Railway Herald

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The electronic journal for the railway enthusiast

Railway Herald

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18th January 2010

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Brian Morrison

Could railfreight return to Holyhead?

An express freight service linking France and Ireland could result in the building of a new railfreight terminal in Holyhead, allowing the creation of an environmentally friendly 'land-bridge' between France and Ireland, via the Channel Tunnel.

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Investment in Evergreen 3
Chiltern Railways has announced more detailed plans to build a new rail link from London Marylebone to Oxford as part of Evergreen 3.

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DBS '67' named *Keith Heller*
DB Schenker has unveiled its first Class 67 to carry the new company colours, and in the process named the locomotive *Keith Heller*

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Metro & Light Rail News
TfL looks to redevelop Bond Street Station, Tube Lines completes 85% of its station refurbishments and work approved for West Hampstead.

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10 Notable Workings
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Progress is slowly being made to return the Sittingbourne & Kempsey Light Railway to passenger service later this year, in time to celebrate its 40th anniversary.

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Front Cover Caption:
DBS Class 67 No. 67018 *Keith Heller* **propels the DBS Management Train into Millerhill after working from York to Edinburgh on 16th January. Paul Armitage**

▲ Class 66/5 No. 66523 heads the 10.55 Calvert-Bristol empty Avon 'Binliner', while Class 59/2 No. 59204 on an aggregate service from Whatley Quarry waits for its train to be unloaded at Banbury Road terminal, the site of the old Oxford Road Halt. This is now the site of the proposed Water Eaton Parkway station. Ken Brunt

£250 million investment announced for Chiltern route

Chiltern Railways has announced more detailed plans to build a new rail link from London Marylebone to Oxford.

The project, scheduled for completion by 2013, involves building half-a-mile of new track to enable the Oxford connection by linking existing lines at Bicester. Subject to Transport and Works Act approval, it will be the first new rail link from London to a major British city since the 'Bicester cut-off' was opened in 1910.

The new link will go into Water Eaton Parkway in North Oxford, an integrated transport hub, linked to the A34, A40 and Oxford city centre, and will be part of a £250 million development plan for Chiltern, which will include an upgrade to 100mph running of 50 miles of track between Marylebone and Birmingham. The work will reduce journey times by as much as 20%, from 2011.

As an example Birmingham Moor Street to London Marylebone will take 100 minutes, compared to the current 128. It will be the biggest passenger rail project for several generations not to call on the taxpayer for support. It will initially be paid for by Network Rail, which will be repaid by Chiltern Railways over 30 years through track access charges.

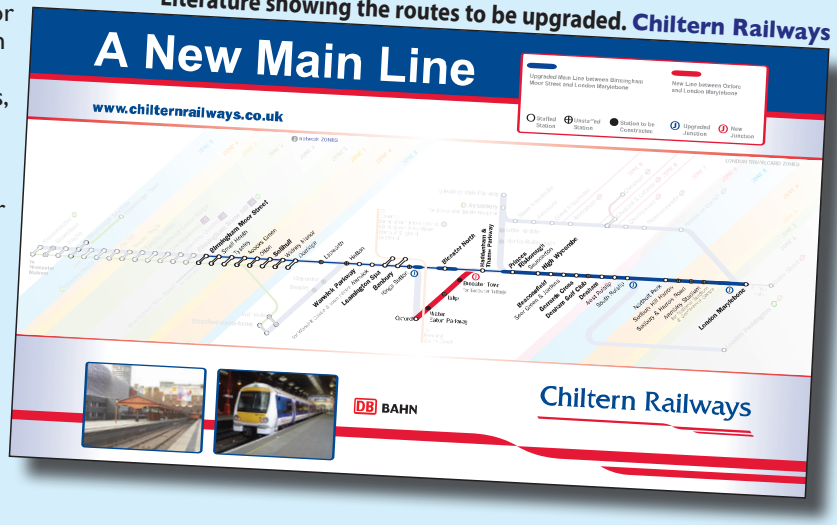
Main line-style loco-hauled coaching stock will also be introduced on the Birmingham route, and additional platforms will be opened at Birmingham Moor Street station. In addition, Bicester and Islip stations will be reconstructed, there will be additional platforms at Oxford, and the creation of a new station at Water Eaton Parkway.

The engineering programme deal will be rewarded with a seven-and-a-half year extension to Chiltern's 12-and-a-half-year contract, not now expiring until 2021. The Association of Train Operating Companies said the deal backed the case for lengthening rail franchises, which typically last less than 10 years. "We want to move to more widespread use of longer franchises, together with other smart franchise reforms, to free train companies to provide passengers and taxpayers with a better deal", the Association said.

Virgin Trains, which is lobbying for a £1 billion investment to improve journey times from London to Scotland, said the deal could open the way for further investment on key routes.

Chiltern Railways is owned by Deutsche Bahn AG and is part of DB Regio, Deutsche Bahn's local and regional service provider.

Literature showing the routes to be upgraded. Chiltern Railways



Operating issues hit new Airdrie service

The new Airdrie-Bathgate services are scheduled to have a ticket examiner on board, but the RMT union wants the second person to be a conductor who would open and close the doors, and is threatening strike action by its members if it does not get its way.

The majority of existing ScotRail services run with driver-operated doors and ticket examiners, and have done so in Strathclyde for 25 years. ScotRail has said that it is extremely disappointed that the RMT intends to ballot some of its members on industrial action over who will open and shut the train doors on the new £300 million line, and has begun training courses for supervisory and management staff on the operational roles of conductors in the event of industrial action.

Steve Montgomery, Managing Director of ScotRail, said: "I am clearly disappointed with the RMT's stance because the line creates 130 new jobs and the trains will be no different from those which have operated in Strathclyde for 25 years. It appears the RMT is now saying these trains are unsafe. But they have run in Strathclyde for decades and are no different from those on the Larkhall branch line, which reopened four years ago without objection from the union. Nothing changes with the introduction of the new Glasgow-Edinburgh via Bathgate services, where part of the line already has driver door-operated trains. Indeed, the majority of all ScotRail journeys are on driver door-operated trains – almost 47 million journeys a year".

It would cost £1.4 million to convert the trains for conductors to open and close doors, and such modifications would also delay the new route opening, which is presently scheduled for December.

First DB Schenker-liveried Class 67 named *Keith Heller*

DB Schenker unveiled the first of its Class 67 fleet to carry the DB Schenker livery in a private ceremony in the NRM at York on 15th January.

During the event the locomotive was named after the Deputy Chief Executive Officer of DB Schenker Rail, Keith Heller, who is to retire shortly.

Having joined the Canadian National Railroad in 1966, Mr Heller was appointed CN's Senior Vice President East in 1995, becoming Senior Vice President for operations and sales four years later. He joined the EWS board in 2002, becoming Chief Executive in 2004 and has been Deputy CEO of DB Schenker Rail for the past 10 months.

▲ Working its first train in the new colours and complete with a Canadian maple leaf on the bodyside, Class 67 No. 67018 *Keith Heller* arrives at York with the Executive train, prior to working north to Edinburgh.

◀ The man himself! Deputy CEO of DB Schenker Rail, Keith Heller, stands beside his namesake at York on 17th January. Both: Ron Cover

Controversial footbridge plans get public consultation at town meeting

A meeting is planned by Downham Town Council's planning committee on 20th January to allow local people to have their say over a controversial new footbridge for the Cambridgeshire town to replace the unbarriered 'barrow' crossing for pedestrians, said to be one of the highest risk crossings on the National Network.

Network Rail has recently submitted an improved planning application for a replacement £1 million footbridge after becoming concerned that commuters were 'dicing with death' on a daily basis and near-misses with trains were reported.

Although there is a warning light to let people know when it is safe to cross and when not, some take no notice. Plans for the footbridge were originally produced last summer because of the constant misuse, a spokesman for Network Rail said. First Capital Connect was also growing increasingly concerned about the risk of a serious incident.

However, it is not approved by a number of residents, some concerned it is a waste of money, and there is also disquiet from among the disabled. The revised plan is due to be discussed at the town council offices in Paradise Road at 19.00.

Three representatives from Network Rail are due to attend and there will be a chance for participation by members of the public.

Edinburgh Waverley upgrade progresses

The next stage of the £130 million revamp of Edinburgh Waverley has come closer, with the announcement of a key new contract to provide a brighter station with new lighting and a completely re-glazed roof, the work being started in spring this year and scheduled for completion in 2013.

The project begins with the installation of a scaffolding 'crash deck' at the east end of the station to support work on the roof. In detail, the project provides for the renovation of the 34,000 square-metre roof, including 28,000 new glass panels, repairs and repainting to steelwork and columns, installation of a new roof drainage system, new lighting within the main station roof area, renovation of the Calton and Market Street footbridges and removal of the redundant bridge link between the north side of the main building and the building at the northern perimeter.

The new clear, strengthened glass replacing the cloudy wired glass in the roof will allow more natural light through as well as being easier to clean and maintain. In addition, the station's original Victorian ironwork features will be repaired and repainted while non-essential station furniture, buildings and redundant high-level walkways will be removed permanently.

Other future planned enhancements include a revamp of the Market Street entrance, improvements to Platforms 8 and 9 and the redevelopment of the Waverley Steps access between the station and Princes Street. Throughout the work, the station will remain operational.

Southampton Tunnel completed

As part of a £71 million project designed to remove up to 50,000 lorries a year from the region's roads and provide a cheaper, quicker and more practical way of transporting goods around the country, Network Rail has successfully lowered both tracks through Southampton Tunnel more than a year ahead of schedule.

The original plan had been to lower one track during a full closure over the Christmas to New Year period and the second track during the same period in 2010. However, using new technology and smarter ways of working, the work was carried out with just one major closure, together with some weekends and overnights in December, significantly reducing disruption.

Network Rail's Route Director for Wessex, Richard O'Brien, said: "This was the most complex piece of work out of the 50 or so structures we are upgrading as part of this scheme. It would be impossible to carry out a project of this scale without closing the line at some point. We still have a lot of work to do on other parts of the route from Southampton to the West Midlands before the benefits of carrying the larger containers by rail can be realised, but we have made a very positive start".

▼ To allow gauge enhancement for 9'6" containers, the track in Southampton tunnel has been lowered and replaced over an upgrade taking place between 30th November and 4th January, resulting in a total closure from 25th December for the rest of the period. David Kirwin

Metro and Light Rail News

Bond Street station redevelopment

Transport for London has issued an Invitation to Tender for the redevelopment of Bond Street Tube station.

The closing date for the return of tenders is April this year, and it is anticipated that a contract will be awarded by this summer. Main construction is due to begin in the latter part of this year, with the redevelopment of the station completed in early 2017.

The total cost of redeveloping the station is in the region of a massive £300 million, but when the work is completed, the station will have been expanded with a step-free link between the London Underground station and Crossrail Bond Street station. There will also be a new ticket hall on Marylebone Lane, which will increase capacity and provide step-free-access to both the Central and Jubilee lines, additional escalators to the Jubilee line and a new low-level passenger interchange between the Central and Jubilee lines that will reduce congestion and improve journey times, passengers no longer needing to travel to the station's mid-level to interchange between the two lines. Utility diversions and enabling works around Crossrail's Bond Street/Hanover Square station got underway last month in preparation for the start of construction, and will continue throughout this year. To facilitate the construction of the new northern ticket hall on Marylebone Lane, the buildings on 354-358 Oxford Street will be compulsorily purchased and demolished. This process will begin in the summer.

Bond Street Tube station is a major gateway to London's West End and is served by both the Central and Jubilee lines. Over 155,000 passengers currently use it daily.

With the arrival of Crossrail in 2017, passenger numbers are expected to increase to 225,000 per day.

East London Line nears reopening

The new and nearly completed East London Line station of Shoreditch High Street was shown to the media for the first time on 5th January.

The station is one of four on a new stretch of line that will link Hackney in the north-east with Croydon in the south, and when complete will connect many communities to the network for the first time. The new station will have step-free access, fully accessible toilet facilities, new touch-screen ticket machines and state-of-the art CCTV. It has also been built with a protective shell to allow planned development to take place without the rail service being interrupted.

The London Overground network consists of the Richmond to Stratford, Willesden Junction to Clapham Junction (via Kensington Olympia), Gospel Oak to Barking and Euston to Watford Junction lines, and will be joined by the East London Line when it opens later this year. Phase 2 will see the route connect Surrey Quays with Clapham Junction completing a London Overground orbital route.

The 33 London Overground Class 378 EMUs will operate from New Cross Gate Depot.

Upgrades are 85% complete

Tube Lines has announced that it has completed 83 of the 96 stations it is contracted to upgrade on the Jubilee, Northern and Piccadilly lines.

During December, Balham, Bermondsey, Hyde Park Corner, North Greenwich, and Wood Green were finished, and a further nine stations are currently being worked upon. These and the remaining four are due to be completed by June this year.

West Hampstead Thameslink redevelopment

The London Borough of Camden has given the go-ahead for the redevelopment of West Hampstead station.

A new entrance on Iverson Road will increase passenger capacity, ease congestion and improve the interchange with Overground and Underground platforms.

The project will complete the footbridge installed earlier, allowing step-free access to all platforms. The scheme will also feature a tree-lined walkway, cycle racks and the removal of two commercial units. The station building will have a living roof planted with flowering sedum plants. Network Rail said: "The congestion-busting upgrade will give passengers longer trains, more seats and better stations. Our plans for West Hampstead station and the surrounding area will benefit passengers, residents and the environment". Work is planned to start next month with the demolition of Network Rail buildings on the corner of West End Lane and Iverson Road.

UKRAINE
Diesel and Modern Traction Tour

1 - 14 May 2010

Packed with fascinating visits and superb photo opportunities!

After our very successful 2009 tour, we are again heading to the less visited Eastern Ukraine, visiting lots of depots and five strategic reserves, plus the great Locomotive Works at Lugansk.

Photo runpasts at scenic locations

This is a fully inclusive tour, Kiev - Kiev, using the Dzherelo private train.

Please contact Jim Colley (telephone or e-mail below) for full details of itinerary and price

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New railfreight terminal could be built at Holyhead

An express freight service linking France and Ireland could result in the building of a multi-million pound railfreight terminal in Holyhead, creating jobs and taking lorries off the A55.

European, UK and Irish operators are said to be interested in creating the fast track 'land-bridge' from France to Ireland as pressure grows for greener and cheaper freight travel.

The proposed service would go through the freight terminal at Daventry, before linking on to Holyhead for the short ferry trip to the Irish Republic. The terminal could cost between £40 million and £70 million, depending upon the land chosen.

Consultants are now to prepare a business case for the project, completion of which, is expected by March this year.

Wyn Parry, Port Manager at the Stena Line-managed Holyhead Port said: "There is no doubt a railfreight terminal would be a benefit to the port. This is something that is being discussed with us".

Railfreight and particularly intermodal operations had previously existed in Holyhead until the terminal closed during the 1980s.

The proposed new terminal could link with plans to build storage facilities at Parc Cybi in Holyhead.

▲ Class 08 No. 08814 shunts dock freight at Holyhead on 31st May 1978. The old intermodal terminal is clearly visible in the background. **Brian Morrison**

Contract awarded for Reading motive power depot construction

Network Rail has awarded a contract for the design of a new motive power depot on the railway land to the north-west of Reading station.

The depot is a key part of the overall improvement scheme for Reading, which includes five new platforms and a new footbridge with lifts and escalators. There are also plans to 'untangle' the railway lines to the west of Reading, improving the reliability and frequency of services to and from the station.

During 2009, the Reading scheme has met a number of milestones: contracts have been awarded to design the station and new train depot, and to widen Caversham Road and Vastern Road bridges to make space for additional platforms; project offices to provide joint accommodation for Network Rail staff and contractors have been set up in the old Caversham Road Royal Mail Depot; reparatory work for resignalling has got underway, and the Transport Secretary has given the green light to the scheme, awarding a transport and works act order for the project. During this year, detailed designs for the project will be produced and Reading residents, businesses and community groups will be given the chance to have their say with regard to the plans.

Work to upgrade the signalling in Reading will continue, while further contracts to design and build the scheme will be awarded, ready for work to begin later in the year.

◀ **Recently returned to service from a short period in storage, DBS Class 60 No 60040** *Territorial Army Centenary* **threads its way across Kings Norton Junction, and heads for the Lifford Curve with the discharged Westerleigh-Lindsay oil tanks on 16th January. David Bissett**

UK News In Brief

■ Following the derailment at Carrbridge on 4th January that closed the line between Inverness and Aviemore, a section reopened again on 12th January, allowing restricted services, and it is anticipated that the line will be fully reopened on the 17th January.

■ Hopes of obtaining Borough Council support for the reopening of the line between Cranleigh and Guildford have not reached fruition because of the 'high costs'. The Association of Train Operating Companies (ATOC) report last year identified the line, closed in 1965, as one of a number throughout the country that should be revived as a way of linking expanding communities to the rail network. ATOC has estimated it would cost £63 million to reopen the line, a figure that Councillor Ken Reed described as "chicken-feed" when compared to the £240 million cost to redevelop Guildford station! One of the major problems with re-establishing the line is that nobody has declared a willingness to pay for the detailed feasibility study needed.

■ Contractors erected a new footbridge at Newport station, South Wales, over Christmas as part of the £13 million station redevelopment. Designed to link buildings on either side of the track, the steel bridge is clad in a steel facade and glass panels while its roof is steel and ETFE plastic.

■ Construction of a new railway station at Southend Airport continued throughout the festive season, and despite the snow, work is on schedule for completion by July this year. The £12 million project is funded by Southend Airport and its owner, the Stobart Group, and will be on the National Express East Anglia line from Southend Victoria to London Liverpool Street. Major works finalised over the holiday period included new overhead gantries, replacing previous structures, and all the earthworks needed to facilitate the remaining construction work successfully. Laying the foundations for the platform and station building is now underway, as is enabling work to ensure that the new footbridge base is in place during February.

■ Part of Eastbourne station was closed off on 10th January, after rubble started falling from the clock tower next door. A Sussex Police spokesman said although part of the concourse was cordoned off, services had not been affected and that no one had been injured by any of the falling rubble.

■ Special variable height ticket counters are being introduced at Lanark station, one of nine Scottish stations where ScotRail plans to have variable-height ticket office counters in the coming months. They can be lowered or raised at the touch of a button to best suit a customer's height, enabling wheelchair-users and people of smaller stature to conduct their business efficiently. A rest for walking sticks is also provided. The new counters are due for completion by mid February.

■ New signs proclaiming Machynlleth as the 'Gateway to the Cambrian Coast Line and the Snowdonia National Park' have been erected at the town's station. A National Park spokesman said: "Working closely with the railway is important in developing and supporting the Park's credentials as a green and sustainable tourism destination."

▲ Network Rail GLV No 9102, powered by First GBRf Class 73/2 No. 73206 *Lisa*, passes through an arctic Tonbridge on de-icer duty on 21st December. James Bartlett

How Network Rail keeps the railway running in snow

Although Network Rail is hoping that the worst of the winter weather is over, the company has released an overview of the machinery used to keep trains running across the country.

Network Rail's National Delivery Service (NDS) has 19 Multi Purpose Vehicles (MPVs) deployed to cover areas with third-rail traction to prevent ice-build up by spraying an anti-icing agent directly onto the conductor rail. Six of these are based at Tonbridge, six at Horsham and a further four at Eastleigh, with one extra set at Effingham. In addition, two MPVs are based at Wigan for use on Merseyrail.

The winter fleet is supplemented by modified ex-Gatwick Express Luggage Vans (GLVs), also based at Tonbridge, which spray heated anti-icing fluid when ice has formed on the conductor rail while also clearing the snow and ice off.

The company also hired a fleet of locomotives, as previously reported, fitted with miniature snowploughs from Direct Rail Services and West Coast Railway Company, which clear snow up to 450mm above railhead.

In addition, there are 18 snowploughs and snowblowers strategically located around the network that can be deployed when snow is deeper than 450mm, comprising 11 independent snow ploughs, five Beilhack ploughs and two snowblowers.

▼ Network Rail Snowblower No. ADB 968501 is stabled in the sidings to the south of Stirling on 15th January, having worked from Arbroath two days earlier. Alasdair Eadington

Technology advances could scrap tickets

New technology could consign the paper ticket to history, and also make redundant touch-in-touch-out cards such as the Oyster.

Instead passengers would board trains and buses equipped with tags that would be capable of monitoring their journey and charging the correct fare automatically. Research into what is called 'Be in be out' technology was commissioned by the Department for Transport alongside the consultation into 'smart ticketing' and has now been published.

The technology would reduce boarding time on buses and also allow train operators to scrap the existing system of electronic ticket gates. Instead it would work on the assumption that the majority of travellers are intending to pay their fare, and in the case of a station, the gates would only shut if someone tried to board without a tag. On a bus, the technology would result in the driver demanding payment if anyone tried to walk past the tag reader without the electronic tag. The tag could be fitted as a chip on a plastic card that would remain in the passenger's pocket, or it could even be embedded into a mobile phone.

The chip would take payment from a passenger's individual account, which if it were to work on the same basis as the Oyster system in London, would have to be kept in credit.

£4.3 million to be spent on stations

£4.3 million of renovation work is to take place at eight stations in Cheshire, Lancashire, Merseyside and Yorkshire.

One of the largest projects is at Accrington, where new shelters, fencing, improved lighting and signage has been installed with funds from the Department of Transport backed by the National Station Improvement Programme (NSIP).

The second phase of work will be the construction of a new £1.2 million 'eco' station with locally sourced materials, including recycled stone. Funding for the new station is split between Lancashire County Council and the European Regional Development Fund.

Other NSIP work includes the £1.7 million restoration of Platforms 4 and 7 at Chester, the renovation of Huddersfield's historical neo-classical style, Grade-one listed station and an upgrade of Dewsbury station, together valued at £840,000. Halifax station is to be renovated, while Meols and Rock Ferry stations on Merseyrail will also be refurbished at a cost of £300,000, and Lostock Hall station in Lancashire will receive a £19,500 overhaul funded by Northern Rail.

Back Issues CD-ROM

After numerous requests, we have now released a CD-ROM containing the back issues of *Railway Herald* up to Issue 200 and *Railway Herald Worldwide*, together with all supplements.

Priced at £5, it can be ordered by calling the editorial office on 01904 500175 or by **Clicking here** to order online. Postage within the UK is post free, and just £1.50 to destinations outside the UK.

◀ Class 73/2 No. 73213 arrives at London Bridge hauling a Littlehampton to London Victoria test train working on 14th January. **Brad Joyce**

◀▼ With the bad weather still causing problems for Royal Mail, additional postal workings continue to operate, and to the advantage of the enthusiasts and photographers continue to use the small fleet of ACLG and Electric Traction Limited locomotives. Here, Class 87 No. 87002 heads north through a brief flurry of snow at Carluke with a Willesden PRDC to Shieldmuir RMT service on 12th January. **Kenny Marrs**

▼ Commuters alighting from a Southern Class 377 at London Bridge on 22nd December found a pair of brand new Class 378s, Nos. 378145 and 378146, standing in the adjacent platform, with barrier vehicles attached and Class 66 No. 66402 attached to the train, albeit at the buffer stops! The sets were being moved from Ashford Chart Leacon, via London Bridge, to New Cross Gate Depot. Classmate No. 66732 finally arrived from Tonbridge mid-morning to drag the sets into New Cross Gate, releasing No. 66402. **Ian Docwra**

◀ **DRS Class 20/3s Nos. 20304 and 20301 stand with Class 315 No. 315854 at Lonodn Liverpool Street after hauling the unit from Hackney Downs in the early hours of 7th January. The unit brought down the OHL on the crossovers north of the station while working the 20.25 service from Chingford the previous evening. Class 90 No. 90006 stands to the right on the 09.30 to Norwich. Iain C. Scotchman**

The weekly column looking at some of the more unusual and newsworthy movements on the UK network, including Class 60 Report

Wednesday 6th January 2010

Colas Rail had two separate trains operating into Lincolnshire, with Class 66/8 No. 66842 working the CEMEX train from Tilbury to West Burton Power Station and Class 47/7 No. 47739 *Robin of Templecombe* heading from Washwood Heath to Boston Docks with empty steel wagons, before returning light to Washwood Heath

Conditions in Scotland were not improving, particularly with the bad weather, although the Margam crane did finally reach Carrbridge before lunchtime. The Stobart Rail train, now operated by DBS, ran for the second time, travelling via Dundee and Aberdeen, behind Class 66 No. 66200.

The Cumbrian Coast 'Floodex' service, which will be operating until May, was in the hands of Class 47/4 No. 47501 *Craftsman* and Class 57 No. 57008 *Telford International Railfreight Park June 2009* throughout the day, while the FGW loco-hauled diagrams remained in the hands of Class 57/3s Nos. 57303 *John Tracy* and 57316, and Class 67 Nos. 67016 and 67017 *Arrow*, although No. 57303 was swapped at Cardiff Canton for No. 57315 part way through the diagram. ETL Class 86/7 No. 86701 *Orion* headed north from London on the morning postal to Warrington RMT, while classmate No. 86702 *Cassiopeia* was employed on the southbound 06.00 Shieldmuir to Willesden PRDC mail service.

In the South East, Class 73/2 No. 73201 *Broadlands* continued its driver training duties for Serco, working a circular operation from Selhurst running via Sidcup, Dartford, Gillingham and Dover Priory.

DB Schenker employed Class 66/0s Nos. 66172 *Paul Melleney* and 66035 on a Kingsbury to Humber discharged petroleum working, while classmate No. 66166 had charge of the Humber to Jarrow tanks, after the allocated traction, Class 60 No. 60071 *Ribblehead Viaduct*, failed at Darlington.

Thursday 7th January 2010

Problems started overnight for the Great Eastern line, when Class 315 No. 315854 brought the overhead line down at Hackney, resulting in the set being rescued by Class 20/3s Nos. 20304 and 20301 *Max Joule 1958-1999*. Elsewhere delays and cancellations stretched across the board with the bad weather causing the

Readers Contributions

Contributions for this column are welcomed from readers across the country. Each column generally covers Saturday to Friday of the week prior to publication, and readers are urged to keep contributions to the same period. Information and photographs should be sent via email to **editor@railwayherald.com**

problems. On the West Coast Main Line, DRS Class 37/6 No. 37601 was called upon to work the 16.17 Shieldmuir RMT to Warrington RMT mail service. The locomotive worked 'light engine' from Carlisle to Shieldmuir before hauling Class 325s Nos. 350002 and 325011 south. It later continued to Willesden PRDC.

Class 66/7 No. 66732 *GBRf The First Decade 1999-2009 John Smith – MD* hauled Class 378/0 No. 378006 from Derby Litchurch Lane to Willesden. DRS used a pair of Class 57/0s, Nos. 57003 and 57012, as a trial on the Daventry to Mossend intermodal flow overnight, the locomotives working through to Carlisle, where a Class 66 replaced them.

The Robeston to Westerleigh tanks became derailed shortly after joining the branch to Westerleigh terminal. The incident was not severe, with just two bogies believed to have left the rails.

Friday 8th January 2010

The derailment of Class 312/3 No. 321353 at Clacton during the early hours caused service chaos as three sets of 12-car Class 321s became trapped.

Class 66/0 No. 66119 was used to move Gatwick Express-liveried Class 442 'Wessex Electric' No. (44)2415 to Wolverton Works for overhaul, while DRS Class 20/3s Nos. 20301 and 20304 also visited Wolverton, providing the motive power to move Mk3 DVT No. 82133 from Norwich, before returning 'light engine' to Stowmarket. Elsewhere, DRS Class 57/0 No. 57003 was utilised on the Carlisle to Chirk timber working, while DB Schenker Class 67 No. 67003 was used to power the 'Northern Belle' from Liverpool Lime Street to Edinburgh. The Cumbrian 'Floodex' had Class 57/0s Nos. 57012 and 57008 paired with Class 47/4 No. 47501 *Craftsman* today! First TransPennine Express Class 185 No. 185138 failed at Beattock with a southbound working to Manchester. The unit finally headed south behind classmate No. 185148, after causing over 300 minutes of delay to its own service and throwing the WCML into complete disarray.

Having worked south the previous day, DRS Class 37/6 No. 37601 headed back north with the 16.26 Willesden PRDC to Shieldmuir RMT postal, in the company of Class 86/7 No. 86702. The '37' was removed at Warrington, working 'light engine' to Carlisle, leaving the '86' to continue alone to Scotland.

Class 60 No. 60096 had rare use on a Class 5 train when it worked 'light engine' from Warrington to Liverpool Lime Street to haul the 'Northern Belle' ECS back to Crewe. Elsewhere, it was not good news for the class as No. 60059 *Swinden Dalesman* failed while working the Lindsey to Rectory Junction tanks and was rescued by a Class 66.

Saturday 9th January 2010

The overnight 'Sleeper' from Scotland encountered problems, resulting in Class 67 No. 67027 *Rising Star* taking the train forward from Crewe, 290 minutes late!

The weekly Crewe to Holyhead Pendolino drag had Class 57/3 No. 57307 *Lady Penelope* at the

▲ **DRS Class 57/0 No. 57008** *Telford International Railfreight Park - June 2009* **passes Workington Main No.2 signalbox as it approaches the station in preparation to work the 12.20 Workington to Maryport service. As a result of funding from the Department for Transport, this service is to continue through to May, with loco-haulage from DRS expected to last for the duration. On the rear of the train was Class 47/4 No. 47501** *Craftsman*, **providing the electric train supply for the coach heating. Brad Joyce**

Operational DB Schenker Class 60s

Loco	Working Area	Loco	Working
60009	Immingham	60040	Immingham
60039	Peak Forest	60074	Immingham
		60096	Warrington

Correct as of 16th January.

helm, paired with Class 390 No. 390007 *Virgin Lady*. Unfortunately the loco encountered problems at Holyhead, and the train was double-headed back to Crewe by classmate No. 57314 and No. 57307. The Cumbrian 'Floodex' was back in the hands of Class 37/4 No. 37423 *Pride of the Lakes* and Class 57/0 No. 57008. Class 60 No. 60059 has been stored following its failure yesterday, resulting in No. 60051 returning to the active pool.

Sunday 10th January 2010

The operational Class 60 pool changed yet again, and now features Nos. 60009 at Immingham, No. 60049 at Peak Forest (almost permanently employed on the Tunstead - Oakleigh stone workings), Nos. 60051 and 60074 *Teenage Spirit* at Toton TMD and No. 60096 at Warrington. By late afternoon, both Nos. 60074 and 60051 had moved to Immingham ready for the week's petroleum workings. Classmate No. 60071 has been stored at Doncaster, awaiting transfer to Toton TMD.

Class 66/7 No. 66704 *Colchester Power Signalbox* leading classmates Nos. 66717 *Good Old Boy*, 66714 *Cromer Lifeboat*, 66731, 66716 *Willesden Traincare Centre*, 66707 *Sir Sam Fay Great Central Railway* and 66725 *Sunderland* hauled the regular Sunday First GBRf loco movement.

In Scotland, Class 66/0 No. 66112, having worked 'light engine' from Motherwell, headed south from Carrbridge with one of the rail cranes in tow.

Monday 11th January 2010

The Cumbrian 'Floodex' locos started the week with both Class 47/4 No. 47501 and Class 57/0 No. 57008. One of the standby locos was called into snow duties, with Class 47/7 No. 47760 working from York to Whitby and return. In Cornwall, Class 57/6 No. 57603 *Tintagel Castle* was used to move Class 43 powercars Nos. 43171 and 43023 plus their Mk3 set from Long Rock to Plymouth Laira.

DRS Class 37/6s Nos. 37610 *T.S. (Ted) Cassady 14.5.61 – 6.4.08* and 37611 were back on test train duties, heading south from Derby with a test working to Westbury.

Class 67 No. 67029 *Royal Diamond* with Class 66/0s Nos. 66162 and 66128 dead in tow worked the Bescot to Toton Departmental 'trip'. The remaining recovery crane at Carrbridge headed south sandwiched between Class 66s Nos. 66043 and 66139 during the late evening, arriving in Mossend in the early hours of the following morning.

Class 47/7s No. 47739 and 47727 *Rebecca* were used on the Washwood Heath to Boston Docks 'light engine' move, prior to working the loaded steel back to Washwood Heath.

Tuesday 12th January 2010

Class 37/6s Nos. 37610 and 37611, in 'top and tail' mode worked from Westbury to Waterloo. Meanwhile, the AC Locomotive Group's (ACLG) Class 87 No. 87002 made it to Scotland with a mail working from Willesden PRDC.

Colas Rail provided Class 66/8 No. 66842 for the Hams Hall to Dollands Moor intermodal service, while DRS Class 66/4s Nos. 66416 and 66425 had charge of the Bridgewater to Crewe 'flask' service.

Class 92 No. 92043 *Debussy* was once again on crew training duties, working 'light engine' from Dollands Moor to Wembley and return. Royal Class 67 No. 67005 *Queen's Messenger* was used to work Class 507 No. 507021 *Red Rum* from Birkenhead North TMD to Doncaster Wabtec, while Virgin Class 57/3 No. 57306 *Jeff Tracy* headed south from Crewe to Chiltern's Wembley Stadium Depot with a rake of Wrexham & Shropshire liveried Mk3 stock.

Problems once again hit the Cumbrian 'Floodex' during when Class 47/4 No. 47501 failed, resulting in Class 47/7 No. 47790 *Galloway Princess* working 'light engine' from Carlisle to take over the duties. Also working south from Carlisle was Class 92 No. 92003 *Beethoven* with not one but four classmates (Nos. 92005 *Mozart*, 92019 *Wagner*, 92022 *Charles Dickens* and 92012 *Thomas Hardy*) in tow! The ensemble was observed passing through Oxenholme with the Carlisle to Eastleigh 'Enterprise' working. In Scotland, Class 31/1s Nos. 31106 and 31233 were in 'top and tail' mode on test train duties with the Radio Survey set, working a circular diagram from Millerhill via Bathgate.

Wednesday 13th January 2010

Colas Rail Class 66/8 No. 66842 was used on the Tilbury to West Burton CEMEX duty, while Class 47/7s Nos. 47727 and 47739 were once again on the Washwood

▼ **First Great Western Class 57/6 No. 57603** *Tingtagel Castle* **passes Plymouth with a failed HST set (including powercars Nos. 43171 and 43023) en route to Laira Depot from Penzance on 11th January. Tony Callaghan**

Class 70 Report

▲ Class 70 No. 70006 hauling the Portbury to Rugeley Power Station service, slows for a signal stop at Landywood on 11th January. **John Price**

FLEET REPORT

Loco	Working Area	
70001	Leeds Midland Road	(Modifications)
70002	Bristol Stoke Gifford	(Crew Training)
70003	Leeds Midland Road	(Modifications)
70004	Leeds Midland Road	(Modification)
70005	Bristol Stoke Gifford	(Crew Training)
70006	Bristol Stoke Gifford	(In Traffic)

Workings Information

At the start of the period under review, Class 70s Nos. 70001, 70003 and 70004 were at Midland Road, while Nos. 70002, 70005 and 70006 were in the Crewe area, the latter loco being noted on a 'light engine' trip to Stafford and then to Carnforth.

No. 70006 worked 'light engine' from Crewe Basford Hall, via Abergavenny, to Bristol Stoke Gifford yard on 8th January, prior to recommencing operations on the Portbury to Rugeley Power Station coal flow on 11th January.

On 12th January, Nos. 70002 and 70005 worked south 'light engine' from Crewe Basford Hall to Bristol Stoke Gifford yard, and on 13th January, Nos. 70001 and 70004 worked a 'light engine' test run from Leeds Midland Road to Doncaster Belmont Yard and back.

▲ Class 31/1 No. 31233 heads the Radio Survey working on a circular operation from and to Millerhill Yard, via Bathgate, through Livingston North on 13th January. **Kenny Marrs**

Heath to Boston Steel flow. After leaving Carrbridge on 11th January, and working south along the WCML, Class 66 No. 66139 was used to work the fuel tanks into Penzance Long Rock!

With Class 86/7 No. 86702 on maintenance, Class 57/3 No. 57307 was used to work a Willesden to Sheildmuir service as far as Warrington, where it was replaced by Class 86/7 No. 86701, allowing the '57' to return south on another 'Postal' service.

WCRC Class 47/7 No. 47760 was used to move Class 37 No. D6700 from Grosmont on the North Yorkshire Moors Railway to the National Railway Museum, prior to the '47' returning to Carnforth.

Thursday 14th January 2010

ACLG's Class 86/1 No. 86101 *Sir William A Stanier FRS* returned to the main line after a period of being unavailable, working a rake of Class 325s north on a 'Postal' to Shieldmuir. South West Trains Class 158 No. 158888 is currently on hire to Northern Rail, having worked north earlier in the week.

Class 37/6s Nos. 37610 and 37611 were used to 'trip' Class 73/1 No. 73107 *Spitfire* from Selhurst to St. Leonards, the Type 3s then returning to Selhurst.

Class 92 No. 92043 was used on the Europorte2 crew-training trip from Dollands Moor. DRS Class 57s Nos. 57007 and 57003 were used to work the Carlisle to Seaton 'flask' working during the early afternoon, while Colas Rail Class 66/8 No. 66841 headed north with the Dollands Moor to Dagenham Ford 'Blue Train'.

Class 66/7 No. 66729 was back at Derby again to power a Derby to Chart Leacon working with Class 378/1 No. 378153. Class 60 No. 60051 has once again been placed into the stored field, while classmate No. 60096 had a jaunt away from Warrington working to Hope Sidings in the Peak District.

UK Steam & Modern Traction Railtour Listings

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

22nd January 2010		
Vintage Trains	4965	Tyseley Warwick Road-Coleshill Parkway-Nuneaton-Loughborough-Burton on Trent-Coleshill Parkway-Tyseley Warwick Road
VSOE	35028	London Victoria-Guildford-London Victoria
23rd January 2010		
UK Railtours	2xDBS 67	London Euston-Watford Junction-Milton Keynes Central-Rugby-Stafford-Crewe-Wigan NW-Blackburn-Clitheroe-Hellifield-S&C-Carlisle-Shap-Preston-Crewe & return
30th January 2010		
UK Railtours	2xDBS 67	Woking-Staines-Mill Hill Broadway-St.Albans City-Luton Airport Pky-Bedford-Kettering-Wichnor Jct-Lichfield Chord-Basford Hall-Shrewsbury-Telford Railfreight Depot-Wellington-Oxley-Stafford-Rugeley-Walsall-Lifford Curve-Water Orton-Kettering & return
Railway Touring Co.	46115	Lancaster-Preston-Wigan North Western-Bolton-Manchester Victoria-Huddersfield-Sowerby Bridge-Hebden Bridge-Copy Pit-Blackburn-Darwen-Bolton-Manchester Victoria-Bolton-Wigan North Western-Preston-Lancaster
6th February 2010		
Railway Touring Co.	34067	London Victoria-Clapham Junction-St. Albans-Bedford-Kettering-Market Harborough-Leicester-Melton Mowbray-Oakham-Corby-Kettering & return
13th February 2010		
UK Railtours	2xDBS 67	London Paddington-Newbury-Exeter St. Davids-Plymouth-Par & return
Railtourer	2xWCRC 47	Doncaster-Bath Spa & return (*full details to follow*)
Railway Touring Co.	34067	London Paddington-Reading-Newbury-Westbury-Trowbridge-Bath Spa-Bristol Temple Meads & return
VSOE	35028	London Victoria-Guildford-London Victoria
14th February 2010		
Steam Dreams	60163	London Victoria Bromley-Tonbridge-London Victoria
Steam Dreams	60163	London Victoria-Guildford-London Victoria
19th February 2010		
Statesman Rail	2xWCRC 47	Birmingham International-Wolverhampton-Stafford-Stoke on Trent-Macclesfield-Stockport-Manchester-Bolton-Horwich Parkway-Preston-Shap-Carlisle-Beattock-Carstairs-Crianlarich-Fort William
UK Railtours	2xDBS 67	London KX-Darlington-Shildon-Bishops Auckland-Stanhope & return
VSOE	35028	London Victoria-Guildford-London Victoria
20th February 2010		
Statesman Rail	WCRC 47	Fort William-Crianlarich-Beattock-Carlisle-Shap-Preston & return

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

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

You can view the long-term line-up of railtours by visiting the railtours section of our website - click here or visit www.railwayherald.com

Gwaun-Cae-Gurwen, Newcastle and Par for Pathfinder

Pathfinder's 2010 programme gets underway on 6th March with a visit to South Wales from the Thames Valley and the Midlands.

Its 'Heart of Wales Wanderer' features both the recently re-opened Gwaun-Cae-Gurwen branch and the Central Wales line in the itinerary, which originates at Didcot Parkway and picks up through to Birmingham New Street and Cheltenham Spa (outwards only) before proceeding westwards along the South Wales main line. After reversal at Gwaun-Cae-Gurwen, the train will later pause at Llandrindod Wells, before returning via Craven Arms, the Abbey Foregate Curve at Shrewsbury, and Wolverhampton to New Street and back to Didcot Parkway. The train is scheduled for DBS Class 66 haulage, with a further DBS Class 66 to assist on the Gwaun-Cae-Gurwen branch.

Other recently announced tours both feature steam, commencing on 24th April with a trip to the North East with 'A1' Pacific No. 60163 *Tornado*. The 'Tyne-Tees Tornado' sets off diesel-hauled from Cheltenham Spa and picks up via Barnt Green and Coleshill Parkway to York, where *Tornado* will be waiting to work the train north. There has been a change to the original itinerary, in that it no longer returns along the Durham coastline. Instead it will work north to Newcastle-upon-Tyne, via Darlington and Durham, before continuing along the Blythe and Tyne to reach the East Coast Main Line at Morpeth, via Bedlington Junction. It then returns to Newcastle before heading south, via Ferryhill, Norton Junction and Eaglescliffe, to reach Darlington, where *Tornado* leaves the train. The 'A1' will then proceed to Shildon, and the charter returns diesel-hauled. Look out for further tours involving *Tornado* for Pathfinder, which will include three circular trips around the South East and a visit to Swansea.

Pathfinder's second steam outing has a lot to live up to, as the last time the company featured 'King' 4-6-0 No. 6024 *King Edward I* over the South Devon banks it produced the record time of 58 mins 4 secs from Plymouth to Exeter St Davids. That was in 2002, and on 1st May the 'Royal Duchy' with *King Edward I* 'once again working from Exeter St. Davids to Par, setting down additionally at Bodmin Parkway. All eyes will be on the stopwatch on the way back, to see if that magical record, can be beaten! The tour commences at Basingstoke, and runs diesel-hauled to Exeter St Davids, picking up via Reading West, Swindon, Bristol Temple Meads and Taunton.

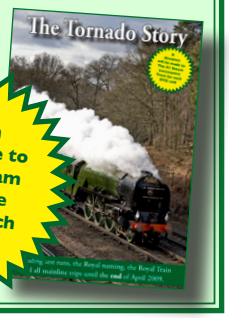
Cornwall is also the destination for a Class 66-hauled tour on 10th April, which sets out from Whitchurch, and runs via Shrewsbury and the Welsh Marches to set down at Plymouth, Liskeard, Bodmin Parkway and Par, before taking a trip on the branch to Parkandillack.

Earlier on 20th March is the re-dated working with No. D1015 *Western Champion* from Bristol Temple Meads to Buxton, which traverses both the Diggle and Hope Valley routes. Note also that the other re-dated tours, firstly to Skipton, Keighley and Leeds from Swindon, is booked for 17th April, and the Carlisle and Settle outing from Bristol featuring a Hanson Class 56 is now due to run on 22nd May.

The Tornado Story - £10.95 post free

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

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



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West Coast Railway Company operated a private charter using Tyseley's 'Castle' 4-6-0 No. 5043 *Earl of Mount Edgcumbe* **on 9th January, from Tyseley to Gloucester. In a white setting, the train passes Northway on the outward working. John Stretton**

▲ A locomotive that is rarely featured in the railway press, and one which is today located far from its original operating area, Class 14 'Teddybear' No. D9551 stands at Milton of Crathes, west of Aberdeen, the operating base of the Royal Deeside RPS, on 10th January. **John Daniels**

Locomotion loans historic tank locomotive to Milestones Museum

The 1910 Avonside 0-6-0ST *Woolmer* **was the first vehicle restored at Locomotion: the NRM at Shildon, as part of the 'Learning in Motion' project in 2007.**

It has been displayed at the museum since then, but is now to be loaned out for an initial five-year period to the Milestones Museum in Hampshire, it having worked on the Longmoor Military Railway in the county until 1954, and as such is a part of Hampshire's military and transport history.

Anthony Coulls, Senior Curator at Locomotion, said: "*Woolmer* is a very special locomotive for the restoration team as it was the first overhaul at Locomotion and actually in Shildon since the closure of Shildon Wagon Works. It really demonstrated what the restoration team and the 'Learning in Motion' project could achieve, giving new life to vehicles within the collection and allowing museum visitors across the UK the opportunity to view the vehicle in its former glory. We are delighted that the locomotive will go on display in Hampshire, given its local connection, and hope it will be enjoyed by many visitors at the Museum".

Date set for NNRs Sheringham Crossing inauguration

Pete Waterman OBE is scheduled to reopen the Sheringham link on 11th March, allowing the North Norfolk Railway to connect again to the National Network after a break of 46 years.

On the day, Britannia Pacific No 70013 *Oliver Cromwell* will haul the first of what is hoped to be many charter trains over the crossing, bringing a boost to local tourism and trade, operated by Railway Touring Company and commencing at London Liverpool Street, the charter will run via the Great Eastern Main Line, with reversals at Norwich and Cromer, before heading for Sheringham and working through to Holt.

From 26th January to 9th February, traffic in Station Road and Station Approach will be controlled by temporary traffic lights, while telecoms cables and chambers are strengthened. Norfolk County Council has been liaising with the railway and will remodel the nearby roundabout during the works in a bid to minimise disruption.

From 15th February to 6th March, Station Road will be closed to all traffic between the entrances to the main car park and the Bittern Line car park, for the installation of the new crossing. There will be pedestrian access to the Bittern Line station, but car parking spaces will be unavailable.

North Norfolk Railway project director Steven Ashling said: "I hope that Sheringham residents, traders and visitors will be patient during the construction works - once installed, the crossing will mean valuable extra business for the town".

▼ **GWR 'Manor' 4-6-0 No. 7812** *Erlestoke Manor* **raises steam at Bewdley MPD on 7th January, prior to operating a works train to Hampton Loade. David Pagett**

CHINA 2010

TWILIGHT OF STEAM TOUR
22 March - 11 April 2010

Steam is rapidly being replaced by diesels now, so we are doing a comprehensive tour of the remaining lines, with interesting and/or quantities of standard gauge steam. This may be a last chance to visit some. Includes Sandaoling, which must be the steamiest place on earth, in the opencast mine using JS locomotives. At least 9 locations to be visited. Three weeks of steam for **£2400 fully inclusive** Beijing - Beijing. Includes visa for UK residents. Only beer money needed!

CHINA NARROW GAUGE TOUR
9 October - 23 October 2010

This interesting trip includes the well known steam lines of Shibanxi and Huanan plus Xingyang (if working). Also Dalian city tram system and the nearby Salt railway, then on to the Jincheng Reed Railway (ex-Japanese narrow gauge line). Two weeks of steam and ancient diesels for **£1650 fully inclusive** Beijing - Beijing. Visa included for UK residents.

Reed Railway Photo: John Raby

Please contact Jim Colley for Itineraries

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DFR celebrates 40 years with *City of Truro* visit

The 40th anniversary of the Dean Forest Railway (DFR) this year has added importance as it coincides with the 200th anniversary of the Severn & Wye Railway, which was authorised by King George III in 1809, the original tram road commencing operations in 1810, expanding to eight branches, of which one crossed the River Severn on the now demolished railway bridge to connect with Sharpness.

Three weeks of celebrations are due to mark the events from mid-June to early July, which will include a visit by the NRM's No. 3440 *City of Truro*, which will be in service on the DFR from 16th June until 4th July.

A gala weekend is planned for 26th/27th June, which includes double-heading of trains, a demonstration goods train and use of the Great Western 'Autotrain'. It is planned to have all available locomotives in traffic.

Additionally, the weekends of 19th/20th June and 3rd/4th July will have *City of Truro* operating with another DFR locomotive, while on Wednesdays and Thursdays 23rd/24th June and 30th June/1st July it will be in service alongside a DFR diesel locomotive and DMU.

On 13th March, the DFR will be operating a diesel gala, which will feature all the operational diesel locomotives in traffic. Full details, including an operating timetable, will be placed on its website in due course.

This is followed on Sunday 28th March with the first of the monthly 'Bygone Branch line Days', which provide a contrast between 1930's opulence and more functional 1960's design, with both the Great Western Auto train and the heritage DMU in action. Such events are scheduled for 25th April, 23rd May, 25th July, 15th August and 5th & 26th September.

▼ **GWR 9600 Class 0-6-0PT No. 9681 barks through Norchard station, on the Dean Forest Railway, with a short ballast train during a photographic charter on 7th November. Jack Boskett**

Progress made at Sittingbourne for SKLR that could recommence services for its 40th anniversary

The Sittingbourne papermaking business, M-real, closed down its mill at the beginning of 2007 and planned to sell all the land associated with the operations, giving the Sittingbourne and Kemsley Light Railway (SKLR) 12-months notice that its arrangements with M-real would have to come to an end and that the line through Swale Country Park would have to cease operating as it was on its land.

The railway suspended services for 2009 in order to have time to focus on the number of very important issues involved in securing its future, and since the announcement of the mill closure, has been investigating possible ways of securing its future.

It has run a successful campaign highlighting its significance for the town of Sittingbourne and seeking support for continued operation, and is now pleased to announce that it has been able to agree an interim solution that will allow the operation to continue as a key part of the development of tourist and leisure activities in the town.

The agreement allows the railway to provide train services in the future within the Swale Country Park, and as part of the agreement, M-real has donated tracks, sleepers and materials to the SKLR in addition to its previous donations of rolling stock. With the support of Swale Borough, the railway is now working on a new business plan for future operations and is grateful for the input and support received from all interested parties, and is also grateful to M-real for a cash donation made to assist it with its expenses during this period of reduced income.

It is hoped that the SKLR will now be able to obtain grant funding to help to secure its long-term future, providing a steam railway for the benefit of the people of Swale and beyond for many years to come.

Bob Newcombe, Chairman of the Trustees of SKLR, said: "Our future is not yet guaranteed, but this agreement gives us a valuable opportunity to survive and thrive. We still have a great deal of work to do, both internally and externally, and we may have to rethink how we do things, but at least we are able to continue our work with a much greater degree of security. SKLR would also like to take this opportunity to thank all the legal and property advisers and other specialists who have donated their time and expertise as part of this process. Without their help there would have been no future for the line. Although the negotiations do not give us all that we would want, it does represent a starting point for our ultimate goal of keeping the whole railway operational. However, the part of the railway that runs on the land that M-real owns in the area of the Country Park does not include Sittingbourne Viaduct station, Kemsley Down station or the viaduct itself, but the light railway is now in a position to open negotiations with SRP New Thames Ltd regarding the Kemsley Down station site, and with the purchaser of the Sittingbourne end of the line once that land has been sold by M-real. We still have some way to go to safeguard the whole of the line and our SOS Campaign will continue. Swale Borough Council has recently started consultation on the draft version of its Masterplan for Sittingbourne Town Centre, and it is important that all views supporting the retention of the viaduct and the light railway terminus at Sittingbourne are recorded. You can view and comment on the draft masterplan at www.swale.gov.uk and click on Masterplan. The Save Our Steam Railway/Save Our SKLR Campaign has been running since the late summer but it is not too late to have your say and send us a letter or email of support".

▲ **SKLR 0-4-2T *Melior* heads a short train over the now closed exhibition line at Preston, Canterbury, on 2nd January. The loco, coach and track will be returning to Kemsley Down in the near future. Paul Best**

The Railway's Trustees are working as hard as they can to save the railway, but this costs money, particularly for legal fees, so any cash donated by readers to the Fighting Fund will be gratefully received at www.justgiving.com/sklr

Away from the line, the SKLR celebrated the New Year by running a train at the Preston Services Open Days, near Canterbury. Kerr Stuart 1924 0-4-2ST No. 4219 *Melior* and coach No. 647 (ex-Bowaters pulp wagon) carried over 230 passengers during the weekend, raising vital funds for the railway, which as stated has been closed to the public for over a year. The Exhibition Line was laid in May and June last year, with *Melior* and coach No. 647 arriving by road in mid-June for the Preston Steam Rally that month, at which over 1,000 people travelled on the train. The Exhibition Line is now closed and will be dismantled over the coming weeks, with *Melior* and the coach returning to Kemsley Down in the near future. The SKLR thanks the Preston Services team for arranging and paying for the loco and coach to be transported to Preston, saying that it cost the line nothing but raised a lot of money, thanks to their generosity.

Readers who are unaware of the history of the SKLR may be interested to learn that it is a rare phenomenon in the preservation world as it was donated by the then mill owners, Bowaters United Kingdom Paper Co Ltd in 1969 for preservation, and still uses its original locomotives, equipment and buildings. 2009 was the 40th anniversary of the railway's preservation, but 2010 is the 40th anniversary of it being opened to the public, and every effort is being made to ensure that the anniversary coincides with train services once again.

The crew of visiting 5600 Class 0-6-2T No. 5643 keep an eye on the photographers, as the loco engages in a shunting movement at Bolton Abbey, during a photo charter on 13th January. **John Whitehouse**

First GBRf Class 66/7 No. 66704 *Colchester Power Signalbox* **heads north through Newcastle with empty coal hoppers from Doncaster Decoy for reloading at North Blyth on 11th January. Kenny Marrs**

◀ An imposter deep in First Great Western territory and one that could have an identity crisis! Class 57/3 No. 57315 arrives at Weston-super-Mare on 11th January, with the 11.02 Taunton to Cardiff Central service. Part of the Virgin Trains 'Thunderbird' pool, the loco carries Arriva Trains Wales livery, is operated by First GBRf on a First Great Western service with Intercity coaching stock! Welcome to the wonders of rail privatisation. **Keith Brown**

▼ Class 67 No. 67027 passes Headstone Lane on the WCML with the southbound 'Caledonian Sleeper' on 9th January, running 327 minutes late in freezing conditions. **Ken Brunt**

Class 57/6 No. 57602 *Restormel Castle* **waits time at Exeter St Davids, shortly before 03.30, while working the 23.45 London Paddington to Penzance 'Night Riviera' sleeper service on 12th January. Brad Joyce**

Free Wi-Fi service to be introduced on some Amtrak routes in the USA

Amtrak is finally to begin to provide wireless internet access on its trains.

Announcing a five-year financial plan, the government-owned railway said that after a review of early trials, WiFi will be fully introduced on 'Acela Express' high-speed trains by March. The service will initially be free, though it says that pricing may change depending upon customer response, system performance and costs.

The system may be extended to other routes in the future, and in addition to free wireless internet, the company has said that it plans to upgrade coaching stock and locomotives. Currently, it faces fierce competition from low-cost bus services, many of which already have WiFi, and estimates that internet access will drive up passenger number and increase revenue by $4.3 million over the next five years.

The company plans to spend an additional $26.2 million to add WiFi to other markets, and is likely to start with the popular Northeast Regional service.

Record year for intermodal shipments by Union Pacific

Union Pacific Railroad achieved a record year of 1.25 million domestic intermodal shipments in 2009.

In addition, for the second consecutive year, Union Pacific and UPS achieved a 'Perfect Peak Season' by delivering 100% of UPS peak season freight without any sort of failure. Prior to 2009, Union Pacific's highest domestic intermodal volume was 1.19 million shipments in 2007. The introduction of 43 new truck-competitive service products allowed the railroad to capture freight that previously moved by road, as well as earn additional business from Hub Group, Pacer International and other large intermodal customers. The UPS peak season begins the Tuesday following Thanksgiving and concludes on Christmas Eve. During the 2009 peak, Union Pacific delivered thousands of UPS containers and trailers conveying hundreds of packages each, many specifically for the holidays. Together, the two companies overcame significant challenges during the peak season, including record sub-zero temperatures and snow accumulations.

▲ A new record was set in the Toronto area in 2009, being the first November since records began without snow! However, snow began to fall during the first week of December and has, so far, been light in the Greater Toronto Area as this image of westbound GO No. 909 (in 'push-pull formation with Motive Power Industries, MP40 No. 623 on the rear) at Whitby illustrates.

▶ It is not uncommon to see a pair of GP9 locomotives on a Canadian National local freight. However, seeing two locomotives cab to cab is rare. In a winter sun, EMD GP9 Nos. 7076 and 7069 pass Whitby on 7th January with two tanks bound for the CN yard in Oshawa. Both: Thomas Blampied

▲ With the imminent introduction of the 'Allegra' units, this winter is expected to be the last for the RhB Ge4/4Is working on Sportszug trains. On the first weekend of operation, No. 604 stands at Bergun with a train to Preda carrying winter sports fans and their sledges to the top of the toboggan run. **Mark Pichowicz**

New contract and additional services for ERS in Sweden

Sweden: ERS Railways has selected Green Cargo to provide the traction for a new intermodal shuttle service between the ports of Norrköping and Gothenburg, enabling ERS to continue its growth in Sweden.

ERS Railways now offers rail transport of containers between four major ports in Sweden, and has become a major player in rail transport on the continent, connecting 25 locations in eight countries with shuttle trains carrying containers and swap bodies.

The first train of the new contract ran on 12th January, and initially, there will be two round trips between Gothenburg and Norrköping per week, with a possible extension to Södertälje.

Green Cargo is a transport and logistics company located within Sweden, with the rail transport as a base. The company runs some 65% of the Swedish freight trains and with partners they reach across Europe.

Corus wins rail contract from SNCF

France: Corus has secured a contract worth some €350 million to supply track for up to six years to SNCF for the renewal and maintenance of the Réseau Ferré de France line, the contract being for an initial four year period with the option to extend it by a further two years.

As part of the deal, Corus will invest €35 million in new technology at its rail production facility in Hayange, in the Lorraine region, to allow it to produce longer rails. The investment in a range of new manufacturing equipment will improve the plant's efficiency and enable workers to produce 108-metre long rails. Engineering studies have already been completed at the plant to enable the enhancement work to begin this year. At the peak of the work, up to 400 contractors are expected to be employed on the upgrade, from design and mechanical engineers to electricians and demolition experts. The Hayange mill, which employs 440 people, currently supplies rails of varying lengths to railway operators around the world, but predominantly in Europe.

DB Schenker investment in NordCargo

Italy: DB Schenker Rail has increased its stake in the Italian railfreight operator NordCargo s.r.l. by a further 11%.

The DBS subsidiary had already acquired a 49% stake in NordCargo in January last year, and now owns a majority stake in the company, which is based in Milan. DBS say that Italy is one of its most important foreign markets with transports to and from Italy accounting for roughly one quarter of the company's total international revenues in 2008. NordCargo was part Ferrovie Nord Milano until the end of 2003.

In 2008, it generated revenues of about €40 million from international and domestic transports. The company is licensed to operate on the Italian rail network, runs 7000 trains per annum, and is responsible for providing traction on international routes along the Adriatic and Tyrrhenian coasts between Milan and Naples. The present business of DB Schenker Rail Italia, with registered office in Alessandria, will be transferred to NordCargo and the activities of both companies merged under the umbrella of NordCargo with nearly 300 employees.

New energy saving trams for Heidelberg

Germany: The first series production of the award-winning MITRAC Energy Saver trams has begun at Bombardier in Heidelberg, Rhein-Neckar-Verkehr GmbH (RNV) being set to commission the first six.

The trams are the first to feature the commercial application of the Energy Saver, an innovative energy storage system that requires up to 30% less energy and is capable of catenary-free operation. The new system reduces energy costs, saving an estimated 93,000kW of electrical energy per vehicle each year and providing for cantenary-free operation.

Another 13 vehicles are to be supplied this year for Line 5 and sections in Mannheim, and the RNV has ordered a total of 19 light rail vehicles with the MITRAC Energy Saver to enter service by the end of this year.

▲ 1914-built 0-6-0T No. 996101 is pictured at Gernrode in the Harz Mountains with a Railway Touring Company special to Hasselfelde, via Harzgerode, on 11th December. **Henry Allum**

Stadler wins first order for multiple-units in Germany

Germany: Stadler is to deliver double-decker multiple-unit trains to Germany for the first time, BeNEX, Arriva and Stadler Pankow having signed a contract for the supply of vehicles for the 'Netz Stadtbahn' transport tender in a deal worth approximately €146 million.

The order is for 16 four-car DOSTO type electric double-decker multiple-units, one single-car Regio-Shuttle RS1 type diesel motor coach and six two-car GTW 2/6-type diesel motor coaches. The Berlin-Brandenburg transport network awarded contracts for transport services on the commuter railway network in mid-2009.

The order was broken down into four batches, and Ostdeutsche Eisenbahn GmbH (ODEG) won the contracts for batches 2 and 4, and will commence operations on the Berlin-Brandenburg commuter network with the ordered trains in phases. The Regio-Shuttle RS1 and GTW 2/6 type vehicles will commence in service with the 2011 timetable change, while the double-decker multiple-units will start operations in 2012.

"This is the largest order we have ever won here in Pankow", said Michael Daum, Director of Stadler Pankow GmbH, "We are very proud to build vehicles for the Berlin-Brandenburg region. This order represents another important milestone for us. Our new product, the double-decker multiple-unit train based on our tried and tested FLIRT, has successfully entered the German market, enabling us to expand our production site in Berlin-Pankow even further. We are also planning to establish our own bodyshell production in the region".

Alstom's new AGV takes to the rails in Italy

Italy: On 7th January, the prototype of Alstom's Automotrice à Grande Vitesse (AGV) arrived in Italy to undergo a series of tests that will enable train operator Nuovo Trasporto Viaggiatori (NTV) to run an AGV fleet on the Italian network from 2011.

Alstom began speed runs on 14th January, and will also carry out tests to validate and approve signalling and safety equipment. The AGV train is intended as the successor to France's TGV high-speed trains, the name in English being 'high-speed self-propelled carriage'.

Instead of having separate power cars at either end of the train, as current TGVs do, the AGV will have distributed traction with motors under the floors of the coaching stock, an arrangement used on many regular-speed multiple-unit trains in Great Britain and also on high-speed trains such as the Siemens' Velaro and Japan's Shinkansen.

The space saved through not having a powercar enables such units to provide more seats. Alstom offers the AGV in configurations from seven to 14 coaches, with a total of 250-650 seats, depending upon internal layout and the number of carriages. The commercial service speed will be 220 mph. The AGV also weighs less than its rivals, which reduces its power consumption, and it consumes 30% less energy than previous TGV designs.

The AGV is Alstom's 4th generation high-speed train, and will cover over 60,000 kilometres on the Italian network between January and July this year. The prototype will run initially on the conventional Rome-Florence line, then on a portion of the high-speed Rome-Naples line, and finally on the 'direttissima' between Rome and Florence.

During the acceleration tests, it will achieve its maximum 220mph speed. The new series of tests follows those carried out during the past two years at the rail test centre at Velim, in the Czech Republic, and on the East European high-speed line in France. Ten Alstom engineers will make up the teams that will take it in turns to travel on board the prototype during the seven-month testing period, and the measurements and data collected by the 2,000 sensors fitted to the trainset will be transmitted to Alstom's engineering departments.

The AGV is due to be certified for the Italian network by mid 2011. In parallel with these tests, Alstom is continuing with the €650 million manufacture of 25 trainsets ordered by Italian rail operator NTV. The contract also covers the maintenance of the trains for a period of 30 years (the cost of which is not included in the contract) and includes an option for 10 more trainsets.

Manufacture having begun in December 2008 at La Rochelle in France, it then started at Alstom's Savigliano site in Italy in July 2009. The first trainset will leave the Alstom factories in Autumn 2010, and will also embark on a series of tests on the Italian rail network that will complete the certification process. The AGV has been designed under the latest European inter-operability standards, and meets European and Italian environmental and safety standards.

Its traction system played a central role in the performance of the train which set the new world rail speed record of 574.8 km/h in April 2007.

A driver-training run from Alfarelos to São Romão, passes General Torres station, in Vila Nova de Gaia, on the Portuguese North Line, behind Takargo Rail loco No. 6004 on 11th December, and was probably the first visit of a Euro 4000 loco north of Aveiro. The private operator is expected to begin freight services in the area shortly. **Alexandrew Pontes**

Brussels Variety

◀ Thalys No. 4344 departs from Brussels Midi on 8th December with the 12.37 international service to Paris Nord.

▲ Class 20 No. 2006 departs from Brussels Midi on the same day, passing Vossloh 7700 class No. 7858 stabled alongside.

▼ Class AM62 EMU No. 188 arrives at Brussels Midi on 8th December.

All: Brian Morrison

Work underway on 3801 rebuild

Steam locomotive No. 3801 was the first of 30 Pacifics built in 1943 for main line express operations, and was one of only three or four with a streamlined nose.

The engine became noted for hauling the Sydney-Newcastle Flyer from the 1940s to the 1960s, and later was on lease to a group called 3801 Limited that operated it on special steam days until the lease expired.

It has now been returned to the NSW Transport Museum at Thirlmere, where a core group of volunteers are involved in its overhaul. Work on the mechanical aspects of the project managed by the museum is well advanced. The locomotive's tender tank was transported to Hunter-V-Tec last summer, and it is excellent news that the Hunter Valley training company has generously agreed to undertake repair work on the tank, which is of welded construction and was originally fabricated by apprentices at the company during the loco's 1980s rebuilding.

The work will include repairs to, and minor replacements of, corroded plate and internal structural parts, and will also involve reapplication of the internal epoxy coating and external primer painting.

The difficult task of removing the existing boiler was tackled in August by using the 30-tonne crane within the bogie maintenance shop and a number of items including the sandbox, injector clack valves and safety valves were also removed. The stripped boiler has been stored on the premises, where it will be kept on hand as a reference when fitting up the new one for mounting in the engine frame.

In September, both the tender bogies had been transported to a contractor's for dismantling, inspection and repairs. Work included the complete replacement of worn pins and bushes in the brake rigging, overhaul of all leaf suspension springs and replacement of coil suspension springs. Axle box wear liners will also be replaced.

Many of the cast steel components and suspensions items show signs of wear that will require attention. The SKF roller bearings have also been removed and cleaned and are currently being examined for faults. The bogies were due for completion by the end of 2009.

An even bigger task than the lifting of the boiler was the removal of the locomotive integral cast-steel frame, which was lifted from the wheels. With the smokebox attached the total weight was 31-tonnes and required the use of two mobile cranes to ensure a safe lift. With the frame removed, it will be possible to split the driving wheel axle boxes and examine the SKF roller bearings and the leading bogie bearings.

It is believed these are the original bearings fitted when the engine was built. Although the cylinders and steam chests are all part of the integral cast-steel engine bed, they have removable wear liners which will be replaced. A specialist contractor has been assigned the job of procuring new cylinder and valve liner castings, fitting them to the engine and finish machining the bores.

▲ **A mobile crane carefully lifts the frames and smoke box of Australian Pacific No. 3801 off the wheels at the New South Wales Transport Museum in Thirlmere. NSWTM**

New Zealand electrification upgrade programme moves forward with contract signing

New Zealand: The Government has achieved two important stages in its $1.6 billion Auckland rail programme.

The first is the opening of the revamped Newmarket station and the second, the signing of an electrification contract for building 3,500 masts and portals to carry the overhead electric wires.

KiwiRail has awarded an NZ$80 million contract for electrifying 80km of the rail corridor from Papakura on the southern line and from Swanson on the western line.

The Onehunga and Manukau branch lines are also included in the upgrade. The system will be connected to the national grid via two independent connections at Penrose and Southdown.

Masts will begin appearing towards the end of this year, starting with Otahuhu working towards Britomart and will be completed by 2013.

The tender process to buy 114 electric trains to run on the network is continuing

Project begins to install new digital train radio system for Railcorp

Australia: UGL Ltd has announced that it has secured a new project to design, supply, install and maintain a state-of-the-art digital train radio system (DTRS) on NSW RailCorp's electrified rail network.

Design and installation works of the DTRS will occur over the next two-and-a-half-years, and UGL will provide a further five years of ongoing support and maintenance.

The total contract is valued at $225 million. UGL will install and maintain the DTRS, which will cover 1,455 kilometres of track, yards and sidings and 70 kilometres of tunnels across the Sydney metropolitan rail network. 675 train cabs will be fitted with onboard radios and interface equipment, enabling communications between train crews, with other rail staff such as track workers and transit officers and freight operators.

New minerals traffic for ARG

Australia: Specialist bulk freight operator ARG has won contracts with Xstrata Mount Isa Mines worth more than $200 million over the next five years.

Effective from 1st December 2009, it will transport about 1.4 million tonnes of zinc and copper concentrate, copper anode and lead bullion per year on the North West rail corridor of Queensland between Mount Isa and Townsville. These are the first contracts signed by ARG since it took over the route

Key Australian route moves to LED signals

Australia: A rail milestone was reached on 13th December with the commissioning of new LED colour light signals between Yass Junction and Cunningar on Australia's busy Sydney to Melbourne interstate route.

The work was the culmination of an Australian Rail Track Corporation A$5.5 million signal upgrade between Picton, on the outskirts of and Cunningar, 184 miles to the south-west, which involved the replacement of 70 upper quadrant electric signals dating back to around the 1920s, with 60 colour light units.

◀ **Toll Transport TT class locos Nos. TT01, TT02 & TT03 with their first revenue-earning run with a train of empties bound for Bloomfield Colliery, approaches Thornton, west of Newcastle, New South Wales, on 7th January. These are the first of 12 GT46-ACes locos being built by EDI Cardiff, for Hunter Valley Coal operation. Andy Warren**

In New South Wales, EMDs Nos. LDP006, LDP004 and an older dual-cab No. G516, attack the formidable Cullerin Range with QR National's Melbourne to Brisbane intermodal on 16th December. **Charlie Elward (age 5)**

◀ One of the two-car diesel 'Prospector' units, built by United Goninan in 2004 and used on the 'Prospector' service, which travels the 657km between East Perth and Kalgoorlie daily, passes Forrestfield on an ECS move to the maintenance depot at Kewdale on 16th January.

▼ Pacific National NR Class 4,020hp Nos. NR70 and NR58 head east from Perth on a scorching 2nd January, with a mixed automotive and intermodal service. The locos were introduced from 1996, being built by Australian builders Goninan, using traction equipment from General Electric. **Both: Colin Gildersleve**

11th January 2010

Lincoln Railway Society
St Hugh's Church Hall, North Hykeham, Lincoln. 'Steam on Cine in the 1960s' by Michael Clemens. Starts 20.00. Contact Secretary on 01522 705365 for details

RCTS (Ipswich)
Bridge Ward Social Club, 68 Austin Street, Ipswich. 'Latin Rails' by Ray Schofield. Starts 19.30. Contact ipswich@rcts.org.uk for details.

RCTS (Sheffield)
St Matthews Church Rooms, Carver Street, Sheffield. '35 Years of Diesels in the Peak District' by Phil Lockwood and Enid Vincent. Meeting commences at 19.30.

Severn Valley Railway (Wolverhampton)
Old Wulfrunians Club, 253A Castlecroft Road, Castlecroft, Wolverhampton, WV3 8NA. AGM followed by 'Chiltern Railways, Then and Now' by Ian Baxter. Doors open at 19.00 for 19.30 start.

Southern Electric Group (Sussex)
Deall Room, Southwick Community Centre. 'The Brighton Atlantic Project' by David Jones. Meeting commences at 19.30. Donation of £2 requested. Contact the Secretary, Bruce Cakebread on 01273 462094 or by e-mail at b.cakebread@ntlworld.com for further details.

Stephenson Locomotive Society
New Trinity Parish Hall, Saltcoats, Ayreshire. 'Ayreshire Steam in the 1950s and 60s' by Bill Hamilton. Starts 19.30. Contact the Secretary on 01294 822303 for further details.

Wrexham Rly Society
St Mary's Catholic Club, Regent Street, Wrexham. 'Sixties Steam on Cine' by Colin White. Meeting commences at 19.45. Admission £2.

York Railway Circle
The Library, Archbishop Holgate's School, Hull Road, York. 'A to Z of Yorkshire Transport' by John Holroyd. Starts 19.30. Contact Robin Patrick by e-mail at locopatrick@aol.com for details.

12th January 2010

Abergavenny and District Steam Society
Upper Room, The Hen & Chickens, Flannel Street, Abergavenny TBA by Colin Boocock. Meeting commences at 20.00. Contact the Secretary, Ken Mumford at ken.mumford@ntlworld.com for details.

Great Western Society (Bristol)
BAWA, 589 Southmead Roadm Filton, Bristol. 'The Weston, Clevedon & Portishead Light Railway' by Paul Gregory. Meeting starts at 19.45. Contact 01454 324230 for details.

Permanent Way Institution (Edinburgh)
The Scotts Guards Club, 2 Clifton Terrace, opposite Haymarket Station, Edinburgh. Quiz and AGM. Meeting commences at 18.00. Contact the Secretary, Alan Morrison on 07834 507497 or by e-mail at alan.morrison@atkinsglobal.com for further details.

RCTS (Hull)
Upstairs, The Highway Public House, Willerby Road, Hull. 'A Selection of Slides' by Steve Batty. Starts at 19.30. Contact the Secretary at richardh@djbroady.co.uk for further details.

RCTS (Nottingham)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 'Manchester to Chester via the CLC' by Ken Grainger. Meeting commences at 19.30.

RCTS (West Riding)
Saltaire Methodist Chapel, Saltaire Road, Shipley. '30 and 40 Years Back' by John Holroyd. Meeting commences at 14.00. Contact the Secretary at bigmal.w.b.r.rcts@talk21.com for further details.

The 8E Railway Association (Northwich)
The Gladstone Club, Station Road, Northwich, CW9 5RB. 'PSOV Mainline Steam 2009' by Karl Jauncey and Dave Richards. Meeting commences at 19.45. Contact Paul Tench on 07790 486735 for details.

13th January 2010

Basingstoke & District Railway Society
Wote St. Club, New Road, Basingstoke. 'East African Steam Safari' by Norman Hogg. Meeting starts at 20.00. Contact the Secretary on 01256 326096 for further details.

Bromsgrove Rly Club
St Godwalds Church Hall, Aston Fields, Bromsgrove. 'Travels with my £21 Cine Camera' by Mike & Audrey Flavel. Starts 19.45. Contact Dave on 01527 873800 for further details.

Locomotive Club of Great Britain (Dorking)
Friends Meeting House, Butter Hill, South Street, Dorking, RH4 2LE. 'Travels Around South America (part 2)' by Donald Wilson. Meeting commences at 19.30.

Oxfordshire Rly Society
Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LN. 'Sir William Siemens and the Electric Railway' by Dr Willem D.Hackman. Meeting commences at 19.30. Visitors welcome £3.

RCTS (Hitchin)
Hitchin Christian Centre, Bedford Road, Hitchin. 'Hadley Wood Widening' by John Burden. Meeting commences at 19.30.

RCTS (South Wales)
Old Church Rooms, Park Road, Radyr. Branch AGM followed by 'European Steam Miscellany' by Tony Wardrobe. Meeting commences at 19.30. Contact the Secretary at noelinda@noel65.fsnet.co.uk for further details.

Stephenson Locomotive Society
YMCA, Bridge Street, Guildford. 'From Banker to Train Driver' by Alan Nicholls. Starts 19.30. Contact the Secretary on 01372 379216.

Swiss Railways Society (London)
The Model Railway Club, Keen House, 4 Calshot Street, London N1 9AT. Members' Slides - 'Europe/Winter'. Meeting commences at 19.00. Contact the Secretary, Ron Dawes on 0208 660 3532 for details.

14th January 2010

Continental Railway Circle(London & The Home Counties Branch)
St.Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ 'Sri Lanka, India and Pakistan 1976' by Richard Awde. Starts 19.15. Admission £2.00. Contact Adrian Palmer on 01932 850624 or by e-mail at akpalmer@talktalk.net.

Locomotive Club of Great Britain (St Albans)
United Reform Church, Watford Road, Chiswell Green, St Albans. 'Before Beeching & Behind the Scenes' by Dave Baker. Starts 19.30.

Monmouthshire Railway Society
Room A28, UWCN, Allt-Yr-Yn Ave, Newport. 'Industrial Steam in S.Wales, 1968 - 1978' by Stanley Brown. Starts 19.30. Admission £3.

Permanent Way Institution (Birmingham)
The 11th Floor Boardroom, Network Rail Offices, The Mailbox, 100 Whartside Street, Birmingham B1 1RT. Starts 18.15. Contact Ian Wardle on 07824 410961 for further details.

Permanent Way Institution (Manchester & Liverpool)
Ove Arup Offices, St James Building, Oxford Street, Manchester. 'Cambrian Line Enhancements' by Bob Langford. Starts 13.00. Contact Rob Cummings, on 07798 858784.

Permanent Way Institution (S&W Wales)
Kings Hotel, High Street, Newport. 'Thermit Welding - History and Developments' by Ian Banton. Starts 18.00. Contact Andy Franklin on 07824 410762 for further details.

RCTS (North East)
The Brunswick Methodist Hall, Newcastle. 'Adventures in the Land of the Trolls' by Fr Ing Prof Bill Hampson. Meeting commences at 18.30. Contac the Secretary at jimbrick@fsmail.net for details.

15th January 2010

Great Western Society (Taunton)
Village Hall, Stoke St Mary, Nr Taunton. 'More Steam in the 60s' by Alan Reeve. Meeting commences at 19.30. Contact the Secretary on 01803 336329 for further details.

Locomotive Club of Great Britain (Central London)
Keen House, Calshot Street, London N1. 'Just in Front of the Good Doctor - The Musical' by Blake Paterson, Paul Ayres and Don Kennedy. Meeting commences at 19.00.

Should your society information be listed on this page?

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

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

Web Links
Links to the various society websites can be found by clicking here. Is yours missing? Send the details to the editor.

▼ **The ELR ran its first diesel day of the year on 9th January. Class 40 No. 40145** *East Lancashire Railway* **pilots Class 37/4 No. 37418** *Pectinidae* **passes Burrs with the 14.00 Rawtenstall to Heywood service. Jonathan Stevenson**

Purbeck Railway Circle
Catholic Church Hall, Rempstone Road, Swanage.
'Railways at Home and Abroad' by Nick Lera. Doors open at 19.00 for 19.30 start. Contact the Secretary, Mike Walshaw on 01929 421913 for further details.

16th January 2010
Great Western Society (South West)
Parish Centre, Church End Road, Kingskerswell, Torbay.
'Cine Star Archive Film' by Paul Dibbens. Meeting commences at 18.30. Contact the Secretary on 01803 336329 for further details.

Irwell Vale Railway Photographers
Irwell Vale Village Church, Irwell Vale, Rossendale.
'A View from the Dark Side' by David Fowler. Doors open at 19.00 for 19.30 start. Donation of £3 requested. Contact the Secretary, Mike Taylor by e-mail at mike10fmpd@tiscali.co.uk for further details.

Stephenson Locomotive Society
The Friends Meeting House, Mount Street, Manchester.
Area AGM followed by 'Unfinished Railways' by Allan Brackenbury. Meeting commences at 14.00. Contact the Secretary on 0161 928 2461 for further details.

18th January 2010
Great Central Railway (Spinkhill)
The Angel Hotel, 26 College Road, Spinkhill, Sheffield S21 3YB.
'Members Evening'. Meeting commences at 19.30. Contact the Secretary, Frank Greaves on 01909 473927 for further details.

RCTS (Merseyside, Chester & North Wales)
The Town Crier, City Road/Station Road (opposite station entrance), Chester. 'Australian Railways in 2009' by Geoff Morris. Meeting starts at 19.45. Contact the Secretary at geoffreymorris@tiscali.com for further details.

RCTS (Coventry)
Maudslay Hotel, 190 Allesley Old Road, Coventry. Branch AGM and Members' Slides. Starts 19.30.

RCTS (Northampton)
Weston Favell Parish Hall, Booth Lane South, Weston Favell.
'Britain's Railways in the 21st Century' by John Day. Meeting commences at 14.00.

RCTS (Thames Valley)
West Oxford Democrats Club, 1 North Street, Osney. 'The Trains of Route 66 - Across the American West' by Murray Lewis. Starts 19.30. Contact the Secretary at murraylewis@hotmail.co.uk for further details.

RCTS (Shenfield)
Shenfield Parish Hall, 80 Hutton Road, Shenfield. 'Loco Hauled Passenger Trains in the Privatisation Era' by Geoff Brockett. Starts 19.30.

19th January 2010
Permanent Way Institution (W. Yorkshire)
The Pullman Room, The Cosmopolitan Hotel, 2 Lower Briggate, Leeds LS1 4AE. 'Geogrid Reinforcement of Railway Ballast' by John Dickson. Starts 18.30. Contact, Martin Wooff on 07747 760949 or by e-mail at abcts@daelnet.co.uk.

Stephenson Loco Society
Fox Covert Inn, High Leven, Nr Yarm, Teeside. 'Over the High Alps - the Rhaetian Railways Heritage Line' by Michael Bailey. Meeting commences at 19.30. Contact the Secretary on 01642 321205 for further details.

20th January 2010
Aeron Valley Rly Society
Prince of Wales Hotel, Aberaeron. Members Night. Starts 19.30. Contact the Secretary on 01974 298513 for further details.

Altrincham Electric Railway Preservation Society
Altrincham Methodist Church Hall, Barrington Road, Altrincham.
'The Great Orme Tramway' by Mike Crabtree. Starts 19.30. Admission £3. Contact Andrew Macfarlane on 0161 928 9394 for further details.

Permanent Way Institution (Glasgow)
Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow.
'Distressing Switches and Crossings' by Jamie Breckenridge and Chris Booth. Meeting commences at 17.30. Contact Jack Scott, on 07789 765291 or by e-mail at jack.scott1@btinternet.com for further details.

RCTS (Eastleigh)/ Mid Hants Railway
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'Railway Artefacts' by Steve Bigley. Starts 19.45.

RCTS (Sheffield)
St Matthews Church Rooms, Carver Street, Sheffield. 'Memories of Sheffield Midland Station' by Howard Turner. Meeting commences at 14.15.

Severn Valley Railway (South East)
Wenlock Arms, 26 Wenlock Road, Islington, London N1 7TA.
Another Batch of his Slides by Dave Soggee. Meeting commences 19.30.

21st January 2010
Barrow Hill Engine Shed Society
Roundhouse Lecture Theatre, Barrow Hill, Chesterfield. 'Steam Around Sheffield' by Mick Hayes. Meeting starts at 19.30. Admission £2 non members. Contact the Secretary at beardspaul@aol.com for further details of this meeting.

Breconshire Railway Society
R.A.F.A.Club, The Struet, Brecon.
'Railways in the Abergavenny Area' by Keith W.Jones. Meeting starts 19.30. Members only. Contact Arthur Robinson on 01982 560219 for details and membership enquiries.

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB.
'Scottish & Northern Steam in 50's and 60's' by David Kelso. Starts 19.45. Contact Roger Hart on 01474 833320 for further details.

Locomotive Club of Great Britain (North West)
The Parkside Room, St David's Social Centre, 249 Wargrave Road, Newton-le-Willows, WA12 8EW. 'The North Wales Coast Railway since 1989' by Ian Pilkington. Meeting starts 19.30.

Marlow & District Railway Society
British Red Cross Society, Victoria Road, Marlow. 'Your Train will be Diverted...' by Kim Fulbrook. Starts 20.00. Admission non-members £2.

Permanent Way Institution (Nottingham & Derby)
The Midland Hotel, adjacent to Derby Station. 'East Midlands Parkway' by Spencer Gibbens. Starts 18.30. Contact the Secretary, Colin Cowey on 07946 482343 for details.

RCTS (North East)
The Scout Building, Widdowfield Street, Darlington. 'Railways around Darlington' by John Midcalf. Starts 19.00. Contact the Secretary at jimbrick@fsmail.net for details.

RCTS (West Riding)
The Fulneck Room, Pudsey Civic Hall, Pudsey. 'Three Half Hour Slides or Talk Shows'. Starts 19.30. Contact the Secretary at bigmal.w.b.r.rcts@talk21.com for further details.

Stephenson Loco Society
United Reform Church Hall, Mowbray Road, New Barnet, Hertfordshire. 'Dutch Railways' by Roger Elkin. Starts 19.30. Contact 0208 368 6200 for further details.

22nd January 2010
Shropshire Railway Society
The Gateway, Chester Road, Shrewsbury. 'Archives' by Ian Fisher. Meeting commences at 19.30.

Stephenson Loco Society
The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne. 'The Hush Hush' by William Brown. Meeting commences at 19.00. Contact the Secretary on 01434 688946 for further details.

23rd January 2010
Locomotive Club of Great Britain
Overseas Reunion.

25th January 2010
Locomotive Club of Great Britain (Brighton)
Brighton Model Railway Club Room, BR London Road Station, Shaftsbury Place, Brighton. 'American Interlude (Part One) - Trams & Preservation in the 1970s on Film' by John Buckle. Meeting commences at 19.30.

RCTS (Maidenhead)
Cox Green Community Centre, Highfield Lane, Cox Green.
'Around the World on 80 Trains' by Chris Jackson. Meeting starts 19.30.

RCTS (Sheffield)
St Matthews Church Rooms, Carver Street, Sheffield. Branch AGM. Meeting commences at 19.30.

26th January 2010
RCTS (Nottingham)
Nottingham Mechanics, 3 North Sherwood Street, Nottingham.
'Nottingham to Norwich' by Martin Bromley. Meeting starts at 19.30.

RCTS (Welwyn Garden City)
The Methodist Church, Junction of Ludwick Way and Colegreen Lane, Welwyn Garden City. 'Fourth Generation Railwaymen' by John Marson. Meeting starts 14.15.

RCTS (Woking)
The Wheatsheaf Ember Inn, Chobham Road, Woking. 'Railways at Home and Abroad' by Nick Lera. Meeting commences at 19.30.

Back Issues

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

Rear Cover Caption

On 8th January, the 17.08 Edinburgh to Edinburgh, via the Fife Circle, loco-hauled service awaits departure from Edinburgh behind Class 67 No. 67024.
John Anderson

Magazine Information

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