railway expanded, it became clear that the original structure was insufficient to handle the number of trains necessary, and current station was designed by Brunel and his colleague, architect Digby

Above: **The 12.30 Paddington to Weston-super-Mare express departs from the London terminus on 3rd August 1958, and travels under Ranelagh Bridge, hauled by 'Castle' class 4-6-0 No. 7013** *Bristol Castle*, **a view taken from the signal box.**

Right: **'Star' class 4-6-0 No. 4060** *Princess Eugene* **departs from Paddington on 24th March 1951, hauling the 'Torbay Express'.** *Both: Brian Morrison*

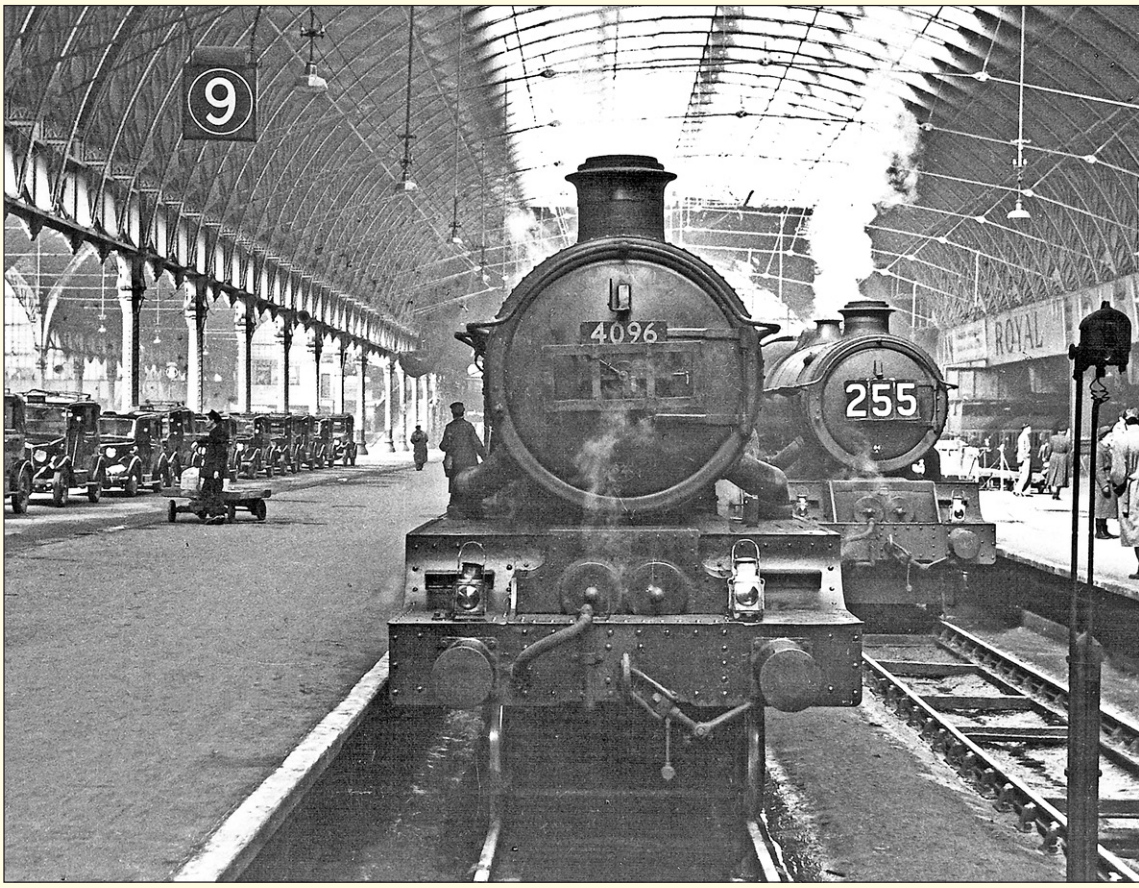
Wyatt, with construction starting in 1851. Further additions and alterations took place over the years, the present day layout dating from a remodelling in 1967/68.

My first visit to the terminus, was with my first, and new, camera on 28th March 1951, and as can be seen, the line-up of old-style taxi cabs illustrates better than the 'Castle' or the 'King' at the buffer stops that the view was recorded 60 years ago!

Such motive power can still occasionally be seen there on charters, but having had periods with Classes 31, 35, 47 and 52, the majority of express trains currently consist of HSTs, with the local and semi-fast services in the hands of Class 165 and 166 Turbos.

Both local and express services to Heathrow Airport now depart from here as well, becoming the first trains on the Western Region to be electrically powered.

With the electrification of the Western on the horizon, the motive power line-up at Paddington may, once again, be about to change.



Above: At Paddington Platform 9 on 24th March 1951, 'Castle' class 4-6-0 No. 4096 *Highclere Castle* **has brought in Empty Coaching Stock to form an express for Bristol Temple Meads, while arriving on time in Platform 10 is 'King' 4-6-0 No. 6005** *King George II* **with the 07:30 from Shrewsbury. The taxis indicate the age of this view much better than the locomotives.**

Below: At the head of the 18:55 express to Swansea, BR Standard 7MT 'Britannia' Pacific No. 70020 *Mercury* **awaits departure time at Paddington on 6th November 1952, before heading out into the night.** *Both: Brian Morrison*

Left: **'Hall' class 4-6-0 No. 6952** *Kimberley Hall* **awaits departure from Paddington on 15th February 1952, with an evening semi-fast train for Bicester North.**

Left: **The guard waves the driver back, using the time honoured traditions of hand-signalling, as 5700 class 0-6-0PT No 5764 shunts vans at Paddington on the same day.**

Left: **On 3rd August 1958, 6100 class 2-6-2T No. 6135 approaches Paddington with empty coaching stock from Old Oak Common to form a Shrewsbury train.**
All: Brian Morrison

Above: **Castle class 4-6-0 No 7000** *Viscount Portal* **powers away from Paddington on 3rd August 1958 with the 'down' 'Torbay Express'. Built in May 1946, this locomotive was withdrawn just 17 years later in December 1963. It was named after a British Politician, Wyndham Raymond Portal, First Viscount Portal PC GCMG DSO MVO.**

Below: **Unlike the other five regions, lineside photographic permits were difficult to obtain from the Western at Swindon, but eventually I managed to have mine renewed with Paddington included and views such as this became legally attainable. On 3rd August 1958, the 11:55 express to Pembroke Dock, departs and passes under Ranelagh Bridge, fronted by 'Hall' 4-6-0 No. 4991** *Cobham Hall*. *Both: Brian Morrison*

Right: Passing Ranelagh Bridge on the approaches to Paddington on 3rd August 1958, Class 5700 0-6-0PT No. 8763 hauls empty coaching stock from Old Oak Common to form a service from Paddington to Weymouth. Of note are the two members of shed crew sat alongside keeping a watchful eye on the photographer.

Below: Empty Coaching Stock from Old Oak Common to form a service to Swansea, passes Ranelagh Bridge signalbox on the approaches to Paddington on the same day, hauled by 5700 class 0-6-0PT No. 8754.
Both: Brian Morrison

Switzerland

New Metre-gauge Stadler EMUs for ZentralBahn

The metre-gauge ZentralBahn (ZB) took delivery of the first of 10 EMUs ordered from Stadler Rail when the first set was rolled out at the Bussnang plant on 15th February, as part of a SFr141 million contract, the largest placed to date for rack-fitted rail vehicles when signed in September 2009.

The order covers two types of units based upon the same body shells, and this delivery was the first of the six, three-car FINK train sets (Flinke, Innovative, Niederflur-Komposition - Fast Innovative, Low-Floor) for local services in the Lucerne area, providing 121 Second Class and 18 First Class seats per unit.

The second series to follow on later this year will be four seven-car ADLER train sets (Alpiner, Dynamischer, Leiser, Eleganter Reisezug - Alpine Dynamic Quiet Elegant Train (Adler also means Eagle in German)) for longer distance InterRegio services between Lucerne and Interlaken Ost, providing 273 Second Class and 74 First Class seats plus a Bistro. They will be fitted with electric seat reservation systems. The FINK units are expected to enter service in June, in parallel with the arrival of the 1st ADLER unit for commissioning trials. Once in use, the ADLER units are likely to result in the withdrawal of the Class 110 electric locos dating from the early 1940s that are still in regular use with ZB.

Above Right: The first of the new units, No. 160001 is pictured at Interlarken Ost on 17th February. *All: Stadler Rail*

Below & Right: The attractive interiors to the new units.

Israel

Below: Israel Railways EMD-G12 diesel-electric locomotive heads south through Haifa Centre with grain wagons for the nearby Dagon flour-mill at Haifa Port on 13th February. *James Dawson*

Sweden

CFL buys into freight operator

Luxembourg Railways international freight business, CFL Cargo, has bought a 51% stake in Swedish open access freight operator MidCargo, which has been renamed CFL Cargo Sverige.

It will be integrated into the existing international network of CFL Cargo, which is active in several countries, including Germany and Denmark. MidCargo established in 1990 was previously known as BK Tåg, and is now a joint venture between CFL Cargo and Svensk Tågkraft.

Argentina

Rush-hour crash kills 50 passengers as trains collide in Buenos Aires

A major accident at one of the busiest Buenos terminal stations killed 50 people and injured over 700 on 22nd February.

The accident during the morning rush hour happened when a third-rail powered eight-coach EMU failed to stop before hitting buffers at Once station at around 20km/h.

The train, operated by private concession Trenes de Buenos Aires (TBA), was arriving from Moreno, which is the western end of the electrified section of the Sarmiento main line from Once.

The second and third vehicles of the Toshiba designed EMU were crushed into each other and into the leading vehicle. The second coach was a brake van likely to be full of standing passengers and bikes etc at this time of day. Around 1,200 passengers were estimated to be onboard. Accident investigators were looking at the trains braking system and it has been suggested that this may have failed, meaning the driver, who survived albeit seriously injured, could not stop the train.

Denmark

Satellite-tracking pilot for Romania

Romania has become host to a UIC sponsored project to develop satellite-based train control systems for lightly used lines with the announcement on 14th February that the pilot scheme will be located on the 27km Brasov - Zarnesti branch line operated by RCCF-Trans.

The use of satellite positioning is common within the aviation and maritime sectors, but rail use has been less effective due to concerns that positioning functions and operating guarantees cannot meet the current safety standards.

The latest SATLOC project was formally introduced on 17th January, funded by the European Commission and the European Global Navigation Satellite System Agency within the 7th EU Framework Programme for Research & Development, and this latest project will be run for 28-months co-ordinated by the International Union of Railways (UIC).

The project team of 11 organisations from six countries, covering train and infrastructure operators and suppliers and academic support, aims to provide evidence that a system using the European Galileo global positioning system is potentially compatible with current train control and traffic management systems and standards. If adopted widely such systems could be a viable application for lightly used / low-density lines which UIC calculates to be 40% of the European Rail Network.

Denmark

Electrification for Danish rail network

With the approval of a four-point programme by the Government on 7th February, Denmark is the latest country to adopt mass electrification.

The first stage of the plan will be the electrification of the 56km main line from Lunderskov to Esbjerg at a cost of DKr 1.19 billion that is planned for completion in 2015. This will then permit the purchase of electric train sets for Copenhagen - Esbjerg services as part of an operating cost reduction, and will release 10 IC3 DMU train sets for other services.

The approved plans also include further electrification schemes with DKr 5.1 million allocated to studies into wiring the Koge Nord - Naestved (45km), Roskilde - Kalundborg (80km), Fredericia - Aarhus (109km) and Aarhus - Aalborg (140km) routes.

The Government has also approved doubling of the outstanding 20km single-track length of the Vamdrup-Vojens section of the main line to Flensburg in Germany. Originally costed at DKr 0.7 billion in 2009, the Government has allocated a further DKr 55 million to alleviate disruption to services during the expected two-year work period.

Approval was also given for the building of two stations serving hospitals at Hillerod (DKr 46.5 million) and Godstrup (DKr 16.6 million) and a Cityring metro project in Copenhagen to undertake preparatory works for a two-station branch line to serve the Nordhavn development area. These will cost DKr 96 million if undertaken now, but will save DKr 300 million should the scheme go ahead in future.

Greece

New metro EMUs for Athens

Left: The first of 17 new trainsets for Athens Attiko Metro system arrived at Sepolia Depot on 2nd February. The six-car sets are built by the Korean manufacturer Hanwa-Rotem-Mitsubishi and comprise 14 semi-permanently coupled three-car trains, which operate as seven six-car sets. They form the second generation of Metro EMUs from the company for Attiko Metro S.A. The first set is pictured in Sepolia Depot on 13th February, while on the right, one of the first generation of Rotem EMUs can be seen. *Artemis Klonos*

Germany

Above: The Fichtelbergbahn operates all year round. Here, No. 99 794 is seen at Cranzahl on 29th January, with the 10:00 service to Kurort Oberwiesenthal. *Keith Fender*

German narrow gauge lines make plans to celebrate anniversaries

The Fichtelbergbahn 750mm gauge line between Cranzahl and Kurort Oberwiesenthal in south eastern Germany is celebrating 115 years of operation this year.

In addition local DB subsidiary Erzgebirgsbahn is celebrating 10 years of operation, so a range of special trains and events are planned for 2nd/3rd June. Click here for further details.

In the Harz Mountains of Germany, the 1,000mm gauge Harzer Schmalspurbahnen (HSB) is also celebrating, this year being its 125th year of operation, with a wide range of events, special trains and a visiting locomotive, plus historic DMUs from other metre-gauge systems in Germany and Switzerland. For full details, click here.

DB Regio win 15 year passenger contract

DB Regio has won the contract to continue to operate the 'Haard-Achse' network of Regional Express services centred on the Ruhr area of north west Germany from December 2014 for 15 years.

The contract covers the operation of route RE2 Münster–Essen–Düsseldorf, plus the new RE42 Münster–Essen–Mönchengladbach route, which will be extended from Essen to Mönchengladbach from December 2016.

Trains on route RE2 will be operated using electric locomotives and double-deck air-conditioned coaches, but services on route RE42 will be operated using new EMUs that DB is expected to order later this year.

Transport authority VRR has also awarded DB Regio the contract to operate the Rhein Ruhr S-Bahn lines S5 and S8 from December 2014 until 2029, and again new EMUs will be ordered later this year for the services.

In both cases the contract was tendered EU wide and a number of potential operators competing with DB took part in each.

NEWS IN BRIEF

DB to leave Thayls
German Railways (DB) is to leave the Thalys high-speed train operator consortium that runs TGV trains from Paris to Germany and from Netherlands via Brussels. Thalys International is shared between three owners, with DB currently owning 10% with French Railways (SNCF) owning the 62% majority and Belgian Railways 28%. Thalys is a co-operative venture, so the individual railway operators own the trains, employ staff and provide retail and support activities in their own country.

KCS gets Government loan to buy GE locos
Kansas City Southern has been awarded a $54.6 million Railroad Rehabilitation and Improvement Financing (RRIF) programme loan, which KCS will use to purchase 30 new GE Transportation ES44AC locomotives to expand its fleet.

Renfe opens new commuter route
Spanish operator Renfe commenced operations on route C-2 between Sevilla and Santa Justa on 20th February, with services operating hourly in each direction, providing 15 services a day. The journey on the new line takes 19 minutes between Charterhouse and Santa Justa. The three new stations on the route are also the first in Seville to see implemented automatic ticket barriers.

France

Alstom gains new order from SNCF for Loire Region

Alstom Transport announced a further order from French Railways (SNCF) valued at €25 million on 16th February for a further five Regiolis low-floor EMU train sets on behalf of the Loire Region.

The Region has already ordered 10 dual-voltage electric plus diesel bi-mode train sets and five dual-voltage EMU train sets under a framework agreement signed by SNCF and Alstom in 2009 that is worth up to €7 billion. To date 171 Regiolis trains have been ordered by 11 French Regions, including the Loire. These first Regiolis trains are still under test and the production series is due to start in 2013. Manufacture is an all-French enterprise and final assembly will be at the Reichshofen plant, with bogies being supplied from Le Creusot, traction motors from Ornans, traction equipment from Tarbes, and onboard computer systems from Villeurbanne.

United States

Above: On 16th Febuary, against a setting sunset, Union Pacific GE AC4400CW No. 6775 approaches Rochelle Railroad Park in Illinois, where railfans can safely view and photograph trains. *Cody Zamostny*

Veolia retains Californian passenger contract

North County Transit District in southern California (between San Diego and Los Angeles) has extended Veolia's contract.

The agreement covers the operation of the Oceanside-Escondido Sprinter passenger service for a further two years to December 2014, with an additional 18-month extension until June 2016 possible.

Services on the 22-mile route using Siemens-built articulated Desiro Classic DMUs began in March 2008 and provides commuter links between Escondido, San Marcos and Vista, as well as connecting into the Metrolink and Amtrak services from Oceanside into Los Angeles.

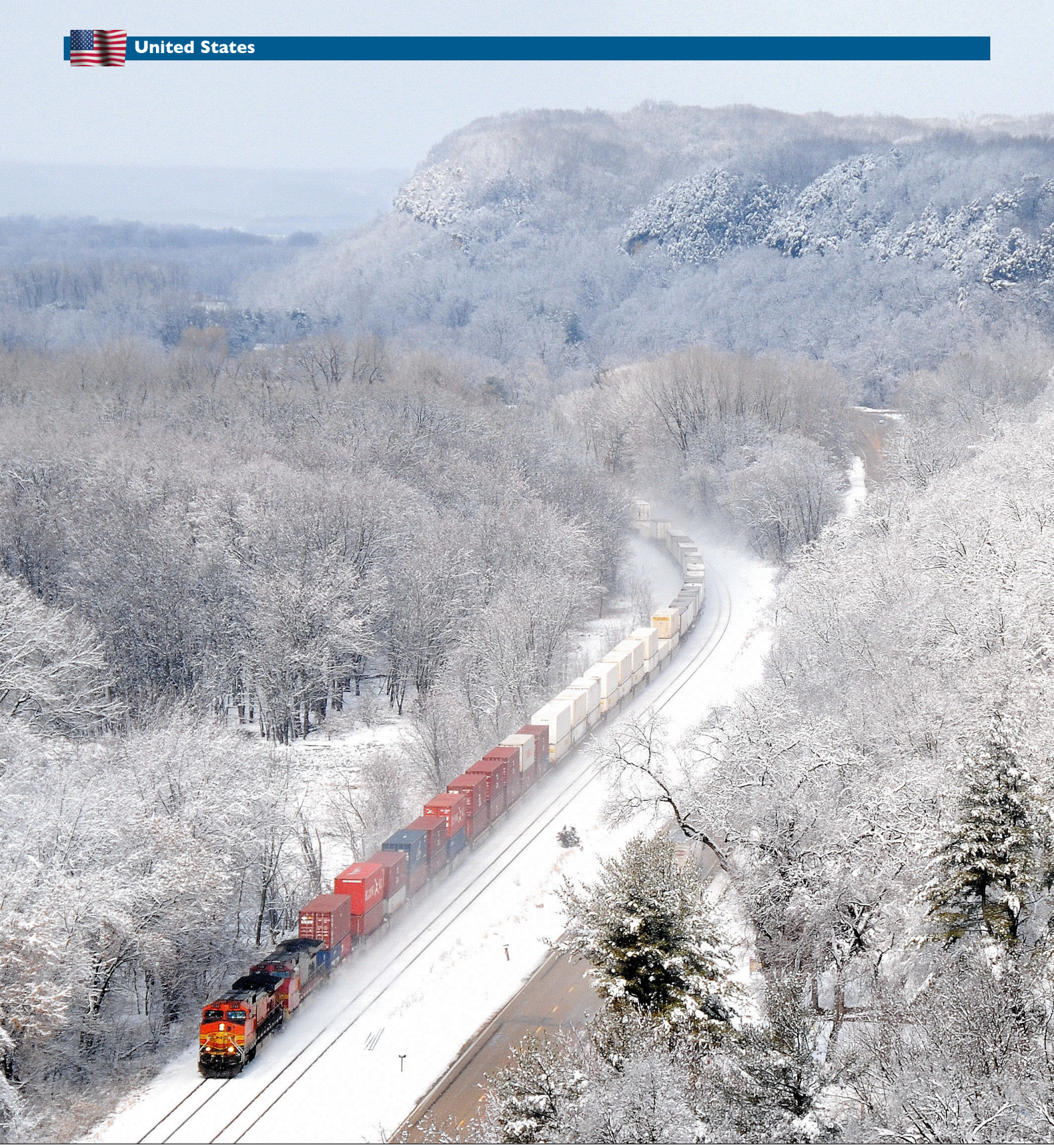
Below: A Pair of NCTD Desiros led by No. 4003 arrive at Melrose Drive with an Escondido to Oceanside service. *Keith Fender*

Amtrak starts high-speed operations

Since 7th February, Amtrak's three daily Chicago-Detroit-Pontiac, Michigan, 'Wolverine Service' trains and the daily 'Blue Water' between Chicago and Port Huron, Michigan, have been running at 110mph between Kalamazoo and Porter, Indiana, the first time that American passenger trains have operated at this speed, outside the Northeast Corridor from Washington to Boston.

Track improvements have enabled services to operate at the higher speed on 80 miles of the 97-mile long section, which is owned by Amtrak, and a new positive train control system using GE's Incremental Train Control System collision-avoidance technology has been installed, and is required to permit the higher speed operation. Further improvements planned in the next four years will have 110mph running extended to another 135 miles, enabling journey times from Chicago to Detroit to be reduced from five hours 30 minutes to three hours 45 minutes.

United States



Above: BNSF GE C44-9W No. 4742 leads an unidentified locomotive through Mississippi Palisades at Savanna, Illinois, on 24th February, with an intermodal double-stack 'Z' train after a heavy overnight snowfall. *Alan Craig*

San Francisco Caltrain electrification by 2016?

Electrification of the diesel loco-worked Caltrain commuter line between San Francisco and San Jose may occur as soon as 2016, up to 10 years earlier than previously planned.

The electrification would be part of California's high-speed rail plan. The California High Speed Rail Authority is working with commuter lines in both the San Francisco Bay Area and Southern California (the Metrolink system around Los Angeles) to bring forward infrastructure improvements and electrification that the high-speed trains will eventually use as well.

Funding for the work will come from the Proposition 1A $9.95 billion bond measure approved in 2008, plus funds from local agencies and the Government in San Francisco and Los Angeles.

Australia

Freight train banking ... Australian style

Below: Southern Shorthaul Railroad coal working NW458 is led by C Class Nos. C508, 39 Class No. 4910, B Class No. B61 and C Class No. C503 up front, with GM Class Nos. GM22, 48 Class Nos. 48s35 and 48s33, GM Class No. GM27 and finally C Class No. C502 providing banking at the rear, as the train crests the summit of Fassifern bank. These 4,500 ton coal trains coal trains are bound for the wharves at Koorgang Island, Newcastle, and depart from Newstan colliery at the foot of an almost 2km long 1-in-40 grade, hence the need for bank engines. In the late 1960s and early 70s as regular steam operations in Australia were drawing to a close Fassifern bank became famous worldwide among enthusiasts as double Garratts, the NSWGR 60 class, tackled the same grade with trains from Newstan. SSR is currently taking delivery of new locomotives, three of which will be able to haul the train shown here, and banking operations are expected to cease towards the end of March. In the meantime, enthusiasts are once again flocking to Fassifern bank to witness the spectacle of these classic vintage diesel locomotives operating at maximum power. *Bevan Wall*

Pacific National trials inline refuelling

Below: A pair of Pacific National AC92 class locomotives Nos. 9211 and 9212, head the return south bound leg of a BM4 Intermodal freight at Thornton, near Newcastle, New South Wales, on 16th February, Although the locos are working on home territory, they are normally employed on Hunter Valley coal duties, but on this occasion, head a intermodal service operating as a trial for inline fueling and performance, from Melbourne to Brisbane and return. The three NR class locos behind the refueling tank are in the consist for backup. Also included in the train, behind the locomotives, is a crew car for relief crews and trainer drivers on the 3600 km+ return journey. *Andy Warren*

Driverless freights for Pilbara

Rio Tinto has confirmed that driverless trains will begin running on its Hamersley and Robe River iron ore network in Western Australia's Pilbara region during 2014.

Ansaldo STS is supplying electronically controlled pneumatic braking equipment, plus modernisation of signalling, train control and communications systems, under a AUS$96 million contract that follows development contracts in 2008 worth AUS$103 million.

The new system, called AutoHaul by Rio Tinto, is expected to reduce fuel consumption and journey times. A typical train on the Hamersley and Robe River iron ore network is 2-4 km long, weighing around of 30,000 tonnes, and has a top speed of 75 km/h. Rio Tinto has a fleet of 148 locomotives and 9,400 wagons on the network, and is investing AUS$14 billion in total in expanding its iron ore mining activities.

China

New steam discovered in China

What is thought to be a new discovery of working steam in China, was found in late November last year.

The line runs for 9km and is located north-east of Yakeshi, near Meitianzhen, in the far north of China.

The line operates three 'SY' 2-8-0 locomotives, Nos. 1134, 1225 and 1546. Trains operate uphill tender first, but the operation of the line, requires trains to be propelled for the final two kms of the line.

Top: One of the line's 'SY' 2-8-0 No. 1134 locomotives heads downhill with a loaded train near to Wujiu on 26th December 2011.

Middle: An unidentified 'SY' 2-8-0 stands in Wujiu, sillouetted against the setting sun on 25th December.

Right: In the harsh temperatures of the region, Inner Mongolia, life continues on a daily basis alongside the railway, as this picture illustrates. An 'SY' approaches the road crossing with a downhill working earlier the same day. *All: Xuejun Liu*

Railway Herald welcomes correspondence and comment from readers, whether it is on memories from the rail scene of years gone by, or a comment on the current rail industry, UK or overseas. We welcome the input from readers, either by letter to the editorial address or by email to the Editor. If you have something to say - tell us!

Railway Herald Development

Dear Editor,
The new, expanded format of the magazine is good, and the frequent news updates are very useful and interesting.

However, the one really special new feature for me is the embedding of video, making it amazingly easy to view, while presenting a perfectly usable image as the still photo. A great concept, and one which could possibly be expanded as the feature gains popularity? It is also good to see the requirement to use a tripod for the video shots – so many otherwise good sequences are ruined by shake and jerky zooming. On this theme, I must praise the effort of Austin Whitehead for his excellent panning shot of 'Oliver Cromwell' on the 'long drag' in issue 302 – a very long and smooth pan, especially given the fact that the shot appears to be a partial zoom from the outset, which exaggerates any jerking while panning. He followed the train well, when so many would have been tempted to zoom in and out frequently to try to capture more detail.

I look forward to the ability to comment on others' photos and I really hope everyone is mature enough to respect the efforts of others and therefore to make any criticism constructive.

Ian Docwra,
by Email

Ed. Ian, thank you for the comments and suggestions. Yes we do plan to expand the video content in the future, as the number of video contributors increase. As you mention, the ability to comment on photographs on the website will come online shortly, we are just working on ironing out the last bugs on the live website before taking this further. Also being introduced will be the new 'subscribers' image pages, so exciting times ahead!

Forum for debate?

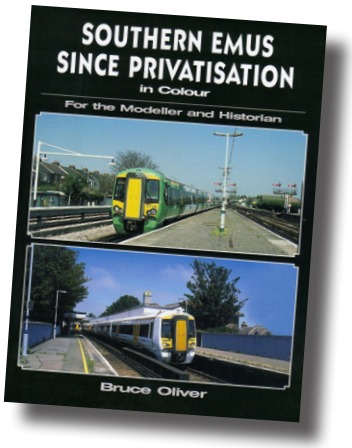
Dear Editor,
It would be great if you could host a discussion forum on your website, along similar lines to the superb London Reconnections site, but on National Rail topics, maybe linking a topic to each article that appears in each week's edition, to which only subscribers could post?
Stuart Shurlock
by Email

Ed. Interesting suggestion Stuart. Is this a thought that other readers would like to see and make use of as well - or are there too many rail forums around?

Reviews

Southern EMUs Since Privatisation in Colour

by Bruce Oliver
Ian Allan - 96 pages Softback
ISBN 978 0 71110 3627 7



This book is subtitled "For the Modeller and Historian" and in his introduction the author notes this book combines with an earlier publication to form a sequel to the author's original treatise "Southern Region Electrics in Colour" and notes that the selected images are from his own collection.

The author, sadly, then passes straight into a description of the franchises which heralded the division of the ex-BR Southern Region at privatisation without reference to the creation of the Southern Region in the first instance at the 1923 Grouping and its consequent relationship to the divisions at privatisation. It may be that the author has covered this in earlier works but if this is the first of the series to be read the reader may not be able to make this connection, especially for the Thameslink franchise which has restored a service that was historically lost during the 20th century reorganisations.

The author then gives a brief review of the EMU trainsets used since privatisation began in April 1994 including trainsets taken over on inauguration date and trainsets commissioned since then and now operating the network services. Although an image is given for each class of unit and detailed captions are provided, these are, in the reviewers opinion, confused by too much detail.

It may perhaps have been easier for the reader to understand had less detail been given in the captions, but included in an introduction where a separate table could be provided to give modeller details such as vehicle lengths, trainset formations and class differences. The modeller in particular may have appreciated livery details, especially of the older stock which has borne a variety of liveries since privatisation marking the different operators with whom they have operated.

In addition there is some surprise to this reader as to why Class 313 and 508 units are included in this review but no reference is made to the 400 series EMU trainsets taken over at privatisation – not even a reference to their inclusion in the earlier book referred to in the brief introduction to the book.

The final section illustrates a variety of station locations but, yet again, the lack of an introduction fails to indicate any rationale for the choice of locations whilst some of the images fail to show the location to best advantage. Why, for example, does the view of Lymington Pier not show the terminal end with a ferry in the view or why has the author overlooked Wimbledon where London Underground now meets the national network or ignored Charing Cross where the trainshed offers excellent modeller detail.

It may be that these views are not within the author's collection but for the sake of completenes, more specific images from sources other than the author's collection could have been sourced; was this a point considered but rejected or simply not considered?

In total this reviewer finds the book to be much of a curate's egg, especially as a period of time living opposite Wimbledon Depot encouraged an interest in EMU trainsets during the 1980s which continues to the present time.

The book is directed at both modellers and historians but I feel neither will be satisfied with the finished product, as neither are given clear information relevant to their interest. The caption details are inconsistent with no clear indication of whether it is directed at either group although some of this could have been solved by tabulating modeller detail in a separate section while leaving captions to detail historic information in a more cohesive manner. It may have been well-intentioned but this book has not satisfied my hunger for information on the post privatisation EMU trainsets of the Southern Region and I fear that those with a specialist interest in the history and modelling of this traction may be left equally unsatisfied. **FK**

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.

For authorised representatives of societies, we can also provide access to our online system, allowing society secretary's to update the information online, 24 hours a day, seven days a week. Please contact the editor on 01904 500175 for further details and to setup your access to the system.

BACK COVER CAPTION:
East Midlands Trains Class 158 No. 158846 crosses the Fens with the 12:52 Liverpool Lime Street to Norwich service on 26th February.
Kev Gregory

29th February 2012

Stephenson Locomotive Society
The Education Room, Discovery Museum, Blandford Square, Newcastle upon Tyne. 'Thomas Eliot Harrison (1808 - 1888)' by Bill Fawcett. Starts 14.00. Contact the Secretary on 01434 688946.

1st March 2012

Great Central Railway Society (Sheffield)
The Harlequin, 108 Nursery Street, Sheffield S3 8GG. 'Preserved Steam on Video' by Chris Jones. Starts 19.30. Contact Ken Grainger on 01142 540275 for further details.

Permanent Way Institution (Milton Keynes)
Room 3.5, Third Floor, Network Rail Station Offices, Milton Keynes. 'DLR Developments' by Martin Collett. And AGM. Meeting commences at 17.00. Contact the Secretary, Kevin Thurlow on 07802 890299.

Permanent Way Institution (York)
Marriott Room, York Central Library, Library Square, York. 'On Track Machines' by Craig Goldie. Meeting commences at 18.00. Contact the Secretary, Ken Aiston on 07787 512227 for further details.

RCTS (Milton Keynes)
The Crown, Market Square, Stony Stratford. 'It is Grim up North by Steve Batty. Starts 19.30.

Scottish Railway Preservation Society (Edinburgh)
Quaker Meeting House, 7 Victoria Terrace, Edinburgh EH1 2JL. 'Scotland's Railways Caught on Film' by Keith Jones. Starts 19.30. Contact Dr Peter Howell on 0131 334 5232 for further details.

Stephenson Locomotive Society
St John's Ambulance Centre, Sandes Avenue, Kendal LA9 4LL. 'On Narro Gauge Tracks' by Tom Heavyside. Meeting commences at 19.15. Contact the Secretary on 01539 720706 for further information.

2nd March 2012

Cambridge Rly Circle
Arbury Community Centre, Campkin Road, Cambridge CB4 2LD. 'Freight on Rail' by Lord Tony Berkeley. Meeting commences at 19.30. Contact David French on 07791 770595 for further details.

Gloucestershire Warwickshire Railway (Birmingham)
St Laurence Pastoral Centre, Church Road, Northfield, Birmingham B31 2LX. 'The Railways of Singapore' by Gerry Nichols. Meeting commences at 19.30.

RCTS(Bristol)
St Peters Church Hall, Church Road, Filton. 'Branch AGM & Slide/Digital Competition'. Starts 19.30.

RCTS (Carnforth)
County Hotel, Lancaster Road, Carnforth. 'The Stainmore Line' by David Tyreman. Meeting commences at 19.30.

Stephenson Loco Society
The Settlement Centre, Union Street, Middlesbrough TS1 5NQ. 'Centre AGM & Members' Evening'. Starts 19.00. Contact the Secretary on 01642 313451 for details.

Stephenson Loco Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'Kingman Canyon - USA Railroading in Arizona' by David Fraser. Starts 19.00. Contact 01434 688946 for further details.

5th March 2012

North Yorkshire Moors Railway (Northallerton)
Northallerton Town Cricket Club, Farndale Avenue, Northallerton. 'John Lockwood Archive (The Phil Daley Collection' by Steve Armitage. Starts 19.30. Admission £1.50. Contact Ian McInnes on 01642 767233 for further details

Plymouth Rly Circle
St Edward's Church Hall, Home Park Avenue, Peverell, Plymouth PL3 4PG. 'ABC of Swiss Railways Part 2' by Michael Farr. Starts 19.30. Visitors welcome. Admission £2.

RCTS (Ashford)
The Elwick Club, Church Road, Ashford. 'Copyright BR' by John Goss. Starts 19.30. Contact the Secretary at southeast@rcts.org.uk for details.

RCTS (Birmingham)
Christ Church Community Hall, Burney, Ward End. 'The Stonebridge Railway - A Lond Lost Line' by Roger Waring. Starts 14.00.

RCTS (Northampton)
St. Crispin Social Club, Berrywood Road, Duston. 'A Review of Locomotives Entering the Service of BR in 1948' by Brian Benford. Meeting commences at 19.30.

Stafford Railway Society (Joint with Continental Rly Circle)
St Leonards Social Club, Stafford. 'A Magical Swiss Train Journey' by Rob Morrey. Starts 19.30. All welcome. Contact the Secretary on 01785 840622 for further details

6th March 2012

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill St, Gravesend, DA12 1BB. 'Engines of War' by Christian Woolmer. Starts 19.45. Contact Bob Poole on 01474 326232 for details.

MHR Preservation Society (SW London)
Surbiton YMCA, 49 Victoria Road, Surbiton KT6 4NG. 'More of Matt Allen's Photographs'. Starts 19.30. All welcome. Admission £2. Contact Stuart Saunders on 020 8979 6484 for further details.

North East Essex Railway Association
Frinton Community Centre, The Triangle, Frinton. Mangapps Museum' by John Jolly.

Permanent Way Institution (Darlington & North East)
Railway Athletic Clubm Brinkburn Road, Darlington DL3 9LF. 'The Tyne and Wear Metro'. Contact Walter Clark on 07866 268637 for details.

Permanent Way Institution (Wessex)
The Rose and Crown, Columbo Street, Waterloo, London. 'Stafford and Norton Bridge Remodelling' by David Lawrence. Starts 18.00. Contact Richard Workman on 01428 645771 for further details.

RCTS (Watford)
ST.Thomas United Reformed Church, Langley Road, Watford. 'Branch AGM followed by Members' Slides' Starts 19.30.

Southern Electric Group (South Hampshire) /LRTA
Eastleigh Railway Institute, Romsey Road, Eastleigh. '2010 Balkan Trip (Sarajevo, Osljek,Zagreb and Belgrade)' by John Laker and Keith Spillett. Starts 19.30. Admission £2. Contact John Goodrich on 02380 670028 for further details.

Telford Rly Society
John Maddock's Sports & Social Club, off Holyhead Road, Oakengates, Telford TF2 6BU. 'Steam on the Main Line 2011' by K.Jauncey. Starts 19.45. Admission £3.

Weston super Mare Railway Society
Function Room, Weston super Mare Conservative Club, Alexandra Parade, Weston super Mare, BS23 1QX 'Steam in the Landscape' by Mike Tyack. Starts 20.00. All welcome. £1 admission. Contact 01934 628289 for further details.

7th March 2012

Bradford Rly Circle
The Centre, Heaton Baptist Church, Leylands Lane, Bradford BD9 5PX. 'Favourite Lines Part 12 - York to Hull the Long Way Round' plus 'Tractos Galore' by Victor Lee. Meeting commences at 19.30.

Burton Rly Society
Marston's Social Club, Shobnall Road, Burton upon Trent DE14 3BG. 'Decades of Steam' by Roger Jones. Starts 19.30. £2 Admission. Contact Mark Ratcliffe on 01283 221537 for further details

Mid Hants Rly Society (Woking & Guildford)
St. Nicholas Church Hall, High Street, Guildford. 'AGM & Mid-Hants Developments' by Colin Chambers. Starts 20.00. All welcome. Admission £2.50. Contact David Pegg on 01483 834062 for further details.

Permanent Way Institution (Edinburgh)
The Scots Guards Club, 2 Clifton Terrace, Edinburgh. 'Gautrain - Transforming Travel in South Africa' by Jim Watson. Starts 18.00. Contact the Secretary, Alan Morrison on 07834 507497 for further information.

Permanent Way Institution (Thames Valley)
Network Rail RSAR Site Ofice, 80 Caversham Road, Reading. 'Some Technical Aspects of French Railways' by Michael Bunn. Starts 17.45. Contact Malcolm Pearce on 07967667019 for further details.

Stephenson Locomotive Society
Hayes Village Hall, Hayes Street, Hayes, Bromley. 'Railways of Australia'. Starts 19.30. Contact 0208 289 9935 for further details.

Warwickshire Railway Society
Lamp Tavern P.H., Barford Street, Highgate, Birmingham B5 6AH. 'Steam in Poland 1984 +' by Peter Lockley. Starts19.30. Contact Don Taggart on 01746 710676 for details.

8th March 2012

Continental Rly Circle (London & Home Counties)
St. Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. 'Madagascar and Eritrea Revisited' by Donald Wilson & Adrian Palmer. Starts 19.15. Admission £2. Contact Adrian Palmer on 01932 850624 for details.

Grantham Rly Society
St. Wulfram's Church Hall, Church Street, Grantham, NG31 6RR. 'BR Engine Sheds in Colour Part 4 - Eastleigh to Frome' by Chris Banks. Starts 19.30. £2 Admission. Contact the Secretary on 01476 407569 for further details.

Locomotive Club of Gt Britain (St Albans)
United Reform Church, Watford Road, Chiswell Green, St Albans. 'The Glass 5AT Locomotive Project' by Richard Coleby. Starts 19.30. Contact the Secretary on 01442 251540 (after 18.00) for details.

Permanent Way Institution (Birmingham)
The Comfort Inn Hotel, Station Street, Birmingham. 'East London Line - Phase 2 Project' by Jim Wells. Starts 17.30. Contact Jon Wells on 07714 064898.

Permanent Way Institution (Manchester & Liverpool)
SQ1, Network Rail Offices, Manchester. 'Airdrie to Bathgate - Another Major Success' by Hugh Wark. Starts 13.00. Contact Rob Cummings on 07798 858784.

Permanent Way Institution (North Wales)
The Town Crier Inn, City Road, Chester. Refurbishment of Arnside Viaduct' by Steve Richardson. Starts 18.30. Contact the Secretary, Lynne Garner on 07771 672274 for further details.

Permanent Way Institution (South & West Wales)
Queens Hotel, 19 Bridge Street, Newport. 'Modular Signalling and its implications for P'Way' by Simon Cooper. Starts 18.00. Contact James Hepburn on 07919 307726 for further details

RCTS (Newcastle)
The Brunswick Methodist Hall, Newcastle. 'Thomas Bouch - Engineer' by Processor Ian Moffatt. Starts 19.30. Contact at jimbrick@fsmail.net for further details.

9th March 2012

Altrincham Electric Rly Preservation Society
Altrincham Methodist Church Hall, Barrinton Road, Altrincham, WA14 1HF. 'The Railways of the Peak District' by Dr Les Nixon. Starts 19.30. Contact Andrew Macfarlane on 0161 928 9394 for details.

GCR Leicester Area
St Bartholomews Church Hall, Church Lane, Quorn. 'Steam in Scotland - Part 3, Inverness to Dundee' by Chris Banks. Starts 19.30. Contact John Calton on 07714 546163.

Great Western Society (Swindon)
Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon SN3 1JE. 'British Steam at Home & Abroad' by Terry Nicholls. Starts 19.30. Contact 01793 495976 for details.

Mid Hants Railway Preservation Society (Croydon)
West Croydon Baptist Church, Spurgeon's Bridge, Whitehorse Road, West Croydon. 'The Remembrance Line' by Richard Moffatt. Starts 19.00. Admission £1. Contact Chris LeCorney on 01843 843215 for further details.

RCTS (Edinburgh)
Quakers Meeting House, 7 Victoria Street, Edinburgh. 'Photographic Review of 2010/11' by Keith Sanders. Starts 19.30. Contact the Secretary at thorburn2000@yahoo.com for further details.

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